2010
MUNICIPAL STATE AID STREET APPORTIONMENT DATA

East Skyline Parkway
City of Duluth

MINNESOTA DEPARTMENT OF TRANSPORTATION

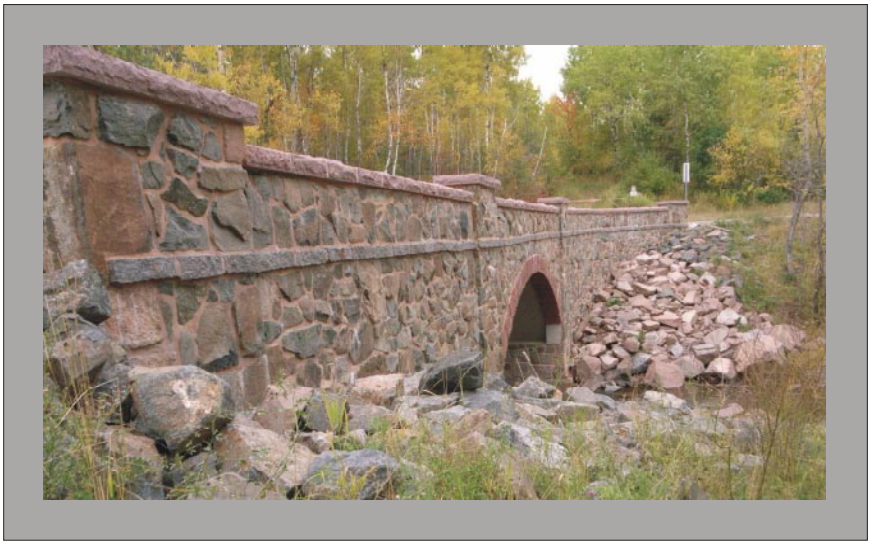
January 2010

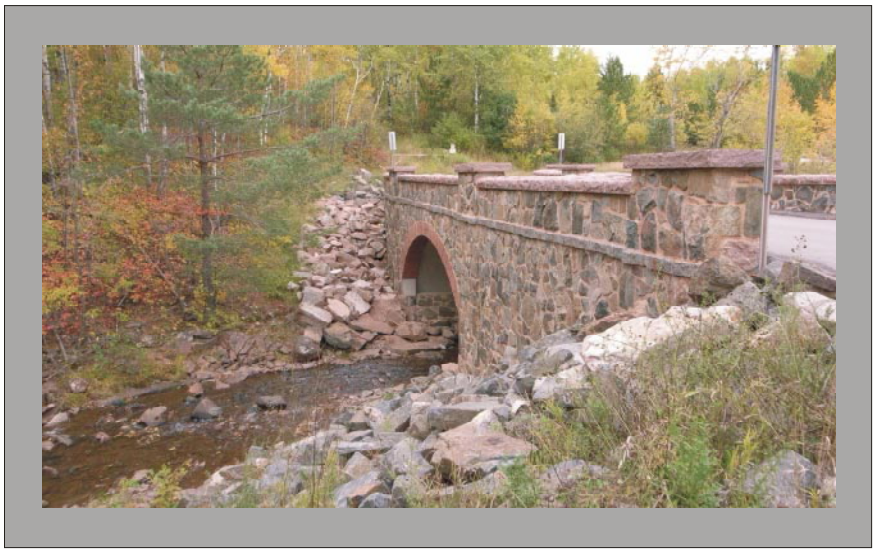
East Skyline Parkway

Seven Bridges Road is located in city park lands known as Amity Park, and runs alongside Amity Creek. As the creek meanders along it crosses under the road in seven locations, thus Seven Bridges Road. In all, eight bridges had rehabilitation work done, the 8th, and the one we are primarily interested in, is located where Seven Bridges Road intersects with East Skyline Parkway, AKA MSAS 176.

This City of Duluth project utilized traditional stone masonry techniques to restore these historic structures, built in 1912. Loose and fallen stone was salvaged and reused, and missing stone was replaced with locally quarried stones and granite cap stones. This was done to maintain, as much as possible, the bridges original appearance. These were early DCP projects that utilized Federal, State Aid Bridge Bond, and Local funding.

More photos of bridge.





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.

2010 MUNICIPAL STATE AID STREET APPORTIONMENT DATA

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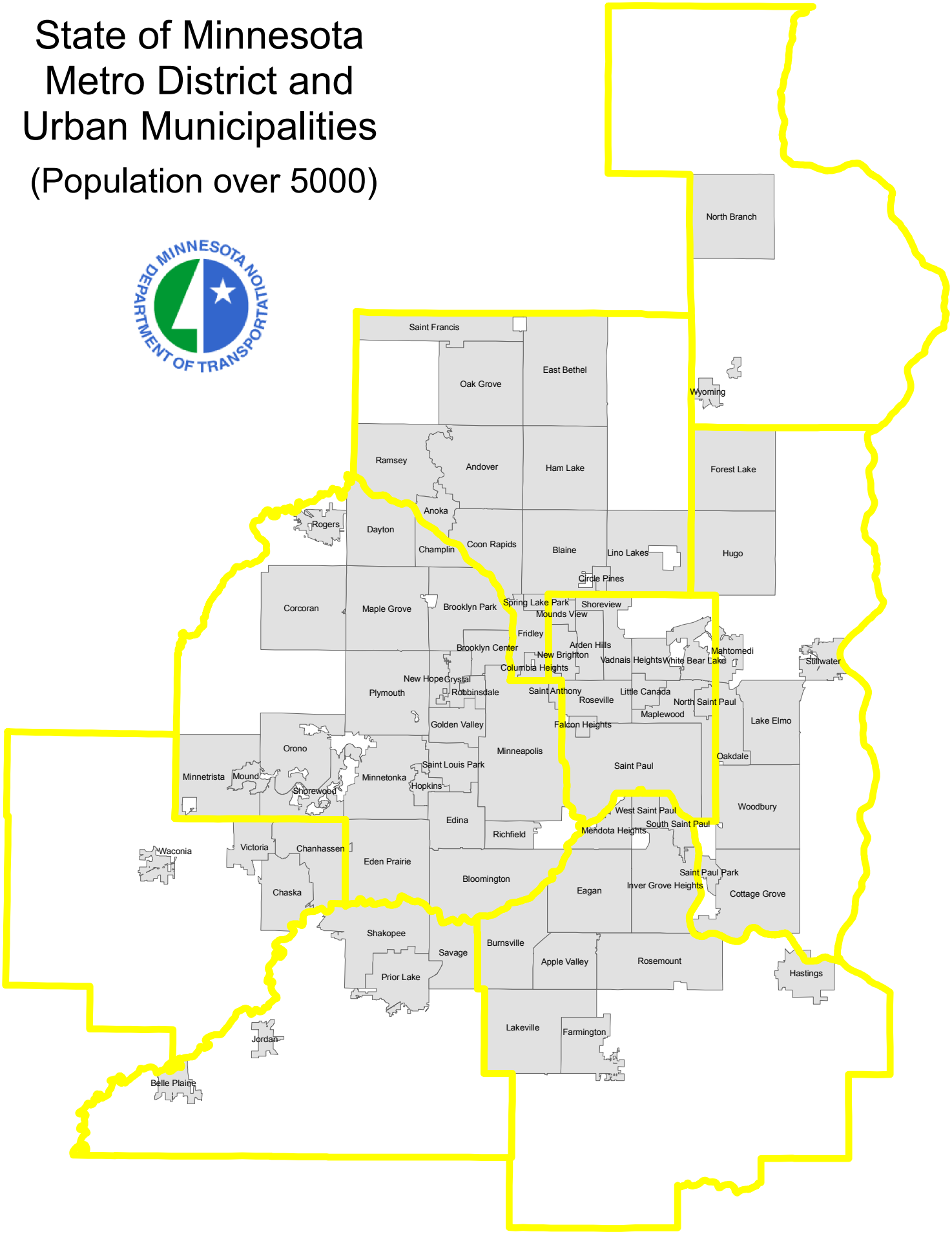
You can obtain a copy of this report from our website at:
www.dot.state.mn.us/stateaid/sa_msas.html

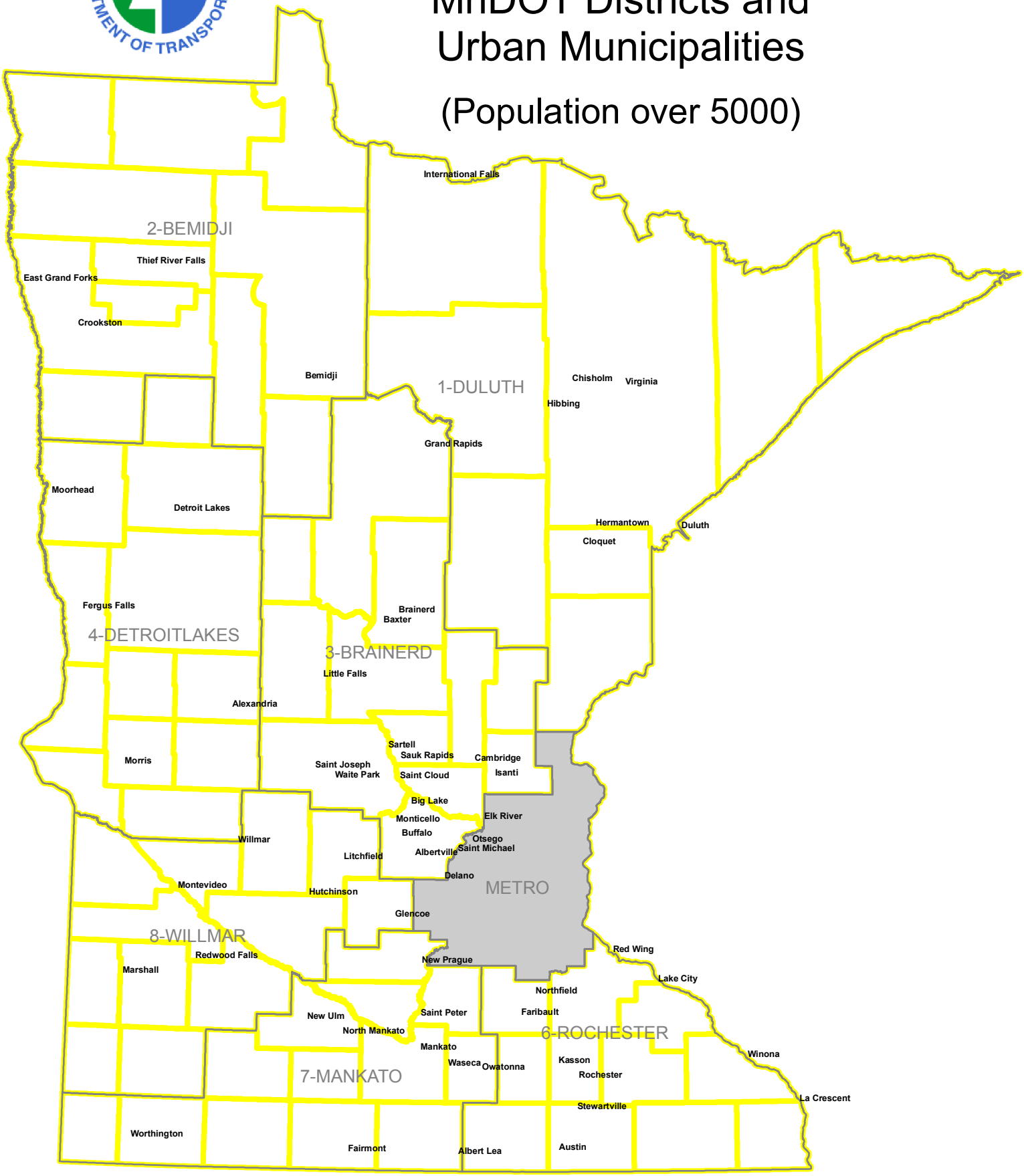
State of Minnesota Metro District and Urban Municipalities

(Population over 5000)



State of Minnesota MnDOT Districts and Urban Municipalities

(Population over 5000)



2010 MUNICIPAL SCREENING BOARD

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OFFICERS

Chair	Jeff Hulsether	Brainerd	(218) 828-2309
Vice Chair	Jean Keely	Blaine	(763) 784-6700
Secretary	Kent Exner	Hutchinson	(320) 234-4212

MEMBERS

District	Years Served	Representative	City	Phone
1	2008-2010	Jim Prusak	Cloquet	(218) 879-6758
2	2009-2011	Greg Boppre	East Grand Forks	(218) 773-1185
3	2009-2011	Steve Bot	St. Michael	(763) 497-2041
4	2010-2012	Tim Schoonhoven	Alexandria	(320) 762-8149
Metro-West	2010-2012	Tom Mathisen	Crystal	(763) 531-1160
6	2010-2012	David Strauss	Stewartville	(507) 288-6464
7	2008-2010	Jon Rippke	North Mankato	(507) 387-8631
8	2009-2011	Kent Exner	Hutchinson	(320) 234-4212
Metro-East	2008-2010	Russ Matthys	Eagan	(651) 675-5637
Cities	Permanent	Cindy Voigt	Duluth	(218) 730-5200
of the	Permanent	Don Elwood	Minneapolis	(612) 673-3622
First Class	Permanent	Paul Kurtz	Saint Paul	(651) 266-6203

ALTERNATES

District	Year Beginning		City	Phone
1	2011	David Salo	Hermantown	(218) 727-8796
2	2012	Dave Kildahl	Thief River Falls	(218) 281-6522
3	2012	Brad DeWolf	Buffalo	(320) 231-3956
4	2013	Vacant		
Metro-West	2013	Rod Rue	Eden Prairie	(952) 949-8314
6	2013	Jon Erichson	Austin	(507) 437-7674
7	2011	Troy Nemmers	Fairmont	(507) 625-4171
8	2012	John Rodeberg	Glencoe	(952) 912-2600
Metro-East	2011	Mark Graham	Vadnais Heights	(651) 204-6050

02-Feb-10

2010 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
Deb Bloom, Chair Roseville (651) 792-7000 Expires after 2010	Chuck Ahl, Chair Maplewood (651) 770-4552 Expires after 2010
Terry Maurer Elk River (763) 635-1051 Expires after 2011	Mel Odens Willmar (320) 235-4202 Expires after 2011
Katy Gehler-Hess Northfield (507) 645-3006 Expires after 2012	Shelly Pederson Bloomington (952) 563-4870 Expires after 2012

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2009 MUNICIPAL SCREENING BOARD
FALL MEETING MINUTES
October 27 & 28, 2009

Tuesday Afternoon Session, October 27, 2009

I. Opening by Municipal Screening Board Chair Shelly Pederson

The 2009 Fall Municipal Screening Board was called to order at 1:10 PM on Tuesday, October 27, 2009.

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

Shelly Pederson, Bloomington - Chair, Municipal Screening Board
Jeff Hulsether, Brainerd - Vice Chair, Municipal Screening Board
Rick Kjonaas, Mn\DOT – Deputy State Aid Engineer
Marshall Johnston, Mn\DOT - Manager, Municipal State Aid Needs Unit
Craig Gray, Bemidji - Chair, Needs Study Subcommittee (Not present.)
Mike Metso - Chair, Unencumbered Construction Funds Subcommittee (Arrived later Tuesday afternoon.)
Chuck Ahl, Maplewood - Past Chair, Municipal Screening Board
Mel Odens, Willmar - Past Chair, Municipal Screening Board
Jean Keely, Blaine - Secretary, Municipal Screening Board

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

District 1	Jim Prusak, Cloquet
District 2	Greg Boppre, East Grand Forks (Not present due to a family emergency.)
District 3	Steve Bot, St. Michael
District 4	Bob Zimmerman, Moorhead
Metro West	Jean Keely, Blaine
District 6	Katy Gehler-Hess, Northfield
District 7	Jon Rippke, North Mankato
District 8	Kent Exner, Hutchinson
Metro East	Russ Matthys, Eagan
Duluth	Cindy Voigt
Minneapolis	Don Elwood
St. Paul	Paul Kurtz

C. Recognized Screening Board Alternates:

District 6	David Strauss, Stewartville
Metro West	Tom Mathisen, Crystal
District 4	Gary Nansen, Detroit Lakes (Not present.)

D. Recognized Department of Transportation personnel:

Julie Skallman	State Aid Engineer (Wednesday meeting only.)
Patti Loken	State Aid Programs Engineer
Walter Leu	District 1 State Aid Engineer
Lou Tasa	District 2 State Aid Engineer
Kelvin Howeison	District 3 State Aid Engineer
Merle Earley	District 4 State Aid Engineer
Steve Kirsch	District 6 State Aid Engineer
Doug Haeder	District 7 State Aid Engineer
Tom Behm	District 8 State Aid Engineer
Greg Coughlin	Metro State Aid Engineer
Mike Kowski	Assistant Metro State Aid Engineer
Julee Puffer	Municipal State Aid Needs

E. Recognized others in Attendance:

Larry Veek, Minneapolis
Jim Vanderhoof, St. Paul
Patrick Mlakar, Duluth
Glenn Olson, Marshall
Dave Sonnenberg, Chair of CEAM Legislative Committee
Fausto Cabral, District 6 Assistant State Aid Engineer

II. Review of the 2009 Municipal State Aid Street Needs Report Booklet.

A. Chair Pederson stated that the June 2009 Screening Board meeting minutes are presented for approval (Pages 20-35). The minutes were reviewed at all District meetings. Screening Board Member Matthys said that he was contacted by the City of Rosemount that their non existing route information that had been discussed at the Spring Screening Board was not reported accurately and that their issue referenced in the minutes on Page 26 had been previously resolved. Chair Pederson said that a note could be added to the end of the minutes as per Rosemount's request. There were no additional comments or questions; therefore the minutes were not read in full.

Motion by Gehler-Hess, seconded by Bot to approve the minutes as presented. Motion carried unanimously.

B. Introductory information in the booklet (Pages 1-19)

Johnston stated that the booklet was reviewed at each District meeting. There were no new Cities added to the system this year. There are still 144 Cities sharing the allocation distribution. Three Screening Board Members will be completing their term with this meeting. There were no questions on this section of the booklet.

C. Unencumbered Construction Funds (UCF) Subcommittee (Minutes on Pages 39-40)

a. Johnston stated that he presented to the UCFS a history of excess balance adjustments and several different comparison options for adjustments that are listed on Pages 41-45. Johnston went over some of the examples and comparisons on the spreadsheets for Screening Board Members. He stated that this information was also discussed at each District Prescreening Board meeting.

Chuck Ahl, a member of the UCFS, reported that the $1M construction fund balance seems to be working. It is hard to convince Legislators that there is a need for additional dollars when the book shows a high fund balance. The Committee discussed if $1M is too low, then $2M seemed too high. A lot of people say stop changing the rules. The Committee discussed that if they recommend an excess balance change to $1.25M, the balance could be reviewed again in a couple of years. **The UCFS recommended to the Screening Board an increase in the excess balance floor to $1,250,000, but leave the multiplier at 3X.**

Russ Matthys, Metro East Screening Board Member (SBM) stated that a change to $1.5M was the recommendation from the East and West Metro District. There was discussion that the original $1M was the cost of one mile of new road construction and the Metro District felt that $1.5M would be more appropriate for today's construction.

Katy Gehler-Hess, District 6 SBM stated that her District supports a change to $1.5M. This will help smaller Cities build a fund balance for a larger project without penalty. It is harder for small Cities to have the resources to come up with extra construction cost, especially with volatile construction prices.

Jon Rippke, District 7 SBM stated that with construction costs going up over time, the $1.25M is adequate for the current market. This value should be looked at on a 3 to 5 year basis. Understands why the Metro District might prefer $1.5M, but are satisfied to accept the recommendation.

Steve Bot, District 3 SBM stated that $1.5M is preferred. Each City needs to manage their fund balance to keep it down. With higher construction expenses, the higher balance would be appropriate. Could look at raising the advancement amount to construct larger projects.

Kent Exner, District 8 SBM stated that his District is comfortable with $1.25M as outstate project costs run less then metro costs. Felt that $1.25M step would be appropriate at this time.

Jim Prusak, District 1 SBM stated that his District is good with $1.25M with a 3X multiplier.

Cindy Voight, Duluth SBM said she prefers $1.5M and hope it sticks for five years. Doesn't want the value changed too often. Urban reconstruction costs keep going up and thinks $1.5M is a better idea.

Johnston said that there was a couple of Districts that discussed why we need an adjustment. This hasn't been brought forward for additional discussion.

b. Johnston provided the UCFS an update on the issue of non-existing segments on the Municipal State Aid system. Julie Skallman sent out a letter to all MSAS Cities and it is included in the booklet on Page 46-47. Some Cities have corresponded with their District State Aid Engineer (DSAE). Some Cities will be revoking routes and others are showing justification for their non-existing routes to stay on their system. Johnston stated that December, January, and February is a good time for Cities to review their MSA system. At the Spring Screening Board meeting, Johnston will report on how many non-existing routes were in the system before the letter was sent out and how may remain after the letter. He said to use the website listed in Skallman's letter on Page 47 to review non-existing route information for your City.

D. Tentative 2010 Population Apportionment (Pages 49-56)

Johnston went over this section of the booklet. He stated that the estimates are based on January of 2009 allocation numbers. This calculates to just over $16.60 per person in each City in State Aid allocations. This is the first half of the allocation.

E. Effects of the 2009 Needs Study Update (Pages 57-60)

Johnston went over the tabulation of the effects of the 2009 MSAS Needs Study update. North Branch had the highest increase because they justified to their DSAE that their routes should be considered for urban improvements rather then rural standards. Minneapolis and St Paul both went up due to the size of their systems. Circle Pines shows a significant decrease due to the construction of a large percentage of their small system.

F. Mileage, Needs and Apportionment (Pages 61-64)

Johnston explained that the allocation amount for 2010 is unknown at this time, therefore the booklet was developed utilizing the 2009 apportionment. The 2010 apportionment estimate is $12.89/$1000 of adjusted needs. Needs are increasing faster then the money each City receives. This year there are the same number of MSA Cities. On Page 64, Grand Rapids has a large difference in mileage due to a County Road turnback and designation of mileage. Owatonna also had a County Road turnback and Brainerd designated mileage this year.

G. Itemized Tabulation of Needs (Pages 65-69)

Johnston reported that the overall average needs cost per mile is $1,242,445. The overall statewide apportionment needs total is just under $4.8 billion.

H. Tentative 2010 Construction Needs Apportionment (Pages 70-76)

Johnston stated that the 2009 adjusted construction needs on Page 71-73 are an estimate for the January 2010 apportionment. The unencumbered balance as of December 31, 2009 will be used for the actual 2010 apportionment.

I. Adjustments to the Construction Needs (Pages 79-99)

Johnston indicated that on Page 79-81, the unencumbered construction fund balance adjustments can still be modified until December 31st if payment requests are received to bring fund balances down. As of September 1st, the unencumbered fund balance is just over $83M. There are ten Cities that currently exceed three times their January construction allotment and $1M. This would be redistributed to 82 Cities with less then one time their construction balance in their account. Johnston noted that Ham Lake has a positive and negative adjustment shown due to previous Screening Board actions, but also a large remaining balance. He also stated that Redwood Falls should be removed from the chart on Page 88 due to their having taken care of their bond. On Page 89, Johnston noted that Thief River Falls had a new bridge added. On Page 90, Minneapolis should be removed from the spread sheet as it was a miscoded item. Johnston noted that on Page 91, right of way adjustments are the largest adjustment to the needs. He stated that if a City uses MSA or local dollars on the MSA system for right of way, it could be included in these adjustments. Johnston noted that six Cities are receiving after the fact retaining wall needs as indicated on Page 94. Pages 95-98 list individual adjustments for Ham Lake, Orono (see Page 75 for the new column added to the spread sheet for actual dollar adjustment), and multiple Cities that received a correction to their railroad crossings that were not updated in the January 2009 allocations. Page 99 indicates the Cities that receive trunk highway turnback maintenance allowances.

J. Recommendation to the Commissioner (Pages 100-102)

Johnston noted that the Screening Board members will be asked to sign the letter to Commissioner Sorel on Page 100 at tomorrow's meeting. He pointed out that the third paragraph indicates that the money needs as listed will be modified as required when the final numbers are calculated at the end of the year.

K. Tentative 2010 Total Apportionment, Comparisons, and Apportionment Rankings (Pages 103-112)

There was no additional discussion on this section of the book. This book does not contain a comparison of this year's needs to last year's needs. Need to compare last year's book to this year's book.

L. Other Topics

a. Certification of MSAS system as Complete (Pages 115-117)
Four Cities have certified that their MSA System is complete. They must be recertified every two years. To qualify, they must have 100% of their MSA routes built to state aid standards. The portion of the dollars that they receive that is based on their population can be spent on their 80% of local roads. The formula is on Page 115. Several Cities have applied to be considered complete, but have been denied because all of their MSA routes did not meet MSA standards. Dave Sonnenberg asked if we have a process for if a City is taken off of the list. Johnston stated that there is not a process in place, but it is something that should be considered.

b. History of the Administration Account (Page 118)
In 2010, the value will raise from 11/2% to 2% of total funds available to be set aside for the administration of State Aid. Any excess dollars at the end of the year go back into the MSA account for the next year.

c. Research Account (Pages 119-120)
This item will require Screening Board action at tomorrow's meeting. The amount recommended each year to the Commissioner shall not exceed ½ of 1% of the preceding apportionment to go into the Local Road Research Board. The proposed allotment for 2010 is $608,806.

d. Transportation Revolving Loan Fund (Pages 121-122)
Last year, the Screening Board recommended to the Commissioner that zero MSA dollars be put into this fund. At tomorrow's meeting, the Screening Board will be asked how much if any MSA dollars should be put in this fund for 2010. Chair Pederson said that the Metro District recommended that zero dollars should go into this fund. Rippke stated that District 7 also recommended zero dollars.

e. County Highway Turnback Policy (Pages 123-124)
There was no discussion on this item.

f. Current Resolutions of the Municipal Screening Board (Pages 125-134)
The only changes to this section are the updated unit costs approved at the Spring Screening Board meeting on Pages 130-131.

III. Other Discussion Items

A. State Aid Report – Rick Kjonaas reported that the Counties needs dollars are divided 80% to rural and 20% to metro. This has always been a discussion item and the Counties will be looking at how their needs dollars are calculated for distribution. The Counties are considering a new formula for needs calculations and have set up a needs task force. The task force is proposing to simplify their system by having each County look back at the last five year

history of their system and calculate the average cost per mile to construct their low, medium, and high volume urban and rural roads. Each County will be calculating their own unique County unit costs. They will multiple their unique unit costs per their total of each volume of road type to calculate a net asset value for their road system. That will be their competitive needs number prepared on an excel spreadsheet. Kjonaas said that the Counties will probably move to this new system in 2011 or 2012 and this will provide more valuable information to the Legislature. If the Counties stop utilizing the existing software, the maintenance of the existing 8 to 10 year old system will fall to the Cities. The last system cost $2M. The existing software is already a problem to update and is costly to maintain. The cost will keep going up.

Kjonaas also reported that small Cities have called about annexation of adjacent townships to get them to the size that will qualify them for MSA funds. If smaller Cities become MSA eligible, they will lose their County State Aid funds. There are ten Cities that are over 4500 in population. This is a growing force. This should be considered in discussions of dilution of the system. Small Cities continue to go after existing County and Municipal State Aid funds. Need to figure out how the political need can be addressed.

Rippke asked if smaller Cities were satisfied with their County State Aid dollars. Kjonaas stated that their lobbyist state that they are not satisfied. There are 709 Cities in the League of Greater Minnesota Cities Under 5000 group.

Kjonaas tied the two topics together. He said Cities have tried to simplify needs for a long time. He said the primer that was created didn't draw on the needs data as much as it could have. There are 77 Cities under 15,000 population. He said the Cities may want to look at the Counties new system. If you look at all Cities under 15,000, then maybe they wouldn't have to report needs each year? It would simplify the administration of the system. A Microsoft based system would also be an easy transition. He suggested that a task force could be formed in the next year or so or an existing committee could look at the Counties proposed system for calculating needs.

Ahl stated that we do a lot of work now on how to slice the pie. Kjonaas is hitting on the point that we are certifying that these are the needs to distribute our money. We have $83M sitting here and Ahl said we need to spend the dollars given to us and do a better job of telling our story.

Chair Pederson suggested that we have two subcommittees that might be a good group to work on these issues. The committee members have all spent time on the Screening Board and have a lot of experience. She said to start thinking about these issues for additional discussion tomorrow and at District meetings in the Spring.

B. Legislative Update - Dave Sonnenberg provided an update. He stated that the League of MN Cities (LMC) just sent out a link to their draft policies and

are asking for comment. The CEAM Legislative Committee will be meeting to discuss these early in 2010.

The LMC and CEAM are bringing forward several items for additional discussion:

- Looking at private underground utility responsibilities – recommend that if contractors directional drill, that they expose all sewer, water, and storm utilities. If records are not adequate enough to do a good job of locating private services, that responsibility should fall to the contractor.
- Mn/DOT Design Build requirement that Cities relocate all City utilities at City expense.
- Grant local authorization to use photo enforcement technologies.
- Impaired waters – clean water revenue source.
- Urban forest management – state matching grant program.
- Statutory approval time line - repeal of the 60 day rule or at least increase 60 day time limit to 90 days.
- Grant local authority to create a transportation utility.
- Right of way management – private companies want a response by a certain time or they can just go in.
- Adequate Funding for Transportation – Need MVST split of 60% roads and 40% transit to become permanent.
- Storm water funding that Cities have to contribute to State projects.
- Sales tax exemption for local project construction.
- Development impact fees.
- No County turnback can occur without equivalent turnback funds or transfer of authority to tax for that roadway.
- Mn/DOT maintenance of Trunk Highways – mowing and trash cleanup.
- Local road and transit funding for Cities under 5000 population.

There were no additional topics raised for discussion.

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

Meeting was adjourned at 3:40 PM.

2009 MUNICIPAL SCREENING BOARD
FALL MEETING MINUTES
October 27 & 28, 2009

Wednesday Morning Session, October 28, 2009

I. Chair Pederson called the session to order at 8:40 AM.

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

A. Recommendation of the Unencumbered Construction Funds Subcommittee (UCFS) to increase the amount in a City's construction account to $1,250,000 and 3 times its annual construction allotment before receiving the Excess Balance Adjustment (Pages 39-40).

Chair Pederson said that the original resolution is on Page 132 and the motion would be amending the original resolution dollar amount of $1M (listed in two places in the original resolution) to either $1.25M or $1.5M as discussed.

Motion by Matthys, seconded by Bot to amend the floor of the excess unencumbered construction fund balance adjustment from $1,000,000 to $1,500,000.

Don Elwood, Minneapolis SBM said that the history of this was put in place to lower the balance and we were reminded of our excess balance. From a global perspective, this could result in Cities going back to a higher balance. As more Cities come on line, this will become harder to do and he can not support the ability to go higher.

Paul Kurtz, St Paul SBM said he agrees with Elwood that an increase could risk unencumbered fund balances going up when we are trying to get balances down. He feels this is an excessive amount for smaller Cities. Kurtz questioned what the magic of building one mile at a time is and is it that different between metro and out state? He felt that a reconstruction would be less expensive in out state then in an urban area. He doesn't see the need to increase the dollar value at this point. Kurtz hopes that the ten Cities that are over the 3 times will get their dollars down. He thinks looking at a mile is a lot for a smaller City. He will not support any increase because he doesn't think we have a problem.

Rippke, District 7 SBM said the goal was to change the amount to be able to do the same project they could have done five years ago and still be within the limit. Bringing down the fund balance is a new discussion and was not part of the prescreening board meetings. What is the right thing to do – do projects the same as we could five years ago or spend down the balance?

Matthys, East Metro District SBM said the balance is a new issue. He said that should be a separate discussion from the motion as made. He said in smaller Cities, you don't do projects without MSA funds and $1.5M is more realistic with less local dollars. He shares the concerns raised by Minneapolis and St Paul, but there are other methods to address these concerns.

Chair Pederson stated that we all have to use MSA funds to partner on County and State projects. Smaller Cities need to save funds for their own projects as well as larger agency projects. Costs more to do projects then it did five years ago.

Voight, Duluth SMB stated that for unencumbered construction funds, one mile seems like a nice reasonable size project for Cities in our state to do in one year. It is more cost effective to do one big project then three smaller projects. It was a good comment about the possibility of this raising the total fund balance, but that should be a separate issue. Smaller Cities need to save longer to be able to build one mile. Maybe there should be more of the funds loaned out to bring the balance down.

Chair Pederson said that Matthys also raised the advanced loan issue yesterday. She suggested that the advanced loan issue and unencumbered funds balance should be kept separate from the motion in front of us today, but do warrant additional discussion. With no further comments, Chair Pederson called for a vote on the motion.

Motion carried with 9 ayes and 2 nays. Kurtz and Elwood voted no. Motion carries.

B. Needs and Apportionment Data (Pages 57-102).

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

Glenn Olson asked if Ham Lake's County project had been awarded yet and Johnston confirmed that it had.

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

C. Research Account (Pages 119-120).

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

Motion by Bot, seconded by Rippke to approve an amount of $608,806 (not to exceed ½ of 1% of the 2009 MSAS Apportionment sum of $121,761,230) to be set aside from the 2010 Apportionment fund and be credited to the Research Account. Motion carried unanimously.

D. Transportation Revolving Loan Fund (Pages 121-122).

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

Motion by Bot, seconded by Matthys to set zero dollars aside. Motion passed unanimously.

II. Continuation of State Aid Report and Legislative Update

A. Rick Kjonaas stated that two snow plow simulators are being installed at the Arden Hills facility and will free up the portable training facility. In the next six months, more time will be available for City staff. It is a good defense in court to be able to report that your snow operators have this training.

Kjonaas also stated that audits have increased thru the State and have gone back to 2006 projects. The Inspector General told Federal Highways to pull finance dollars if materials on the job were not certified. Federal Highways did pull $500,000 of funds from two County projects until they could prove material specs were met. The Counties just had their funds reinstated last week.

Kjonaas said in the next week he will hear the results of the 2009 audits that were just completed this summer. He has heard there were a lot of findings. He will schedule meetings for December to bring up issues raised in these audits. He said that in two weeks, they will be meeting on the 2008 audit results. Federal Highways doesn't want to pull funding back and are hoping there will be fewer findings in the future.

One thing learned from this process is that the specifications or reports may be unreasonable for local MSA projects. The State Aid Manual is being revised for MSA projects to reduce the requirements that are not appropriate for local jobs. The current schedule of material testing is the same for an Interstate as it is for low volume roads and this is an example of what is being updated.

Bot asked if Cities already know of the 2008 audits. Kjonaas said the 2008 audit Cities are well into their audit documentation. Mn/DOT will be meeting on the 2009 audits next week and he doesn't know who is on the list yet. They will try to wrap up this round of audits before our January conference.

Bot asked if Mn/DOT wants to know about material testing issues that Cities are aware of and Kjonaas said they definitely want to know of issues.

Voight asked about City special provisions that require less material testing. Kjonaas said if special provisions have been approved by the DSAE that should be fine.

Kjonaas said that every one involved needs to be respectful of the auditors and offer as much assistance as possible.

Kjonaas stated that the new Design Build Authority Committee has been set up including Anne Finn of LMC as an exofficio, Carol Duff of Red Wing City Council as a member, Scott Schulte of Coon Rapids City Council as an alternate member, Gary Brown as the CEAM representative, and Richard Freese of Rochester as the CEAM alternate. He said the first meeting will be next week Monday to talk about the processes. It is more complicated than he originally envisioned. The general provisions of the spec book need to be rewritten and the role of Cities to help move the projects forward. They will put out an information paper in the next month or so on the type of projects that they think will be appropriate for the pilot program to get some success stories out there. If you have a small project out there and want to use the process, Mn/DOT will work with you but probably not in the first year. Federal Highways said they might pull funding if federal dollars are on the project unless Mn/DOT does a lot of over sight on the project. Anoka County has a $30M project on old TH 242 that has federal dollars and Mn/DOT will be working with them to hire consultants to provide the over sight responsibility. If consultants can provide general contracting over sight on the Anoka County project, then maybe Mn/DOT staff can attend once a month meetings. Mn/DOT is hoping that this will be the project that will help build the templates for the process before other projects are considered.

Kjonaas said he wanted to recap what he talked about yesterday. First, the needs program is in need of substantial investment. Given the fact that the Counties are thinking of changing how they are going to calculate their needs, it might make sense to go to a new program. If they do that and you don't, you will be stuck with an albatross. He said that Cities could go to their own simple program or maybe look at some of the things the County is looking at doing. That will be one of the duties for the Committees to look at. Secondly, we all need to find a way to dampen the fire of the Cities under 5000 because they are not going to go away. They want more say so and if they are going to get money distributed to them differently then it is now based on lane miles and population. If Cities are going to write their own program, he can see some logic for a simplified method for Cities under 15,000. Maybe Mn/DOT could meet with the League and look at a similar simplified method for smaller Cities.

Sonnenberg said he talked last night about needs and what the Counties are doing. We have had previous discussions that our needs aren't really our needs; it is just a formula for distributing the money. If Cities went back over

their last five or ten years and looked at what it cost per mile in their City to build their state aid streets and use the ENR cost index to update the dollars, then Cities would have real numbers for our needs. It would simplify the process and we would be more consistent with the Counties. He encourages the Screening Board to look at more sweeping changes to the calculations to more adequately reflect the needs and simplify the administration of the money at the same time.

Mathisen questioned how each City will calculate their needs. Isn't that what the needs book already does? If a City includes other construction features, the costs could vary greatly. Chair Pederson said she understands Tom's concerns and that is why she recommends that we combine our two existing subcommittees and have them look at this issue together. They could follow what the Counties are doing and have meetings between now and next Spring. They can bring information to our Spring Screening Board meeting for additional discussion. We are not going to get this done over night.

Chuck Ahl said he wants to add perspective to our State Aid system. He stated that for 52 years, this has been a self-policing system. We rely on the professionalism of our City Engineers to turn in what it costs to build your system. That is the entire basis. Our State Aid staff does some audits, but we don't hire our State Aid staff to police us. That is why this group is here on this Board, not to represent their individual Cities, but to run the State Aid system. That basis has to be what we build the system on. That is the number one issue for next year - what are our needs and how do we put it together.

Mathisen said we have a system that works. He is fine with looking at something new, but he is not convinced that it is that complicated.

Chair Pederson asked for a motion to ask our Subcommittees to look at our needs and report back to the Municipal Screening Board in 2010.

Motion by Matthys, seconded by Rippke that the Needs Subcommittee and the Unencumbered Construction Funds Subcommittee consider the question of updating the current needs program and report back to the Municipal Screening Board at the Spring meeting in 2010. Motion passed unanimously.

B. Sonnenberg had no additional Legislative update information to report.

III. Other Discussion Topics

A. Chair Pederson spoke about RT Vision – One Office. She said that Counties are using the project management software. Bloomington uses the software for all of their projects. She feels the use of the software would help with the audit process because it is very thorough on State Aid paperwork. Nine Cities are using the software. Financially it would be better for Cities to do

this together. Right now Bloomington is paying to upgrade the software. It is possible that these upgrades are not being made available to other Cities. Counties used their administration funds to pay for the software. Cities need to take a look at this. Electronic paperwork is the way it will go in the future. If more Cities were using it, it would be more efficient for the State Aid staff. Pederson is planning to host a demo in Bloomington in December.

Voight said that Duluth is also using the software and felt it would help with the audit process. She said Cities need to share the software and get the word out that it is convenient, it is here, and it helps with consistency. She runs local projects on the software also.

Bot asked what the business make up of the private software development company is. If more Cities went together, would there be more power with negotiating a better contract price. He is concerned with the process he has heard of so for. Chair Pederson said we would have more control over it as a group – what we get and what it costs.

Gehler-Hess said that they just purchased the software. She said there is a County user group and they make recommendations to the software company for changes. She said that more Cities need to get on the user group. Chair Pederson said that Bloomington and Duluth have paid for City system changes, but are not sure if everyone is getting the same tool. She suggested bringing this item back for discussion at the Spring Meeting when we have a better idea of the cost.

Bot said we need the scope of what it takes to set this up. Some of the smaller Cities would have a concern on what the staff needs would be to set this up.

B. Chair Pederson stated that the Complete Streets document that the Legislature ordered is now out to Cities for review. She is encouraging that all Cities review this document. She said that this document affects everyone and has financial implications to all projects. This is not yet policy, but once the Legislature has the document, they may ask Mn/DOT to develop a Complete Streets policy for the State. If this moves to policy making, they will be looking at lane widths and ADTs. The definitions included will be very important.

Kjonaas stated that Mn/DOT has been working towards zero deaths. Safety is important and mixing modes can be a safety issue. Advocates are making a point that engineers need to look at corridor modes needed at the start of the project and you design what is needed for all modes and vehicles get what is left. Kjonaas said that not every street can be for every mode. Communities need to be looked at as a whole. Thru a network of streets, we can accommodate all modes. Mn/DOT is proceeding with complete streets on their own projects. The Federal Government might add complete street design to the federal bill as a requirement of federal funding.

Chair Pederson said you will have to document that you are using a Complete Streets policy. She was on the Committee and she emphasized that it is not all modes for all roads; it's the right mode for that road.

Julie Skallman said that each City needs to review the Complete Streets report and provide comments. It has to allow you the freedom to say not every road is a complete street for every mode. If we don't get that message across, it could come back to us thru the Legislative process that we have to have trucks and bikes and peds and school buses and metro transit buses all on the same corridor. You need to stress that we need to do a systematic review of our entire system when we are doing our Complete Streets for our City. Skallman said they need to hear from Cities because that is where they will be looking at most of the streets and want to apply this to.

Chair Pederson said that District reps need to contact other Cities and let them know they need to send in comments on the Complete Streets report that will be before the Legislature in December.

Mathisen asked if this covers every street in Minnesota because some Cities already have this information in their Comprehensive Plans. Chair Pederson said that this could affect every street. She stated that not every City is including this information in their Comp Plans. All modes are not being taken into account for every street. You need to figure out which modes for which road.

Mel Odens stated that this report is available on MnDOT's website. Chair Pederson sent it out once and will send it out to the CEAM membership again. She will send a stronger request for comments since Commissioner Sorel is asking for comments.

Ahl said that Complete Streets will be a break out session at this winter's CEAM Conference. There should be discussion at our annual business meeting in January and CEAM should take a formal stand as an organization.

Chair Pederson stated that City Engineers need to send in comments to Mn/DOT. She asked if the CEAM officers could view the comments received by Mn/DOT prior to our winter business meeting. Skallman said she will group the comments into themes and share with CEAM to bring to the meeting.

Voight has dealt with complete street issues. She asked if there will be exceptions to the design standards for complete streets? Kjonaas stated that Mn/DOT will have to make design documents more consistent, simplify the variance process, and possibly in the future create a new classification for complete streets.

Chair Pederson said that she will send out another email on this topic. The Legislative Committee for CEAM will be meeting in early December. She expects much discussion on this topic this next Legislative session.

Rippke asked what we think the Legislature will do with this report this year. Chair Pederson said she expects that the Legislature will require a state policy be prepared.

C. Chuck Ahl asked for additional clarification on the motion to Subcommittees. He stated that the Subcommittees were asked to look at the needs program, look at Cities under 5,000 population or 15,000 population, and look at balances that are too high and encouragements to use it.

Matthys said that the motion did not include looking at fund balances, but could be an additional item to be addressed. What about looking at advancements – is this a policy issue or a Board resolution? Johnston said it is currently policy based on recommendations of the Screening Board. The advancing of funds is looked at each year.

Kjonaas said that if the end of the year balance is approximately $20 to $25M, then they look at advancements at the beginning of the next year. Cities should speak to their DSAEs of their needs. If you don't get prioritized, you might have to wait. Cities are never turned down after August 1st. Some Cities are stressed by the limit cap and Mn/DOT has had to say no.

Bot said that if getting the balance down is the issue, how can the limit be changed. Kjonaas said the January book is at the lowest fund balance and that is the one that goes to the Legislature. Kjonaas said that if a City asks to borrow 5 or 7 times their allotment, then they wouldn't have any new MSA work for 5 or 7 years. This binds future Councils and he has asked to see a City's five year CIP. Do they really want to be in debt in their state aid account for that long? He understands that some Cities get caught with cost participation that has been a problem.

Bot asked why the cap was changed from 5Xs to 3Xs? Kjonaas stated that in 2001, with large fund balances, Cities used all the MSA funds up. MSA had to pay the price for several years. Bot asked if it could be looked at again?

Matthys asked if Mn/DOT is currently looking at this and it is working, then we should look favorably to the Legislature.

Chair Pederson stated that many Cities will be making requests until the end of the year and the year end balance will go down. Johnston stated that the year end balance of 2008 was $41.7M and in 2007 the balance was $27M. As of September 30, 2009, there is an $83M balance, but there are a lot of project payment requests coming in to bring that balance down.

IV. Chair Pederson thanked the following people:

A. Craig Gray, Chair of the Needs Study Subcommittee. Gray was unable to attend this meeting, but he was recognized for his several years of service.
B. Mike Metso, Chair of the Unencumbered Construction Funds Subcommittee. Metso was also recognized for having served for 11 or 12 years.
C. Chuck Ahl and Mel Odens, Past Chairs of the Municipal Screening Board.
D. Screening Board members.
E. Screening Board members Gehler-Hess, Zimmerman, and Keely were recognized as this was their last meeting as a Screening Board member.
F. State Aid staff and Mn/DOT staff for all their hard work through out the year.

V. The 2010 Spring Screening Board meeting has not been scheduled yet. We need to have additional discussion with the Counties on how to set up our joint meetings, but it is typically in late May.

VI. Chair Pederson said she would entertain a motion for adjournment.

Motion by Zimmerman, seconded by Gehler-Hess to adjourn the meeting at 10:10 AM. Motion approved unanimously.

Respectfully submitted,

Jean M. Keely
Municipal Screening Board Secretary
Blaine City Engineer

SCHEDULE "A"

Minnesota Department of Transportation
Funds Available for Distribution in Calendar Year 2010
From Highway User Tax Distribution Fund

ESTIMATED Gross Income After Refunds (Fiscal 2010) (7-1-09 to 11-30-09 actual; 12-1-09 to 6-30-10 estimated)	Total
Motor Fuel Tax	$822,723,830
Motor Vehicle Tax	$515,395,000
Motor Vehicle Fee	$1,039,000
Motor Vehicle Sales Tax 47.5%	$204,924,000
Interest Earned on Highway User Tax Distribution Fund	$500,000
Total Highway Users Income	**$1,544,581,830**

Less Transfer to:		
DEPARTMENT OF PUBLIC SAFETY		
Motor Vehicle Division Collection Costs	$8,087,000	
General Fund Reimbursement	716,000	
Trunk Highway Reimbursement	610,000	
DEPARTMENT OF REVENUE		
Petroleum Division Collection Costs	2,183,000	
Petroleum Division - Highway Refund Interest	1,000	
DEPARTMENT OF FINANCE		
Contingent Account	125,000	
DEPARTMENT OF NATURAL RESOURCES		
Non-refunded Marine Gas Tax	9,757,054	
Non-refunded Snowmobile Gas Tax	6,448,928	
Non-refunded All Terrain Vehicle Gas Tax	1,381,446	
Non-refunded Forest Road	910,875	
Non-refunded Off-Road Motorcycle Gas Tax	296,651	
Non-refunded Off-Road Vehicle Gas Tax	1,057,624	
DEPARTMENT OF ADMINISTRATION		
Statewide Indirect Costs (Estimated)	194,000	
Subtotal: Transfers Out	$31,768,578	($31,768,578)
ESTIMATED Funds Available for Distribution in Calendar Year 2010		**$1,512,813,252**

5% Distribution (M.S. 161.081, M.S. 161.082, M.S. 161.083 & Laws 98, Ch 372(2), 1, 2 Laws 2007 Ch143, Art1, Sec3, Subd 7(b)

$1,512,813,252 x 5% = $75,640,663			Regular		Total
			$59,877,144	$15,763,519	$75,640,663
Town Road Account	(30.5%)		23,070,402		23,070,402
Town Bridge Account	(16%)		12,102,506		12,102,506
Flexible Highway Account	(53.5%)	$40,467,755			0
Municipal Turnback Account			8,440,000		8,440,000
Trunk Highway Fund			0		0
County Turnback Account			23,594,272	8,433,483	32,027,755
Subtotal: 5% Distribution			$67,207,180	$8,433,483	$75,640,663

95% Distribution (Minn. Constitution Art. XIV, Sect. 5)

$1,512,813,252 x 95% = $1,437,172,589		Regular	Excess Sum	Total
		$1,137,665,723	$299,506,866	$1,437,172,589
Trunk Highway Fund	(62%)	891,047,005		891,047,005
County State Aid Highway Fund	(29%)	329,923,060	86,856,991	416,780,051
Municipal State Aid Street Fund	(9%)	129,345,533		129,345,533
Subtotal: 95% Distribution		$1,350,315,598	$86,856,991	$1,437,172,589
Total Highway User Funds Available for Distribution in Calendar Year 2010				$1,512,813,252

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SCHEDULE "B"

Minnesota Department of Transportation
Funds Available for Distribution in 2010

Counties

INCOME:	Regular	Excess Sum	Total
Highway Users Fund (29% of 95% Distribution) - Excluding Turnback	$329,923,060	$86,856,991	$416,780,051
Motor Fuel Taxes - FY 2009 actual vs estimate	(1,852,652)	(2,459,523)	(4,312,175)
Motor Vehicle Taxes - FY 2009 actual vs estimate	2,352,170	1,771,315	4,123,485
Motor Vehicle Sales Taxes - FY 2009 actual vs estimate	3,202,782	1,235,557	4,438,339
Investment Interest (estimated July 2009-June 2010)	5,000,000		5,000,000
Investment Interest - FY 2009 Actual vs Estimate	(5,033,040)		(5,033,040)
Unexpended balance of Fiscal Year 2009 Administrative Account	1,908,951		1,908,951
Federal Reimbursements for State Planning & Research Programs	168,093		168,093
Refinement to FY2009 Comm Order Deduction Allocation	2,728,236	(2,728,236)	0
Total Funds Available	$338,397,600	$84,676,104	$423,073,704

DEDUCTIONS:			
Administrative Account (2% of total funds available)	$6,767,952	$1,693,522	$8,461,474
Disaster Fund			
Legal Limit (2% of Total Apportionment to Co.)	$6,510,567	$1,629,117	$8,139,684
Unexpended balance as of 12/31/09	4,401,935	1,101,482	5,503,417
Amount required to make the 2% maximum	$2,108,632	$527,635	$2,636,267
Research Account (1/2 of 1% of the 2009 Distribution Sum) $383,265,770 x .50% = $1,916,329 (As determined by 2009 Screening Board)	$1,532,785	$383,544	$1,916,329
State Park Road Fund After deducting for the Administrative Account, Disaster Fund, and Research Account, a sum of 3/4 of 1% of the remainder shall be set aside for use as prescribed by law.	$2,459,912	$615,536	$3,075,448
Total Deductions	($12,869,281)	($3,220,237)	($16,089,518)

APPORTIONMENT SUM Available for Distribution to the Counties in 2010					
			$325,528,319	$81,455,867	$406,984,186
		Regular		Excess Sum	Total
Equalization	10% =	$32,552,832		$0	$32,552,832
Registration	10% =	32,552,831	Registration 40%	32,582,347	65,135,178
Mileage	30% =	97,658,496		0	97,658,496
Money Needs	50% =	162,764,160	Money Needs 60%	48,873,520	211,637,680
		$325,528,319		$81,455,867	$406,984,186

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SCHEDULE "C"

Minnesota Department of Transportation
Funds Available for Distribution in 2010

Municipalities

INCOME:

Highway Users Fund (9% of 95% Distribution) - Excluding Turnback			$129,345,533
Motor Fuel Taxes - FY 2009 actual vs estimate			(1,338,261)
Motor Vehicle Taxes - FY 2009 actual vs estimate			1,279,701
Motor Vehicle Sales Taxes - FY 2009 actual vs estimate			1,377,416
Interest on Investments (Estimated July 2009 - June 2010)			1,500,000
Investment Interest - FY 2009 Actual vs Estimate			(1,584,257)
Unexpended balance of 2009 Administrative Account			95,764
Federal Reimbursements for State Planning & Research Programs			29,178
Total Funds Available			**$130,705,074**

DEDUCTIONS:

Administrative Account (2% of total funds available)		$2,614,101	
Disaster Fund			
Legal Limit			
(3% of the Current Apportionment Sum)	$3,819,466		
Unexpended balance as of 11/30/09	3,652,837		
Amount required to make maximum allowed		$166,629	
NOTE: Annual amount cannot be greater than 2% of total funds available after deducting Administrative Account.			
Research Account (1/2 of 1% of the 2009 Apportionment Sum)			
$121,761,230 x .50% = $608,806			
(As determined by 2010 Screening Board)		$608,806	
			($3,389,536)
APPORTIONMENT SUM Available for Distribution to the Urban Municipalities in 2010			**$127,315,538**

Population	50% =	$63,657,769	
Money Needs	50% =	63,657,769	
		$127,315,538	
			$127,315,538

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SCHEDULE "D"

Minnesota Department of Transportation
Funds Available for Distribution in 2010

Town Bridge Account & Town Road Account

Income to Town Road Account (5% Distribution x 30.5%)	$23,070,402	
Income/Investment Interest - Actual vs 2009 Estimate	217,605	
Total monies available for distribution to Towns in 2010		**$23,288,007**

Income to Town Bridge Account (5% Distribution x 16%)	$12,102,506	
Income/Investment Interest - Actual vs 2009 Estimate	114,153	
Subtotal		$12,216,659
Less Unallocated Account (30% of Subtotal - per State Aid)		$3,664,998
Total monies available for distribution to Towns in 2010		**$8,551,661**

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APPORTIONMENT SUMMARY

The Municipalities share of the Highway Users Tax Distribution Fund for the 2010 apportionment is $127,315,538. This amount is an increase of $5,554,308 or 4.56% more than the January 2009 apportionment. The available funds are distributed 50% based on Population and 50% based on Adjusted Construction (Money) Needs and is computed using the following steps.

Step 1. Population Allocation

50% of the total apportionment sum is distributed on a prorated share that a city's population bears to the total population of all the other cities.

The 2000 Federal Census or the State Demographer's / Metropolitan Council's 2008 population estimate, whichever is greater is used to determine the 2010 population apportionment. This year, 144 cities share in the Municipal State Aid allocation. Chisholm, with a population of 4,960 in the 2000 Census, continues to qualify for MSA funding based on State Statute 162.09, subd. 4.

The following population adjustments due to annexations were made to the 2008 population estimates after they were released. These figures included adjustments that were approved through December 2009.

Alexandria	***+13***	***Grand Rapids***	***+812***
Big Lake	***+13***	***Little Falls***	***+4***
Fergus Falls	***+2***	***Rochester***	***+1040***
Glencoe	***+2***	***Rogers***	***+1***

The population for allocation purposes has increased 28,596 since last year. This increase includes population estimates, and the population included in numerous annexations.

Based on 2008 population estimates, there are no new cities included in the January 2010 allocation.

The 2010 per capita population allocation is approximately $17.35. This is an increase of $0.63 from the 2009 allocation. All 144 cities showed an increase in the 2010 population apportionment.

Step 2. MSAS Construction Needs Allocation

50% of the total apportionment sum is distributed on a prorated share that the city's Adjusted Construction (Money) Needs bears to the total Adjusted Construction Needs of all cities.

For this report, Construction (Money) Needs is defined as the estimated cost of constructing and maintaining the Municipal State Aid Street (MSAS) system over a period of 20 years. The MSAS system comprises up to 20% of the city's local, county road and county road turnback mileage plus 100% of any county highway and trunk highway turnback mileage. The result of Screening Board adjustments to the Construction Needs is called the Adjusted Construction Needs.

In the 2010 apportionment, $1000 in Adjusted Construction Needs earns approximately $13.36. This is a decrease of $0.55 per $1000 from the 2009 apportionment. The Construction Needs Allocation yielded an increase to 102 cities and a decrease to 42 cities. The adjusted needs between the 2009 and the 2010 needs study increased over $389 million. This increase in needs is due to Needs updating, the addition of new cities, system revisions, adjustments to the unit prices, additional mileage designated, and update of traffic counts.

Step 3. The Total Allotment

Population and adjusted construction needs allocations are combined to determine the city's total apportionment. In the 2010 apportionment, 134 cities increased and 10 decreased from the 2009 apportionment.

Step 4. Construction and Maintenance Allotments

Each city's total allotment is used to determine the amount allocated to its Maintenance and Construction Accounts. If a city didn't request more than the minimum maintenance, the maintenance was allocated at a rate of $1500 per improved mile plus any bond interest due in 2009. A greater maintenance amount, up to 35% of the total allocation, is allocated to those cities that have submitted a written request before December 16 preceding the apportionment. After the maintenance amount is determined, the remaining amount is allocated to the city's construction account.

Apportionment Summary 2010.doc

2010 POPULATION SUMMARY

The 2009 and 2010 populations used for allocation are based on 2000 Federal Census or State Demographer and Met Council estimates, whichever is greater.

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Municipality	2000 Census	2007 Population Estimates	2008 Population Estimates	Population used for 2009 Allocation	Population to be used for 2010 Allocation	Difference between Populations used in 2009 & 2010 Allocation
Albert Lea	**18,366**	18,125	**18,095**	18,366	**18,366**	0
Albertville	**3,621**	5,942	**6,103**	5,942	**6,103**	161
Alexandria	**9,115**	11,481	**12,428**	11,481	**12,428**	947
Andover	**26,588**	30,598	**31,023**	30,598	**31,023**	425
Anoka	**18,076**	18,038	**17,849**	18,076	**18,076**	0
Apple Valley	**45,527**	49,456	**49,983**	49,456	**49,983**	527
Arden Hills	**9,652**	9,985	**9,796**	9,985	**9,796**	(189)
Austin	**23,314**	23,671	**23,726**	23,671	**23,726**	55
Baxter	**5,555**	7,758	**7,827**	7,758	**7,827**	69
Belle Plaine	**3,789**	6,744	**7,148**	6,744	**7,148**	404
Bemidji	**11,931**	13,143	**13,413**	13,143	**13,413**	270
Big Lake	**6,063**	9,277	**9,459**	9,277	**9,459**	182
Blaine	**44,942**	56,575	**56,888**	56,575	**56,888**	313
Bloomington	**85,172**	85,504	**85,238**	85,504	**85,238**	(266)
Brainerd	**13,382**	13,961	**13,954**	13,961	**13,954**	(7)
Brooklyn Center	**29,172**	27,907	**30,330**	29,172	**30,330**	1,158
Brooklyn Park	**67,388**	72,724	**75,156**	72,724	**75,156**	2,432
Buffalo	**10,104**	13,950	**14,154**	13,950	**14,154**	204
Burnsville	**60,220**	61,393	**61,081**	61,393	**61,081**	(312)
Cambridge	**5,520**	7,615	**7,657**	7,615	**7,657**	42
Champlin	**22,193**	23,990	**23,983**	23,990	**23,983**	(7)
Chanhassen	**20,321**	22,395	**22,590**	22,395	**22,590**	195
Chaska	**17,449**	23,775	**24,048**	23,775	**24,048**	273
Chisholm	**4,960**	4,645	**4,629**	5,000	**5,000**	0
Circle Pines	**4,663**	5,250	**5,211**	5,250	**5,211**	(39)
Cloquet	**11,201**	11,753	**11,780**	11,753	**11,780**	27
Columbia Heights	**18,520**	18,124	**18,137**	18,520	**18,520**	0
Coon Rapids	**61,607**	63,081	**63,005**	63,081	**63,005**	(76)
Corcoran	**5,630**	5,791	**5,774**	5,791	**5,774**	(17)
Cottage Grove	**30,582**	33,788	**34,017**	33,788	**34,017**	229
Crookston	**8,192**	8,051	**8,058**	8,192	**8,192**	0
Crystal	**22,698**	22,138	**22,167**	22,698	**22,698**	0
Dayton	**4,699**	5,015	**5,019**	5,015	**5,019**	4
Delano	**3,837**	5,222	**5,359**	5,222	**5,359**	137
Detroit Lakes	**7,425**	8,478	**8,599**	8,478	**8,599**	121

Municipality	2000 Census	2007 Population Estimates	2008 Population Estimates	Population used for 2009 Allocation	Population to be used for 2010 Allocation	Difference between Populations used in 2009 & 2010 Allocation
Duluth	**86,319**	85,439	**85,220**	86,319	**86,319**	0
Eagan	**63,557**	67,106	**65,847**	67,106	**65,847**	(1,259)
East Bethel	**10,941**	12,124	**12,130**	12,124	**12,130**	6
East Grand Forks	**7,501**	7,879	**7,893**	7,879	**7,893**	14
Eden Prairie	**54,901**	62,090	**62,610**	62,090	**62,610**	520
Edina	**47,425**	47,090	**48,169**	47,425	**48,169**	744
Elk River	**16,447**	23,187	**23,888**	23,187	**23,888**	701
Fairmont	**10,889**	10,675	**10,686**	10,889	**10,889**	0
Falcon Heights	**5,572**	5,709	**5,746**	5,709	**5,746**	37
Faribault	**20,835**	22,798	**22,818**	22,798	**22,818**	20
Farmington	**12,382**	18,589	**18,735**	18,589	**18,735**	146
Fergus Falls	**13,620**	13,971	**13,815**	13,971	**13,815**	(156)
Forest Lake	**14,440**	17,494	**17,417**	17,494	**17,417**	(77)
Fridley	**27,449**	26,459	**26,422**	27,449	**27,449**	0
Glencoe	**5,453**	5,751	**5,762**	5,751	**5,762**	11
Golden Valley	**20,281**	20,362	**20,326**	20,362	**20,326**	(36)
Grand Rapids	**7,892**	9,713	**10,502**	9,713	**10,502**	789
Ham Lake	**12,710**	15,290	**15,148**	15,290	**15,148**	(142)
Hastings	**18,204**	22,439	**22,491**	22,439	**22,491**	52
Hermantown	**8,047**	9,269	**9,318**	9,269	**9,318**	49
Hibbing	**17,071**	16,170	**16,120**	17,071	**17,071**	0
Hopkins	**17,145**	17,526	**17,481**	17,526	**17,481**	(45)
Hugo	**6,363**	12,022	**12,573**	12,022	**12,573**	551
Hutchinson	**13,081**	14,021	**14,134**	14,021	**14,134**	113
International Falls	**6,707**	6,283	**6,179**	6,707	**6,707**	0
Inver Grove Heights	**29,751**	33,608	**33,917**	33,608	**33,917**	309
Isanti	**2,324**	5,485	**5,556**	5,485	**5,556**	71
Jordan	**3,833**	5,316	**5,418**	5,316	**5,418**	102
Kasson	**4,398**	5,522	**5,542**	5,522	**5,542**	20
LaCrescent	**4,923**	5,157	**5,132**	5,157	**5,132**	(25)
Lake City	**5,054**	5,317	**5,303**	5,317	**5,303**	(14)
Lake Elmo	**6,863**	8,182	**8,389**	8,182	**8,389**	207
Lakeville	**43,128**	53,829	**54,328**	53,829	**54,328**	499
Lino Lakes	**16,791**	19,851	**19,987**	19,851	**19,987**	136
Litchfield	**6,562**	6,871	**6,845**	6,871	**6,845**	(26)
Little Canada	**9,771**	10,157	**10,043**	10,157	**10,043**	(114)
Little Falls	**7,723**	8,430	**8,422**	8,430	**8,422**	(8)
Mahtomedi	**7,563**	8,005	**8,048**	8,005	**8,048**	43
Mankato	**32,427**	36,245	**36,659**	36,245	**36,659**	414
Maple Grove	**50,365**	59,458	**59,932**	59,458	**59,932**	474

Municipality	2000 Census	2007 Population Estimates	2008 Population Estimates	Population used for 2009 Allocation	Population to be used for 2010 Allocation	Difference between Populations used in 2009 & 2010 Allocation
Maplewood	**34,947**	36,663	**36,717**	36,663	**36,717**	54
Marshall	**12,717**	13,040	**13,141**	13,040	**13,141**	101
Mendota Heights	**11,434**	11,752	**11,749**	11,752	**11,749**	(3)
Minneapolis	**382,618**	388,020	**390,131**	388,020	**390,131**	2,111
Minnetonka	**51,301**	51,499	**51,756**	51,499	**51,756**	257
Minnetrista	**4,358**	6,234	**6,189**	6,234	**6,189**	(45)
Montevideo	**5,346**	5,467	**5,436**	5,467	**5,436**	(31)
Monticello	**7,868**	11,253	**11,366**	11,253	**11,366**	113
Moorhead	**32,179**	35,853	**36,226**	35,853	**36,226**	373
Morris	**5,173**	5,223	**5,205**	5,223	**5,205**	(18)
Mound	**9,435**	9,753	**9,769**	9,753	**9,769**	16
Mounds View	**12,738**	12,634	**12,641**	12,738	**12,738**	0
New Brighton	**22,206**	22,391	**22,511**	22,391	**22,511**	120
New Hope	**20,873**	20,824	**20,860**	20,873	**20,873**	0
New Prague	**4,559**	7,007	**7,006**	7,007	**7,006**	(1)
New Ulm	**13,594**	13,568	**13,473**	13,594	**13,594**	0
North Branch	**8,023**	10,462	**10,370**	10,462	**10,370**	(92)
North Mankato	**11,800**	12,935	**13,003**	12,935	**13,003**	68
North St. Paul	**11,929**	11,695	**11,600**	11,929	**11,929**	0
Northfield	**17,147**	19,859	**19,839**	19,859	**19,839**	(20)
Oak Grove	**6,903**	8,433	**8,504**	8,433	**8,504**	71
Oakdale	**26,653**	27,518	**27,230**	27,518	**27,230**	(288)
Orono	**7,538**	7,841	**7,896**	7,841	**7,896**	55
Otsego	**6,389**	12,499	**13,319**	12,499	**13,319**	820
Owatonna	**22,436**	25,090	**25,381**	25,090	**25,381**	291
Plymouth	**65,894**	71,147	**71,536**	71,147	**71,536**	389
Prior Lake	**15,917**	22,111	**22,917**	22,111	**22,917**	806
Ramsey	**18,510**	22,408	**23,445**	22,408	**23,445**	1,037
Red Wing	**16,116**	16,338	**16,300**	16,338	**16,300**	(38)
Redwood Falls	**5,459**	5,277	**5,247**	5,459	**5,459**	0
Richfield	**34,439**	33,107	**33,676**	34,439	**34,439**	0
Robbinsdale	**14,123**	13,551	**13,598**	14,123	**14,123**	0
Rochester	**86,806**	100,845	**103,477**	100,845	**103,477**	2,632
Rogers	**3,588**	6,971	**7,201**	6,971	**7,201**	230
Rosemount	**14,619**	20,917	**20,956**	20,917	**20,956**	39
Roseville	**33,690**	34,099	**34,345**	34,099	**34,345**	246
Saint Anthony	**8,102**	8,500	**8,437**	8,500	**8,437**	(63)
Saint Cloud	**59,111**	65,246	**65,650**	65,246	**65,650**	404
Saint Francis	**4,910**	7,473	**7,404**	7,473	**7,404**	(69)
Saint Joseph	**4,681**	6,066	**6,156**	6,066	**6,156**	90

Municipality	2000 Census	2007 Population Estimates	2008 Population Estimates	Population used for 2009 Allocation	Population to be used for 2010 Allocation	Difference between Populations used in 2009 & 2010 Allocation
Saint Louis Park	**44,126**	45,216	**47,221**	45,216	**47,221**	2,005
Saint Michael	**9,099**	14,883	**15,110**	14,883	**15,110**	227
Saint Paul	**287,151**	287,669	**288,055**	287,669	**288,055**	386
Saint Paul Park	**5,070**	5,344	**5,293**	5,344	**5,293**	(51)
Saint Peter	**9,747**	10,966	**10,884**	10,966	**10,884**	(82)
Sartell	**9,666**	14,259	**14,512**	14,259	**14,512**	253
Sauk Rapids	**10,221**	12,886	**13,083**	12,886	**13,083**	197
Savage	**21,115**	25,293	**26,852**	25,293	**26,852**	1,559
Shakopee	**20,570**	32,567	**33,969**	32,567	**33,969**	1,402
Shoreview	**25,924**	26,159	**26,036**	26,159	**26,036**	(123)
Shorewood	**7,400**	7,611	**7,582**	7,611	**7,582**	(29)
South St. Paul	**20,167**	20,135	**20,250**	20,167	**20,250**	83
Spring Lake Park	**6,772**	6,690	**6,678**	6,772	**6,772**	0
Stewartville	**5,431**	5,784	**5,842**	5,784	**5,842**	58
Stillwater	**15,143**	18,112	**17,953**	18,112	**17,953**	(159)
Thief River Falls	**8,410**	8,515	**8,483**	8,515	**8,483**	(32)
Vadnais Heights	**13,069**	13,038	**13,081**	13,069	**13,081**	12
Victoria	**4,025**	6,330	**6,665**	6,330	**6,665**	335
Virginia	**9,157**	8,732	**8,707**	9,157	**9,157**	0
Waconia	**6,821**	9,717	**9,960**	9,717	**9,960**	243
Waite Park	**6,568**	6,731	**6,731**	6,731	**6,731**	0
Waseca	**9,617**	9,827	**9,789**	9,827	**9,789**	(38)
West St. Paul	**19,405**	18,914	**19,002**	19,405	**19,405**	0
White Bear Lake	**24,325**	24,776	**24,679**	24,776	**24,679**	(97)
Willmar	**18,488**	19,040	**19,130**	19,040	**19,130**	90
Winona	**27,069**	27,458	**27,582**	27,458	**27,582**	124
Woodbury	**46,463**	57,279	**58,430**	57,279	**58,430**	1,151
Worthington	**11,287**	11,379	**11,392**	11,379	**11,392**	13
Wyoming	**3,048**	6,914	**6,940**	6,914	**6,940**	26
TOTAL	**3,339,665**	**3,630,025**	**3,660,189**	**3,640,325**	**3,668,921**	**28,596**

2010 POPULATION APPORTIONMENT

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Municipality	Population Used for 2009 Allocation	Population to be used for 2010 Allocation	2009 Apport. Using 2000 Census or 07 Estimate	2010 Apport. Using 2000 Census or 08 Estimate	Difference Between 2009 & 10 Apport.	% Increase (Decrease)
Albert Lea	18,366	18,366	$307,152	**$318,660**	$11,508	3.75%
Albertville	5,942	6,103	99,374	**105,890**	6,516	6.56%
Alexandria	11,481	12,428	192,008	**215,633**	23,625	12.30%
Andover	30,598	31,023	511,719	**538,266**	26,547	5.19%
Anoka	18,076	18,076	302,302	**313,628**	11,326	3.75%
Apple Valley	49,456	49,983	827,100	**867,232**	40,132	4.85%
Arden Hills	9,985	9,796	166,989	**169,966**	2,977	1.78%
Austin	23,671	23,726	395,873	**411,659**	15,786	3.99%
Baxter	7,758	7,827	129,744	**135,803**	6,059	4.67%
Belle Plaine	6,744	7,148	112,786	**124,022**	11,236	9.96%
Bemidji	13,143	13,413	219,803	**232,723**	12,920	5.88%
Big Lake	9,277	9,459	155,148	**164,119**	8,971	5.78%
Blaine	56,575	56,888	946,157	**987,038**	40,881	4.32%
Bloomington	85,504	85,238	1,429,965	**1,478,926**	48,961	3.42%
Brainerd	13,961	13,954	233,483	**242,109**	8,626	3.69%
Brooklyn Center	29,172	30,330	487,871	**526,242**	38,371	7.86%
Brooklyn Park	72,724	75,156	1,216,233	**1,303,997**	87,764	7.22%
Buffalo	13,950	14,154	233,299	**245,580**	12,281	5.26%
Burnsville	61,393	61,081	1,026,733	**1,059,788**	33,055	3.22%
Cambridge	7,615	7,657	127,353	**132,853**	5,500	4.32%
Champlin	23,990	23,983	401,208	**416,118**	14,910	3.72%
Chanhassen	22,395	22,590	374,533	**391,949**	17,416	4.65%
Chaska	23,775	24,048	397,612	**417,246**	19,634	4.94%
Chisholm	5,000	5,000	83,620	**86,753**	3,133	3.75%
Circle Pines	5,250	5,211	87,801	**90,414**	2,613	2.98%
Cloquet	11,753	11,780	196,557	**204,389**	7,832	3.98%
Columbia Heights	18,520	18,520	309,728	**321,332**	11,604	3.75%
Coon Rapids	63,081	63,005	1,054,964	**1,093,171**	38,207	3.62%
Corcoran	5,791	5,774	96,848	**100,182**	3,334	3.44%
Cottage Grove	33,788	34,017	565,069	**590,213**	25,144	4.45%
Crookston	8,192	8,192	137,003	**142,136**	5,133	3.75%
Crystal	22,698	22,698	379,600	**393,823**	14,223	3.75%
Dayton	5,015	5,019	83,871	**87,082**	3,211	3.83%
Delano	5,222	5,359	87,332	**92,982**	5,650	6.47%
Detroit Lakes	8,478	8,599	141,786	**149,197**	7,411	5.23%
Duluth	86,319	86,319	1,443,595	**1,497,681**	54,086	3.75%
Eagan	67,106	65,847	1,122,277	**1,142,481**	20,204	1.80%
East Bethel	12,124	12,130	202,761	**210,462**	7,701	3.80%
East Grand Forks	7,879	7,893	131,768	**136,948**	5,180	3.93%
Eden Prairie	62,090	62,610	1,038,390	**1,086,317**	47,927	4.62%

Municipality	Population Used for 2009 Allocation	Population to be used for 2010 Allocation	2009 Apport. Using 2000 Census or 07 Estimate	2010 Apport. Using 2000 Census or 08 Estimate	Difference Between 2009 & 10 Apport.	% Increase (Decrease)
Edina	47,425	48,169	$793,133	**$835,758**	$42,625	5.37%
Elk River	23,187	23,888	387,778	**414,470**	26,692	6.88%
Fairmont	10,889	10,889	182,107	**188,930**	6,823	3.75%
Falcon Heights	5,709	5,746	95,477	**99,696**	4,219	4.42%
Faribault	22,798	22,818	381,273	**395,905**	14,632	3.84%
Farmington	18,589	18,735	310,882	**325,062**	14,180	4.56%
Fergus Falls	13,971	13,815	233,650	**239,698**	6,048	2.59%
Forest Lake	17,494	17,417	292,569	**302,194**	9,625	3.29%
Fridley	27,449	27,449	459,056	**476,255**	17,199	3.75%
Glencoe	5,751	5,762	96,179	**99,974**	3,795	3.95%
Golden Valley	20,362	20,326	340,533	**352,667**	12,134	3.56%
Grand Rapids	9,713	10,502	162,440	**182,215**	19,775	12.17%
Ham Lake	15,290	15,148	255,709	**262,826**	7,117	2.78%
Hastings	22,439	22,491	375,269	**390,231**	14,962	3.99%
Hermantown	9,269	9,318	155,014	**161,672**	6,658	4.30%
Hibbing	17,071	17,071	285,495	**296,191**	10,696	3.75%
Hopkins	17,526	17,481	293,104	**303,305**	10,201	3.48%
Hugo	12,022	12,573	201,055	**218,148**	17,093	8.50%
Hutchinson	14,021	14,134	234,487	**245,233**	10,746	4.58%
International Falls	6,707	6,707	112,168	**116,370**	4,202	3.75%
Inver Grove Heights	33,608	33,917	562,059	**588,478**	26,419	4.70%
Isanti	5,485	5,556	91,731	**96,400**	4,669	5.09%
Jordan	5,316	5,418	88,905	**94,005**	5,100	5.74%
Kasson	5,522	5,542	92,350	**96,157**	3,807	4.12%
La Crescent	5,157	5,132	86,245	**89,043**	2,798	3.24%
Lake City	5,317	5,303	88,921	**92,010**	3,089	3.47%
Lake Elmo	8,182	8,389	136,835	**145,554**	8,719	6.37%
Lakeville	53,829	54,328	900,234	**942,620**	42,386	4.71%
Lino Lakes	19,851	19,987	331,987	**346,785**	14,798	4.46%
Litchfield	6,871	6,845	114,910	**118,764**	3,854	3.35%
Little Canada	10,157	10,043	169,865	**174,251**	4,386	2.58%
Little Falls	8,430	8,422	140,983	**146,126**	5,143	3.65%
Mahtomedi	8,005	8,048	133,875	**139,637**	5,762	4.30%
Mankato	36,245	36,659	606,160	**636,054**	29,894	4.93%
Maple Grove	59,458	59,932	994,373	**1,039,853**	45,480	4.57%
Maplewood	36,663	36,717	613,150	**637,060**	23,910	3.90%
Marshall	13,040	13,141	218,080	**228,003**	9,923	4.55%
Mendota Heights	11,752	11,749	196,540	**203,852**	7,312	3.72%
Minneapolis	388,020	390,131	6,489,227	**6,768,984**	279,757	4.31%
Minnetonka	51,499	51,756	861,267	**897,995**	36,728	4.26%
Minnetrista	6,234	6,189	104,257	**107,383**	3,126	3.00%
Montevideo	5,467	5,436	91,430	**94,318**	2,888	3.16%
Monticello	11,253	11,366	188,195	**197,206**	9,011	4.79%
Moorhead	35,853	36,226	599,604	**628,541**	28,937	4.83%
Morris	5,223	5,205	87,349	**90,310**	2,961	3.39%
Mound	9,753	9,769	163,109	**169,497**	6,388	3.92%
Mounds View	12,738	12,738	213,030	**221,011**	7,981	3.75%
New Brighton	22,391	22,511	374,466	**390,578**	16,112	4.30%

Municipality	Population Used for 2009 Allocation	Population to be used for 2010 Allocation	2009 Apport. Using 2000 Census or 07 Estimate	2010 Apport. Using 2000 Census or 08 Estimate	Difference Between 2009 & 10 Apport.	% Increase (Decrease)
New Hope	20,873	20,873	$349,079	**$362,158**	$13,079	3.75%
New Prague	7,007	7,006	117,185	**121,558**	4,373	3.73%
New Ulm	13,594	13,594	227,345	**235,863**	8,518	3.75%
North Branch	10,462	10,370	174,966	**179,925**	4,959	2.83%
North Mankato	12,935	13,003	216,324	**225,609**	9,285	4.29%
North St. Paul	11,929	11,929	199,500	**206,975**	7,475	3.75%
Northfield	19,859	19,839	332,121	**344,217**	12,096	3.64%
Oak Grove	8,433	8,504	141,033	**147,549**	6,516	4.62%
Oakdale	27,518	27,230	460,210	**472,455**	12,245	2.66%
Orono	7,841	7,896	131,132	**137,000**	5,868	4.47%
Otsego	12,499	13,319	209,033	**231,092**	22,059	10.55%
Owatonna	25,090	25,381	419,604	**440,374**	20,770	4.95%
Plymouth	71,147	71,536	1,189,859	**1,241,188**	51,329	4.31%
Prior Lake	22,111	22,917	369,783	**397,622**	27,839	7.53%
Ramsey	22,408	23,445	374,750	**406,783**	32,033	8.55%
Red Wing	16,338	16,300	273,236	**282,814**	9,578	3.51%
Redwood Falls	5,459	5,459	91,296	**94,717**	3,421	3.75%
Richfield	34,439	34,439	575,956	**597,535**	21,579	3.75%
Robbinsdale	14,123	14,123	236,192	**245,042**	8,850	3.75%
Rochester	100,845	103,477	1,686,527	**1,795,382**	108,855	6.45%
Rogers	6,971	7,201	116,583	**124,941**	8,358	7.17%
Rosemount	20,917	20,956	349,815	**363,598**	13,783	3.94%
Roseville	34,099	34,345	570,270	**595,904**	25,634	4.50%
St. Anthony	8,500	8,437	142,154	**146,387**	4,233	2.98%
St. Cloud	65,246	65,650	1,091,171	**1,139,063**	47,892	4.39%
St. Francis	7,473	7,404	124,978	**128,463**	3,485	2.79%
St. Joseph	6,066	6,156	101,447	**106,810**	5,363	5.29%
St. Louis Park	45,216	47,221	756,190	**819,310**	63,120	8.35%
St. Michael	14,883	15,110	248,903	**262,167**	13,264	5.33%
St. Paul	287,669	288,055	4,810,962	**4,997,910**	186,948	3.89%
St. Paul Park	5,344	5,293	89,373	**91,836**	2,463	2.76%
St. Peter	10,966	10,884	183,395	**188,843**	5,448	2.97%
Sartell	14,259	14,512	238,467	**251,791**	13,324	5.59%
Sauk Rapids	12,886	13,083	215,505	**226,997**	11,492	5.33%
Savage	25,293	26,852	422,999	**465,897**	42,898	10.14%
Shakopee	32,567	33,969	544,649	**589,381**	44,732	8.21%
Shoreview	26,159	26,036	437,482	**451,739**	14,257	3.26%
Shorewood	7,611	7,582	127,286	**131,552**	4,266	3.35%
South St. Paul	20,167	20,250	337,272	**351,348**	14,076	4.17%
Spring Lake Park	6,772	6,772	113,255	**117,498**	4,243	3.75%
Stewartville	5,784	5,842	96,731	**101,362**	4,631	4.79%
Stillwater	18,112	17,953	302,904	**311,494**	8,590	2.84%
Thief River Falls	8,515	8,483	142,404	**147,185**	4,781	3.36%
Vadnais Heights	13,069	13,081	218,565	**226,962**	8,397	3.84%
Victoria	6,330	6,665	105,863	**115,641**	9,778	9.24%
Virginia	9,157	9,157	153,141	**158,879**	5,738	3.75%
Waconia	9,717	9,960	162,507	**172,811**	10,304	6.34%

Municipality	Population Used for 2009 Allocation	Population to be used for 2010 Allocation	2009 Apport. Using 2000 Census or 07 Estimate	2010 Apport. Using 2000 Census or 08 Estimate	Difference Between 2009 & 10 Apport.	% Increase (Decrease)
Waite Park	6,731	6,731	$112,569	**$116,787**	$4,218	3.75%
Waseca	9,827	9,789	164,346	**169,844**	5,498	3.35%
West St. Paul	19,405	19,405	324,528	**336,687**	12,159	3.75%
White Bear Lake	24,776	24,679	414,353	**428,194**	13,841	3.34%
Willmar	19,040	19,130	318,423	**331,916**	13,493	4.24%
Winona	27,458	27,582	459,205	**478,564**	19,359	4.22%
Woodbury	57,279	58,430	957,930	**1,013,793**	55,863	5.83%
Worthington	11,379	11,392	190,301	**197,658**	7,357	3.87%
Wyoming	6,914	6,940	115,628	**120,414**	4,786	4.14%
TOTAL	**3,640,325**	**3,668,921**	**$60,880,615**	**$63,657,769**	**$2,777,154**	

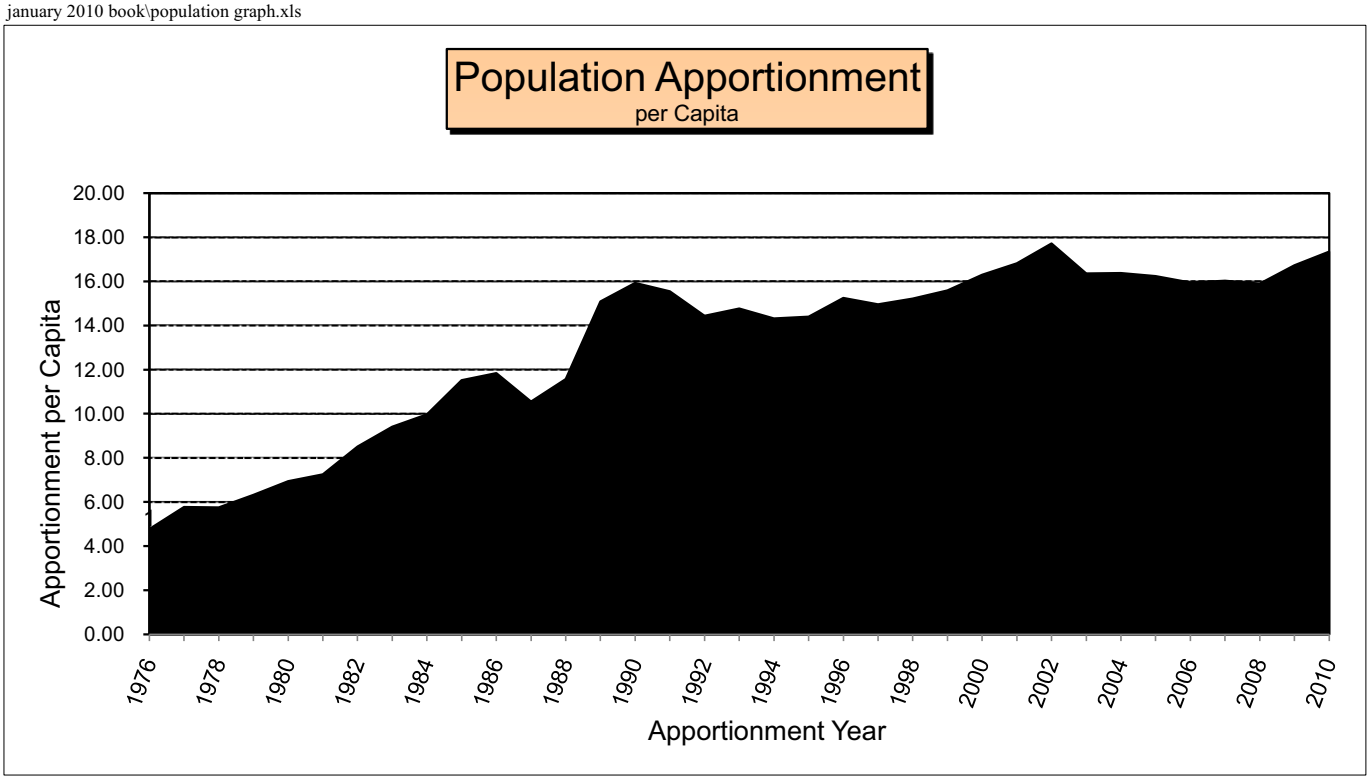
Population apportionment equals total population apportionment divided by the total population times the city's population.

2009	$60,880,615 / 3,640,325	Equals	$16.7240	Per person
2010	$63,657,769 / 3,668,921	Equals	$17.3505	Per person

The population difference between 2009 and 2010 for allocation purposes is 28,596

144 Cities Increased their estimated population allocation.
0 Cities Decreased their estimated population allocation.

january 2010 book\population graph.xls



Apport. Year	Pop Apport. per Capita	Percent Increase from 1958	Apport. Year	Pop Apport. per Capita	Percent Increase from 1958	Apport. Year	Pop Apport. per Capita	Percent Increase from 1958
1958	$2.38		1976	$4.77	100.42	1994	$14.32	501.68
1959	2.64	10.92	1977	5.77	142.44	1995	14.40	505.04
1960	2.73	14.71	1978	5.75	141.60	1996	15.25	540.76
1961	2.39	0.42	1979	6.32	165.55	1997	14.96	528.57
1962	2.35	-1.26	1980	6.94	191.60	1998	15.22	539.50
1963	2.46	3.36	1981	7.25	204.62	1999	15.59	555.04
1964	2.46	3.36	1982	8.51	257.56	2000	16.30	584.87
1965	2.96	24.37	1983	9.41	295.38	2001	16.82	606.72
1966	2.99	25.63	1984	9.97	318.91	2002	17.72	644.54
1967	3.19	34.03	1985	11.52	384.03	2003	16.36	587.39
1968	3.34	40.34	1986	11.84	397.48	2004	16.38	588.17
1969	3.51	47.48	1987	10.55	343.28	2005	16.24	582.35
1970	3.83	60.92	1988	11.57	386.13	2006	15.95	570.17
1971	3.96	66.39	1989	15.09	534.03	2007	16.03	573.53
1972	3.98	67.23	1990	15.93	569.33	2008	15.90	568.07
1973	4.00	68.07	1991	15.55	553.36	2009	16.72	602.52
1974	4.65	95.38	1992	14.44	506.72	2010	17.35	628.99
1975	4.83	102.94	1993	14.77	520.59			

Low in 1962 of $2.35 per capita
High in 2002 of $17.72 per capita

2010 MSAS CONSTRUCTION APPORTIONMENT NEEDS

The 25 year construction (money) needs shown in this report are computed from the 2009 Needs Study Update that is submitted by each urban municipality. Each city's total construction needs are computed from roadway, structure, and railroad data submitted by that city for their Municipal State Aid Street System. A number of adjustments are made to the actual construction needs as outlined by the Screening Board Resolutions and directed by the Screening Board. These adjusted construction needs are the result of adding or subtracting for the Unencumbered Construction Fund Balance, redistributing the excess balance to cities with a low balance, adding or subtracting for Bond Accounts, adding Non-existing Bridge "After the Fact Needs", adding Right-of-Way "After the Fact Needs", adding Retaining Wall “After the Fact Needs", and adding or subtracting Individual Adjustments.

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. This tabulation shows each municipality's construction needs apportionment based on the amount of funds available to allocate.

This summary provides specific data and shows the impact of the adjustments to each municipality in establishing the 2010 Construction Needs Apportionment. The adjustments are listed individually in the section labeled as "Adjustments to the 25 Year Construction Needs".

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2009 ADJUSTED CONSTRUCTION NEEDS

for January 2010 apportionment

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Municipality	2008 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	(+ or -) Individual Adjustments	Total Affect Of Adjustments	2009 Adjusted Construction Needs
Albert Lea	$35,080,477	($1,037,959)				$5,875		$78,400	($953,684)	$34,126,793
Albertville	11,443,566	(888,020)						4,400	(883,620)	10,559,946
Alexandria	37,594,966	399,432	$79,955				$25,633		505,020	38,099,986
Andover	53,540,022	0	113,867	$1,600,000		5,296	20,197	8,800	1,748,160	55,288,182
Anoka	16,991,854	0	36,138			4,650			40,788	17,032,642
Apple Valley	45,993,340	(203,319)	97,817	(1,695,000)		126,066			(1,674,437)	44,318,903
Arden Hills	8,687,985	(892,436)						8,800	(883,636)	7,804,349
Austin	43,937,995	(2,518,936)				301,895		26,000	(2,191,041)	41,746,954
Baxter	13,259,770	40,644	28,200			468,225		28,800	565,869	13,825,639
Belle Plaine	10,104,057	(455,003)							(455,003)	9,649,054
Bemidji	18,427,309	(539,197)				56,122		17,600	(465,475)	17,961,834
Big Lake	12,175,110	(139,696)	25,894						(113,803)	12,061,307
Blaine	40,627,550	(2,684,769)				5,540,372			2,855,603	43,483,153
Bloomington	126,533,377	(3,058,026)				15,405,559	55,013	61,400	12,463,946	138,997,323
Brainerd	22,904,140	(300,821)	48,712			640,266		8,800	396,957	23,301,097
Brooklyn Center	17,568,781	0	37,365			1,309,990			1,347,355	18,916,136
Brooklyn Park	45,894,128	425,997	97,606	(370,000)		592,746		12,000	758,348	46,652,476
Buffalo	24,700,218	352,074	52,531	(285,000)		1,426,785		27,600	1,573,990	26,274,208
Burnsville	73,074,759	0	155,412			6,260		14,400	176,072	73,250,831
Cambridge	9,343,431	0	19,871	91,142					111,013	9,454,444
Champlin	20,572,868	0	43,754			72,191			115,945	20,688,813
Chanhassen	21,232,969	509,221	45,157						554,379	21,787,348
Chaska	25,641,659	0	54,534		$408,699			16,600	479,833	26,121,492
Chisholm	11,595,322	0	24,660						24,660	11,619,982
Circle Pines	3,397,894	(28,560)	7,226	1,011,592		82,365			1,072,623	4,470,517
Cloquet	26,358,058	(216,327)	56,057					38,400	(121,870)	26,236,188
Columbia Heights	19,611,492	0	41,709			3,130			44,839	19,656,331
Coon Rapids	61,675,272	0	131,168	2,485,000	1,050,431	2,290,994			5,957,593	67,632,865
Corcoran	9,277,388	0	19,731			19,296			39,027	9,316,415
Cottage Grove	52,631,673	(1,174,961)	111,935		51,603	525,651			(485,772)	52,145,901
Crookston	25,386,769	100,000	53,992						153,992	25,540,761
Crystal	17,563,588	0	37,353					13,200	50,553	17,614,141
Dayton	7,597,297	0	16,158			5,281			21,439	7,618,736
Delano	12,218,136	(269,637)							(269,637)	11,948,499
Detroit Lakes	17,801,148	0	37,859			49,614		39,600	127,073	17,928,221
Duluth	174,115,857	0	370,302			2,899,505		28,000	3,297,807	177,413,664
Eagan	61,603,745	2,000,000	131,016	3,961,220	2,197,306	4,114,225		44,400	12,448,167	74,051,912
East Bethel	34,474,607	(238,123)	73,319			94,298			(70,506)	34,404,101
East Grand Forks	21,200,046	(171,188)	45,087						(126,100)	21,073,946
Eden Prairie	60,971,599	(4,356,473)			336,529				(4,019,944)	56,951,655
Edina	50,181,685	(1,021,840)	106,724		1,107,123	398,370		3,600	593,978	50,775,663
Elk River	43,265,690	0	92,016			2,168,748		23,800	2,284,564	45,550,254
Fairmont	29,459,376	(492,913)	62,653					23,200	(407,060)	29,052,316
Falcon Heights	2,901,629	(60,246)	6,171	(27,988)					(82,063)	2,819,566

Municipality	2008 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	(+ or -) Individual Adjustments	Total Affect Of Adjustments	2009 Adjusted Construction Needs
Faribault	$36,604,925	$596,156	$77,850			$298,486		$4,400	$976,891	$37,581,816
Farmington	22,627,062	0	48,122		$1,271,879			13,200	1,333,201	23,960,263
Fergus Falls	41,505,008	(514,428)	88,271			94,773		57,800	(273,584)	41,231,424
Forest Lake	35,756,056	(1,610,455)				51,755			(1,558,700)	34,197,356
Fridley	30,320,069	(716,669)						8,800	(707,869)	29,612,200
Glencoe	10,223,569	405,407	21,743	($478,000)					(50,850)	10,172,719
Golden Valley	26,493,922	(1,208,013)		(85,000)				13,400	(1,279,613)	25,214,309
Grand Rapids	35,380,375	0	75,245	715,000		1,842,235		13,200	2,645,680	38,026,055
Ham Lake	27,281,773	(1,303,156)				424,607		5,142,111	4,263,562	31,545,335
Hastings	17,983,235	(148,249)	38,246						(110,003)	17,873,232
Hermantown	25,910,978	298,210	55,106			314,097			667,413	26,578,391
Hibbing	60,530,786	(329,244)	128,734			133,300		10,400	(56,809)	60,473,977
Hopkins	13,707,288	0	29,152			1,000			30,152	13,737,440
Hugo	19,596,616	0	41,677			125,690			167,367	19,763,983
Hutchinson	21,686,537	(593,521)		(520,000)	829,686	341,250		51,600	109,015	21,795,552
International Falls	10,181,501	(231,441)	21,654						(209,787)	9,971,714
Inver Grove Heights	51,269,175	(1,505,504)				791,192			(714,312)	50,554,863
Isanti	6,913,663	(343,847)						13,000	(330,847)	6,582,816
Jordan	9,473,119	(8,063)	20,147					4,400	16,484	9,489,603
Kasson	6,554,846	(175,670)							(175,670)	6,379,176
La Crescent	8,703,006	159,777	18,509			25,000	$8,625		211,911	8,914,917
Lake City	8,999,006	(577,432)				7,000			(570,432)	8,428,574
Lake Elmo	12,301,085	(569,945)		525,000		6,310			(38,635)	12,262,450
Lakeville	70,064,997	902,448	149,011	3,900,000	959,382	3,773,131	118,042	4,400	9,806,414	79,871,411
Lino Lakes	28,100,432	0	59,763			412,101			471,864	28,572,296
Litchfield	13,033,223	(938,670)						52,800	(885,870)	12,147,353
Little Canada	12,814,368	0	27,253	(15,000)				10,800	23,053	12,837,421
Little Falls	24,537,939	986,141	52,186			1,435,391		8,800	2,482,518	27,020,457
Mahtomedi	7,515,585	(1,143,542)							(1,143,542)	6,372,043
Mankato	46,902,785	(722,008)	99,751			408,064		8,800	(205,393)	46,697,392
Maple Grove	79,914,863	110,430	169,960		10,833,248	4,341,965		23,200	15,478,802	95,393,665
Maplewood	45,232,800	1,323,568	96,199	4,275,000		4,738,115			10,432,882	55,665,682
Marshall	23,814,546	972,461	50,648			155,153			1,178,262	24,992,808
Mendota Heights	19,790,973	(660,556)				44,304			(616,252)	19,174,721
Minneapolis	374,536,347	(12,310,067)			1,918,503	1,875,222		300,900	(8,215,442)	366,320,905
Minnetonka	68,245,086	0	145,141			2,094,013		13,200	2,252,354	70,497,440
Minnetrista	15,942,702	(1,151,344)							(1,151,344)	14,791,358
Montevideo	8,345,824	161,346	17,750			31,070			210,166	8,555,990
Monticello	12,502,173	(1,088,637)							(1,088,637)	11,413,536
Moorhead	66,008,045	(302,834)	140,383		1,149,085	822,238		39,200	1,848,072	67,856,117
Morris	9,172,450	14,786	19,508			10,500			44,794	9,217,244
Mound	13,750,299	0	29,244			1,309,579			1,338,823	15,089,122
Mounds View	14,981,784	(110,016)	31,863						(78,153)	14,903,631
New Brighton	22,091,706	0	46,984					70,400	117,384	22,209,090
New Hope	17,701,511	(1,195,467)						22,000	(1,173,467)	16,528,044
New Prague	5,704,085	0	12,131						12,131	5,716,216
New Ulm	25,300,231	727,643	53,807					77,200	858,651	26,158,882
North Branch	29,510,825	(433,629)		(698,210)		13,538		13,200	(1,105,101)	28,405,724
North Mankato	22,907,306	108,690	48,718	785,000					942,409	23,849,715
North St. Paul	15,749,026	1,257,360	33,494			461,369			1,752,224	17,501,250
Northfield	21,789,377	(1,766,570)	(3,533,141)					25,000	(5,274,711)	16,514,666

Municipality	2008 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	(+ or -) Individual Adjustments	Total Affect Of Adjustments	2009 Adjusted Construction Needs
Oak Grove	$28,401,392	$1,032,176	$60,403			$450,730			$1,543,309	$29,944,701
Oakdale	11,667,980	470,670	24,815			452,854			948,339	12,616,319
Orono	9,584,633	(847,617)				41,351			(806,266)	8,778,367
Otsego	24,071,263	(268,493)	51,194			293,120			75,821	24,147,084
Owatonna	40,473,845	0	86,078			119,703		$48,400	254,181	40,728,026
Plymouth	70,920,572	0	150,831		$3,688,316	528,821		9,200	4,377,168	75,297,740
Prior Lake	21,675,254	(427,583)				72,533			(355,050)	21,320,204
Ramsey	41,227,775	(528,970)	87,681		437,787	500			(3,002)	41,224,773
Red Wing	34,781,131	388,326	73,971			774,553		33,600	1,270,450	36,051,581
Redwood Falls	12,592,343	(10,134)	26,781						16,647	12,608,990
Richfield	32,560,275	(79,191)	69,248			3,035,607		17,600	3,043,264	35,603,539
Robbinsdale	13,635,329	(1,733,453)	(3,466,906)					8,800	(5,191,559)	8,443,770
Rochester	109,165,370	0	232,168			512,108		59,000	803,276	109,968,646
Rogers	9,248,592	(805,777)							(805,777)	8,442,815
Rosemount	38,312,447	(975,753)			1,756,490	389,000		8,400	1,178,137	39,490,584
Roseville	32,204,422	0	68,491			91,009			159,500	32,363,922
Saint Anthony	8,972,371	0	19,082	($490,000)				4,400	(466,518)	8,505,853
Saint Cloud	98,407,640	0	209,289			2,166,361		84,600	2,460,250	100,867,890
Saint Francis	18,589,177	(14,259)	39,535						25,276	18,614,453
Saint Joseph	5,213,101	(464,262)							(464,262)	4,748,839
Saint Louis Park	42,352,095	(1,125,576)				474,738		13,600	(637,238)	41,714,857
Saint Michael	41,293,435	1,071,263	87,821			86,132			1,245,216	42,538,651
Saint Paul	292,084,545	(5,083,253)	621,193		3,256,020	13,549,324	$51,542	240,800	12,635,626	304,720,171
Saint Paul Park	7,209,721	0	15,333		671,027	65,293		5,200	756,853	7,966,574
Saint Peter	22,889,334	(18,393)	48,680			31,826			62,113	22,951,447
Sartell	20,295,897	209,706	43,164	970,000		193,878	6,000		1,422,748	21,718,645
Sauk Rapids	15,946,426	1,236,573	33,914			445,208		8,800	1,724,495	17,670,921
Savage	24,700,784	(1,623,868)		(366,949)		400,000			(1,590,817)	23,109,967
Shakopee	33,898,971	839,102	72,095					26,800	937,997	34,836,968
Shoreview	22,362,051	122,000	47,559			34,532			204,091	22,566,142
Shorewood	9,030,306	277,634	19,205			181,002			477,841	9,508,147
South St. Paul	19,362,065	(707,973)							(707,973)	18,654,092
Spring Lake Park	4,353,717	0	9,259			188,005			197,264	4,550,981
Stewartville	5,673,099	207,715	12,065						219,780	5,892,879
Stillwater	22,815,405	(999)	48,523			19,061		8,000	74,585	22,889,990
Thief River Falls	27,362,522	(64,496)	58,193	49,547	1,796,263	109,283		34,400	1,983,190	29,345,712
Vadnais Heights	8,730,497	(443,846)							(443,846)	8,286,651
Victoria	6,062,113	(281,206)							(281,206)	5,780,907
Virginia	22,134,677	0	47,075						47,075	22,181,752
Waconia	13,185,056	(5,742)	28,041						22,299	13,207,355
Waite Park	5,751,910	0	12,233			687,300		8,200	707,733	6,459,643
Waseca	10,017,906	(444,933)		(245,000)				16,500	(673,433)	9,344,473
West St. Paul	15,068,266	(396,512)							(396,512)	14,671,754
White Bear Lake	18,804,393	(26,886)	39,992					9,600	22,707	18,827,100
Willmar	32,013,828	(464,353)	68,086			167,616		66,000	(162,651)	31,851,177
Winona	26,965,884	0	57,350		2,549,303	8,000			2,614,653	29,580,537
Woodbury	56,657,434	1,991,244	120,497	2,365,000	5,771,976	6,762,909			17,011,626	73,669,060
Worthington	14,830,909	(684,259)				491			(683,768)	14,147,141
Wyoming	12,777,769	(264,648)							(264,648)	12,513,121
STATE TOTAL	$4,650,919,417	($50,501,664)	$0	$17,457,354	$42,040,656	$97,329,071	$285,052	$7,241,911	$113,852,381	$4,764,771,798

2010 ADJUSTED CONSTRUCTION NEEDS APPORTIONMENT

Needs Value: $1,000 in construction needs = approximately $13.36 in apportionment

N:\MSAS\EXCEL\2010\JANUARY 2010 BOOK\ADJUSTED CONSTRUCTION NEEDS APPORTIONMENT 2010 (Old Book File B).XLS

Municipality	2009 Adjusted Construction Needs	Construction Needs Apportion-ment Minus Turnback Maintenance	Actual Dollar Adjustment (Not Needs)	(+) TH Turnback Main-tenance Allowance	2010 Construction Needs Apportion-ment	% Of Total Dist.
Albert Lea	$34,126,793	$455,955			$455,955	0.7163
Albertville	10,559,946	141,087			141,087	0.2216
Alexandria	38,099,986	509,039			509,039	0.7996
Andover	55,288,182	738,683			738,683	1.1604
Anoka	17,032,642	227,566			227,566	0.3575
Apple Valley	44,318,903	592,127			592,127	0.9302
Arden Hills	7,804,349	104,271			104,271	0.1638
Austin	41,746,954	557,764			557,764	0.8762
Baxter	13,825,639	184,719			184,719	0.2902
Belle Plaine	9,649,054	128,917			128,917	0.2025
Bemidji	17,961,834	239,981			239,981	0.3770
Big Lake	12,061,307	161,146			161,146	0.2531
Blaine	43,483,153	580,961			580,961	0.9126
Bloomington	138,997,323	1,857,088			1,857,088	2.9173
Brainerd	23,301,097	311,317		$2,664	313,981	0.4932
Brooklyn Center	18,916,136	252,731			252,731	0.3970
Brooklyn Park	46,652,476	623,305			623,305	0.9791
Buffalo	26,274,208	351,039			351,039	0.5514
Burnsville	73,250,831	978,675			978,675	1.5374
Cambridge	9,454,444	126,317			126,317	0.1984
Champlin	20,688,813	276,415			276,415	0.4342
Chanhassen	21,787,348	291,092			291,092	0.4573
Chaska	26,121,492	348,999			348,999	0.5482
Chisholm	11,619,982	155,250			155,250	0.2439
Circle Pines	4,470,517	59,729			59,729	0.0938
Cloquet	26,236,188	350,531			350,531	0.5506
Columbia Heights	19,656,331	262,620			262,620	0.4125
Coon Rapids	67,632,865	903,616			903,616	1.4195
Corcoran	9,316,415	124,473			124,473	0.1955
Cottage Grove	52,145,901	696,701			696,701	1.0944
Crookston	25,540,761	341,240			341,240	0.5361
Crystal	17,614,141	235,336			235,336	0.3697
Dayton	7,618,736	101,791			101,791	0.1599
Delano	11,948,499	159,639			159,639	0.2508
Detroit Lakes	17,928,221	239,532			239,532	0.3763
Duluth	177,413,664	2,370,354		19,728	2,390,082	3.7546
Eagan	74,051,912	989,378			989,378	1.5542
East Bethel	34,404,101	459,660			459,660	0.7221
East Grand Forks	21,073,946	281,561			281,561	0.4423
Eden Prairie	56,951,655	760,908			760,908	1.1953
Edina	50,775,663	678,393			678,393	1.0657
Elk River	45,550,254	608,579			608,579	0.9560
Fairmont	29,052,316	388,156			388,156	0.6098
Falcon Heights	2,819,566	37,671			37,671	0.0592
Faribault	37,581,816	502,116			502,116	0.7888
Farmington	23,960,263	320,124			320,124	0.5029
Fergus Falls	41,231,424	550,877			550,877	0.8654
Forest Lake	34,197,356	456,897			456,897	0.7177
Fridley	29,612,200	395,637			395,637	0.6215
Glencoe	10,172,719	135,914			135,914	0.2135
Golden Valley	25,214,309	336,878			336,878	0.5292
Grand Rapids	38,026,055	508,051			508,051	0.7981

Municipality	2009 Adjusted Construction Needs	Construction Needs Apportion-ment Minus Turnback Maintenance	Actual Dollar Adjustment (Not Needs)	(+) TH Turnback Main-tenance Allowance	2010 Construction Needs Apportion-ment	% Of Total Dist.
Ham Lake	$31,545,335	$421,465			$421,465	0.6621
Hastings	17,873,232	238,797			238,797	0.3751
Hermantown	26,578,391	355,103			355,103	0.5578
Hibbing	60,473,977	807,969			807,969	1.2692
Hopkins	13,737,440	183,540			183,540	0.2883
Hugo	19,763,983	264,059			264,059	0.4148
Hutchinson	21,795,552	291,202		$1,512	292,714	0.4598
International Falls	9,971,714	133,228			133,228	0.2093
Inver Grove Heights	50,554,863	675,443			675,443	1.0611
Isanti	6,582,816	87,950			87,950	0.1382
Jordan	9,489,603	126,787			126,787	0.1992
Kasson	6,379,176	85,230			85,230	0.1339
La Crescent	8,914,917	119,109			119,109	0.1871
Lake City	8,428,574	112,611			112,611	0.1769
Lake Elmo	12,262,450	163,834			163,834	0.2574
Lakeville	79,871,411	1,067,130			1,067,130	1.6764
Lino Lakes	28,572,296	381,743		2,016	383,759	0.6028
Litchfield	12,147,353	162,296			162,296	0.2550
Little Canada	12,837,421	171,516			171,516	0.2694
Little Falls	27,020,457	361,010			361,010	0.5671
Mahtomedi	6,372,043	85,134			85,134	0.1337
Mankato	46,697,392	623,905			623,905	0.9801
Maple Grove	95,393,665	1,274,517			1,274,517	2.0021
Maplewood	55,665,682	743,727			743,727	1.1683
Marshall	24,992,808	333,919			333,919	0.5246
Mendota Heights	19,174,721	256,186			256,186	0.4024
Minneapolis	366,320,905	4,894,268			4,894,268	7.6884
Minnetonka	70,497,440	941,888			941,888	1.4796
Minnetrista	14,791,358	197,621			197,621	0.3104
Montevideo	8,555,990	114,313			114,313	0.1796
Monticello	11,413,536	152,492			152,492	0.2395
Moorhead	67,856,117	906,599			906,599	1.4242
Morris	9,217,244	123,148			123,148	0.1935
Mound	15,089,122	201,600			201,600	0.3167
Mounds View	14,903,631	199,121			199,121	0.3128
New Brighton	22,209,090	296,727			296,727	0.4661
New Hope	16,528,044	220,825			220,825	0.3469
New Prague	5,716,216	76,372			76,372	0.1200
New Ulm	26,158,882	349,498			349,498	0.5490
North Branch	28,405,724	379,518			379,518	0.5962
North Mankato	23,849,715	318,647			318,647	0.5006
North St. Paul	17,501,250	233,827			233,827	0.3673
Northfield	16,514,666	220,646			220,646	0.3466
Oak Grove	29,944,701	400,079			400,079	0.6285
Oakdale	12,616,319	168,562			168,562	0.2648
Orono	8,778,367	117,284	($35,000)		82,284	0.1293
Otsego	24,147,084	322,620			322,620	0.5068
Owatonna	40,728,026	544,151			544,151	0.8548
Plymouth	75,297,740	1,006,023			1,006,023	1.5804
Prior Lake	21,320,204	284,851			284,851	0.4475
Ramsey	41,224,773	550,788			550,788	0.8652
Red Wing	36,051,581	481,671			481,671	0.7567
Redwood Falls	12,608,990	168,464			168,464	0.2646
Richfield	35,603,539	475,685			475,685	0.7473
Robbinsdale	8,443,770	112,814			112,814	0.1772
Rochester	109,968,646	1,469,247			1,469,247	2.3080
Rogers	8,442,815	112,801			112,801	0.1772
Rosemount	39,490,584	527,618			527,618	0.8288
Roseville	32,363,922	432,402			432,402	0.6793

Municipality	2009 Adjusted Construction Needs	Construction Needs Apportion-ment Minus Turnback Maintenance	Actual Dollar Adjustment (Not Needs)	(+) TH Turnback Main-tenance Allowance	2010 Construction Needs Apportion-ment	% Of Total Dist.
Saint Anthony	$8,505,853	$113,643			$113,643	0.1785
Saint Cloud	100,867,890	1,347,656			1,347,656	2.1170
Saint Francis	18,614,453	248,700			248,700	0.3907
Saint Joseph	4,748,839	63,447			63,447	0.0997
Saint Louis Park	41,714,857	557,336			557,336	0.8755
Saint Michael	42,538,651	568,342			568,342	0.8928
Saint Paul	304,720,171	4,071,245			4,071,245	6.3955
Saint Paul Park	7,966,574	106,438			106,438	0.1672
Saint Peter	22,951,447	306,645			306,645	0.4817
Sartell	21,718,645	290,174			290,174	0.4558
Sauk Rapids	17,670,921	236,094			236,094	0.3709
Savage	23,109,967	308,763			308,763	0.4850
Shakopee	34,836,968	465,443		$6,624	472,067	0.7416
Shoreview	22,566,142	301,497			301,497	0.4736
Shorewood	9,508,147	127,035			127,035	0.1996
South St. Paul	18,654,092	249,230			249,230	0.3915
Spring Lake Park	4,550,981	60,804			60,804	0.0955
Stewartville	5,892,879	78,732			78,732	0.1237
Stillwater	22,889,990	305,824			305,824	0.4804
Thief River Falls	29,345,712	392,076			392,076	0.6159
Vadnais Heights	8,286,651	110,715			110,715	0.1739
Victoria	5,780,907	77,236			77,236	0.1213
Virginia	22,181,752	296,362			296,362	0.4656
Waconia	13,207,355	176,458			176,458	0.2772
Waite Park	6,459,643	86,305			86,305	0.1356
Waseca	9,344,473	124,848			124,848	0.1961
West St. Paul	14,671,754	196,023			196,023	0.3079
White Bear Lake	18,827,100	251,541			251,541	0.3951
Willmar	31,851,177	425,552			425,552	0.6685
Winona	29,580,537	395,213			395,213	0.6208
Woodbury	73,669,060	984,263			984,263	1.5462
Worthington	14,147,141	189,015			189,015	0.2969
Wyoming	12,513,121	167,184			167,184	0.2626
STATE TOTAL	$4,764,771,798	$63,660,225	($35,000)	$32,544	$63,657,769	100.0000

Construction Needs Apportionment = $63,660,225/ $4,764,771,798=0.013360

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

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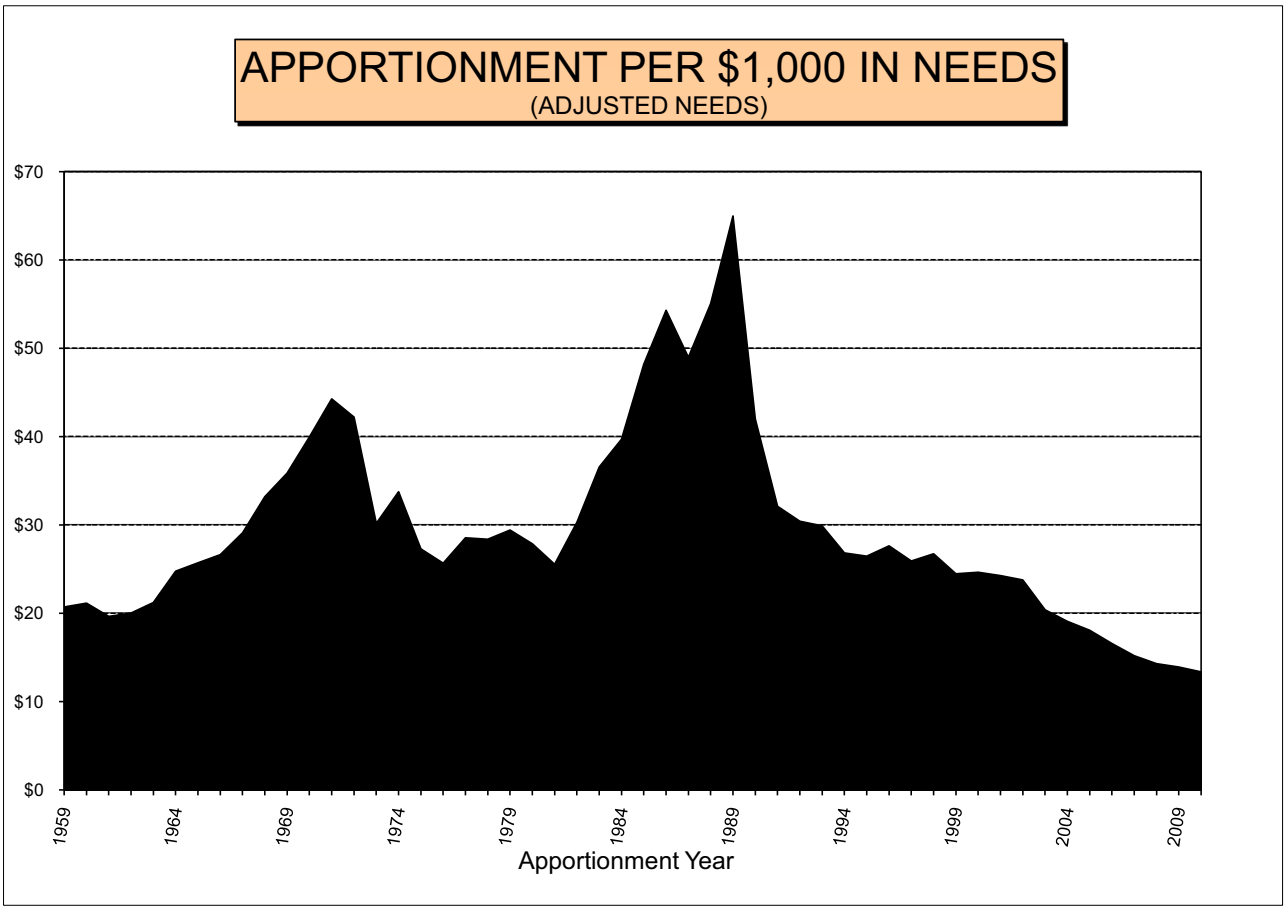

Apport. Year	Const. Needs Apport. per $1,000 of Adjusted Const. Needs	Percent Increase from 1958	Apport. Year	Const. Needs Apport. per $1,000 of Adjusted Const. Needs	Percent Increase from 1958	Apport. Year	Const. Needs Apport. per $1,000 of Adjusted Const. Needs	Percent Increase (Decrease) from 1958
1958	$19.14		1976	$25.67	34.12	1994	$26.83	40.19
1959	20.71	8.23	1977	28.54	49.14	1995	26.46	38.28
1960	21.14	10.48	1978	28.38	48.30	1996	27.63	44.37
1961	19.64	2.64	1979	29.42	53.73	1997	25.91	35.42
1962	20.02	4.63	1980	27.86	45.59	1998	26.73	39.68
1963	21.21	10.85	1981	25.54	33.49	1999	24.47	27.87
1964	24.76	29.40	1982	30.30	58.33	2000	24.64	28.76
1965	25.71	34.34	1983	36.55	91.00	2001	24.26	26.77
1966	26.63	39.15	1984	39.70	107.47	2002	23.77	24.21
1967	29.10	52.06	1985	48.20	151.87	2003	20.39	6.55
1968	33.20	73.47	1986	54.30	183.76	2004	19.08	(0.29)
1969	35.87	87.42	1987	48.97	155.92	2005	18.07	(5.56)
1970	39.96	108.80	1988	55.06	187.72	2006	16.57	(13.41)
1971	44.27	131.34	1989	64.98	239.55	2007	15.19	(20.62)
1972	42.21	120.57	1990	41.99	119.43	2008	14.29	(25.33)
1973	30.17	57.66	1991	32.11	67.77	2009	13.91	(27.31)
1974	33.76	76.40	1992	30.41	58.94	2010	13.36	(30.18)
1975	27.28	42.58	1993	29.89	56.20			

Minimum of $13.36 in 2010
Maximum of $64.98 in 1989

COMPARISON OF 2009 to 2010
CONSTRUCTION NEEDS APPORTIONMENT

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Municipality	2009 Construction Needs Apportionment	2010 Construction Needs Apportionment	Increase (Decrease) Amount	% Increase (Decrease)
Albert Lea	$425,651	$455,955	**$30,304**	7.1194
Albertville	140,468	141,087	**619**	0.4407
Alexandria	479,995	509,039	**29,044**	6.0509
Andover	606,684	738,683	**131,999**	21.7575
Anoka	196,505	227,566	**31,061**	15.8067
Apple Valley	602,950	592,127	**(10,823)**	(1.7950)
Arden Hills	103,607	104,271	**664**	0.6409
Austin	569,421	557,764	**(11,657)**	(2.0472)
Baxter	197,014	184,719	**(12,295)**	(6.2407)
Belle Plaine	125,476	128,917	**3,441**	2.7424
Bemidji	224,980	239,981	**15,001**	6.6677
Big Lake	131,774	161,146	**29,372**	22.2897
Blaine	492,436	580,961	**88,525**	17.9770
Bloomington	1,797,088	1,857,088	**60,000**	3.3387
Brainerd	228,974	313,981	**85,007**	37.1252
Brooklyn Center	255,195	252,731	**(2,464)**	(0.9655)
Brooklyn Park	637,502	623,305	**(14,197)**	(2.2270)
Buffalo	358,855	351,039	**(7,816)**	(2.1780)
Burnsville	934,597	978,675	**44,078**	4.7163
Cambridge	116,580	126,317	**9,737**	8.3522
Champlin	256,084	276,415	**20,331**	7.9392
Chanhassen	263,983	291,092	**27,109**	10.2692
Chaska	335,887	348,999	**13,112**	3.9037
Chisholm	142,783	155,250	**12,467**	8.7314
Circle Pines	56,137	59,729	**3,592**	6.3986
Cloquet	342,532	350,531	**7,999**	2.3353
Columbia Heights	253,955	262,620	**8,665**	3.4120
Coon Rapids	870,206	903,616	**33,410**	3.8393
Corcoran	118,268	124,473	**6,205**	5.2466
Cottage Grove	688,536	696,701	**8,165**	1.1858
Crookston	313,268	341,240	**27,972**	8.9291
Crystal	248,797	235,336	**(13,461)**	(5.4104)
Dayton	103,787	101,791	**(1,996)**	(1.9232)
Delano	161,160	159,639	**(1,521)**	(0.9438)
Detroit Lakes	242,374	239,532	**(2,842)**	(1.1726)
Duluth	2,383,065	2,390,082	**7,017**	0.2945
Eagan	781,838	989,378	**207,540**	26.5451
East Bethel	447,438	459,660	**12,222**	2.7316
East Grand Forks	277,321	281,561	**4,240**	1.5289
Eden Prairie	794,823	760,908	**(33,915)**	(4.2670)
Edina	671,849	678,393	**6,544**	0.9740
Elk River	561,432	608,579	**47,147**	8.3976
Fairmont	400,391	388,156	**(12,235)**	(3.0558)
Falcon Heights	36,314	37,671	**1,357**	3.7369
Faribault	501,960	502,116	**156**	0.0311
Farmington	337,403	320,124	**(17279)**	(5.1212)
Fergus Falls	517,298	550,877	**33,579**	6.4912
Forest Lake	459,467	456,897	**(2,570)**	(0.5593)
Fridley	386,953	395,637	**8,684**	2.2442
Glencoe	137,017	135,914	**(1,103)**	(0.8050)
Golden Valley	330,095	336,878	**6,783**	2.0549
Grand Rapids	352,441	508,051	**155,610**	44.1521

Municipality	2009 Construction Needs Apportionment	2010 Construction Needs Apportionment	Increase (Decrease) Amount	% Increase (Decrease)
Ham Lake	$280,792	$421,465	**$140,673**	50.0986
Hastings	214,472	238,797	**24,325**	11.3418
Hermantown	288,826	355,103	**66,277**	22.9470
Hibbing	781,880	807,969	**26,089**	3.3367
Hopkins	188,094	183,540	**(4,554)**	(2.4211)
Hugo	259,721	264,059	**4,338**	1.6703
Hutchinson	270,103	292,714	**22,611**	8.3713
International Falls	134,562	133,228	**(1,334)**	(0.9914)
Inver Grove Heights	693,187	675,443	**(17,744)**	(2.5598)
Isanti	69,712	87,950	**18,238**	26.1619
Jordan	119,513	126,787	**7,274**	6.0864
Kasson	90,310	85,230	**(5,080)**	(5.6251)
La Crescent	118,127	119,109	**982**	0.8313
Lake City	112,217	112,611	**394**	0.3511
Lake Elmo	155,827	163,834	**8,007**	5.1384
Lakeville	1,056,340	1,067,130	**10,790**	1.0215
Lino Lakes	386,656	383,759	**(2,897)**	(0.7492)
Litchfield	145,779	162,296	**16,517**	11.3302
Little Canada	165,555	171,516	**5,961**	3.6006
Little Falls	350,596	361,010	**10,414**	2.9704
Mahtomedi	57,958	85,134	**27,176**	46.8891
Mankato	560,035	623,905	**63,870**	11.4046
Maple Grove	1,225,844	1,274,517	**48,673**	3.9706
Maplewood	766,841	743,727	**(23,114)**	(3.0142)
Marshall	332,601	333,919	**1,318**	0.3963
Mendota Heights	256,352	256,186	**(166)**	(0.0648)
Minneapolis	4,651,448	4,894,268	**242,820**	5.2203
Minnetonka	903,990	941,888	**37,898**	4.1923
Minnetrista	229,055	197,621	**(31,434)**	(13.7233)
Montevideo	115,701	114,313	**(1,388)**	(1.1996)
Monticello	153,415	152,492	**(923)**	(0.6016)
Moorhead	839,709	906,599	**66,890**	7.9659
Morris	106,582	123,148	**16,566**	15.5430
Mound	202,433	201,600	**(833)**	(0.4115)
Mounds View	164,144	199,121	**34,977**	21.3087
New Brighton	285,033	296,727	**11,694**	4.1027
New Hope	227,034	220,825	**(6,209)**	(2.7348)
New Prague	79,827	76,372	**(3,455)**	(4.3281)
New Ulm	327,097	349,498	**22,401**	6.8484
North Branch	225,409	379,518	**154,109**	68.3686
North Mankato	279,575	318,647	**39,072**	13.9755
North Saint Paul	230,060	233,827	**3,767**	1.6374
Northfield	240,983	220,646	**(20,337)**	(8.4392)
Oak Grove	428,218	400,079	**(28,139)**	(6.5712)
Oakdale	164,195	168,562	**4,367**	2.6596
Orono	81,592	82,284	**692**	0.8481
Otsego	327,670	322,620	**(5,050)**	(1.5412)
Owatonna	488,241	544,151	**55,910**	11.4513
Plymouth	967,469	1,006,023	**38,554**	3.9850
Prior Lake	288,037	284,851	**(3,186)**	(1.1061)
Ramsey	570,106	550,788	**(19,318)**	(3.3885)
Red Wing	466,430	481,671	**15,241**	3.2676
Redwood Falls	154,331	168,464	**14,133**	9.1576
Richfield	455,142	475,685	**20,543**	4.5135
Robbinsdale	138,050	112,814	**(25,236)**	(18.2803)

Municipality	2009 Construction Needs Apportionment	2010 Construction Needs Apportionment	Increase (Decrease) Amount	% Increase (Decrease)
Rochester	$1,450,057	$1,469,247	**$19,190**	1.3234
Rogers	105,263	112,801	**7,538**	7.1611
Rosemount	499,813	527,618	**27,805**	5.5631
Roseville	400,776	432,402	**31,626**	7.8912
Saint Anthony	95,495	113,643	**18,148**	19.0041
Saint Cloud	1,275,208	1,347,656	**72,448**	5.6813
Saint Francis	253,300	248,700	**(4,600)**	(1.8160)
Saint Joseph	68,142	63,447	**(4,695)**	(6.8900)
Saint Louis Park	548,570	557,336	**8,766**	1.5980
Saint Michael	535,074	568,342	**33,268**	6.2175
Saint Paul	3,945,990	4,071,245	**125,255**	3.1742
Saint Paul Park	102,142	106,438	**4,296**	4.2059
Saint Peter	283,757	306,645	**22,888**	8.0661
Sartell	294,099	290,174	**(3,925)**	(1.3346)
Sauk Rapids	231,894	236,094	**4,200**	1.8112
Savage	295,441	308,763	**13,322**	4.5092
Shakopee	448,676	472,067	**23,391**	5.2133
Shoreview	304,946	301,497	**(3,449)**	(1.1310)
Shorewood	118,599	127,035	**8,436**	7.1130
South Saint Paul	241,448	249,230	**7,782**	3.2231
Spring Lake Park	59,671	60,804	**1,133**	1.8987
Stewartville	81,646	78,732	**(2,914)**	(3.5691)
Stillwater	228,230	305,824	**77,594**	33.9982
Thief River Falls	350,669	392,076	**41,407**	11.8080
Vadnais Heights	109,249	110,715	**1,466**	1.3419
Victoria	80,343	77,236	**(3,107)**	(3.8672)
Virginia	266,444	296,362	**29,918**	11.2286
Waconia	151,951	176,458	**24,507**	16.1282
Waite Park	95,212	86,305	**(8,907)**	(9.3549)
Waseca	123,346	124,848	**1,502**	1.2177
West St. Paul	173,891	196,023	**22,132**	12.7275
White Bear Lake	244,941	251,541	**6,600**	2.6945
Willmar	414,279	425,552	**11,273**	2.7211
Winona	385,557	395,213	**9,656**	2.5044
Woodbury	1,014,175	984,263	**(29,912)**	(2.9494)
Worthington	161,856	189,015	**27,159**	16.7797
Wyoming	166,975	167,184	**209**	100.0000
TOTAL	**$60,880,615**	**$63,657,769**	**$2,777,154**	**4.5616**

102 Cities Increased Their Constuction Needs Allocation
42 Cities Decreased Their Constuction Needs Allocation

2010 M.S.A.S. TOTAL APPORTIONMENT

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Municipality	Population Apportionment	Construction Needs Apportionment	2010 Total Apportionment	Distribution Percentage
Albert Lea	$318,660	$455,955	$774,615	0.6084
Albertville	105,890	141,087	246,977	0.1940
Alexandria	215,633	509,039	724,672	0.5692
Andover	538,266	738,683	1,276,949	1.0030
Anoka	313,628	227,566	541,194	0.4251
Apple Valley	867,232	592,127	1,459,359	1.1463
Arden Hills	169,966	104,271	274,237	0.2154
Austin	411,659	557,764	969,423	0.7614
Baxter	135,803	184,719	320,522	0.2518
Belle Plaine	124,022	128,917	252,939	0.1987
Bemidji	232,723	239,981	472,704	0.3713
Big Lake	164,119	161,146	325,265	0.2555
Blaine	987,038	580,961	1,567,999	1.2316
Bloomington	1,478,926	1,857,088	3,336,014	2.6203
Brainerd	242,109	313,981	556,090	0.4368
Brooklyn Center	526,242	252,731	778,973	0.6118
Brooklyn Park	1,303,997	623,305	1,927,302	1.5138
Buffalo	245,580	351,039	596,619	0.4686
Burnsville	1,059,788	978,675	2,038,463	1.6011
Cambridge	132,853	126,317	259,170	0.2036
Champlin	416,118	276,415	692,533	0.5440
Chanhassen	391,949	291,092	683,041	0.5365
Chaska	417,246	348,999	766,245	0.6018
Chisholm	86,753	155,250	242,003	0.1901
Circle Pines	90,414	59,729	150,143	0.1179
Cloquet	204,389	350,531	554,920	0.4359
Columbia Heights	321,332	262,620	583,952	0.4587
Coon Rapids	1,093,171	903,616	1,996,787	1.5684
Corcoran	100,182	124,473	224,655	0.1765
Cottage Grove	590,213	696,701	1,286,914	1.0108
Crookston	142,136	341,240	483,376	0.3797
Crystal	393,823	235,336	629,159	0.4942
Dayton	87,082	101,791	188,873	0.1484
Delano	92,982	159,639	252,621	0.1984
Detroit Lakes	149,197	239,532	388,729	0.3053
Duluth	1,497,681	2,390,082	3,887,763	3.0536
Eagan	1,142,481	989,378	2,131,859	1.6745
East Bethel	210,462	459,660	670,122	0.5263
East Grand Forks	136,948	281,561	418,509	0.3287
Eden Prairie	1,086,317	760,908	1,847,225	1.4509
Edina	835,758	678,393	1,514,151	1.1893
Elk River	414,470	608,579	1,023,049	0.8036
Fairmont	188,930	388,156	577,086	0.4533
Falcon Heights	99,696	37,671	137,367	0.1079
Faribault	395,905	502,116	898,021	0.7054
Farmington	325,062	320,124	645,186	0.5068
Fergus Falls	239,698	550,877	790,575	0.6210
Forest Lake	302,194	456,897	759,091	0.5962

Municipality	Population Apportionment	Construction Needs Apportionment	2010 Total Apportionment	Distribution Percentage
Fridley	**$476,255**	**$395,637**	**$871,892**	0.6848
Glencoe	**99,974**	**135,914**	**235,888**	0.1853
Golden Valley	**352,667**	**336,878**	**689,545**	0.5416
Grand Rapids	**182,215**	**508,051**	**690,266**	0.5422
Ham Lake	**262,826**	**421,465**	**684,291**	0.5375
Hastings	**390,231**	**238,797**	**629,028**	0.4941
Hermantown	**161,672**	**355,103**	**516,775**	0.4059
Hibbing	**296,191**	**807,969**	**1,104,160**	0.8673
Hopkins	**303,305**	**183,540**	**486,845**	0.3824
Hugo	**218,148**	**264,059**	**482,207**	0.3787
Hutchinson	**245,233**	**292,714**	**537,947**	0.4225
International Falls	**116,370**	**133,228**	**249,598**	0.1960
Inver Grove Heights	**588,478**	**675,443**	**1,263,921**	0.9927
Isanti	**96,400**	**87,950**	**184,350**	0.1448
Jordan	**94,005**	**126,787**	**220,792**	0.1734
Kasson	**96,157**	**85,230**	**181,387**	0.1425
La Crescent	**89,043**	**119,109**	**208,152**	0.1635
Lake City	**92,010**	**112,611**	**204,621**	0.1607
Lake Elmo	**145,554**	**163,834**	**309,388**	0.2430
Lakeville	**942,620**	**1,067,130**	**2,009,750**	1.5786
Lino Lakes	**346,785**	**383,759**	**730,544**	0.5738
Litchfield	**118,764**	**162,296**	**281,060**	0.2208
Little Canada	**174,251**	**171,516**	**345,767**	0.2716
Little Falls	**146,126**	**361,010**	**507,136**	0.3983
Mahtomedi	**139,637**	**85,134**	**224,771**	0.1765
Mankato	**636,054**	**623,905**	**1,259,959**	0.9896
Maple Grove	**1,039,853**	**1,274,517**	**2,314,370**	1.8178
Maplewood	**637,060**	**743,727**	**1,380,787**	1.0845
Marshall	**228,003**	**333,919**	**561,922**	0.4414
Mendota Heights	**203,852**	**256,186**	**460,038**	0.3613
Minneapolis	**6,768,984**	**4,894,268**	**11,663,252**	9.1609
Minnetonka	**897,995**	**941,888**	**1,839,883**	1.4451
Minnetrista	**107,383**	**197,621**	**305,004**	0.2396
Montevideo	**94,318**	**114,313**	**208,631**	0.1639
Monticello	**197,206**	**152,492**	**349,698**	0.2747
Moorhead	**628,541**	**906,599**	**1,535,140**	1.2058
Morris	**90,310**	**123,148**	**213,458**	0.1677
Mound	**169,497**	**201,600**	**371,097**	0.2915
Mounds View	**221,011**	**199,121**	**420,132**	0.3300
New Brighton	**390,578**	**296,727**	**687,305**	0.5398
New Hope	**362,158**	**220,825**	**582,983**	0.4579
New Prague	**121,558**	**76,372**	**197,930**	0.1555
New Ulm	**235,863**	**349,498**	**585,361**	0.4598
North Branch	**179,925**	**379,518**	**559,443**	0.4394
North Mankato	**225,609**	**318,647**	**544,256**	0.4275
North St. Paul	**206,975**	**233,827**	**440,802**	0.3462
Northfield	**344,217**	**220,646**	**564,863**	0.4437
Oak Grove	**147,549**	**400,079**	**547,628**	0.4301
Oakdale	**472,455**	**168,562**	**641,017**	0.5035
Orono	**137,000**	**82,284**	**219,284**	0.1722
Otsego	**231,092**	**322,620**	**553,712**	0.4349
Owatonna	**440,374**	**544,151**	**984,525**	0.7733

Municipality	Population Apportionment	Construction Needs Apportionment	2010 Total Apportionment	Distribution Percentage
Plymouth	$1,241,188	$1,006,023	$2,247,211	1.7651
Prior Lake	397,622	284,851	682,473	0.5360
Ramsey	406,783	550,788	957,571	0.7521
Red Wing	282,814	481,671	764,485	0.6005
Redwood Falls	94,717	168,464	263,181	0.2067
Richfield	597,535	475,685	1,073,220	0.8430
Robbinsdale	245,042	112,814	357,856	0.2811
Rochester	1,795,382	1,469,247	3,264,629	2.5642
Rogers	124,941	112,801	237,742	0.1867
Rosemount	363,598	527,618	891,216	0.7000
Roseville	595,904	432,402	1,028,306	0.8077
St. Anthony	146,387	113,643	260,030	0.2042
St. Cloud	1,139,063	1,347,656	2,486,719	1.9532
St. Francis	128,463	248,700	377,163	0.2962
St. Joseph	106,810	63,447	170,257	0.1337
St. Louis Park	819,310	557,336	1,376,646	1.0813
St. Michael	262,167	568,342	830,509	0.6523
St. Paul	4,997,910	4,071,245	9,069,155	7.1234
St. Paul Park	91,836	106,438	198,274	0.1557
St. Peter	188,843	306,645	495,488	0.3892
Sartell	251,791	290,174	541,965	0.4257
Sauk Rapids	226,997	236,094	463,091	0.3637
Savage	465,897	308,763	774,660	0.6085
Shakopee	589,381	472,067	1,061,448	0.8337
Shoreview	451,739	301,497	753,236	0.5916
Shorewood	131,552	127,035	258,587	0.2031
South St. Paul	351,348	249,230	600,578	0.4717
Spring Lake Park	117,498	60,804	178,302	0.1400
Stewartville	101,362	78,732	180,094	0.1415
Stillwater	311,494	305,824	617,318	0.4849
Thief River Falls	147,185	392,076	539,261	0.4236
Vadnais Heights	226,962	110,715	337,677	0.2652
Victoria	115,641	77,236	192,877	0.1515
Virginia	158,879	296,362	455,241	0.3576
Waconia	172,811	176,458	349,269	0.2743
Waite Park	116,787	86,305	203,092	0.1595
Waseca	169,844	124,848	294,692	0.2315
West St. Paul	336,687	196,023	532,710	0.4184
White Bear Lake	428,194	251,541	679,735	0.5339
Willmar	331,916	425,552	757,468	0.5950
Winona	478,564	395,213	873,777	0.6863
Woodbury	1,013,793	984,263	1,998,056	1.5694
Worthington	197,658	189,015	386,673	0.3037
Wyoming	120,414	167,184	287,598	0.2259
TOTAL	**$63,657,769**	**$63,657,769**	**$127,315,538**	100.0000

COMPARISON OF THE 2009 TO 2010 APPORTIONMENT

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Municipality	2009 Total Apportionment	2010 Total Apportionment	Increase (Decrease) Amount	% Increase (Decrease)
Albert Lea	$732,803	$774,615	$41,812	5.7058
Albertville	239,842	246,977	7,135	2.9749
Alexandria	672,003	724,672	52,669	7.8376
Andover	1,118,403	1,276,949	158,546	14.1761
Anoka	498,807	541,194	42,387	8.4977
Apple Valley	1,430,050	1,459,359	29,309	2.0495
Arden Hills	270,596	274,237	3,641	1.3455
Austin	965,294	969,423	4,129	0.4277
Baxter	326,758	320,522	(6,236)	(1.9084)
Belle Plaine	238,262	252,939	14,677	6.1600
Bemidji	444,783	472,704	27,921	6.2774
Big Lake	286,922	325,265	38,343	13.3636
Blaine	1,438,593	1,567,999	129,406	8.9953
Bloomington	3,227,053	3,336,014	108,961	3.3765
Brainerd	462,457	556,090	93,633	20.2469
Brooklyn Center	743,066	778,973	35,907	4.8323
Brooklyn Park	1,853,735	1,927,302	73,567	3.9686
Buffalo	592,154	596,619	4,465	0.7540
Burnsville	1,961,330	2,038,463	77,133	3.9327
Cambridge	243,933	259,170	15,237	6.2464
Champlin	657,292	692,533	35,241	5.3615
Chanhassen	638,516	683,041	44,525	6.9732
Chaska	733,499	766,245	32,746	4.4644
Chisholm	226,403	242,003	15,600	6.8904
Circle Pines	143,938	150,143	6,205	4.3109
Cloquet	539,089	554,920	15,831	2.9366
Columbia Heights	563,683	583,952	20,269	3.5958
Coon Rapids	1,925,170	1,996,787	71,617	3.7200
Corcoran	215,116	224,655	9,539	4.4344
Cottage Grove	1,253,605	1,286,914	33,309	2.6571
Crookston	450,271	483,376	33,105	7.3522
Crystal	628,397	629,159	762	0.1213
Dayton	187,658	188,873	1,215	0.6475
Delano	248,492	252,621	4,129	1.6616
Detroit Lakes	384,160	388,729	4,569	1.1893
Duluth	3,826,660	3,887,763	61,103	1.5968
Eagan	1,904,115	2,131,859	227,744	11.9606
East Bethel	650,199	670,122	19,923	3.0641
East Grand Forks	409,089	418,509	9,420	2.3027
Eden Prairie	1,833,213	1,847,225	14,012	0.7643
Edina	1,464,982	1,514,151	49,169	3.3563
Elk River	949,210	1,023,049	73,839	7.7790
Fairmont	582,498	577,086	(5,412)	(0.9291)
Falcon Heights	131,791	137,367	5,576	4.2309
Faribault	883,233	898,021	14,788	1.6743
Farmington	648,285	645,186	(3,099)	(0.4780)
Fergus Falls	750,948	790,575	39,627	5.2769
Forest Lake	752,036	759,091	7,055	0.9381

Municipality	2009 Total Apportionment	2010 Total Apportionment	Increase (Decrease) Amount	% Increase (Decrease)
Fridley	$846,009	$871,892	$25,883	3.0594
Glencoe	233,196	235,888	2,692	1.1544
Golden Valley	670,628	689,545	18,917	2.8208
Grand Rapids	514,881	690,266	175,385	34.0632
Ham Lake	536,501	684,291	147,790	27.5470
Hastings	589,741	629,028	39,287	6.6617
Hermantown	443,840	516,775	72,935	16.4327
Hibbing	1,067,375	1,104,160	36,785	3.4463
Hopkins	481,198	486,845	5,647	1.1735
Hugo	460,776	482,207	21,431	4.6511
Hutchinson	504,590	537,947	33,357	6.6107
International Falls	246,730	249,598	2,868	1.1624
Inver Grove Heights	1,255,246	1,263,921	8,675	0.6911
Isanti	161,443	184,350	22,907	14.1889
Jordan	208,418	220,792	12,374	5.9371
Kasson	182,660	181,387	(1,273)	(0.6969)
La Crescent	204,372	208,152	3,780	1.8496
Lake City	201,138	204,621	3,483	1.7316
Lake Elmo	292,662	309,388	16,726	5.7151
Lakeville	1,956,574	2,009,750	53,176	2.7178
Lino Lakes	718,643	730,544	11,901	1.6560
Litchfield	260,689	281,060	20,371	7.8143
Little Canada	335,420	345,767	10,347	3.0848
Little Falls	491,579	507,136	15,557	3.1647
Mahtomedi	191,833	224,771	32,938	17.1701
Mankato	1,166,195	1,259,959	93,764	8.0402
Maple Grove	2,220,217	2,314,370	94,153	4.2407
Maplewood	1,379,991	1,380,787	796	0.0577
Marshall	550,681	561,922	11,241	2.0413
Mendota Heights	452,892	460,038	7,146	1.5779
Minneapolis	11,140,675	11,663,252	522,577	4.6907
Minnetonka	1,765,257	1,839,883	74,626	4.2275
Minnetrista	333,312	305,004	(28,308)	(8.4929)
Montevideo	207,131	208,631	1,500	0.7242
Monticello	341,610	349,698	8,088	2.3676
Moorhead	1,439,313	1,535,140	95,827	6.6578
Morris	193,931	213,458	19,527	10.0690
Mound	365,542	371,097	5,555	1.5197
Mounds View	377,174	420,132	42,958	11.3894
New Brighton	659,499	687,305	27,806	4.2162
New Hope	576,113	582,983	6,870	1.1925
New Prague	197,012	197,930	918	0.4660
New Ulm	554,442	585,361	30,919	5.5766
North Branch	400,375	559,443	159,068	39.7298
North Mankato	495,899	544,256	48,357	9.7514
North St. Paul	429,560	440,802	11,242	2.6171
Northfield	573,104	564,863	(8,241)	(1.4380)
Oak Grove	569,251	547,628	(21,623)	(3.7985)
Oakdale	624,405	641,017	16,612	2.6605
Orono	212,724	219,284	6,560	3.0838
Otsego	536,703	553,712	17,009	3.1692
Owatonna	907,845	984,525	76,680	8.4464
Plymouth	2,157,328	2,247,211	89,883	4.1664

Municipality	2009 Total Apportionment	2010 Total Apportionment	Increase (Decrease) Amount	% Increase (Decrease)
Prior Lake	$657,820	$682,473	$24,653	3.7477
Ramsey	944,856	957,571	12,715	1.3457
Red Wing	739,666	764,485	24,819	3.3554
Redwood Falls	245,627	263,181	17,554	7.1466
Richfield	1,031,098	1,073,220	42,122	4.0852
Robbinsdale	374,242	357,856	(16,386)	(4.3785)
Rochester	3,136,584	3,264,629	128,045	4.0823
Rogers	221,846	237,742	15,896	7.1653
Rosemount	849,628	891,216	41,588	4.8948
Roseville	971,046	1,028,306	57,260	5.8967
St. Anthony	237,649	260,030	22,381	9.4177
St. Cloud	2,366,379	2,486,719	120,340	5.0854
St. Francis	378,278	377,163	(1,115)	(0.2948)
St. Joseph	169,589	170,257	668	0.3939
St. Louis Park	1,304,760	1,376,646	71,886	5.5095
St. Michael	783,977	830,509	46,532	5.9354
St. Paul	8,756,952	9,069,155	312,203	3.5652
St. Paul Park	191,515	198,274	6,759	3.5292
St. Peter	467,152	495,488	28,336	6.0657
Sartell	532,566	541,965	9,399	1.7649
Sauk Rapids	447,399	463,091	15,692	3.5074
Savage	718,440	774,660	56,220	7.8253
Shakopee	993,325	1,061,448	68,123	6.8581
Shoreview	742,428	753,236	10,808	1.4558
Shorewood	245,885	258,587	12,702	5.1658
South St. Paul	578,720	600,578	21,858	3.7770
Spring Lake Park	172,926	178,302	5,376	3.1088
Stewartville	178,377	180,094	1,717	0.9626
Stillwater	531,134	617,318	86,184	16.2264
Thief River Falls	493,073	539,261	46,188	9.3674
Vadnais Heights	327,814	337,677	9,863	3.0087
Victoria	186,206	192,877	6,671	3.5826
Virginia	419,585	455,241	35,656	8.4979
Waconia	314,458	349,269	34,811	11.0702
Waite Park	207,781	203,092	(4,689)	(2.2567)
Waseca	287,692	294,692	7,000	2.4332
West St. Paul	498,419	532,710	34,291	6.8800
White Bear Lake	659,294	679,735	20,441	3.1004
Willmar	732,702	757,468	24,766	3.3801
Winona	844,762	873,777	29,015	3.4347
Woodbury	1,972,105	1,998,056	25,951	1.3159
Worthington	352,157	386,673	34,516	9.8013
Wyoming	282,603	287,598	4,995	100.0000
TOTAL	**$121,761,230**	**$127,315,538**	**$5,554,308**	**4.5616**

134 Cities Increased Their Total Allocation
10 Cities Decreased Their Total Allocation

DETERMINATION OF THE CONSTRUCTION AND MAINTENANCE ALLOTMENTS

Upon determining the amount available to be distributed in the Municipal State Aid Street Fund the cities Total Maintenance Allotments are computed in accordance with the State Aid Operational Rules Chapter 8820.1400 Subp. 3.

General Maintenance Allotment

The General Maintenance requested is subtracted from the Total Apportionment minus Turnback Maintenance Allowance. It may or may not include Bond Interest, but Bond Interest due is not added to the city's General Maintenance Allotment unless they specifically request an amount or percentage including bond interest.

The minimum General Maintenance Allotment a city may request is $1,500 per improved mile, or 25% of its Total Apportionment minus Trunk Highway Turnback Maintenance Allowance.

A city's General Maintenance Allotment may not exceed 35% of its Total Apportionment.

Bond interest due in the current year is not added to General Maintenance Allotments unless the city notifies State Aid to include it in the General Maintenance Allotment.

Total Maintenance Allotment

The Total Maintenance Allotment is the General Maintenance Allotment plus Trunk Highway Turnback Maintenance Allowance. Unless the city notifies State Aid differently, Bond Interest, if any, will be included in the Total Maintenance Allotment.

The Total Maintenance Allotment of a city may only exceed 35% of its Total Apportionment to pay for Bond Interest.

By City Council resolution, a city may request State Aid to use local funds for the interest

Maintenance Expenditure Report

If any city's General Maintenance Allotment, not including Bond Interest, exceeds 25% of its Total Apportionment that city must submit a Maintenance Expenditure Report to receive the final payment of its Total Maintenance Allotment.
The cities that will need to file a Maintenance Expenditure Report at the end of 2010 are:

Andover	Duluth	Minneapolis	St. Louis Park
Bloomington	Falcon Heights	Prior Lake	St. Paul
Cloquet	Hastings	Ramsey	Shakopee
Corcoran	Litchfield	Red Wing	

Principal payments due on bonds in the current year are paid from the city's Construction Allotment.

2010 CONSTRUCTION AND MAINTENANCE ALLOTMENTS

JANUARY 2010 BOOK/2010 MAINTENANCE & CONSTRUCTION ALLOTMENTS.XLS 02-Feb-10

MUNICIPALITY	TOTAL APPORTION-MENT	TRUNK HIGHWAY TURNBACK MAINTENANCE ALLOWANCE	AMOUNT OF BOND INTEREST APPLIED TO MAINTENANCE	GENERAL MAINTENANCE ALLOTMENT	TOTAL MAINTENANCE ALLOTMENT		CONSTRUCTION ALLOTMENT
Albert Lea	$774,615			$193,654	**$193,654**	##	**$580,961**
Albertville	246,977			8,190	**8,190**		**238,787**
Alexandria	724,672			181,168	**181,168**	##	**543,504**
Andover	1,276,949		$82,001	383,085	**465,086**	***	**811,863**
Anoka	541,194			135,299	**135,299**	##	**405,895**
Apple Valley	1,459,359		817,829	48,570	**866,399**		**592,960**
Arden Hills	274,237			68,559	**68,559**	##	**205,678**
Austin	969,423			93,770	**93,770**	#	**875,653**
Baxter	320,522			23,295	**23,295**		**297,227**
Belle Plaine	252,939			11,115	**11,115**		**241,824**
Bemidji	472,704			118,176	**118,176**	##	**354,528**
Big Lake	325,265			81,316	**81,316**	##	**243,949**
Blaine	1,567,999			392,000	**392,000**	##	**1,175,999**
Bloomington	3,336,014			1,167,605	**1,167,605**	**	**2,168,409**
Brainerd	556,090	$2,664		26,955	**29,619**		**526,471**
Brooklyn Center	778,973			90,000	**90,000**	#	**688,973**
Brooklyn Park	1,927,302		78,300	481,826	**560,126**	##	**1,367,176**
Buffalo	596,619		12,035	149,155	**161,190**	##	**435,429**
Burnsville	2,038,463			509,616	**509,616**	##	**1,528,847**
Cambridge	259,170		2,670	25,000	**27,670**	#	**231,500**
Champlin	692,533			173,133	**173,133**	##	**519,400**
Chanhassen	683,041			100,000	**100,000**	#	**583,041**
Chaska	766,245			191,561	**191,561**	##	**574,684**
Chisholm	242,003			60,501	**60,501**	##	**181,502**
Circle Pines	150,143		39,820	4,755	**44,575**		**105,568**
Cloquet	554,920			194,222	**194,222**	**	**360,698**
Columbia Heights	583,952			145,988	**145,988**	##	**437,964**
Coon Rapids	1,996,787		78,100	62,745	**140,845**		**1,855,942**
Corcoran	224,655			78,629	**78,629**	**	**146,026**
Cottage Grove	1,286,914			42,210	**42,210**		**1,244,704**
Crookston	483,376			120,844	**120,844**	##	**362,532**
Crystal	629,159			157,290	**157,290**	##	**471,869**
Dayton	188,873			47,218	**47,218**	##	**141,655**
Delano	252,621		30,730	63,155	**93,885**	##	**158,736**
Detroit Lakes	388,729			97,182	**97,182**	##	**291,547**

MUNICIPALITY	TOTAL APPORTION-MENT	TRUNK HIGHWAY TURNBACK MAINTENANCE ALLOWANCE	AMOUNT OF BOND INTEREST APPLIED TO MAINTENANCE	GENERAL MAINTENANCE ALLOTMENT	TOTAL MAINTENANCE ALLOTMENT		CONSTRUCTION ALLOTMENT
Duluth	$3,887,763	$19,728		$1,146,601	**$1,166,329**	***	**$2,721,434**
Eagan	2,131,859		$160,242	67,830	**228,072**		**1,903,787**
East Bethel	670,122			167,531	**167,531**	##	**502,591**
East Grand Forks	418,509			104,627	**104,627**	##	**313,882**
Eden Prairie	1,847,225			70,620	**70,620**		**1,776,605**
Edina	1,514,151			378,538	**378,538**	##	**1,135,613**
Elk River	1,023,049		22,858	40,575	**63,433**		**959,616**
Fairmont	577,086			29,085	**29,085**		**548,001**
Falcon Heights	137,367			48,078	**48,078**	**	**89,289**
Faribault	898,021			224,505	**224,505**	##	**673,516**
Farmington	645,186			161,297	**161,297**	##	**483,889**
Fergus Falls	790,575			197,644	**197,644**	##	**592,931**
Forest Lake	759,091			189,773	**189,773**	##	**569,318**
Fridley	871,892			217,973	**217,973**	##	**653,919**
Glencoe	235,888		21,590	58,972	**80,562**	##	**155,326**
Golden Valley	689,545		94,731	172,386	**267,117**	##	**422,428**
Grand Rapids	690,266		60,833	172,567	**233,400**	##	**456,866**
Ham Lake	684,291			39,180	**39,180**		**645,111**
Hastings	629,028			220,160	**220,160**	**	**408,868**
Hermantown	516,775			65,000	**65,000**	#	**451,775**
Hibbing	1,104,160			276,040	**276,040**	##	**828,120**
Hopkins	486,845			121,711	**121,711**	##	**365,134**
Hugo	482,207			120,552	**120,552**	##	**361,655**
Hutchinson	537,947	1,512		26,805	**28,317**		**509,630**
International Falls	249,598			12,090	**12,090**		**237,508**
Inver Grove Heights	1,263,921			315,980	**315,980**	##	**947,941**
Isanti	184,350			46,088	**46,088**	##	**138,262**
Jordan	220,792			55,198	**55,198**	##	**165,594**
Kasson	181,387			6,990	**6,990**		**174,397**
La Crescent	208,152			8,670	**8,670**		**199,482**
Lake City	204,621			51,155	**51,155**	##	**153,466**
Lake Elmo	309,388		13,975	77,347	**91,322**	##	**218,066**
Lakeville	2,009,750		329,078	374,335	**703,413**	#	**1,306,337**
Lino Lakes	730,544	2,016		182,636	**184,652**	##	**545,892**
Litchfield	281,060			98,371	**98,371**	**	**182,689**
Little Canada	345,767			86,442	**86,442**	##	**259,325**
Little Falls	507,136			23,505	**23,505**		**483,631**
Mahtomedi	224,771			56,193	**56,193**	##	**168,578**
Mankato	1,259,959			314,990	**314,990**	##	**944,969**
Maple Grove	2,314,370			578,593	**578,593**	##	**1,735,777**

MUNICIPALITY	TOTAL APPORTION-MENT	TRUNK HIGHWAY TURNBACK MAINTENANCE ALLOWANCE	AMOUNT OF BOND INTEREST APPLIED TO MAINTENANCE	GENERAL MAINTENANCE ALLOTMENT	TOTAL MAINTENANCE ALLOTMENT		CONSTRUCTION ALLOTMENT
Maplewood	$1,380,787		$311,538	$207,118	**$518,656**	#	**$862,131**
Marshall	561,922			25,575	**25,575**		**536,347**
Mendota Heights	460,038			115,010	**115,010**	##	**345,028**
Minneapolis	11,663,252			4,082,138	**4,082,138**	**	**7,581,114**
Minnetonka	1,839,883		77,388	71,220	**148,608**		**1,691,275**
Minnetrista	305,004			18,885	**18,885**		**286,119**
Montevideo	208,631			12,825	**12,825**		**195,806**
Monticello	349,698			87,425	**87,425**	##	**262,273**
Moorhead	1,535,140			299,352	**299,352**	#	**1,235,788**
Morris	213,458			53,365	**53,365**	##	**160,093**
Mound	371,097			92,774	**92,774**	##	**278,323**
Mounds View	420,132			105,033	**105,033**	##	**315,099**
New Brighton	687,305			171,826	**171,826**	##	**515,479**
New Hope	582,983			145,746	**145,746**	##	**437,237**
New Prague	197,930			49,483	**49,483**	##	**148,447**
New Ulm	585,361			22,920	**22,920**		**562,441**
North Branch	559,443		61,235	139,861	**201,096**	##	**358,347**
North Mankato	544,256		110,194	38,000	**148,194**	#	**396,062**
North St. Paul	440,802			110,201	**110,201**	##	**330,601**
Northfield	564,863			141,216	**141,216**	##	**423,647**
Oak Grove	547,628			136,907	**136,907**	##	**410,721**
Oakdale	641,017			160,254	**160,254**	##	**480,763**
Orono	219,284			54,821	**54,821**	##	**164,463**
Otsego	553,712			138,428	**138,428**	##	**415,284**
Owatonna	984,525			40,515	**40,515**		**944,010**
Plymouth	2,247,211			561,803	**561,803**	##	**1,685,408**
Prior Lake	682,473			238,866	**238,866**	**	**443,607**
Ramsey	957,571		36,640	335,150	**371,790**	**	**585,781**
Red Wing	764,485			267,570	**267,570**	**	**496,915**
Redwood Falls	263,181			65,795	**65,795**	##	**197,386**
Richfield	1,073,220			268,305	**268,305**	##	**804,915**
Robbinsdale	357,856			15,105	**15,105**		**342,751**
Rochester	3,264,629			326,463	**326,463**	#	**2,938,166**
Rogers	237,742			59,436	**59,436**	##	**178,306**
Rosemount	891,216			30,165	**30,165**		**861,051**
Roseville	1,028,306			257,077	**257,077**	##	**771,229**
St. Anthony	260,030		7,520	65,008	**72,528**	##	**187,502**
St. Cloud	2,486,719			621,680	**621,680**	##	**1,865,039**
St. Francis	377,163			94,291	**94,291**	##	**282,872**
St. Joseph	170,257			6,180	**6,180**		**164,077**

MUNICIPALITY	TOTAL APPORTION-MENT	TRUNK HIGHWAY TURNBACK MAINTENANCE ALLOWANCE	AMOUNT OF BOND INTEREST APPLIED TO MAINTENANCE	GENERAL MAINTENANCE ALLOTMENT	TOTAL MAINTENANCE ALLOTMENT		CONSTRUCTION ALLOTMENT
St. Louis Park	$1,376,646			$481,826	**$481,826**	**	**$894,820**
St Michael	830,509			207,627	**207,627**	##	**622,882**
St. Paul	9,069,155			3,174,204	**3,174,204**	**	**5,894,951**
St. Paul Park	198,274		$11,600	49,569	**61,169**	##	**137,105**
St. Peter	495,488			21,930	**21,930**		**473,558**
Sartell	541,965		45,346	24,555	**69,901**		**472,064**
Sauk Rapids	463,091			21,015	**21,015**		**442,076**
Savage	774,660		28,047	36,405	**64,452**		**710,208**
Shakopee	1,061,448	$6,624		371,507	**378,131**	**	**683,317**
Shoreview	**753,236**			150,647	**150,647**	#	**602,589**
Shorewood	258,587			64,647	**64,647**	##	**193,940**
South St. Paul	600,578			150,145	**150,145**	##	**450,433**
Spring Lake Park	178,302			44,576	**44,576**	##	**133,726**
Stewartville	180,094			45,024	**45,024**	##	**135,070**
Stillwater	617,318			154,330	**154,330**	##	**462,988**
Thief River Falls	539,261		46,766	134,815	**181,581**	##	**357,680**
Vadnais Heights	337,677			84,419	**84,419**	##	**253,258**
Victoria	192,877			48,219	**48,219**	##	**144,658**
Virginia	455,241			113,810	**113,810**	##	**341,431**
Waconia	349,269			15,975	**15,975**		**333,294**
Waite Park	203,092			8,475	**8,475**		**194,617**
Waseca	294,692		15,540	73,673	**89,213**	##	**205,479**
West St. Paul	532,710			120,000	**120,000**	#	**412,710**
White Bear Lake	679,735			169,934	**169,934**	##	**509,801**
Willmar	757,468			189,367	**189,367**	##	**568,101**
Winona	873,777			218,444	**218,444**	##	**655,333**
Woodbury	1,998,056		38,736	499,514	**538,250**	##	**1,459,806**
Worthington	386,673			60,000	**60,000**	#	**326,673**
Wyoming	287,598			17,955	**17,955**		**269,643**
TOTAL	**$127,315,538**	**$32,544**	**$2,635,342**	**$28,820,819**	**$31,488,705**		**$95,826,833**

** 35% of Allotment requested plus bond interest, if any. (Maintenance expenditure report required).

*** Requested more than 25% and less than 35% of Allotment. (Maintenance expenditure report required).

Blank $1,500 per improved mile plus bond interest, if any. (No maintenance expenditure report required).

Lump sum amount or certain % requested. (No maintenance expenditure report required).

25% of Allotment plus bond interest, if any. (No maintenance expenditure report required).

MAINTENANCE ALLOCATION CHANGES IN 2009
For the 2010 Allocation

January 2010 Book\2010 Maintenance Revisions.xls

City	2010 Maintenance Allocation	2009 Maintenance Allocation	2010 Maintenance Allocation	2009 Maintenance Allocation	Difference
1 Delano	25% of Allotment plus bond interest	25% of Allotment including bond interest, if any	$93,885	$62,123	$31,762
2 Hastings	35% of Total Allotment	25% of Allotment including bond interest, if any	220,160	147,435	72,725
3 Shakopee	35% of Total Allotment	25% of Allotment including bond interest, if any	378,131	248,331	129,800
4 Shoreview	20% of Total Allotment	$1500 per improved mile	150,647	26,835	123,812
		TOTAL	**$314,045**	**$209,558**	**$104,487**

Type of Maintenance Allocation*	Number of Cities
35% =	13
25% =	82
$1500 per Improved Mile =	34
Other =	15
TOTAL	**144**

*May or may not include bond interest

2009 IMPROVED MILEAGE RECORD

(MILEAGE USED FOR MINIMUM MAINTENANCE ALLOCATION)

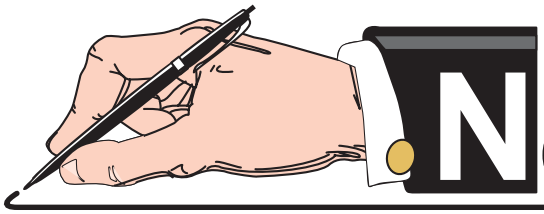
used for the January 2010 allocation

* Trunk Highway Turnback mileage that receives a separate maintenance allowance is not included in the city's total improved mileage.

MUNICIPALITY	IMPROVED MILEAGE	MUNICIPALITY	IMPROVED MILEAGE	MUNICIPALITY	IMPROVED MILEAGE	MUNICIPALITY	IMPROVED MILEAGE
Albert Lea	23.40	Eagan	45.22	Mahtomedi	8.61	Rogers	11.29
Albertville	5.46	East Bethel	21.98	Mankato	32.23	Rosemount	20.11
Alexandria	21.63	East Grand Forks	16.82	Maple Grove	46.96	Roseville	27.33
Andover	31.42	Eden Prairie	47.08	Maplewood	35.85	Saint Anthony	5.95
Anoka	13.14	Edina	40.27	Marshall	17.05	Saint Cloud	57.61
Apple Valley	32.38	Elk River	27.05	Mendota Heights	14.67	Saint Francis	7.11
Arden Hills	6.53	Fairmont	19.39	Minneapolis	202.92	Saint Joseph	4.12
Austin	29.18	Falcon Heights	3.29	Minnetonka	47.48	Saint Louis Park	30.99
Baxter	15.53	Faribault	23.10	Minnetrista	12.59	Saint Michael	17.40
Belle Plaine	7.41	Farmington	12.56	Montevideo	8.55	Saint Paul	161.05
Bemidji	16.66	Fergus Falls	24.02	Monticello	11.60	Saint Paul Park	6.08
Big Lake	8.95	Forest Lake	19.51	Moorhead	41.28	Saint Peter	14.62
Blaine	42.33	Fridley	22.87	Morris	9.03	Sartell	16.37
Bloomington	73.13	Glencoe	7.21	Mound	7.71	Sauk Rapids	14.01
Brainerd *	17.97	Golden Valley	23.03	Mounds View	12.43	Savage	24.27
Brooklyn Center	21.40	Grand Rapids	20.11	New Brighton	12.87	Shakopee*	31.44
Brooklyn Park	52.96	Ham Lake	26.12	New Hope	12.64	Shoreview	17.89
Buffalo	13.30	Hastings	21.24	New Prague	5.82	Shorewood	8.61
Burnsville	43.37	Hermantown	15.50	New Ulm	15.28	South St. Paul	16.82
Cambridge	12.83	Hibbing	51.67	North Branch	23.35	Spring Lake Park	5.82
Champlin	17.53	Hopkins	9.92	North Mankato	15.07	Stewartville	4.34
Chanhassen	21.06	Hugo	19.90	North St. Paul	10.41	Stillwater	17.16
Chaska	15.73	Hutchinson*	17.87	Northfield	16.53	Thief River Falls	15.55
Chisholm	8.39	International Falls	8.06	Oak Grove	19.58	Vadnais Heights	8.60
Circle Pines	3.17	Inver Grove Heights	29.89	Oakdale	19.30	Victoria	5.12
Cloquet	21.55	Isanti	6.83	Orono	9.45	Virginia	15.63
Columbia Heights	12.50	Jordan	5.45	Otsego	12.23	Waconia	10.65
Coon Rapids	41.83	Kasson	4.66	Owatonna	27.01	Waite Park	5.65
Corcoran	14.80	La Crescent	5.78	Plymouth	56.31	Waseca	7.28
Cottage Grove	28.14	Lake City	8.39	Prior Lake	14.97	West St. Paul	13.54
Crookston	11.65	Lake Elmo	13.74	Ramsey	30.45	White Bear Lake	19.85
Crystal	17.84	Lakeville	57.65	Red Wing	20.66	Willmar	26.73
Dayton	8.44	Lino Lakes*	12.38	Redwood Falls	7.65	Winona	21.79
Delano	5.19	Litchfield	8.77	Richfield	24.65	Woodbury	51.52
Detroit Lakes	22.35	Little Canada	11.25	Robbinsdale	10.07	Worthington	11.39
Duluth*	111.17	Little Falls	15.67	Rochester	81.69	Wyoming	11.97
						TOTAL	3,275.18

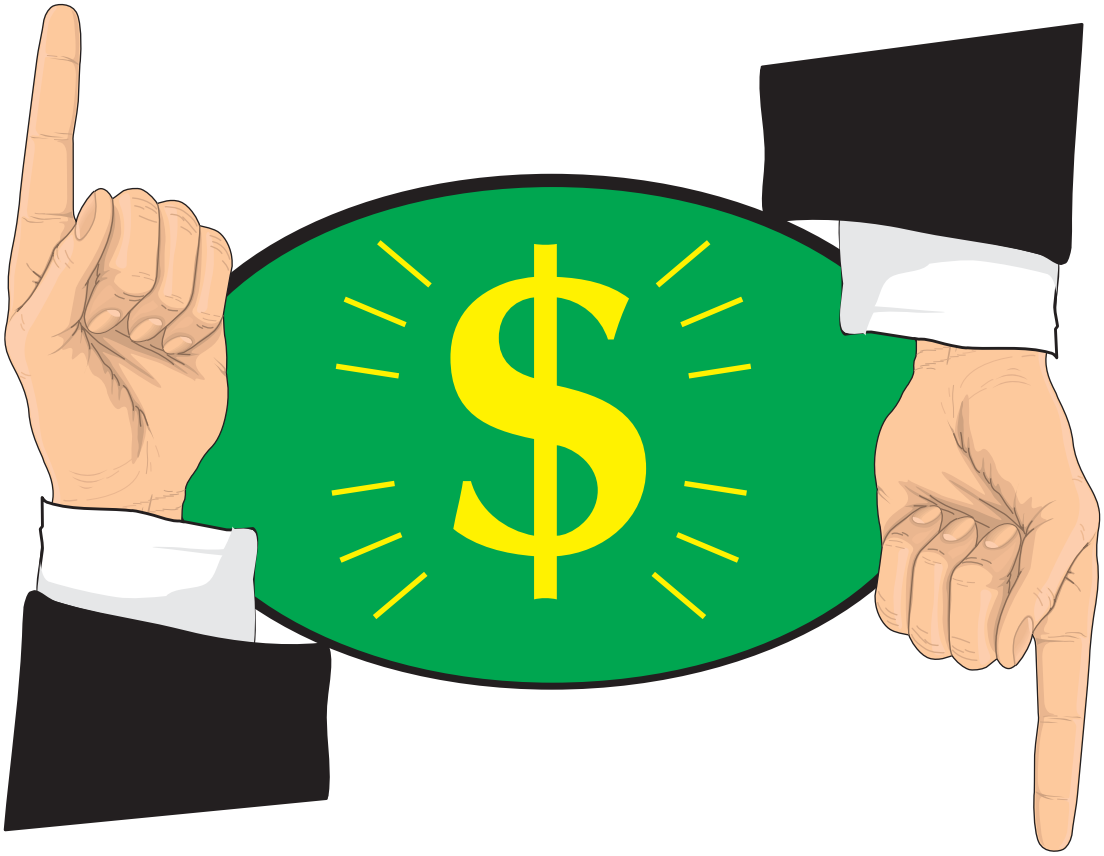
The Improved Mileage had an increase of 35.09 miles.

MSAS\Excel\2010\January 2010 book\IMPROVED MILEAGE RECORD.XLS

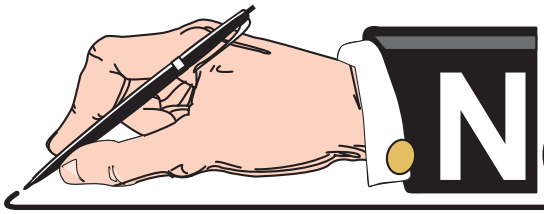


NOTES and COMMENTS

Adjustments to the 25 Year



Construction Needs



NOTES and COMMENTS

UNENCUMBERED CONSTRUCTION FUND BALANCE ADJUSTMENT

Each city's December 31, 2009 Unencumbered Construction Fund Balance is deducted from its total needs. For reference see the 'Current Resolutions of the Municipal Screening Board' in the back of this booklet. For the computation of this adjustment see the '2010 Adjusted Construction Needs Apportionment' spreadsheet in this booklet.

Any city that had a General Fund Advance from its 2009 Construction Allocation is shown with a negative balance for the amount advanced.

The total Muncipal State Aid expenditures for 2009 was $84,108,888. The expenditures are the difference between the 2008 and 2009 year end balance plus the 2009 construction allotment of $92,877,123.

Municipalities	Unencumbered Balance Available 12-31-2008	Unencumbered Balance Available 12-31-2009	Difference Between 08-27-09 and 12-31-2008	Percentage of Total Amount in 08-27-09 Account	Ratio bet Balance & City's 2009 Construction Allotment
Albert Lea	$990,497	**$1,037,959**	$47,462	2.055	1.889
Albertville	656,368	**888,020**	231,652	1.758	3.833
Alexandria	0	**(399,432)**	(399,432)	(0.791)	(0.793)
Andover	(56,635)	**0**	56,635	0.000	0.000
Anoka	999,115	**0**	(999,115)	0.000	0.000
Apple Valley	(191,213)	**203,319**	394,532	0.403	0.219
Arden Hills	689,489	**892,436**	202,947	1.767	4.397
Austin	2,243,555	**2,518,936**	275,381	4.988	2.887
Baxter	(344,107)	**(40,644)**	303,463	(0.080)	(0.134)
Belle Plaine	227,856	**455,003**	227,147	0.901	2.003
Bemidji	357,098	**539,197**	182,099	1.068	1.616
Big Lake	0	**139,696**	139,696	0.277	0.649
Blaine	2,763,733	**2,684,769**	(78,964)	5.316	2.488
Bloomington	2,781,509	**3,058,026**	276,517	6.055	1.458
Brainerd	780,220	**300,821**	(479,399)	0.596	0.691
Brooklyn Center	0	**0**	0	0.000	0.000
Brooklyn Park	(619,997)	**(425,997)**	194,000	(0.844)	(0.306)
Buffalo	(779,081)	**(352,074)**	427,007	(0.697)	(0.825)
Burnsville	0	**0**	0	0.000	0.000
Cambridge	0	**0**	0	0.000	0.000
Champlin	782,720	**0**	(782,720)	0.000	0.000
Chanhassen	(1,047,737)	**(509,221)**	538,516	(1.008)	(0.946)
Chaska	0	**0**	0	0.000	0.000
Chisholm	0	**0**	0	0.000	0.000
Circle Pines	0	**28,560**	28,560	0.057	0.305
Cloquet	0	**216,327**	216,327	0.428	0.617
Columbia Heights	0	**0**	0	0.000	0.000
Coon Rapids	6,454	**0**	(6,454)	0.000	0.000
Corcoran	145,208	**0**	(145,208)	0.000	0.000
Cottage Grove	30,117	**1,174,961**	1,144,844	2.327	0.970
Crookston	(200,000)	**(100,000)**	100,000	(0.198)	(0.296)
Crystal	(378,792)	**0**	378,792	0.000	0.000
Dayton	0	**0**	0	0.000	0.000
Delano	173,268	**269,637**	96,369	0.534	1.447
Detroit Lakes	5,000	**0**	(5,000)	0.000	0.000
Duluth	(602,957)	**0**	602,957	0.000	0.000
Eagan	(2,815,357)	**(2,000,000)**	815,357	(3.960)	(1.215)
East Bethel	947,094	**238,123**	(708,971)	0.472	0.488
East Grand Forks	248,765	**171,188**	(77,577)	0.339	0.558
Eden Prairie	4,660,610	**4,356,473**	(304,137)	8.626	2.472
Edina	0	**1,021,840**	1,021,840	2.023	0.930
Elk River	0	**0**	0	0.000	0.000

Municipalities	Unencumbered Balance Available 12-31-2008	Unencumbered Balance Available 12-31-2009	Difference Between 08-27-09 and 12-31-2008	Percentage of Total Amount in 08-27-09 Account	Ratio bet Balance & City's 2009 Construction Allotment
Fairmont	$0	**$492,913**	$492,913	0.976	0.891
Falcon Heights	105,173	**60,246**	(44,927)	0.119	0.703
Faribault	(1,199,401)	**(596,156)**	603,246	(1.180)	(0.900)
Farmington	0	**0**	0	0.000	0.000
Fergus Falls	527,809	**514,428**	(13,381)	1.019	0.913
Forest Lake	1,046,428	**1,610,455**	564,027	3.189	2.855
Fridley	588,701	**716,669**	127,968	1.419	1.129
Glencoe	(556,984)	**(405,407)**	151,577	(0.803)	(2.675)
Golden Valley	795,042	**1,208,013**	412,971	2.392	2.402
Grand Rapids	241,229	**0**	(241,229)	0.000	0.000
Ham Lake	1,714,137	**1,303,156**	(410,981)	2.580	2.614
Hastings	805,943	**148,249**	(657,694)	0.294	0.335
Hermantown	181,734	**(298,210)**	(479,944)	(0.590)	(0.787)
Hibbing	363,743	**329,244**	(34,499)	0.652	0.411
Hopkins	0	**0**	0	0.000	0.000
Hugo	0	**0**	0	0.000	0.000
Hutchinson	300,548	**593,521**	292,973	1.175	1.255
International Falls	0	**231,441**	231,441	0.458	0.986
Inver Grove Heights	783,330	**1,505,504**	722,174	2.981	1.599
Isanti	222,765	**343,847**	121,082	0.681	2.840
Jordan	301,750	**8,063**	(293,687)	0.016	0.052
Kasson	0	**175,670**	175,670	0.348	1.000
La Crescent	0	**(159,777)**	(159,777)	(0.316)	(0.816)
Lake City	426,579	**577,432**	150,853	1.143	3.828
Lake Elmo	445,049	**569,945**	124,896	1.129	2.924
Lakeville	(2,174,221)	**(902,448)**	1,271,773	(1.787)	(0.710)
Lino Lakes	0	**0**	0	0.000	0.000
Litchfield	930,815	**938,670**	7,855	1.859	5.540
Little Canada	(3,202)	**0**	3,202	0.000	0.000
Little Falls	(1,453,690)	**(986,141)**	467,549	(1.953)	(2.109)
Mahtomedi	1,176,613	**1,143,542**	(33,071)	2.264	7.948
Mankato	830,171	**722,008**	(108,163)	1.430	0.825
Maple Grove	(910,430)	**(110,430)**	800,000	(0.219)	(0.066)
Maplewood	(1,648,857)	**(1,323,568)**	325,289	(2.621)	(1.476)
Marshall	0	**(972,461)**	(972,461)	(1.926)	(1.849)
Mendota Heights	320,887	**660,556**	339,669	1.308	1.945
Minneapolis	13,939,044	**12,310,067**	(1,628,977)	24.376	1.700
Minnetonka	0	**0**	0	0.000	0.000
Minnetrista	839,657	**1,151,344**	311,687	2.280	3.662
Montevideo	(355,652)	**(161,346)**	194,306	(0.319)	(0.830)
Monticello	832,430	**1,088,637**	256,207	2.156	4.249
Moorhead	1,978,134	**302,834**	(1,675,300)	0.600	0.261
Morris	(160,234)	**(14,786)**	145,448	(0.029)	(0.102)
Mound	40,803	**0**	(40,803)	0.000	0.000
Mounds View	1,039,711	**110,016**	(929,695)	0.218	0.389
New Brighton	(22,760)	**0**	22,760	0.000	0.000
New Hope	840,222	**1,195,467**	355,245	2.367	2.767
New Prague	432,419	**0**	(432,419)	0.000	0.000
New Ulm	61,877	**(727,643)**	(789,520)	(1.441)	(1.369)
North Branch	390,842	**433,629**	42,787	0.859	1.444
North Mankato	52,758	**(108,690)**	(161,448)	(0.215)	(0.256)
North St. Paul	(1,579,530)	**(1,257,360)**	322,170	(2.490)	(3.903)
Northfield	1,322,250	**1,766,570**	444,320	3.498	4.110
Oak Grove	(1,139,000)	**(1,032,176)**	106,824	(2.044)	(2.418)
Oakdale	(938,974)	**(470,670)**	468,304	(0.932)	(1.005)

Municipalities	Unencumbered Balance Available 12-31-2008	Unencumbered Balance Available 12-31-2009	Difference Between 08-27-09 and 12-31-2008	Percentage of Total Amount in 08-27-09 Account	Ratio bet Balance & City's 2009 Construction Allotment
Orono	$688,074	**$847,617**	$159,543	1.678	5.313
Otsego	0	**268,493**	268,493	0.532	0.667
Owatonna	582,501	**0**	(582,501)	0.000	0.000
Plymouth	3,599	**0**	(3,599)	0.000	0.000
Prior Lake	0	**427,583**	427,583	0.847	1.000
Ramsey	60,779	**528,970**	468,191	1.047	0.861
Red Wing	141,064	**(388,326)**	(529,390)	(0.769)	(0.808)
Redwood Falls	477,690	**10,134**	(467,556)	0.020	0.055
Richfield	704,202	**79,191**	(625,011)	0.157	0.102
Robbinsdale	1,374,316	**1,733,453**	359,137	3.432	4.827
Rochester	(2,650,882)	**0**	2,650,882	0.000	0.000
Rogers	639,393	**805,777**	166,384	1.596	4.843
Rosemount	431,311	**975,753**	544,442	1.932	1.191
Roseville	719,742	**0**	(719,742)	0.000	0.000
St. Anthony	0	**0**	0	0.000	0.000
St. Cloud	1,836,190	**0**	(1,836,190)	0.000	0.000
St. Francis	0	**14,259**	14,259	0.028	0.050
St. Joseph	300,853	**464,262**	163,409	0.919	2.841
St. Louis Park	817,571	**1,125,576**	308,005	2.229	1.327
St. Michael	0	**(1,071,263)**	(1,071,263)	(2.121)	(1.822)
St. Paul	4,250,702	**5,083,253**	832,551	10.066	0.893
St. Paul Park	176,364	**0**	(176,364)	0.000	0.000
St. Peter	(278,231)	**18,393**	296,624	0.036	0.041
Sartell	(668,099)	**(209,706)**	458,393	(0.415)	(0.457)
Sauk Rapids	(1,662,957)	**(1,236,573)**	426,384	(2.449)	(2.900)
Savage	1,089,713	**1,623,868**	534,155	3.215	2.502
Shakopee	(1,263,549)	**(839,102)**	424,447	(1.662)	(1.126)
Shoreview	(553,861)	**(122,000)**	431,861	(0.242)	(0.170)
Shorewood	178,307	**(277,634)**	(455,941)	(0.550)	(1.505)
South St. Paul	628,074	**707,973**	79,899	1.402	1.631
Spring Lake Park	810	**0**	(810)	0.000	0.000
Stewartville	(341,498)	**(207,715)**	133,783	(0.411)	(1.553)
Stillwater	(392,484)	**999**	393,483	0.002	0.003
Thief River Falls	0	**64,496**	64,496	0.128	0.201
Vadnais Heights	197,986	**443,846**	245,860	0.879	1.805
Victoria	141,552	**281,206**	139,654	0.557	2.014
Virginia	0	**0**	0	0.000	0.000
Waconia	561,376	**5,742**	(555,634)	0.011	0.019
Waite Park	238,751	**0**	(238,751)	0.000	0.000
Waseca	308,702	**444,933**	136,231	0.881	2.062
West St. Paul	831,116	**396,512**	(434,604)	0.785	1.048
White Bear Lake	170,589	**26,886**	(143,703)	0.053	0.054
Willmar	172,935	**464,353**	291,418	0.919	0.845
Winona	0	**0**	0	0.000	0.000
Woodbury	(3,414,909)	**(1,991,244)**	1,423,665	(3.943)	(1.399)
Worthington	1,046,379	**684,259**	(362,120)	1.355	2.342
Wyoming	0	**264,648**	264,648	0.524	1.000
TOTAL	**$41,732,629**	**$50,501,664**	**$8,769,035**	100.0000	0.5471

EXCESS BALANCE ADJUSTMENT REDISTRIBUTED AS LOW BALANCE INCENTIVE

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Municipalities	January 2009 Construction Allotment	Unencumbered Balance Available (12/31/09)	Ratio bet. Balance & City's 2009 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	2008 Unadjusted 25-Year Construction Needs	Low Balance Incentive Factor	Low Balance Incentive
Albert Lea	$549,602	$1,037,959	1.889						
Albertville	231,652	888,020	3.833			No Adjustment			
Alexandria	504,002	(399,432)	(0.793)				$37,594,966	0.0114	$79,955
Andover	782,882	0	0.000				53,540,022	0.0163	113,867
Anoka	374,105	0	0.000				16,991,854	0.0052	36,138
Apple Valley	929,532	203,319	0.219				45,993,340	0.0140	97,817
Arden Hills	202,947	892,436	4.397			No Adjustment			
Austin	872,364	2,518,936	2.887						
Baxter	303,463	(40,644)	(0.134)				13,259,770	0.0040	28,200
Belle Plaine	227,147	455,003	2.003						
Bemidji	333,587	539,197	1.616						
Big Lake	215,191	139,696	0.649				12,175,110	0.0037	25,894
Blaine	1,078,945	2,684,769	2.488						
Bloomington	2,097,584	3,058,026	1.458						
Brainerd	435,508	300,821	0.691				22,904,140	0.0070	48,712
Brooklyn Center	653,066	0	0.000				17,568,781	0.0053	37,365
Brooklyn Park	1,390,301	(425,997)	(0.306)				45,894,128	0.0139	97,606
Buffalo	427,007	(352,074)	(0.825)				24,700,218	0.0075	52,531
Burnsville	1,470,997	0	0.000				73,074,759	0.0222	155,412
Cambridge	202,853	0	0.000				9,343,431	0.0028	19,871
Champlin	492,969	0	0.000				20,572,868	0.0063	43,754
Chanhassen	538,516	(509,221)	(0.946)				21,232,969	0.0065	45,157
Chaska	550,124	0	0.000				25,641,659	0.0078	54,534
Chisholm	169,802	0	0.000				11,595,322	0.0035	24,660
Circle Pines	93,560	28,560	0.305				3,397,894	0.0010	7,226
Cloquet	350,408	216,327	0.617				26,358,058	0.0080	56,057
Columbia Heights	422,762	0	0.000				19,611,492	0.0060	41,709
Coon Rapids	1,770,500	0	0.000				61,675,272	0.0187	131,168
Corcoran	139,825	0	0.000				9,277,388	0.0028	19,731
Cottage Grove	1,211,395	1,174,961	0.970				52,631,673	0.0160	111,935
Crookston	337,703	(100,000)	(0.296)				25,386,769	0.0077	53,992
Crystal	471,298	0	0.000				17,563,588	0.0053	37,353
Dayton	140,743	0	0.000				7,597,297	0.0023	16,158
Delano	186,369	269,637	1.447						
Detroit Lakes	288,120	0	0.000				17,801,148	0.0054	37,859
Duluth	2,678,662	0	0.000				174,115,857	0.0529	370,302

Municipalities	January 2009 Construction Allotment	Unencumbered Balance Available (12/31/09)	Ratio bet. Balance & City's 2009 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	2008 Unadjusted 25-Year Construction Needs	Low Balance Incentive Factor	Low Balance Incentive
Eagan	$1,645,645	($2,000,000)	(1.215)				$61,603,745	0.0187	$131,016
East Bethel	487,649	238,123	0.488				34,474,607	0.0105	73,319
East Grand Forks	306,817	171,188	0.558				21,200,046	0.0064	45,087
Eden Prairie	1,762,593	4,356,473	2.472						
Edina	1,098,736	1,021,840	0.930				50,181,685	0.0152	106,724
Elk River	909,145	0	0.000				43,265,690	0.0131	92,016
Fairmont	553,413	492,913	0.891				29,459,376	0.0090	62,653
Falcon Heights	85,664	60,246	0.703				2,901,629	0.0009	6,171
Faribault	662,425	(596,156)	(0.900)				36,604,925	0.0111	77,850
Farmington	486,214	0	0.000				22,627,062	0.0069	48,122
Fergus Falls	563,211	514,428	0.913				41,505,008	0.0126	88,271
Forest Lake	564,027	1,610,455	2.855						
Fridley	634,507	716,669	1.129						
Glencoe	151,577	(405,407)	(2.675)				10,223,569	0.0031	21,743
Golden Valley	502,971	1,208,013	2.402						
Grand Rapids	386,161	0	0.000				35,380,375	0.0107	75,245
Ham Lake	498,536	1,303,156	2.614						
Hastings	442,306	148,249	0.335				17,983,235	0.0055	38,246
Hermantown	378,840	(298,210)	(0.787)				25,910,978	0.0079	55,106
Hibbing	800,531	329,244	0.411				60,530,786	0.0184	128,734
Hopkins	360,898	0	0.000				13,707,288	0.0042	29,152
Hugo	345,582	0	0.000				19,596,616	0.0060	41,677
Hutchinson	472,973	593,521	1.255						
International Falls	234,640	231,441	0.986				10,181,501	0.0031	21,654
Inver Grove Heights	941,434	1,505,504	1.599						
Isanti	121,082	343,847	2.840						
Jordan	156,313	8,063	0.052				9,473,119	0.0029	20,147
Kasson	175,670	175,670	1.000						
La Crescent	195,807	(159,777)	(0.816)				8,703,006	0.0026	18,509
Lake City	150,853	577,432	3.828			No Adjustment			
Lake Elmo	194,896	569,945	2.924						
Lakeville	1,271,773	(902,448)	(0.710)				70,064,997	0.0213	149,011
Lino Lakes	538,982	0	0.000				28,100,432	0.0085	59,763
Litchfield	169,448	938,670	5.540			No Adjustment			
Little Canada	251,565	0	0.000				12,814,368	0.0039	27,253
Little Falls	467,549	(986,141)	(2.109)				24,537,939	0.0075	52,186
Mahtomedi	143,875	1,143,542	7.948			No Adjustment			
Mankato	874,646	722,008	0.825				46,902,785	0.0143	99,751
Maple Grove	1,665,163	(110,430)	(0.066)				79,914,863	0.0243	169,960

Municipalities	January 2009 Construction Allotment	Unencumbered Balance Available (12/31/09)	Ratio bet. Balance & City's 2009 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	2008 Unadjusted 25-Year Construction Needs	Low Balance Incentive Factor	Low Balance Incentive
Maplewood	$896,994	($1,323,568)	(1.476)				$45,232,800	0.0137	$96,199
Marshall	525,841	(972,461)	(1.849)				23,814,546	0.0072	50,648
Mendota Heights	339,669	660,556	1.945						
Minneapolis	7,241,439	12,310,067	1.700						
Minnetonka	1,592,529	0	0.000				68,245,086	0.0207	145,141
Minnetrista	314,427	1,151,344	3.662			No Adjustment			
Montevideo	194,306	(161,346)	(0.830)				8,345,824	0.0025	17,750
Monticello	256,207	1,088,637	4.249			No Adjustment			
Moorhead	1,158,647	302,834	0.261				66,008,045	0.0201	140,383
Morris	145,448	(14,786)	(0.102)				9,172,450	0.0028	19,508
Mound	274,156	0	0.000				13,750,299	0.0042	29,244
Mounds View	282,880	110,016	0.389				14,981,784	0.0046	31,863
New Brighton	494,624	0	0.000				22,091,706	0.0067	46,984
New Hope	432,085	1,195,467	2.767						
New Prague	147,759	0	0.000				5,704,085	0.0017	12,131
New Ulm	531,522	(727,643)	(1.369)				25,300,231	0.0077	53,807
North Branch	300,281	433,629	1.444						
North Mankato	424,539	(108,690)	(0.256)				22,907,306	0.0070	48,718
North St. Paul	322,170	(1,257,360)	(3.903)				15,749,026	0.0048	33,494
Northfield	429,828	1,766,570	4.110	2009	2	($3,533,141)			
Oak Grove	426,938	(1,032,176)	(2.418)				28,401,392	0.0086	60,403
Oakdale	468,304	(470,670)	(1.005)				11,667,980	0.0035	24,815
Orono	159,543	847,617	5.313			No Adjustment			
Otsego	402,527	268,493	0.667				24,071,263	0.0073	51,194
Owatonna	869,595	0	0.000				40,473,845	0.0123	86,078
Plymouth	1,617,996	0	0.000				70,920,572	0.0215	150,831
Prior Lake	427,583	427,583	1.000						
Ramsey	614,156	528,970	0.861				41,227,775	0.0125	87,681
Red Wing	480,783	(388,326)	(0.808)				34,781,131	0.0106	73,971
Redwood Falls	184,220	10,134	0.055				12,592,343	0.0038	26,781
Richfield	773,323	79,191	0.102				32,560,275	0.0099	69,248
Robbinsdale	359,137	1,733,453	4.827	2009	2	(3,466,906)			
Rochester	2,822,926	0	0.000				109,165,370	0.0332	232,168
Rogers	166,384	805,777	4.843			No Adjustment			
Rosemount	819,463	975,753	1.191						
Roseville	728,284	0	0.000				32,204,422	0.0098	68,491
Saint Anthony	178,237	0	0.000				8,972,371	0.0027	19,082
Saint Cloud	1,774,784	0	0.000				98,407,640	0.0299	209,289
Saint Francis	283,708	14,259	0.050				18,589,177	0.0056	39,535

Municipalities	January 2009 Construction Allotment	Unencumbered Balance Available (12/31/09)	Ratio bet. Balance & City's 2009 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	2008 Unadjusted 25-Year Construction Needs	Low Balance Incentive Factor	Low Balance Incentive
Saint Joseph	$163,409	$464,262	2.841						
Saint Louis Park	848,094	1,125,576	1.327						
Saint Michael	587,983	(1,071,263)	(1.822)				$41,293,435	0.0125	$87,821
Saint Paul	5,692,019	5,083,253	0.893				292,084,545	0.0887	621,193
Saint Paul Park	143,636	0	0.000				7,209,721	0.0022	15,333
Saint Peter	445,192	18,393	0.041				22,889,334	0.0070	48,680
Sartell	458,393	(209,706)	(0.457)				20,295,897	0.0062	43,164
Sauk Rapids	426,384	(1,236,573)	(2.900)				15,946,426	0.0048	33,914
Savage	649,155	1,623,868	2.502						
Shakopee	744,994	(839,102)	(1.126)				33,898,971	0.0103	72,095
Shoreview	715,593	(122,000)	(0.170)				22,362,051	0.0068	47,559
Shorewood	184,414	(277,634)	(1.505)				9,030,306	0.0027	19,205
South Saint Paul	434,040	707,973	1.631						
Spring Lake Park	129,694	0	0.000				4,353,717	0.0013	9,259
Stewartville	133,783	(207,715)	(1.553)				5,673,099	0.0017	12,065
Stillwater	398,350	999	0.003				22,815,405	0.0069	48,523
Thief River Falls	320,497	64,496	0.201				27,362,522	0.0083	58,193
Vadnais Heights	245,860	443,846	1.805						
Victoria	139,654	281,206	2.014						
Virginia	314,689	0	0.000				22,134,677	0.0067	47,075
Waconia	299,413	5,742	0.019				13,185,056	0.0040	28,041
Waite Park	199,696	0	0.000				5,751,910	0.0017	12,233
Waseca	215,769	444,933	2.062						
West Saint Paul	378,419	396,512	1.048						
White Bear Lake	494,470	26,886	0.054				18,804,393	0.0057	39,992
Willmar	549,526	464,353	0.845				32,013,828	0.0097	68,086
Winona	633,571	0	0.000				26,965,884	0.0082	57,350
Woodbury	1,423,665	(1,991,244)	(1.399)				56,657,434	0.0172	120,497
Worthington	292,157	684,259	2.342						
Wyoming	264,648	264,648	1.000						
TOTAL	**$92,570,018**	**$50,501,664**				**($7,000,047)**	**$3,291,416,758**	**1.0000**	**$7,000,047**

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

FOR THE JANUARY 2009 ALLOCATION

Six cities with over three times their January 2008 construction allotment in their December 31, 2008 account balance had $11,101,680 in needs redistributed to 89 cities with less than one times their allotment in their account. One city had the adjustment tripled because the city has been over three times for three years in a row.

Nine other cities had over three times their January 2008 construction allotment as their December 31, 2008 account balance, but received no adjustment because the balance was less than $1 million.

This is a redistribution of 0.26% of the $4,277,355,517 billion in unadjusted needs.

Needs are valued at $13.91 per $1000 of needs, so this is a redistribution of $154,424 in actual dollars from 6 cities to 89 cities.

FOR THE JANUARY 2010 ALLOCATION

Two cities with over three times their January 2009 construction allotment in their December 31, 2009 account balance had $7,000,047 in needs redistributed to 100 cities with less than one times their allotment in their account.

Nine other cities had over three times their January 2009 construction allotment as their December 31, 2009 account balance, but received no adjustment because the balance was less than $1.5 million.

This is a redistribution of 0.15% of the $4,650,919,417 billion in unadjusted needs.

Needs are valued at $13.36 per $1000 of needs, so this is a redistribution of $93,521 in actual dollars from 2 cities to 100 cities.

33 cities did not receive this redistribution because their year end construction balance was greater than one times and less than three times their January 2009 construction allotment.

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UNAMORTIZED BOND ACCOUNT BALANCE

(Amount as of December 31, 2008)

(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	$1,600,000	**$1,600,000**
Apple Valley	3/01/03	5,380,000	0	5,380,000	3,975,000	**(1,405,000)**
Apple Valley	2-01-04	855,000	0	855,000	565,000	**(290,000)**
Brooklyn Park	10/24/05	2,710,000	0	2,710,000	2,340,000	**(370,000)**
Buffalo	6-29-05	845,000	0	845,000	560,000	**(285,000)**
Cambridge	5-01-01	340,000	311,142	28,858	120,000	**91,142**
Circle Pines	**07-17-08**	**1,055,000**	**1,011,592**	**43,408**	**1,055,000**	**1,011,592**
Coon Rapids	11/29/05	3,555,000	3,555,000	0	2,485,000	**2,485,000**
Delano	**11-15-08**	**865,000**	**0**	**865,000**	**865,000**	**0**
Eagan	**08-12-08**	**4,105,000**	**3,961,220**	**143,780**	**4,105,000**	**3,961,220**
Elk River	**08/27/08**	**2,431,500**	**0**	**2,431,500**	**2,431,500**	**0**
Falcon Heights	4-21-80	170,000	142,012	27,988	0	**(27,988)**
Glencoe	06-01-03	974,000	0	974,000	651,000	**(323,000)**
Glencoe	08-01-98	155,000	0	155,000	0	**(155,000)**
Golden Valley	02/20/07	2,560,000	0	2,560,000	2,475,000	**(85,000)**
Grand Rapids	08-29-05	1,105,000	1,105,000	0	795,000	**795,000**
Grand Rapids	12-20-07	1,150,000	0	1,150,000	1,070,000	**(80,000)**
Hutchinson	09-13-05	700,000	0	700,000	180,000	**(520,000)**
Lake Elmo	10-01-01	1,080,000	1,080,000	0	525,000	**525,000**
Lakeville	08-21-00	4,290,000	4,290,000	0	3,115,000	**3,115,000**
Lakeville	12-01-01	1,080,000	1,080,000	0	785,000	**785,000**
Lakeville	**12-27-07**	**3,675,000**	**0**	**3,675,000**	**3,675,000**	**0**
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	4,275,000	**4,275,000**
Maplewood	**07-01-08**	**4,035,000**	**0**	**4,035,000**	**4,035,000**	**0**
Minnetonka	**07-17-08**	**2,215,000**	**0**	**2,215,000**	**2,215,000**	**0**
North Branch	10-23-00	320,000	161,790	158,210	0	**(158,210)**
North Branch	8-01-02	785,000	0	785,000	525,000	**(260,000)**
North Branch	8-01-04	1,360,000	0	1,360,000	1,080,000	**(280,000)**
North Mankato	08-01-98	1,900,000	1,900,000	0	785,000	**785,000**
Sartell	07-24-00	1,650,000	1,650,000	0	970,000	**970,000**
Savage	04-02-00	800,000	0	800,000	415,000	**(385,000)**
Savage	06-17-96	717,775	488,051	229,724	247,775	**18,051**
St. Anthony	07-01-00	950,000	0	950,000	460,000	**(490,000)**
Thief River Falls	**09-16-08**	**1,630,000**	**49,547**	**1,580,453**	**1,630,000**	**49,547**
Waseca	05-01-05	805,000	0	805,000	560,000	**(245,000)**
Woodbury	07-20-01	4,589,700	4,589,700	0	2,365,000	**2,365,000**
TOTAL		$69,262,975	$33,785,054	$35,477,921	$52,935,275	**$17,457,354**

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**
Eagan	**126**	**19562**	**2010**	**2044**		**MSAS**	**413,044**	**1,784,262**	**2,197,306**
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	153-005	27A31	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**
Thief River Falls	**115-020**	**57516**	**2010**	**2024**		**MSAS**	**323,916**	**1,472,347**	**1,796,263**
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**		**$7,103,687**	**$34,936,969**	**$42,040,656**

PROJECT LISTING OF RIGHT-OF-WAY ACQUISITION

Acquired in 2008

EXCEL\2010\January 2010 Book\Right of Way Projects 2008 for 2010.xls

MUNICIPALITY	PROJECT	PROJECT AMOUNT	TOTAL ADJUSTMENT
Bloomington	107-130-037	$51,348	
	107-385-017	(55,656)	
	107-399-028	194,599	**$190,291**
Blaine	Local Funds MSAS 124	5,153,368	**5,153,368**
Circle Pines	244-106-001	82,365	**82,365**
Detroit Lakes	117-125-001	114	**114**
Duluth	118-178-005	92,334	
	118-196-003	145,595	
	118-200-001	490	
	118-201-001	141,344	
	118-202-001	98,401	**478,164**
Eagan	195-108-004	3,079,572	
	195-132-001	60,400	**3,139,972**
Elk River	204-104-006	715,950	
	204-104-107	(110,831)	**605,119**
Ham Lake	197-102-004	48,894	
	197-125-001	138,972	
	197-125-003	310	**188,176**
La Crescent	Local Funds	25,000	**25,000**
Marshall	139-131-002	134,947	**134,947**
Moorhead	144-116-010	102,951	**102,951**
North Branch	225-112-001	13,538	**13,538**
Oak Grove	223-101-001	149,290	
	223-102-001	47,853	
	223-120-001	3,555	
	223-121-001	6,935	**207,633**
Otsego	217-102-005	53,332	**53,332**
Plymouth	155-164-014	248,124	**248,124**
Rosemount	208-104-003	19,750	**19,750**
St. Cloud	162-114-008	80,249	**80,249**
St. Paul	164-163-004	310,444	
	164-297-001	1,941,755	**2,252,199**
St. Peter	165-127-001	626	**626**
Thief River Falls	170-124 Local Funds	59,400	**59,400**
Woodbury	192-117-010	87,147	**87,147**
			$13,122,465

NEEDS ADJUSTMENT FOR RIGHT-OF-WAY ACQUISITION

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

MSAS\EXCEL\2010\January 2010 BOOK\Right of Way Adjustment 2010.xls 02-Feb-10

MUNICIPALITY	1993-2007 RIGHT-OF-WAY EXPENDITURES	+	2008 RIGHT-OF-WAY EXPENDITURES	-	EXPIRED RIGHT-OF-WAY EXPENDITURES	=	TOTAL RIGHT-OF-WAY ADJUSTMENT FOR 2010 APPORTIONMENT
Albert Lea	$6,827		--		($952)		**$5,875**
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	415,341		$5,153,368		(28,337)		**5,540,372**
Bloomington	16,363,191		190,291		(1,147,923)		**15,405,559**
Brainerd	640,266		--		--		**640,266**
Brooklyn Center	1,309,990		--		--		**1,309,990**
Brooklyn Park	721,219		--		(128,473)		**592,746**
Buffalo	1,426,785		--		--		**1,426,785**
Burnsville	6,260		--		--		**6,260**
Cambridge	--		--		--		**--**
Champlin	75,229		--		(3,038)		**72,191**
Chanhassen	--		--		--		**--**
Chaska	--		--		--		**--**
Chisholm	--		--		--		**--**
Circle Pines	--		82,365		--		**82,365**
Cloquet	--		--		--		**--**
Columbia Heights	3,130		--		--		**3,130**
Coon Rapids	2,290,994		--		--		**2,290,994**
Corcoran	19,296		--		--		**19,296**
Cottage Grove	525,651		--		--		**525,651**
Crookston	--		--		--		**--**
Crystal	--		--		--		**--**
Dayton	5,281		--		--		**5,281**
Delano	--		--		--		**--**
Detroit Lakes	49,500		114		--		**49,614**
Duluth	2,421,341		478,164		--		**2,899,505**
Eagan	974,253		3,139,972		--		**4,114,225**
East Bethel	94,298		--		--		**94,298**
East Grand Forks	--		--		--		**--**
Eden Prairie	--		--		--		**--**
Edina	398,370		--		--		**398,370**
Elk River	1,563,629		605,119		--		**2,168,748**
Fairmont	--		--		--		**--**
Falcon Heights	--		--		--		**--**
Faribault	298,486		--		--		**298,486**

MUNICIPALITY	1993-2007 RIGHT-OF-WAY EXPENDITURES	+	2008 RIGHT-OF-WAY EXPENDITURES	-	EXPIRED RIGHT-OF-WAY EXPENDITURES	=	TOTAL RIGHT-OF-WAY ADJUSTMENT FOR 2010 APPORTIONMENT
Farmington	$60,819		--		($60,819)		--
Fergus Falls	94,773		--		--		**$94,773**
Forest Lake	79,655		--		(27,900)		**51,755**
Fridley	95,081		--		(95,081)		--
Glencoe	--		--		--		--
Golden Valley	--		--		--		--
Grand Rapids	1,842,235		--		--		**1,842,235**
Ham Lake	236,431		$188,176		--		**424,607**
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	791,192		--		--		**791,192**
Isanti	--		--		--		--
Jordan	--		--		--		--
Kasson	--		--		--		--
La Crescent	--		25,000		--		**25,000**
Lake City	7,000		--		--		**7,000**
Lake Elmo	6,310		--		--		**6,310**
Lakeville	3,773,131		--		--		**3,773,131**
Lino Lakes	412,101		--		--		**412,101**
Litchfield	--		--		--		--
Little Canada	--		--		--		--
Little Falls	1,455,462		--		(20,071)		**1,435,391**
Mahtomedi	--		--		--		--
Mankato	416,833		--		(8,769)		**408,064**
Maple Grove	4,341,965		--		--		**4,341,965**
Maplewood	4,738,115		--		--		**4,738,115**
Marshall	20,206		134,947		--		**155,153**
Mendota Heights	44,304		--		--		**44,304**
Minneapolis	2,319,091		--		(443,869)		**1,875,222**
Minnetonka	2,094,013		--		--		**2,094,013**
Minnetrista	--		--		--		--
Montevideo	31,070		--		--		**31,070**
Monticello	149,510		--		(149,510)		--
Moorhead	719,287		102,951		--		**822,238**
Morris	10,500		--		--		**10,500**
Mound	1,309,579		--		--		**1,309,579**
Mounds View	--		--		--		--
New Brighton	--		--		--		--
New Hope	--		--		--		--
New Prague	--		--		--		--
New Ulm	--		--		--		--
North Branch	--		13,538		--		**13,538**
North Mankato	--		--		--		--
North St. Paul	461,369		--		--		**461,369**
Northfield	--		--		--		--
Oak Grove	243,097		207,633		--		**450,730**
Oakdale	452,854		--		--		**452,854**
Orono	41,351		--		--		**41,351**

MUNICIPALITY	1993-2007 RIGHT-OF-WAY EXPENDITURES	+	2008 RIGHT-OF-WAY EXPENDITURES	-	EXPIRED RIGHT-OF-WAY EXPENDITURES	=	TOTAL RIGHT-OF-WAY ADJUSTMENT FOR 2010 APPORTIONMENT
Otsego	$248,688		$53,332		($8,900)		**$293,120**
Owatonna	119,703		--		--		**119,703**
Plymouth	365,456		248,124		(84,759)		**528,821**
Prior Lake	72,533		--		--		**72,533**
Ramsey	500		--		--		**500**
Red Wing	774,553		--		--		**774,553**
Redwood Falls	--		--		--		**--**
Richfield	3,128,369		--		(92,762)		**3,035,607**
Robbinsdale	--		--		--		**--**
Rochester	521,613		--		($9,505)		**512,108**
Rogers	--		--		--		**--**
Rosemount	369,250		19,750		--		**389,000**
Roseville	91,009		--		--		**91,009**
Saint Anthony	--		--		--		**--**
Saint Cloud	2,086,112		80,249		--		**2,166,361**
Saint Francis	--		--		--		**--**
Saint Joseph	--		--		--		**--**
Saint Louis Park	477,778		--		(3,040)		**474,738**
Saint Michael	86,132		--		--		**86,132**
Saint Paul	11,297,125		2,252,199		--		**13,549,324**
Saint Paul Park	65,293		--		--		**65,293**
Saint Peter	57,382		626		(26,182)		**31,826**
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		59,400		--		**109,283**
Vadnais Heights	--		--		--		**--**
Victoria	--		--		--		**--**
Virginia	--		--		--		**--**
Waconia	--		--		--		**--**
Waite Park	687,300		--		--		**687,300**
Waseca	--		--		--		**--**
West St. Paul	--		--		--		**--**
White Bear Lake	--		--		--		**--**
Willmar	167,616		--		--		**167,616**
Winona	8,000		--		--		**8,000**
Woodbury	6,675,762		87,147		--		**6,762,909**
Worthington	491		--		--		**491**
Wyoming	--		--		--		**--**
TOTAL	**$86,546,496**		**$13,122,465**		**($2,339,890)**		**$97,329,071**

AFTER THE FACT RETAINING WALL ADJUSTMENT

Amount as of December 31, 2008

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	2008 Eliglble Retaining Wall Expenditures	Expired Retaining Wall Expenditures	Total Retaining Wall Adjustment for 2010 Apportionment
Alexandria	$0	$25,633	$0	$25,633
Andover	20197	0	0	20,197
Bloomington	55,013	0	0	55,013
La Crescent	0	8,625	0	8,625
Lakeville	118,042	0	0	118,042
Saint Paul	51,542	0	0	51,542
Sartell	6,000	0	0	6,000
TOTAL	**$250,794**	**$34,258**	**$0**	**$285,052**

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Individual Adjustments

Ham Lake

Excess Construction Balance adjustment

In January 2009, Ham Lake received an excess construction fund balance adjustment because their December 31, 2008 construction balance was more than 3X their January 2008 construction allocation and also over $1,000,000. The amount of this negative adjustment was $5,142,411 in Needs.

The city disagreed with this adjustment, and followed the procedures in the Municipal Screening Board resolutions requesting an appearance before the MSB.

The city requested relief from this adjustment for several reasons (see the June 2009 Municipal Screening Board Data booklet, pages 78 thru 82), but the main argument was that they were participating in a county project, the county delayed the project and it was too late in the year to apply the MSAS dollars to another project before the end of the year.

Per MSB resolution, the city first presented its case to the State Aid Engineer and the Chair of the MSB. They recommended referring this issue to the MSB, after first being reviewed by the Unencumbered Construction Funds Subcommittee (UCFS) for a recommendation.

The city engineer made a presentation at the April 17, 2009 UCFS meeting (see the June 2009 Municipal Screening Board Data booklet, pages 78 thru 82) and the June 2009 MSB meeting (see the minutes of the June 2009 meeting in the beginning of this booklet). This is an accumulative adjustment. This was the third consecutive year Ham Lake had been over the 3X threshold, so the amount of the adjustment was multiplied by 3. After much discussion at the MSB meeting, the MSB agreed to give the city relief from the adjustment for one year.

Therefore, in January 2010, Ham Lake will receive a one time positive adjustment to its Needs of $5,142,111. If they are not below 3X for the January 2010 allocation, the adjustment will continue with a multiplier of 4.

Individual Adjustments

Orono

Including Private Roads in the Calculations of mileage available for MSAS funding

Orono has been including private roads in the calculations for computing their MSAS mileage. It was determined that they had included at least 13.84 miles of private roads in their computations for at least eleven years. Annually, this resulted in 2.94 miles of excess mileage on the MSAS system.

The city brought this to our attention in April 2007. This issue went before the subcommittees and the MSB (Municipal Screening Board) several times. The MSB determined that these were indeed private roads and in the fall of 2008 the city revoked 2.94 miles of MSA roads that had been generating Needs incorrectly.

At its October 2008 meeting, the MSB determined that Orono should receive a five year negative needs adjustment. They considered this a partial reimbursement for the MSAS funding Orono received that should have been distributed between the other 140 plus cities. Based upon the Needs generated by the segments the city has revoked, this would be a negative adjustment of $17,688,164 in Needs. Based upon an actual 2008 dollar value of $14.29 per $1000 of Needs, this equates to an adjustment of $252,764 actual dollars. The MSB also gave the city an option for a multi year payback period.

MSB resolutions are actually recommendations to the Commissioner of Transportation. State Aid forwarded the MSB recommendations, information submitted by the city and other background information to the Commissioner for a final decision.

The Commissioner reviewed the information and on December 18, 2008 issued a Commissioner's Order stating that the City of Orono shall reimburse the other cities an actual dollar amount of $96,600 and includes this repayment schedule:

2009 Allocation	$35,000
2010 Allocation	$35,000
2011 Allocation	$26,600

Individual Adjustments

Multiple Cities

Railroad Crossings incorrectly computed in January 2009 Allocation

When the Unit Prices were updated in the computations program in late 2008, railroad crossing protection features were incorrectly updated.

Based upon the recommendations from the Office of Freight and Commercial Vehicle Operations, Railroad Administration Section, Concrete Crossing Material should have been increased from $1000 per foot per track to $1100 per foot per track. Inadvertently, this field did not get updated. All other fields got updated correctly.

Therefore, all cities which requested an improvement of Concrete Crossing Material to any of their crossings, were shorted $100 per foot per track to their Needs.

Attached is a listing of the cities that had crossings which were incorrectly computed and the increased Needs that city should have received.

To correct last years oversight, these figures will be added to the Needs of the appropriate cities this year.

RAILROAD CROSSINGS WITH CONCRETE CROSSING MATERIAL WERE COMPUTED INCORRECTLY IN 2008 FOR THE JANUARY 2009 ALLOCATION. THIS IS THE AMOUNT OF THE POSITIVE NEEDS ADJUSTMENT EACH INCORRECTLY COMPUTED CROSSING WILL ADD TO EACH CITY'S 2009 NEEDS FOR THE 2010 ALLOCATION.

	INCREASE IN NEEDS		INCREASE IN NEEDS
ALBERT LEA	$78,400	LITTLE CANADA	$10,800
ALBERTVILLE	4,400	LITTLE FALLS	8,800
ANDOVER	8,800	MANKATO	8,800
ARDEN HILLS	8,800	MAPLE GROVE	23,200
AUSTIN	26,000	MINNEAPOLIS	300,900
BAXTER	28,800	MINNETONKA	13,200
BEMIDJI	17,600	MOORHEAD	39,200
BLOOMINGTON	61,400	NEW BRIGHTON	70,400
BRAINERD	8,800	NEW HOPE	22,000
BROOKLYN PARK	12,000	NEW ULM	77,200
BUFFALO	27,600	NORTH BRANCH	13,200
BURNSVILLE	14,400	NORTHFIELD	25,000
CHASKA	16,600	OWATONNA	48,400
CLOQUET	38,400	PLYMOUTH	9,200
CRYSTAL	13,200	RED WING	33,600
DETROIT LAKES	39,600	RICHFIELD	17,600
DULUTH	28,000	ROBBINSDALE	8,800
EAGAN	44,400	ROCHESTER	59,000
EDINA	3,600	ROSEMOUNT	8,400
ELK RIVER	23,800	ST. ANTHONY	4,400
FAIRMONT	23,200	ST. CLOUD	84,600
FARIBAULT	4,400	ST. LOUIS PARK	13,600
FARMINGTON	13,200	ST. PAUL	240,800
FERGUS FALLS	57,800	ST. PAUL PARK	5,200
FRIDLEY	8,800	SAUK RAPIDS	8,800
GOLDEN VALLEY	13,400	SHAKOPEE	26,800
GRAND RAPIDS	13,200	STILLWATER	8,000
HIBBING	10,400	THIEF RIVER FALLS	34,400
HUTCHINSON	51,600	WAITE PARK	8,200
ISANTI	13,000	WASECA	16,500
JORDAN	4,400	WHITE BEAR LAKE	9,600
LAKEVILLE	4,400	WILLMAR	66,000
LITCHFIELD	52,800		
TOTAL			**$2,099,800**

October 28, 2009

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

Dear Commissioner Sorel:

We, the undersigned, as members of the 2009 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 2010 Apportionment Sum as provided by Minnesota Statutes, Chapter 162.13, Subdivision 1.

Shelly Pederson Bloomington Chair	Jeff Hulsether Brainerd Vice Chair	Jean Keely Blaine Secretary
Jim Prusak Cloquet District 1	Greg Boppre East Grand Forks District 2	Steve Bot St. Michael District 3
Bob Zimmerman Moorhead District 4	Jean Keely Blaine Metro West	Katy Gehler-Hess Northfield District 6
Jon Rippke No Mankato District 7	Kent Exner Hutchinson District 8	Russ Matthys Eagan Metro East
Cindy Voigt Duluth	Don Elwood Minneapolis	Paul Kurtz Saint Paul

Attachment: Money Needs Listing

2009 ADJUSTED CONSTRUCTION NEEDS RECOMMENDATIONS

Based on the 2009 Needs Study of the 2008 construction needs for the January 2010 allocation

N:\MSAS\EXCEL\2010\January 2010 BOOK\2009 Adjusted Construction Needs Recommendations.xls *2-Feb-10*

Municipality	Adjusted Construction Needs	Municipality	Adjusted Construction Needs
Albert Lea	$34,126,793	Forest Lake	$34,197,356
Albertville	10,559,946	Fridley	29,612,200
Alexandria	38,099,986	Glencoe	10,172,719
Andover	55,288,182	Golden Valley	25,214,309
Anoka	17,032,642	Grand Rapids	38,026,055
Apple Valley	44,318,903	Ham Lake	31,545,335
Arden Hills	7,804,349	Hastings	17,873,232
Austin	41,746,954	Hermantown	26,578,391
Baxter	13,825,639	Hibbing	60,473,977
Belle Plaine	9,649,054	Hopkins	13,737,440
Bemidji	17,961,834	Hugo	19,763,983
Big Lake	12,061,307	Hutchinson	21,795,552
Blaine	43,483,153	International Falls	9,971,714
Bloomington	138,997,323	Inver Grove Heights	50,554,863
Brainerd	23,301,097	Isanti	6,582,816
Brooklyn Center	18,916,136	Jordan	9,489,603
Brooklyn Park	46,652,476	Kasson	6,379,176
Buffalo	26,274,208	La Crescent	8,914,917
Burnsville	73,250,831	Lake City	8,428,574
Cambridge	9,454,444	Lake Elmo	12,262,450
Champlin	20,688,813	Lakeville	79,871,411
Chanhassen	21,787,348	Lino Lakes	28,572,296
Chaska	26,121,492	Litchfield	12,147,353
Chisholm	11,619,982	Little Canada	12,837,421
Circle Pines	4,470,517	Little Falls	27,020,457
Cloquet	26,236,188	Mahtomedi	6,372,043
Columbia Heights	19,656,331	Mankato	46,697,392
Coon Rapids	67,632,865	Maple Grove	95,393,665
Corcoran	9,316,415	Maplewood	55,665,682
Cottage Grove	52,145,901	Marshall	24,992,808
Crookston	25,540,761	Mendota Heights	19,174,721
Crystal	17,614,141	Minneapolis	366,320,905
Dayton	7,618,736	Minnetonka	70,497,440
Delano	11,948,499	Minnetrista	14,791,358
Detroit Lakes	17,928,221	Montevideo	8,555,990
Duluth	177,413,664	Monticello	11,413,536
Eagan	74,051,912	Moorhead	67,856,117
East Bethel	34,404,101	Morris	9,217,244
East Grand Forks	21,073,946	Mound	15,089,122
Eden Prairie	56,951,655	Mounds View	14,903,631
Edina	50,775,663	New Brighton	22,209,090
Elk River	45,550,254	New Hope	16,528,044
Fairmont	29,052,316	New Prague	5,716,216
Falcon Heights	2,819,566	New Ulm	26,158,882
Faribault	37,581,816	North Branch	28,405,724
Farmington	23,960,263	North Mankato	23,849,715
Fergus Falls	41,231,424	North St. Paul	17,501,250

Municipality	Adjusted Construction Needs	Municipality	Adjusted Construction Needs
Northfield	$16,514,666	St. Peter	$22,951,447
Oak Grove	29,944,701	Sartell	21,718,645
Oakdale	12,616,319	Sauk Rapids	17,670,921
Orono	8,778,367	Savage	23,109,967
Otsego	24,147,084	Shakopee	34,836,968
Owatonna	40,728,026	Shoreview	22,566,142
Plymouth	75,297,740	Shorewood	9,508,147
Prior Lake	21,320,204	South St. Paul	18,654,092
Ramsey	41,224,773	Spring Lake Park	4,550,981
Red Wing	36,051,581	Stewartville	5,892,879
Redwood Falls	12,608,990	Stillwater	22,889,990
Richfield	35,603,539	Thief River Falls	29,345,712
Robbinsdale	8,443,770	Vadnais Heights	8,286,651
Rochester	109,968,646	Victoria	5,780,907
Rogers	8,442,815	Virginia	22,181,752
Rosemount	39,490,584	Waconia	13,207,355
Roseville	32,363,922	Waite Park	6,459,643
St. Anthony	8,505,853	Waseca	9,344,473
St. Cloud	100,867,890	West St. Paul	14,671,754
Saint Francis	18,614,453	White Bear Lake	18,827,100
St. Joseph	4,748,839	Willmar	31,851,177
St. Louis Park	41,714,857	Winona	29,580,537
St. Michael	42,538,651	Woodbury	73,669,060
St. Paul	304,720,171	Worthington	14,147,141
St. Paul Park	7,966,574	Wyoming	12,513,121
		STATE TOTAL	$4,764,771,798

TRUNK HIGHWAY TURNBACK MAINTENANCE ALLOWANCE

The following tabulation shows the Trunk Highway Turnback Maintenance allowance for the 2010 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.)

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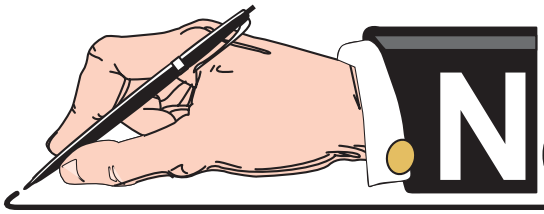
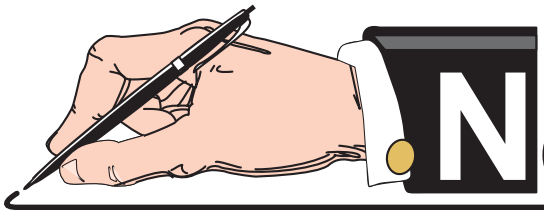
Msas Route No.	Date of Release	Project Number	Plan Approved	Original Miles Eligible for TB Funding	Miles Constructed with THTB Funds	Current Miles Eligible for TB Maint.	Date of MSAS Designation	Maintenance Allowance Eligible Miles X $7,200	Total Turnback Maintenance Allocation
Brainerd									
122 (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				
		218-113-006	**Yes**		**1.50**				
					2.15	**0.00**		0	0
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**
Hutchinson									
110 (TH22)	2-15-01		No	0.21	0.00	0.21		1,512	**1,512**
Lino Lakes									
103 (TH 49)	11-1-96		No	0.28	0.00	0.28	01-97	2,016	**2,016**
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				**20.33**	**16.12**	**4.52**			**$32,544**



NOTES and COMMENTS

Reference

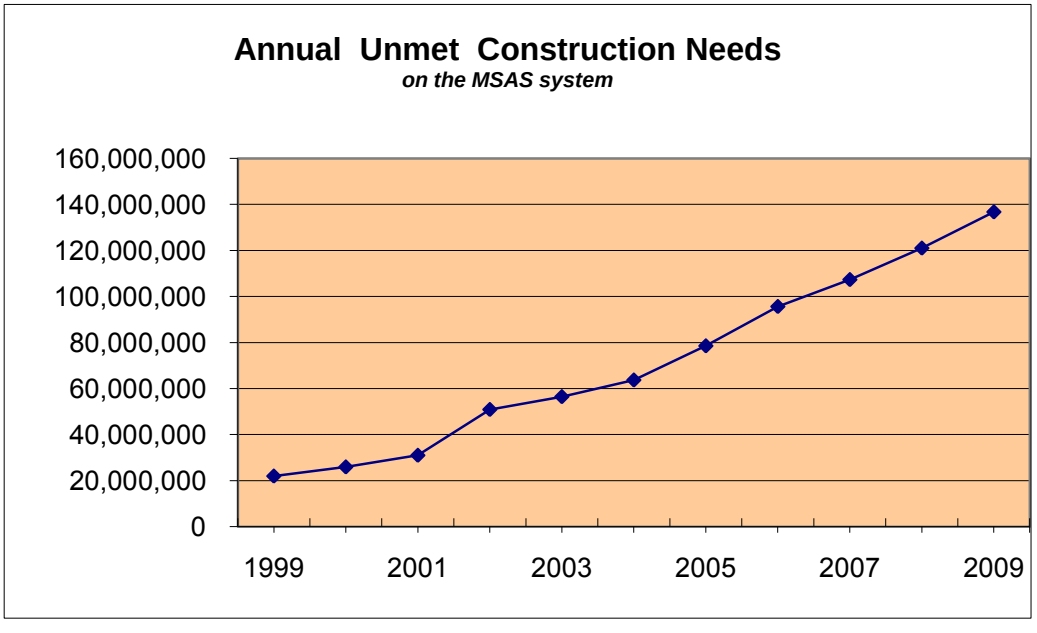
Material



NOTES and COMMENTS

ANNUAL UNMET CONSTRUCTION NEEDS ON THE MSAS SYSTEM

Needs Year	20 Year Construction Needs	Annual Construction Needs	Annual Construction Allocation	Annual Unmet Needs	Percent of Annual Needs Unmet
1999	2,042,921,321	102,146,066	80,189,255	21,956,811	21.50
2000	2,212,783,436	110,639,172	84,711,549	25,927,623	23.43
2001	2,432,537,238	121,626,862	90,646,885	30,979,977	25.47
2002	2,677,069,498	133,853,475	82,974,496	50,878,979	38.01
2003	2,823,888,537	141,194,427	84,740,941	56,453,486	39.98
2004	2,986,013,788	149,300,689	85,619,350	63,681,339	42.65
2005	3,272,908,979	163,645,449	85,116,889	78,528,560	47.99
2006	3,663,172,809	183,158,640	87,542,451	95,616,189	52.20
2007	3,896,589,388	194,829,469	87,513,283	107,316,186	55.08
2008	4,277,355,517	213,867,776	92,877,123	120,990,653	56.57
2009	4,650,919,417	232,545,971	95,826,833	136,719,138	58.79



Please note that cities spend a portion of their annual allocation off the MSAS system. These off system expenditures do not reduce their annual Construction Needs. If the effect of these off system expenditures were included in this report, the annual unmet Needs would be less.

M.S.A.S. Mileage, Needs and Apportionment 1958 to 2010

Appt. Year	Number of of Munici-palities	Needs Mileage	Actual 25 Year Construc-tion Needs	Total Apportion-ment	Adjusted 25 Year Construc-tion Needs	Total Apportion-ment Per Needs Mileage	Apportion-ment 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

Appt. Year	Number of of Municipalities	Needs Mileage	Actual 25 Year Construction Needs	Total Apportionment	Adjusted 25 Year Construction Needs	Total Apportionment Per Needs Mileage	Apportionment Per $1000 of Adjusted Needs
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	144	3504.00	4,277,355,517	121,761,230	4,375,100,368	34,749.21	13.9113
2010	144	3533.22	4,650,919,417	127,315,538	4,764,771,798	36,033.86	13.3606

YEARLY APPORTIONMENT COMPARISONS

MSAS\Excel\2010\January 2010 Book\YEARLY APP COMPARISONS.xls 02-Feb-10

Apportionment Year	Population	Population Apportionment per Capita	Percent Increase From 1958	Construction Needs Apportionment per $1000 of Adjusted Const. Needs	Percent Increase From 1958
1958	1,528,861	$2.38		$19.14	
1959	1,534,587	2.64	10.9%	20.71	8.2%
1960	1,534,587	2.73	14.7%	21.14	10.5%
1961	1,920,742	2.39	0.4%	19.64	2.6%
1962	1,920,742	2.35	-1.3%	20.02	4.6%
1963	1,920,742	2.46	3.4%	21.21	10.9%
1964	1,920,742	2.46	3.4%	24.76	29.4%
1965	1,920,742	2.96	24.4%	25.71	34.3%
1966	1,951,085	2.99	25.6%	26.63	39.2%
1967	1,951,448	3.19	34.0%	29.10	52.1%
1968	2,139,734	3.34	40.3%	33.20	73.5%
1969	2,153,747	3.51	47.5%	35.87	87.4%
1970	2,153,747	3.83	60.9%	39.96	108.8%
1971	2,286,488	3.96	66.4%	44.27	131.3%
1972	2,304,433	3.98	67.2%	42.21	120.6%
1973	2,327,882	4.00	68.1%	30.17	57.7%
1974	2,333,683	4.65	95.4%	33.76	76.4%
1975	2,361,895	4.83	102.9%	27.28	42.6%
1976	2,386,993	4.77	100.4%	25.67	34.1%
1977	2,391,494	5.77	142.4%	28.54	49.1%
1978	2,421,215	5.75	141.6%	28.38	48.3%
1979	2,436,708	6.32	165.5%	29.42	53.7%
1980	2,447,492	6.94	191.6%	27.86	45.6%
1981	2,465,725	7.25	204.6%	25.54	33.5%
1982	2,450,066	8.51	257.6%	30.30	58.3%
1983	2,455,653	9.41	295.4%	36.55	91.0%
1984	2,455,813	9.97	318.9%	39.70	107.5%
1985	2,461,133	11.52	384.0%	48.20	151.9%
1986	2,493,667	11.84	397.5%	54.30	183.8%
1987	2,516,111	10.55	343.3%	48.97	155.9%
1988	2,523,928	11.57	386.1%	55.06	187.7%
1989	2,535,147	15.09	534.0%	64.98	239.6%
1990	2,558,117	15.93	569.3%	41.99	119.4%
1991	2,564,600	15.55	553.4%	32.11	67.8%
1992	2,808,378	14.44	506.7%	30.41	58.9%
1993	2,808,763	14.77	520.6%	29.89	56.2%
1994	2,821,276	14.32	501.7%	26.83	40.2%
1995	2,835,597	14.40	505.0%	26.46	38.3%
* 1996	2,975,653	15.25	540.8%	27.63	44.4%
1997	3,028,637	14.96	528.6%	25.91	35.4%
1998	3,081,724	15.22	539.5%	26.73	39.7%
1999	3,125,088	15.59	555.0%	24.47	27.9%

Apportionment Year	Population	Population Apportionment per Capita	Percent Increase From 1958	Construction Needs Apportionment per $1000 of Adjusted Const. Needs	Percent Increase From 1958
2000	3,165,010	$16.30	584.9%	$24.64	28.8%
2001	3,226,506	16.82	606.7%	24.26	26.8%
2002	3,284,738	17.72	644.5%	23.77	24.2%
2003	3,331,862	16.38	588.2%	20.39	6.6%
2004	3,385,278	16.36	587.4%	19.08	-0.3%
2005	3,443,134	16.24	582.3%	18.07	-5.6%
2006	3,495,540	15.95	570.2%	16.57	-13.4%
2007	3,568,838	16.03	573.5%	15.19	-20.6%
2008	3,598,283	15.90	568.1%	14.29	-25.3%
2009	3,640,325	16.72	602.5%	13.91	-27.3%
2010	3,668,921	17.35	629.0%	13.36	-30.2%

* Used estimate and census beginning in 1996.

2009 TOTAL NEEDS MILES

For the January 2010 Allocation

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Municipality	2008	2009	INCREASE (DECREASE)
ALBERT LEA	23.40	**23.40**	0.00
ALBERTVILLE	7.15	**7.15**	0.00
ALEXANDRIA	23.17	**23.17**	0.00
ANDOVER	42.08	**43.07**	0.99
ANOKA	13.14	**13.14**	0.00
APPLE VALLEY	36.91	**36.91**	0.00
ARDEN HILLS	7.53	**7.53**	0.00
AUSTIN	28.62	**29.18**	0.56
BAXTER	16.48	**16.48**	0.00
BELLE PLAINE	8.46	**8.46**	0.00
BEMIDJI	16.64	**16.66**	0.02
BIG LAKE	10.65	**11.52**	0.87
BLAINE	47.87	**48.71**	0.84
BLOOMINGTON	72.54	**73.94**	1.40
BRAINERD	16.56	**19.17**	2.61
BROOKLYN CENTER	21.40	**21.40**	0.00
BROOKLYN PARK	59.36	**59.36**	0.00
BUFFALO	17.08	**17.19**	0.11
BURNSVILLE	45.04	**45.04**	0.00
CAMBRIDGE	13.08	**13.08**	0.00
CHAMPLIN	19.92	**19.92**	0.00
CHANHASSEN	21.47	**21.47**	0.00
CHASKA	20.47	**20.47**	0.00
CHISHOLM	7.99	**8.39**	0.40
CIRCLE PINES	3.53	**3.53**	0.00
CLOQUET	21.67	**21.67**	0.00
COLUMBIA HEIGHTS	12.50	**12.50**	0.00
COON RAPIDS	41.83	**41.83**	0.00
CORCORAN	14.80	**14.80**	0.00
COTTAGE GROVE	35.51	**35.51**	0.00
CROOKSTON	11.65	**11.65**	0.00
CRYSTAL	17.88	**17.94**	0.06
DAYTON	9.72	**9.72**	0.00
DELANO	6.11	**6.11**	0.00
DETROIT LAKES	22.05	**22.35**	0.30
DULUTH	114.84	**114.84**	0.00
EAGAN	47.63	**47.72**	0.09
EAST BETHEL	28.85	**28.78**	(0.07)
EAST GRAND FORKS	16.01	**16.82**	0.81
EDEN PRAIRIE	47.08	**47.08**	0.00
EDINA	40.27	**40.27**	0.00
ELK RIVER	36.36	**36.36**	0.00
FAIRMONT	19.70	**19.70**	0.00
FALCON HEIGHTS	3.29	**3.29**	0.00
FARIBAULT	23.60	**24.27**	0.67
FARMINGTON	16.23	**16.24**	0.01
FERGUS FALLS	24.67	**24.67**	0.00
FOREST LAKE	24.08	**24.08**	0.00
FRIDLEY	22.87	**22.87**	0.00
GLENCOE	8.02	**8.02**	0.00
GOLDEN VALLEY	23.57	**23.57**	0.00
GRAND RAPIDS	17.00	**22.72**	5.72
HAM LAKE	31.24	**32.12**	0.88
HASTINGS	21.24	**21.24**	0.00
HERMANTOWN	15.50	**15.50**	0.00
HIBBING	53.74	**53.74**	0.00
HOPKINS	9.99	**9.99**	0.00
HUGO	20.61	**20.61**	0.00
HUTCHINSON	19.10	**18.70**	(0.40)
INTERNATIONAL FALLS	8.06	**8.06**	0.00

Municipality	2008	2009	INCREASE (DECREASE)
INVER GROVE HEIGHTS	32.51	**32.51**	0.00
ISANTI	6.79	**6.89**	0.10
JORDAN	5.89	**5.89**	0.00
KASSON	5.08	**5.08**	0.00
LA CRESCENT	5.84	**5.84**	0.00
LAKE CITY	8.39	**8.39**	0.00
LAKE ELMO	14.38	**14.39**	0.01
LAKEVILLE	60.02	**60.02**	0.00
LINO LAKES	23.09	**22.62**	(0.47)
LITCHFIELD	8.77	**8.77**	0.00
LITTLE CANADA	11.25	**11.25**	0.00
LITTLE FALLS	18.34	**18.34**	0.00
MAHTOMEDI	8.62	**8.61**	(0.01)
MANKATO	33.31	**33.31**	0.00
MAPLE GROVE	55.75	**56.25**	0.50
MAPLEWOOD	35.73	**36.16**	0.43
MARSHALL	18.47	**18.47**	0.00
MENDOTA HEIGHTS	14.67	**14.67**	0.00
MINNEAPOLIS	207.88	**206.01**	(1.87)
MINNETONKA	50.86	**50.86**	0.00
MINNETRISTA	12.71	**12.71**	0.00
MONTEVIDEO	8.55	**8.55**	0.00
MONTICELLO	12.08	**12.08**	0.00
MOORHEAD	43.61	**44.38**	0.77
MORRIS	9.03	**9.03**	0.00
MOUND	8.17	**8.17**	0.00
MOUNDS VIEW	12.43	**12.43**	0.00
NEW BRIGHTON	15.26	**15.26**	0.00
NEW HOPE	12.70	**12.70**	0.00
NEW PRAGUE	6.95	**6.95**	0.00
NEW ULM	16.11	**16.11**	0.00
NORTH BRANCH	22.53	**23.93**	1.40
NORTH MANKATO	15.07	**15.07**	0.00
NORTH ST PAUL	11.40	**11.39**	(0.01)
NORTHFIELD	17.06	**17.06**	0.00
OAK GROVE	24.56	**24.52**	(0.04)
OAKDALE	19.30	**19.30**	0.00
ORONO	9.45	**9.45**	0.00
OTSEGO	22.41	**22.51**	0.10
OWATONNA	26.25	**28.35**	2.10
PLYMOUTH	57.80	**58.40**	0.60
PRIOR LAKE	20.16	**20.49**	0.33
RAMSEY	37.47	**38.15**	0.68
RED WING	24.65	**24.65**	0.00
REDWOOD FALLS	8.20	**8.50**	0.30
RICHFIELD	25.11	**25.17**	0.06
ROBBINSDALE	10.11	**10.11**	0.00
ROCHESTER	84.55	**85.45**	0.90
ROGERS	11.72	**11.84**	0.12
ROSEMOUNT	30.96	**30.96**	0.00
ROSEVILLE	29.12	**29.12**	0.00
ST ANTHONY	5.95	**5.95**	0.00
ST CLOUD	64.78	**64.78**	0.00
ST FRANCIS	11.94	**11.94**	0.00
ST JOSEPH	5.52	**5.52**	0.00
ST LOUIS PARK	31.38	**31.45**	0.07
ST MICHAEL	22.92	**22.92**	0.00
ST PAUL	164.81	**164.74**	(0.07)
ST PAUL PARK	6.08	**6.08**	0.00
ST PETER	15.26	**15.24**	(0.02)

2009 TOTAL NEEDS MILES

For the January 2010 Allocation

Municipality	2008	2009	INCREASE (DECREASE)
SARTELL	17.97	**17.97**	0.00
SAUK RAPIDS	14.01	**14.01**	0.00
SAVAGE	26.13	**27.01**	0.88
SHAKOPEE	35.80	**36.77**	0.97
SHOREVIEW	19.52	**19.52**	0.00
SHOREWOOD	8.61	**8.61**	0.00
SOUTH ST PAUL	16.82	**16.82**	0.00
SPRING LAKE PARK	5.82	**5.82**	0.00
STEWARTVILLE	4.59	**4.63**	0.04
STILLWATER	16.51	**17.68**	1.17
THIEF RIVER FALLS	15.50	**15.78**	0.28
VADNAIS HEIGHTS	8.45	**9.17**	0.72

Municipality	2008	2009	INCREASE (DECREASE)
VICTORIA	6.44	**6.44**	0.00
VIRGINIA	15.91	**17.14**	1.23
WACONIA	10.12	**10.74**	0.62
WAITE PARK	6.12	**6.12**	0.00
WASECA	7.61	**7.61**	0.00
WEST ST PAUL	13.54	**13.54**	0.00
WHITE BEAR LAKE	20.35	**20.35**	0.00
WILLMAR	25.70	**26.73**	1.03
WINONA	22.29	**22.29**	0.00
WOODBURY	53.78	**54.21**	0.43
WORTHINGTON	11.39	**11.39**	0.00
WYOMING	13.45	**13.45**	0.00
TOTAL	**3,504.00**	**3,533.22**	**29.22**

HISTORY OF INDIVIDUAL ADJUSTMENTS

From 2000 to 2010

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.
A 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.

2009 Hutchinson THTB incorrectly coded in Needs
A one time six year negative needs adjustment of $2,064,769. From 2003 to 2008

2009 Hutchinson THTB Maintenance incorrectly computed
A one time six year positive actual dollar adjustment of $9,072. This is not a needs adjustment.

2009 Orono Private roads included in computations for calculation the 20% MSAS mileage allowed
A 1 ¾ year negative actual dollar adjustment of $96,600. Based upon the date the city self reported the inequity. A three year payback schedule determined by the Commissioner of Transportation. First year of the payback is $35,000 in actual dollars, not Needs.

2010 Ham Lake excess balance adjustment
Ham Lake received a negative excess balance adjustment of $5,142,411 in 2009. The city requested relief from this adjustment before the Municipal Screening Board. Because the county held up the project, and it was late in the year so the city could not apply the MSAS dollars to another project, the MSB gave them relief from this adjustment.
A one time positive Needs adjustment of #5,142,411.

2010 Orono Private roads included in computations for calculation the 20% MSAS mileage allowed
A 1 ¾ year negative actual dollar adjustment of $96,600. Based upon the date the city self reported the inequity. A three year payback schedule determined by the Commissioner of Transportation. Second year of the payback is $35,000 in actual dollars, not Needs.

2010 65 cities Railroad Crossing adjustment
Positive Needs adjustment to various cities because of incorrect computation in 2009.

2010 APPORTIONMENT RANKINGS

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

MSAS\Excel\2010\January 2010 Book\2010 Apportionment Rankings.xls

POPULATION APPORTIONMENT

Rank	Municipality	2009 Total Needs Mileage	2010 Population Apportionment Per Need Mile
1	MINNEAPOLIS	206.01	$32,858
2	HOPKINS	9.99	30,361
3	ST PAUL	164.74	30,338
4	FALCON HEIGHTS	3.29	30,303
5	NEW HOPE	12.70	28,516
6	COON RAPIDS	41.83	26,134
7	ST LOUIS PARK	31.45	26,051
8	COLUMBIA HEIGHTS	12.50	25,707
9	CIRCLE PINES	3.53	25,613
10	NEW BRIGHTON	15.26	25,595
11	WEST ST PAUL	13.54	24,866
12	VADNAIS HEIGHTS	9.17	24,750
13	ST ANTHONY	5.95	24,603
14	BROOKLYN CENTER	21.40	24,591
15	OAKDALE	19.30	24,480
16	ROBBINSDALE	10.11	24,238
17	EAGAN	47.72	23,941
18	ANOKA	13.14	23,868
19	RICHFIELD	25.17	23,740
20	BURNSVILLE	45.04	23,530
21	APPLE VALLEY	36.91	23,496
22	SHOREVIEW	19.52	23,142
23	EDEN PRAIRIE	47.08	23,074
24	ARDEN HILLS	7.53	22,572
25	WASECA	7.61	22,319
26	BROOKLYN PARK	59.36	21,968
27	CRYSTAL	17.94	21,952
28	STEWARTVILLE	4.63	21,892
29	WINONA	22.29	21,470
30	PLYMOUTH	58.40	21,253
31	WHITE BEAR LAKE	20.35	21,041
32	ROCHESTER	85.45	21,011
33	CHAMPLIN	19.92	20,889
34	SOUTH ST PAUL	16.82	20,889
35	FRIDLEY	22.87	20,824
36	EDINA	40.27	20,754
37	MOUND	8.17	20,746
38	ROSEVILLE	29.12	20,464
39	CHASKA	20.47	20,383
40	BLAINE	48.71	20,264
41	SPRING LAKE PARK	5.82	20,189
42	NORTHFIELD	17.06	20,177

MONEY NEEDS APPORTIONMENT

Rank	Municipality	2009 Total Needs Mileage	2010 Money Needs Apportionment Per Need Mile
1	CROOKSTON	11.65	$29,291
2	DELANO	6.11	26,127
3	BLOOMINGTON	73.94	25,116
4	THIEF RIVER FALLS	15.78	24,846
5	ST MICHAEL	22.92	24,797
6	ST PAUL	164.74	24,713
7	MOUND	8.17	24,676
8	MINNEAPOLIS	206.01	23,757
9	HERMANTOWN	15.50	22,910
10	MAPLE GROVE	56.25	22,658
11	GRAND RAPIDS	22.72	22,361
12	FERGUS FALLS	24.67	22,330
13	ALEXANDRIA	23.17	21,970
14	BURNSVILLE	45.04	21,729
15	NEW ULM	16.11	21,694
16	COON RAPIDS	41.83	21,602
17	JORDAN	5.89	21,526
18	NORTH MANKATO	15.07	21,144
19	COLUMBIA HEIGHTS	12.50	21,010
20	ST FRANCIS	11.94	20,829
21	DULUTH	114.84	20,812
22	ST CLOUD	64.78	20,804
23	INVER GROVE HEIGHTS	32.51	20,776
24	EAGAN	47.72	20,733
25	FARIBAULT	24.27	20,689
26	MAPLEWOOD	36.16	20,568
27	NORTH ST PAUL	11.39	20,529
28	MOORHEAD	44.38	20,428
29	BUFFALO	17.19	20,421
30	LA CRESCENT	5.84	20,395
31	ST PETER	15.24	20,121
32	REDWOOD FALLS	8.50	19,819
33	ALBERTVILLE	7.15	19,732
34	FARMINGTON	16.24	19,712
35	FAIRMONT	19.70	19,703
36	LITTLE FALLS	18.34	19,684
37	COTTAGE GROVE	35.51	19,620
38	RED WING	24.65	19,540
39	ALBERT LEA	23.40	19,485
40	NEW BRIGHTON	15.26	19,445
41	OWATONNA	28.35	19,194
42	AUSTIN	29.18	19,115

TOTAL APPORTIONMENT

Rank	Municipality	2009 Total Needs Mileage	2010 Total Apportionment Per Need Mile
1	MINNEAPOLIS	206.01	$56,615
2	ST PAUL	164.74	55,051
3	HOPKINS	9.99	48,733
4	COON RAPIDS	41.83	47,736
5	COLUMBIA HEIGHTS	12.50	46,716
6	NEW HOPE	12.70	45,904
7	MOUND	8.17	45,422
8	BURNSVILLE	45.04	45,259
9	BLOOMINGTON	73.94	45,118
10	NEW BRIGHTON	15.26	45,040
11	EAGAN	47.72	44,674
12	ST LOUIS PARK	31.45	43,773
13	ST ANTHONY	5.95	43,703
14	RICHFIELD	25.17	42,639
15	CIRCLE PINES	3.53	42,533
16	FALCON HEIGHTS	3.29	41,753
17	CROOKSTON	11.65	41,492
18	DELANO	6.11	41,345
19	ANOKA	13.14	41,187
20	MAPLE GROVE	56.25	41,144
21	FARMINGTON	16.24	39,728
22	APPLE VALLEY	36.91	39,538
23	WEST ST PAUL	13.54	39,343
24	EDEN PRAIRIE	47.08	39,236
25	WINONA	22.29	39,200
26	STEWARTVILLE	4.63	38,897
27	INVER GROVE HEIGHTS	32.51	38,878
28	WASECA	7.61	38,724
29	NORTH ST PAUL	11.39	38,701
30	SHOREVIEW	19.52	38,588
31	PLYMOUTH	58.40	38,480
32	ST CLOUD	64.78	38,387
33	ROCHESTER	85.45	38,205
34	MAPLEWOOD	36.16	38,185
35	FRIDLEY	22.87	38,124
36	MANKATO	33.31	37,825
37	EDINA	40.27	37,600
38	JORDAN	5.89	37,486
39	CHASKA	20.47	37,433
40	FARIBAULT	24.27	37,001
41	WOODBURY	54.21	36,858
42	VADNAIS HEIGHTS	9.17	36,824

POPULATION APPORTIONMENT

Rank	Municipality	2009 Total Needs Mileage	2010 Population Apportionment Per Need Mile
43	FARMINGTON	16.24	$20,016
44	BLOOMINGTON	73.94	20,002
45	PRIOR LAKE	20.49	19,406
46	ST JOSEPH	5.52	19,350
47	MANKATO	33.31	19,095
48	WAITE PARK	6.12	19,083
49	KASSON	5.08	18,929
50	WOODBURY	54.21	18,701
51	MAPLE GROVE	56.25	18,486
52	HASTINGS	21.24	18,372
53	CHANHASSEN	21.47	18,256
54	NORTH ST PAUL	11.39	18,172
55	INVER GROVE HEIGHTS	32.51	18,101
56	VICTORIA	6.44	17,957
57	MOUNDS VIEW	12.43	17,780
58	MINNETONKA	50.86	17,656
59	STILLWATER	17.68	17,618
60	MAPLEWOOD	36.16	17,618
61	ST CLOUD	64.78	17,584
62	NEW PRAGUE	6.95	17,490
63	WORTHINGTON	11.39	17,354
64	SAVAGE	27.01	17,249
65	COTTAGE GROVE	35.51	16,621
66	MONTICELLO	12.08	16,325
67	FARIBAULT	24.27	16,313
68	MAHTOMEDI	8.61	16,218
69	SAUK RAPIDS	14.01	16,202
70	WACONIA	10.74	16,090
71	SHAKOPEE	36.77	16,029
72	JORDAN	5.89	15,960
73	LAKEVILLE	60.02	15,705
74	OWATONNA	28.35	15,533
75	LITTLE CANADA	11.25	15,489
76	LINO LAKES	22.62	15,331
77	SHOREWOOD	8.61	15,279
78	LA CRESCENT	5.84	15,247
79	DELANO	6.11	15,218
80	ST PAUL PARK	6.08	15,105
81	NORTH MANKATO	15.07	14,971
82	GOLDEN VALLEY	23.57	14,963
83	ALBERTVILLE	7.15	14,810
84	BELLE PLAINE	8.46	14,660
85	NEW ULM	16.11	14,641
86	ORONO	9.45	14,497
87	INTERNATIONAL FALLS	8.06	14,438
88	BUFFALO	17.19	14,286
89	BIG LAKE	11.52	14,246
90	MOORHEAD	44.38	14,163
91	AUSTIN	29.18	14,108
92	SARTELL	17.97	14,012

MONEY NEEDS APPORTIONMENT

Rank	Municipality	2009 Total Needs Mileage	2010 Money Needs Apportionment Per Need Mile
43	ST ANTHONY	5.95	$19,100
44	FOREST LAKE	24.08	18,974
45	RICHFIELD	25.17	18,899
46	MANKATO	33.31	18,730
47	MINNETONKA	50.86	18,519
48	LITCHFIELD	8.77	18,506
49	CHISHOLM	8.39	18,504
50	HOPKINS	9.99	18,372
51	WOODBURY	54.21	18,156
52	MARSHALL	18.47	18,079
53	LAKEVILLE	60.02	17,780
54	WINONA	22.29	17,731
55	ST LOUIS PARK	31.45	17,721
56	ST PAUL PARK	6.08	17,506
57	MENDOTA HEIGHTS	14.67	17,463
58	NEW HOPE	12.70	17,388
59	ANOKA	13.14	17,319
60	FRIDLEY	22.87	17,299
61	STILLWATER	17.68	17,298
62	VIRGINIA	17.14	17,291
63	PLYMOUTH	58.40	17,226
64	ROCHESTER	85.45	17,194
65	ANDOVER	43.07	17,151
66	CHASKA	20.47	17,049
67	ROSEMOUNT	30.96	17,042
68	STEWARTVILLE	4.63	17,005
69	LINO LAKES	22.62	16,965
70	GLENCOE	8.02	16,947
71	CIRCLE PINES	3.53	16,920
72	SAUK RAPIDS	14.01	16,852
73	EDINA	40.27	16,846
74	KASSON	5.08	16,778
75	EAST GRAND FORKS	16.82	16,740
76	ELK RIVER	36.36	16,738
77	WORTHINGTON	11.39	16,595
78	INTERNATIONAL FALLS	8.06	16,530
79	WACONIA	10.74	16,430
80	WASECA	7.61	16,406
81	BRAINERD	19.17	16,379
82	OAK GROVE	24.52	16,316
83	CLOQUET	21.67	16,176
84	EDEN PRAIRIE	47.08	16,162
85	SARTELL	17.97	16,148
86	APPLE VALLEY	36.91	16,042
87	MOUNDS VIEW	12.43	16,019
88	EAST BETHEL	28.78	15,972
89	WILLMAR	26.73	15,920
90	NORTH BRANCH	23.93	15,860
91	HUTCHINSON	18.70	15,653
92	MINNETRISTA	12.71	15,548

TOTAL APPORTIONMENT

Rank	Municipality	2009 Total Needs Mileage	2010 Total Apportionment Per Need Mile
43	ARDEN HILLS	7.53	$36,419
44	BROOKLYN CENTER	21.40	36,401
45	NEW ULM	16.11	36,335
46	COTTAGE GROVE	35.51	36,241
47	ST MICHAEL	22.92	36,235
48	MINNETONKA	50.86	36,175
49	NORTH MANKATO	15.07	36,115
50	SOUTH ST PAUL	16.82	35,706
51	KASSON	5.08	35,706
52	LA CRESCENT	5.84	35,642
53	ROBBINSDALE	10.11	35,396
54	ROSEVILLE	29.12	35,313
55	CRYSTAL	17.94	35,070
56	STILLWATER	17.68	34,916
57	CHAMPLIN	19.92	34,766
58	OWATONNA	28.35	34,728
59	BUFFALO	17.19	34,707
60	MOORHEAD	44.38	34,591
61	ALBERTVILLE	7.15	34,542
62	THIEF RIVER FALLS	15.78	34,174
63	WORTHINGTON	11.39	33,948
64	DULUTH	114.84	33,854
65	MOUNDS VIEW	12.43	33,800
66	LAKEVILLE	60.02	33,485
67	WHITE BEAR LAKE	20.35	33,402
68	HERMANTOWN	15.50	33,340
69	PRIOR LAKE	20.49	33,308
70	AUSTIN	29.18	33,222
71	OAKDALE	19.30	33,213
72	WAITE PARK	6.12	33,185
73	NORTHFIELD	17.06	33,110
74	ALBERT LEA	23.40	33,103
75	SAUK RAPIDS	14.01	33,054
76	ST PAUL PARK	6.08	32,611
77	WACONIA	10.74	32,520
78	ST PETER	15.24	32,512
79	BROOKLYN PARK	59.36	32,468
80	LINO LAKES	22.62	32,296
81	BLAINE	48.71	32,190
82	LITCHFIELD	8.77	32,048
83	FERGUS FALLS	24.67	32,046
84	CHANHASSEN	21.47	31,814
85	ST FRANCIS	11.94	31,588
86	FOREST LAKE	24.08	31,524
87	MENDOTA HEIGHTS	14.67	31,359
88	ALEXANDRIA	23.17	31,276
89	RED WING	24.65	31,014
90	INTERNATIONAL FALLS	8.06	30,967
91	REDWOOD FALLS	8.50	30,962
92	ST JOSEPH	5.52	30,844

POPULATION APPORTIONMENT

Rank	Municipality	2009 Total Needs Mileage	2010 Population Apportionment Per Need Mile
93	ISANTI	6.89	$13,991
94	BEMIDJI	16.66	13,969
95	MENDOTA HEIGHTS	14.67	13,896
96	ALBERT LEA	23.40	13,618
97	LITCHFIELD	8.77	13,542
98	HUTCHINSON	18.70	13,114
99	DULUTH	114.84	13,041
100	BRAINERD	19.17	12,630
101	FOREST LAKE	24.08	12,550
102	ANDOVER	43.07	12,497
103	GLENCOE	8.02	12,466
104	WILLMAR	26.73	12,417
105	ST PETER	15.24	12,391
106	MARSHALL	18.47	12,345
107	CROOKSTON	11.65	12,201
108	ROSEMOUNT	30.96	11,744
109	RED WING	24.65	11,473
110	ST MICHAEL	22.92	11,438
111	ELK RIVER	36.36	11,399
112	REDWOOD FALLS	8.50	11,143
113	MONTEVIDEO	8.55	11,031
114	LAKE CITY	8.39	10,967
115	ST FRANCIS	11.94	10,759
116	RAMSEY	38.15	10,663
117	HUGO	20.61	10,585
118	ROGERS	11.84	10,552
119	HERMANTOWN	15.50	10,430
120	CHISHOLM	8.39	10,340
121	OTSEGO	22.51	10,266
122	CAMBRIDGE	13.08	10,157
123	LAKE ELMO	14.39	10,115
124	MORRIS	9.03	10,001
125	FERGUS FALLS	24.67	9,716
126	FAIRMONT	19.70	9,590
127	CLOQUET	21.67	9,432
128	THIEF RIVER FALLS	15.78	9,327
129	ALEXANDRIA	23.17	9,307
130	VIRGINIA	17.14	9,269
131	DAYTON	9.72	8,959
132	WYOMING	13.45	8,953
133	MINNETRISTA	12.71	8,449
134	BAXTER	16.48	8,240
135	HAM LAKE	32.12	8,183
136	EAST GRAND FORKS	16.82	8,142
137	GRAND RAPIDS	22.72	8,020
138	LITTLE FALLS	18.34	7,968
139	NORTH BRANCH	23.93	7,519
140	EAST BETHEL	28.78	7,313
141	CORCORAN	14.80	6,769
142	DETROIT LAKES	22.35	6,675
143	OAK GROVE	24.52	6,017
144	HIBBING	53.74	5,512
	AVERAGE		**$16,435**

MONEY NEEDS APPORTIONMENT

Rank	Municipality	2009 Total Needs Mileage	2010 Money Needs Apportionment Per Need Mile
93	SHOREVIEW	19.52	$15,446
94	LITTLE CANADA	11.25	15,246
95	BELLE PLAINE	8.46	15,238
96	HIBBING	53.74	15,035
97	ROSEVILLE	29.12	14,849
98	SOUTH ST PAUL	16.82	14,817
99	SHOREWOOD	8.61	14,754
100	WEST ST PAUL	13.54	14,477
101	RAMSEY	38.15	14,437
102	BEMIDJI	16.66	14,405
103	OTSEGO	22.51	14,332
104	GOLDEN VALLEY	23.57	14,293
105	WAITE PARK	6.12	14,102
106	BIG LAKE	11.52	13,988
107	PRIOR LAKE	20.49	13,902
108	CHAMPLIN	19.92	13,876
109	ARDEN HILLS	7.53	13,847
110	MORRIS	9.03	13,638
111	CHANHASSEN	21.47	13,558
112	LAKE CITY	8.39	13,422
113	MONTEVIDEO	8.55	13,370
114	HAM LAKE	32.12	13,122
115	CRYSTAL	17.94	13,118
116	NORTHFIELD	17.06	12,934
117	SHAKOPEE	36.77	12,838
118	HUGO	20.61	12,812
119	ISANTI	6.89	12,765
120	MONTICELLO	12.08	12,624
121	WYOMING	13.45	12,430
122	WHITE BEAR LAKE	20.35	12,361
123	VADNAIS HEIGHTS	9.17	12,074
124	VICTORIA	6.44	11,993
125	BLAINE	48.71	11,927
126	BROOKLYN CENTER	21.40	11,810
127	ST JOSEPH	5.52	11,494
128	FALCON HEIGHTS	3.29	11,450
129	SAVAGE	27.01	11,431
130	LAKE ELMO	14.39	11,385
131	HASTINGS	21.24	11,243
132	BAXTER	16.48	11,209
133	ROBBINSDALE	10.11	11,159
134	NEW PRAGUE	6.95	10,989
135	DETROIT LAKES	22.35	10,717
136	BROOKLYN PARK	59.36	10,500
137	DAYTON	9.72	10,472
138	SPRING LAKE PARK	5.82	10,447
139	MAHTOMEDI	8.61	9,888
140	CAMBRIDGE	13.08	9,657
141	ROGERS	11.84	9,527
142	OAKDALE	19.30	8,734
143	ORONO	9.45	8,707
144	CORCORAN	14.80	8,410
	AVERAGE		**$16,763**

TOTAL APPORTIONMENT

Rank	Municipality	2009 Total Needs Mileage	2010 Total Apportionment Per Need Mile
93	LITTLE CANADA	11.25	$30,735
94	SPRING LAKE PARK	5.82	30,636
95	MARSHALL	18.47	30,423
96	GRAND RAPIDS	22.72	30,381
97	SARTELL	17.97	30,159
98	SHOREWOOD	8.61	30,033
99	VICTORIA	6.44	29,950
100	BELLE PLAINE	8.46	29,898
101	ANDOVER	43.07	29,648
102	HASTINGS	21.24	29,615
103	GLENCOE	8.02	29,412
104	FAIRMONT	19.70	29,294
105	GOLDEN VALLEY	23.57	29,255
106	BRAINERD	19.17	29,008
107	MONTICELLO	12.08	28,949
108	SHAKOPEE	36.77	28,867
109	CHISHOLM	8.39	28,844
110	ROSEMOUNT	30.96	28,786
111	HUTCHINSON	18.70	28,767
112	SAVAGE	27.01	28,680
113	NEW PRAGUE	6.95	28,479
114	BEMIDJI	16.66	28,374
115	WILLMAR	26.73	28,338
116	BIG LAKE	11.52	28,235
117	ELK RIVER	36.36	28,137
118	LITTLE FALLS	18.34	27,652
119	ISANTI	6.89	26,756
120	VIRGINIA	17.14	26,560
121	MAHTOMEDI	8.61	26,106
122	CLOQUET	21.67	25,608
123	RAMSEY	38.15	25,100
124	EAST GRAND FORKS	16.82	24,882
125	OTSEGO	22.51	24,598
126	MONTEVIDEO	8.55	24,401
127	LAKE CITY	8.39	24,389
128	MINNETRISTA	12.71	23,997
129	MORRIS	9.03	23,639
130	HUGO	20.61	23,397
131	NORTH BRANCH	23.93	23,378
132	EAST BETHEL	28.78	23,284
133	ORONO	9.45	23,205
134	OAK GROVE	24.52	22,334
135	LAKE ELMO	14.39	21,500
136	HAM LAKE	32.12	21,304
137	HIBBING	53.74	20,546
138	ROGERS	11.84	20,080
139	CAMBRIDGE	13.08	19,814
140	BAXTER	16.48	19,449
141	DAYTON	9.72	19,431
142	WYOMING	13.45	15,497
143	DETROIT LAKES	22.35	17,393
144	CORCORAN	14.80	15,179
	AVERAGE		**$33,158**

February 2, 2010

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 AFTER JANUARY 2010 ALLOCATION

Prepared for the January 2010 booklet

The Maximum Local Amount Available may change upon receipt of any payment request.

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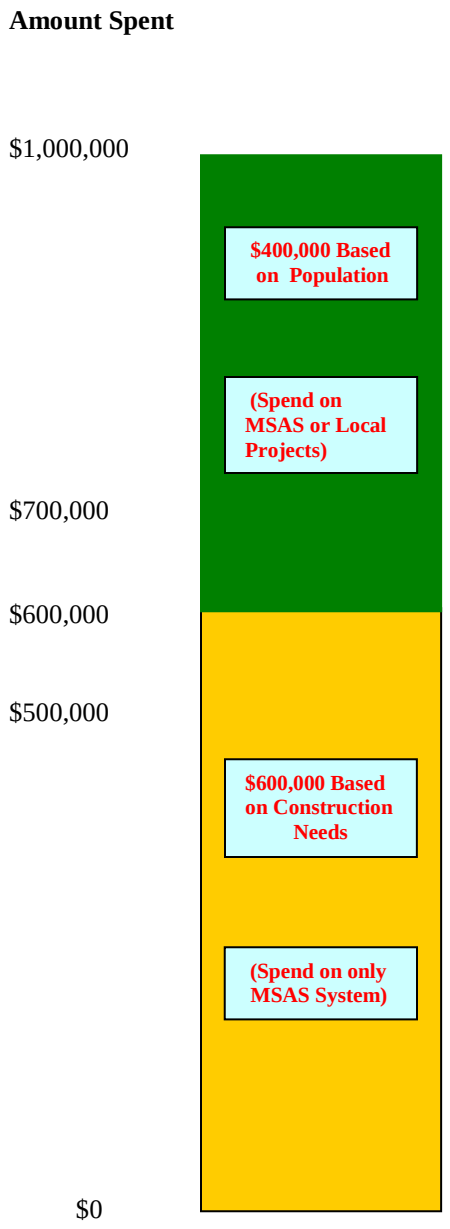
	Fridley	Columbia Heights	Falcon Heights	South St. Paul
Total Construction Allocation received in January 2010	$653,919	$437,964	$89,289	$450,433
Amount of 2010 Construction Allocation based on Population	357,191	240,999	64,803	263,511
Maximum Local Amount Available in 2009	385,678	232,296	316,969	984,839
Local Amount Spent in 2009	0	216,214	124,062	60,735
Local Amount Remaining from 2009	385,678	16,082	192,907	924,104
Maximum Local Amount Available after January 2010 Allocation	**$742,869**	**$257,081**	**$257,710**	**$1,187,615**

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.

MUNICIPAL STATE AID CONSTRUCTION ACCOUNT
ADVANCE GUIDELINES

State Aid Advances

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

The formula used to determine if advances will be available is based on the current fund balance, expenditures trends, repayments and the $20,000,000 recommended threshold.

State Aid Advance Code Levels

Guidelines for advances are determined by the following codes.

SEVERE	Code RED - SEVERE - Fund Balances too low. NO ADVANCES - NO EXCEPTIONS
HIGH	Code ORANGE - HIGH - Fund Balance expected to drop below acceptable balance. Pain-O-Meter process in place. Advances approved by State Aid Engineer only. Resolution required. Reserve form not used.
GUARDED	Code BLUE - GUARDED - Fund balance low. Pain-O-Meter process in place. Advances approved on a case-by-case basis. Resolution required. Reserve option available only prior to bid advertisement by email or phone.
LOW	Code GREEN - LOW - Plush Fund Balance. Advances approved on first-come-first-serve basis while funds are available. Resolution required. Request to Reserve optional.

General Guidelines for State Aid Advances & Federal Aid Advance Construction

1. City Council Resolution
    - Must be received by State Aid Finance before funds can be advanced.
    - Required at all code levels.
    - Is not project specific.
    - Should be for the amount actually needed, not maximum allowable.
    - Resolution will be in effect when account balance reaches zero.
    - Must include a mutually acceptable repayment schedule (see limitations on pg 2).
        - Federal Aid Advances must include when project is programmed in the STIP and repayment will be made at time of conversion.
        - Federal Aid Advances must authorize repayments from a state aid account or local funds should the project fail to receive federal funds for any reason.
    - Does not reserve funds but gives State Aid Finance the authority to make project payments to the city that will result in a negative account balance.

- Good for year of submission only. If advance amount is not maximized, the resolution amount is reduced to actual advance amount and repayments are adjusted accordingly. If more funds are required, a new resolution must be submitted in the following year.
- Form can be obtained from SALT website.
    - #SALT 512(4/04) for State Aid projects.
    - #SALT 515(4/04) for Federal Aid projects.
- Mail completed form to Sandra Martinez in State Aid Finance.
    - E-mail will be sent to Municipal Engineer acknowledging receipt of resolution.

2. "Request to Reserve Advanced Funding" form
    - Not required.
    - Will allow the funds to be reserved for up to twelve weeks from date form is signed by Municipal Engineer.
    - Not used for Federal Aid Advance Construction projects.
    - Used in Code Green only.
    - Form #SALT 513(4/04), obtain from SALT website.
    - Mail completed form to Sandra Martinez in State Aid Finance.
        - Form will be signed and returned to Municipal Engineer

3. Pain-O-Meter
    - Resolution required.
        - Mail completed form to Sandra Martinez in State Aid Finance.
            - E-mail will be sent to Municipal Engineer acknowledging receipt of resolution.
    - Projects include, but are not limited, to projects where agreements with other agencies have mandated the municipality's participation or projects using Advance Federal Aid.
    - Requests are submitted to DSAE for prioritization within each district.
    - Requests should include negative impact if project had to be delayed or advance funding was not available; include significance of the project.
    - DSAE's submit prioritized lists to SALT for final prioritization.
    - Funds may be reserved (if available) prior to bid advertisement by phone call to Joan Peters. Do not use Request to Reserve Form.
    - Small over-runs and funding shortfalls may be funded, but require State Aid approval.

Advance Limitations

No statutory limitations. State Aid Rules limit advances as follows:

- Advance is limited to municipality's last construction allotment. SALT may approve advances that require more than 1 year's allotment or multiple year paybacks on a case-by-case basis. 5 times the annual construction allotment or $4,000,000 whichever is less is the maximum allowable
- Limitation may be exceeded by federal aid advance construction projects programmed by the ATP in the STIP where Sate Aid funds are used in lieu of federal funds. Repayment will be made at the time federal funds are converted.
- Any similar outstanding obligations and/or Bond Principle payments due reduce advance limit.
- The Municipal Screening Board shall recommend to the commissioner guidance for advance funding.

RELATIONSHIP OF CONSTRUCTION BALANCE TO CONSTRUCTION ALLOTMENT

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

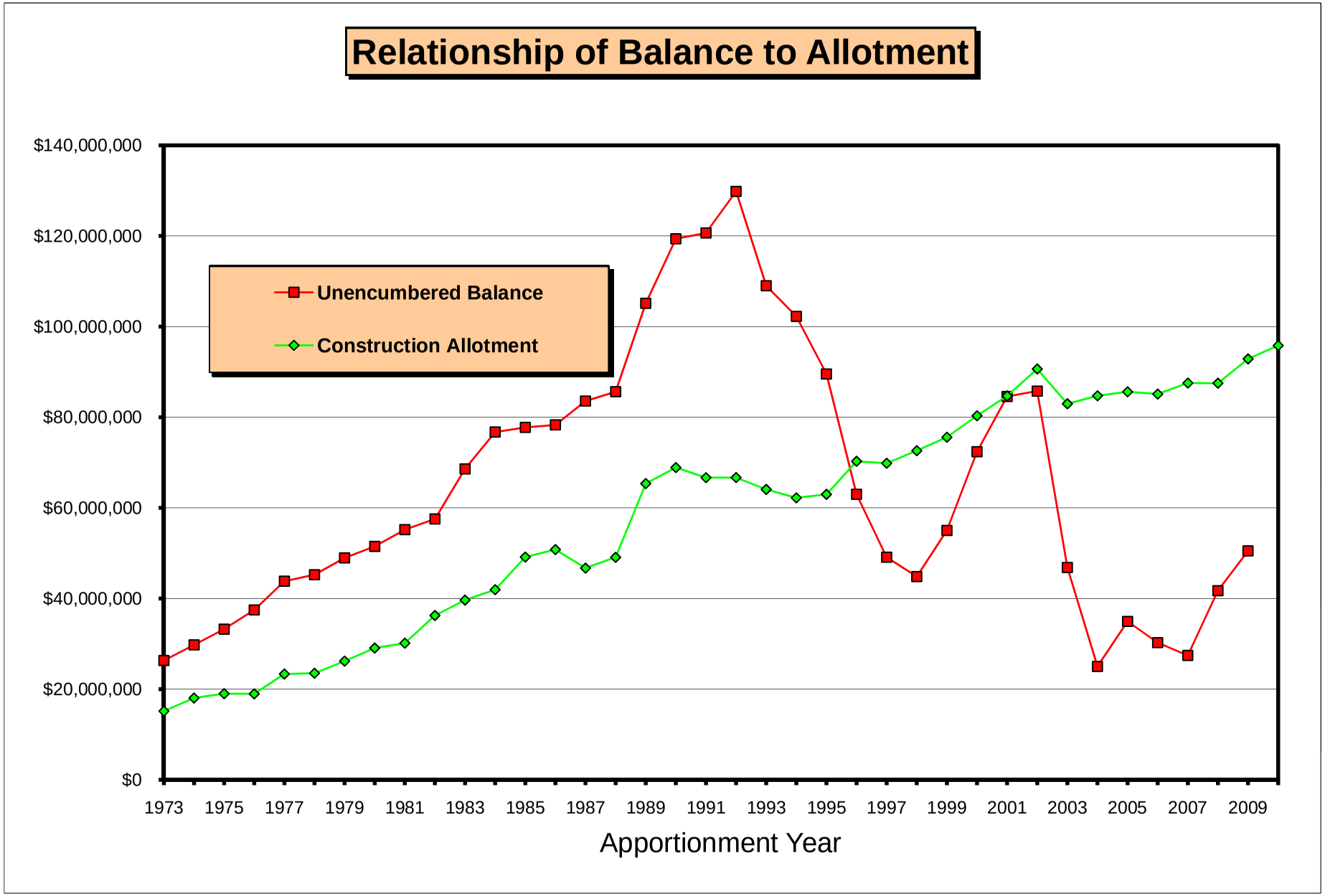
JANUARY 2010 BOOK/RELATIONSHIP OF CONSTRUCTION BALANCE TO ALLOTMENT.XLS 02-Feb-10

App. Year		No. of Cities	Needs Mileage	January Construction Allotment	31-Dec Unencumbered Construction Balance	Amount Spent on Construction Projects	Ratio of Construction Balance to Construction Allotment	Ratio of Amount spent to Amount Received
1973		94	1,580.45	$15,164,273	$26,333,918	$12,855,250	1.7366	0.8477
1974		95	1608.06	18,052,386	29,760,552	14,625,752	1.6486	0.8102
1975		99	1629.30	19,014,171	33,239,840	15,534,883	1.7482	0.8170
1976		101	1718.92	18,971,282	37,478,614	14,732,508	1.9755	0.7766
1977		101	1748.55	23,350,429	43,817,240	17,011,803	1.8765	0.7285
1978		104	1807.94	23,517,393	45,254,560	22,080,073	1.9243	0.9389
1979		106	1853.71	26,196,935	48,960,135	22,491,360	1.8689	0.8585
1980		106	1889.03	29,082,865	51,499,922	26,543,078	1.7708	0.9127
1981		106	1933.64	30,160,696	55,191,785	26,468,833	1.8299	0.8776
1982		105	1976.17	36,255,443	57,550,334	33,896,894	1.5874	0.9349
1983		106	2022.37	39,660,963	68,596,586	28,614,711	1.7296	0.7215
1984		106	2047.23	41,962,145	76,739,685	33,819,046	1.8288	0.8059
1985		107	2110.52	49,151,218	77,761,378	48,129,525	1.5821	0.9792
1986		107	2139.42	50,809,002	78,311,767	50,258,613	1.5413	0.9892
1987	*	107	2148.07	46,716,190	83,574,312	41,453,645	1.7890	0.8874
1988		108	2171.89	49,093,724	85,635,991	47,032,045	1.7443	0.9580
1989		109	2205.05	65,374,509	105,147,959	45,862,541	1.6084	0.7015
1990		112	2265.64	68,906,409	119,384,013	54,670,355	1.7326	0.7934
1991		113	2330.30	66,677,426	120,663,647	65,397,792	1.8097	0.9808
1992		116	2376.79	66,694,378	129,836,670	57,521,355	1.9467	0.8625
1993		116	2410.53	64,077,980	109,010,201	84,904,449	1.7012	1.3250
1994		117	2471.04	62,220,930	102,263,355	68,967,776	1.6436	1.1084
1995		118	2526.39	62,994,481	89,545,533	75,712,303	1.4215	1.2019
1996		119	2614.71	70,289,831	62,993,508	96,841,856	0.8962	1.3778
1997	**	122	2740.46	69,856,915	49,110,546	83,739,877	0.7030	1.1987
1998		125	2815.99	72,626,164	44,845,521	76,891,189	0.6175	1.0587
1999		126	2859.05	75,595,243	55,028,453	65,412,311	0.7279	0.8653
2000		127	2910.87	80,334,284	72,385,813	62,976,924	0.9011	0.7839
2001		129	2972.16	84,711,549	84,583,631	72,513,731	0.9985	0.8560
2002		130	3020.39	90,646,885	85,771,900	89,458,616	0.9462	0.9869
2003		131	3080.67	82,974,496	46,835,689	121,910,707	0.5645	1.4693
2004		133	3116.44	84,740,941	25,009,033	106,567,597	0.2951	1.2576
2005		136	3190.82	85,619,350	34,947,345	75,681,038	0.4082	0.8839
2006		138	3291.64	85,116,889	30,263,685	89,800,549	0.3556	1.0550
2007		142	3382.28	87,542,451	27,429,964	90,376,172	0.3133	1.0324
2008		143	3453.10	87,513,283	41,732,629	73,210,618	0.4769	0.8366
2009		144	3504.00	92,877,123	50,501,664	84,108,088	0.5437	0.9056
2010		144	3533.22	95,826,833				

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

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

JANUARY 2010 BOOK/CONSTRUCTION BALANCE TO ALLOTMENT GRAPH.XLS



2009 ADEQUATE & DEFICIENT MILES

As of December 31, 2009

N:\MSAS\EXCEL\2010\JANUARY 2010 BOOK\ADEQUATE & DEFICIENT MILES 2009.XLS 02/02/10

DISTRICT 1

DISTRICT	CITY NAME	ADEQUATE MILES	DEFICIENT MILES	PERCENTAGE OF TOTAL MILEAGE DEFICIENT
1	CHISHOLM	2.14	6.25	74.5%
1	CLOQUET	6.66	15.01	69.3%
1	DULUTH	19.07	95.77	83.4%
1	GRAND RAPIDS	4.77	17.95	79.0%
1	HERMANTOWN	1.70	13.80	89.0%
1	HIBBING	13.58	40.16	74.7%
1	INTERNATIONAL FALLS	2.66	5.40	67.0%
1	VIRGINIA	6.18	10.96	63.9%
	DISTRICT 1 TOTAL	**56.76**	**205.30**	**78.3%**

DISTRICT 2

DISTRICT	CITY NAME	ADEQUATE MILES	DEFICIENT MILES	PERCENTAGE OF TOTAL MILEAGE DEFICIENT
2	BEMIDJI	6.59	10.07	60.4%
2	CROOKSTON	5.38	6.27	53.8%
2	EAST GRAND FORKS	6.24	10.58	62.9%
2	THIEF RIVER FALLS	4.22	11.56	73.3%
	DISTRICT 2 TOTAL	**22.43**	**38.48**	**63.2%**

DISTRICT 3

DISTRICT	CITY NAME	ADEQUATE MILES	DEFICIENT MILES	PERCENTAGE OF TOTAL MILEAGE DEFICIENT
3	ALBERTVILLE	0.89	6.26	87.6%
3	BAXTER	10.43	6.05	36.7%
3	BIG LAKE	5.23	6.29	54.6%
3	BRAINERD	5.44	13.73	71.6%
3	BUFFALO	4.67	12.52	72.8%
3	CAMBRIDGE	9.57	3.51	26.8%
3	DELANO	0.25	5.86	95.9%
3	ELK RIVER	11.54	24.82	68.3%
3	ISANTI	3.34	3.55	51.5%
3	LITTLE FALLS	5.03	13.31	72.6%
3	MONTICELLO	5.21	6.87	56.9%
3	OTSEGO	10.75	11.76	52.2%
3	SARTELL	6.82	11.15	62.0%
3	SAUK RAPIDS	5.49	8.52	60.8%
3	ST CLOUD	24.08	40.70	62.8%
3	ST JOSEPH	2.67	2.85	51.6%
3	ST MICHAEL	2.89	20.03	87.4%
3	WAITE PARK	4.63	1.49	24.3%
	DISTRICT 3 TOTAL	**118.93**	**199.27**	**62.6%**

DISTRICT 4				
DISTRICT	CITY NAME	ADEQUATE MILES	DEFICIENT MILES	PERCENTAGE OF TOTAL MILEAGE DEFICIENT
4	ALEXANDRIA	3.14	20.03	86.4%
4	DETROIT LAKES	12.77	9.58	42.9%
4	FERGUS FALLS	3.99	20.68	83.8%
4	MOORHEAD	21.34	23.04	51.9%
4	MORRIS	4.76	4.27	47.3%
	DISTRICT 4 TOTAL	**46.00**	**77.60**	**62.8%**

METRO WEST				
DISTRICT	CITY NAME	ADEQUATE MILES	DEFICIENT MILES	PERCENTAGE OF TOTAL MILEAGE DEFICIENT
5	ANDOVER	11.65	31.42	73.0%
5	ANOKA	3.43	9.71	73.9%
5	BELLE PLAINE	2.57	5.89	69.6%
5	BLAINE	24.26	24.45	50.2%
5	BLOOMINGTON	12.70	61.24	82.8%
5	BROOKLYN CENTER	11.57	9.83	45.9%
5	BROOKLYN PARK	30.76	28.60	48.2%
5	CHAMPLIN	6.87	13.05	65.5%
5	CHANHASSEN	8.51	12.96	60.4%
5	CHASKA	7.06	13.41	65.5%
5	CIRCLE PINES	1.35	2.18	61.8%
5	COLUMBIA HEIGHTS	1.07	11.43	91.4%
5	COON RAPIDS	10.23	31.60	75.5%
5	CORCORAN	4.36	10.44	70.5%
5	CRYSTAL	9.22	8.72	48.6%
5	DAYTON	4.02	5.70	58.6%
5	EAST BETHEL	6.26	22.52	78.2%
5	EDEN PRAIRIE	10.20	36.88	78.3%
5	EDINA	9.43	30.84	76.6%
5	FRIDLEY	5.03	17.84	78.0%
5	GOLDEN VALLEY	11.37	12.20	51.8%
5	HAM LAKE	11.74	20.38	63.4%
5	HOPKINS	2.69	7.30	73.1%
5	JORDAN	1.46	4.43	75.2%
5	LINO LAKES	7.31	15.31	67.7%
5	MAPLE GROVE	18.70	37.55	66.8%
5	MINNEAPOLIS	36.62	169.39	82.2%
5	MINNETONKA	16.13	34.73	68.3%
5	MINNETRISTA	1.36	11.35	89.3%
5	MOUND	0.23	7.94	97.2%
5	NEW HOPE	3.65	9.05	71.3%
5	OAK GROVE	9.02	15.50	63.2%
5	ORONO	3.86	5.59	59.2%
5	PLYMOUTH	15.93	42.47	72.7%
5	PRIOR LAKE	8.21	12.28	59.9%
5	RAMSEY	12.71	25.44	66.7%
5	RICHFIELD	4.75	20.42	81.1%
5	ROBBINSDALE	2.68	7.43	73.5%
5	ROGERS	6.17	5.67	47.9%
5	SAVAGE	14.63	12.38	45.8%
5	SHAKOPEE	19.72	17.05	46.4%
5	SHOREWOOD	2.68	5.93	68.9%
5	SPRING LAKE PARK	2.62	3.20	55.0%
5	ST ANTHONY	1.04	4.91	82.5%
5	ST FRANCIS	1.99	9.95	83.3%

5	ST LOUIS PARK	9.18	22.27	70.8%
5	VICTORIA	3.18	3.26	50.6%
5	WACONIA	3.23	7.51	69.9%
	METRO WEST TOTAL	**413.41**	**939.60**	**69.4%**

DISTRICT 6

DISTRICT	CITY NAME	ADEQUATE MILES	DEFICIENT MILES	PERCENTAGE OF TOTAL MILEAGE DEFICIENT
6	ALBERT LEA	6.86	16.54	70.7%
6	AUSTIN	14.35	14.83	50.8%
6	FARIBAULT	8.10	16.17	66.6%
6	KASSON	1.42	3.66	72.0%
6	LA CRESCENT	1.25	4.59	78.6%
6	LAKE CITY	2.07	6.32	75.3%
6	NORTHFIELD	7.86	9.20	53.9%
6	OWATONNA	8.64	19.71	69.5%
6	RED WING	6.33	18.32	74.3%
6	ROCHESTER	35.70	49.75	58.2%
6	STEWARTVILLE	1.62	3.01	65.0%
6	WINONA	4.62	17.67	79.3%
	DISTRICT 6 TOTAL	**98.82**	**179.77**	**64.5%**

DISTRICT 7

DISTRICT	CITY NAME	ADEQUATE MILES	DEFICIENT MILES	PERCENTAGE OF TOTAL MILEAGE DEFICIENT
7	FAIRMONT	6.32	13.38	67.9%
7	MANKATO	11.50	21.81	65.5%
7	NEW PRAGUE	3.79	3.16	45.5%
7	NEW ULM	4.62	11.49	71.3%
7	NORTH MANKATO	5.53	9.54	63.3%
7	ST PETER	4.08	11.16	73.2%
7	WASECA	2.17	5.44	71.5%
7	WORTHINGTON	3.31	8.08	70.9%
	DISTRICT 7 TOTAL	**41.32**	**84.06**	**67.0%**

DISTRICT 8

DISTRICT	CITY NAME	ADEQUATE MILES	DEFICIENT MILES	PERCENTAGE OF TOTAL MILEAGE DEFICIENT
8	GLENCOE	2.54	5.48	68.3%
8	HUTCHINSON	7.15	11.55	61.8%
8	LITCHFIELD	1.60	7.17	81.8%
8	MARSHALL	6.75	11.72	63.5%
8	MONTEVIDEO	3.60	4.95	57.9%
8	REDWOOD FALLS	1.94	6.56	77.2%
8	WILLMAR	11.56	15.17	56.8%
	DISTRICT 8 TOTAL	**35.14**	**62.60**	**64.0%**

METRO EAST				
DISTRICT	CITY NAME	ADEQUATE MILES	DEFICIENT MILES	PERCENTAGE OF TOTAL MILEAGE DEFICIENT
9	APPLE VALLEY	12.93	23.98	65.0%
9	ARDEN HILLS	2.65	4.88	64.8%
9	BURNSVILLE	8.59	36.45	80.9%
9	COTTAGE GROVE	9.62	25.89	72.9%
9	EAGAN	13.42	34.30	71.9%
9	FALCON HEIGHTS	1.50	1.79	54.4%
9	FARMINGTON	4.41	11.83	72.8%
9	FOREST LAKE	3.79	20.29	84.3%
9	HASTINGS	11.07	10.17	47.9%
9	HUGO	5.63	14.98	72.7%
9	INVER GROVE HEIGHTS	5.53	26.98	83.0%
9	LAKE ELMO	6.20	8.19	56.9%
9	LAKEVILLE	23.01	37.01	61.7%
9	LITTLE CANADA	4.51	6.74	59.9%
9	MAHTOMEDI	3.39	5.22	60.6%
9	MAPLEWOOD	12.97	23.19	64.1%
9	MENDOTA HEIGHTS	3.83	10.84	73.9%
9	MOUNDS VIEW	2.92	9.51	76.5%
9	NEW BRIGHTON	4.87	10.39	68.1%
9	NORTH BRANCH	5.64	18.29	76.4%
9	NORTH ST PAUL	2.59	8.80	77.3%
9	OAKDALE	13.79	5.51	28.5%
9	ROSEMOUNT	11.44	19.52	63.0%
9	ROSEVILLE	9.99	19.13	65.7%
9	SHOREVIEW	5.92	13.60	69.7%
9	SOUTH ST PAUL	4.29	12.53	74.5%
9	ST PAUL	35.33	129.41	78.6%
9	ST PAUL PARK	2.40	3.68	60.5%
9	STILLWATER	6.84	10.84	61.3%
9	VADNAIS HEIGHTS	3.63	5.54	60.4%
9	WEST ST PAUL	5.01	8.53	63.0%
9	WHITE BEAR LAKE	10.69	9.66	47.5%
9	WOODBURY	28.63	25.58	47.2%
9	WYOMING	2.80	10.65	79.2%
	METRO EAST TOTAL	**289.83**	**623.90**	**68.3%**

2009 TOTAL	**1,122.64**	**2,410.58**	**68.2%**

STATE TOTALS			
YEAR	ADEQUATE MILES	DEFICIENT MILES	PERCENTAGE OF TOTAL MILEAGE DEFICIENT
1996	1,026.61	1,713.85	62.5%
1997	1,053.25	1,762.74	62.6%
1998	1,073.38	1,785.67	62.5%
1999	1,089.75	1,821.12	62.6%
2000	1,088.44	1,883.72	63.4%
2001	1,073.96	1,939.93	64.4%
2002	1,093.35	1,987.32	64.5%
2003	1,097.74	2,018.70	64.8%
2004	1,131.16	2,059.66	64.5%
2005	1,145.75	2,145.89	65.2%
2006	1,154.76	2,227.52	65.9%
2007	1,159.15	2,293.95	66.4%
2008	1,138.91	2,365.09	67.5%
2009	1,122.64	2,410.58	68.2%

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

January 2010

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 2010 allocation.

Roadway Item Unit Prices (Reviewed Annually)			
Right of Way (Needs Only)			$98,850 per Acre
Grading (Excavation)			**$4.75 per Cu. Yd.**
Base:	Class 5 Gravel	Spec. #2211	**$9.81 per Ton**
	Bituminous	Spec. #2350	**$55.00 per Ton**
Surface:	Bituminous	Spec. #2350	**$55.00 per Ton**
Miscellaneous:	Storm Sewer Construction		**$289,300 per Mile**
	Storm Sewer Adjustment		**$92,800 per Mile**
	Street Lighting		$100,000 per Mile
	Curb & Gutter Construction		**$10.70 per Lin. Ft.**
	Sidewalk Construction		**$27.00 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)	**$225,000 per Unit**
Signals and Gates (Multiple Track – high speed)	**$250,000 per Unit**
Signs Only (low speed)	**$2,000 per Unit**
Concrete Crossing Material Railroad Crossings (Per Track)	**$1,300 per Linear Foot**
Pavement Marking	**$1,500 per Unit**

Maintenance Needs Costs - June 1992 (Revised 1993)

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

Maintenance Needs Costs	**Cost For Under 1000 Vehicles Per Day**	**Cost For Over 1000 Vehicles Per Day**
Traffic Lanes Segment length times number of Traffic lanes times cost per mile	**$1,900 per Mile**	**$3,100 per Mile**
Parking Lanes: Segment length times number of parking lanes times cost per mile	**$1,900 per Mile**	**$1,900 per Mile**
Median Strip: Segment length times cost per mile	**$670 per Mile**	**$1,260 per Mile**
Storm Sewer: Segment length times cost per mile	**$670 per Mile**	**$670 per Mile**
Traffic Signals: Number of traffic signals times cost per signal	**$670 per Unit**	**$670 per Unit**
Minimum allowance per mile is determined by segment length times cost per mile.	**$6,180 per Mile**	**$6,180 per Mile**

NEEDS ADJUSTMENTS

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

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

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

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

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

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

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

That the December 31 construction fund balance will be compared to the annual construction allotment from January of the same year.
If the December 31 construction fund balance exceeds 3 times the January construction allotment and **$1,500,000**, the first year adjustment to the Needs will be 1 times the December 31 construction fund balance. In each consecutive year the December 31 construction fund balance exceeds 3 times the January construction allotment and **$1,500,000**, the adjustment to the Needs will be increased to 2, 3, 4, etc. times the December 31 construction fund balance until such time the Construction Needs are adjusted to zero.

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

Low Balance Incentive – Oct. 2003

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

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

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

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

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

Excess Maintenance Account – June 2006

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

'After the Fact' Retaining Wall Adjustment Oct. 2006

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

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

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

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

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

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

TRAFFIC - June 1971

Traffic Limitation on Non-Existing Streets - Oct. 1965

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

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

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

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

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

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

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

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