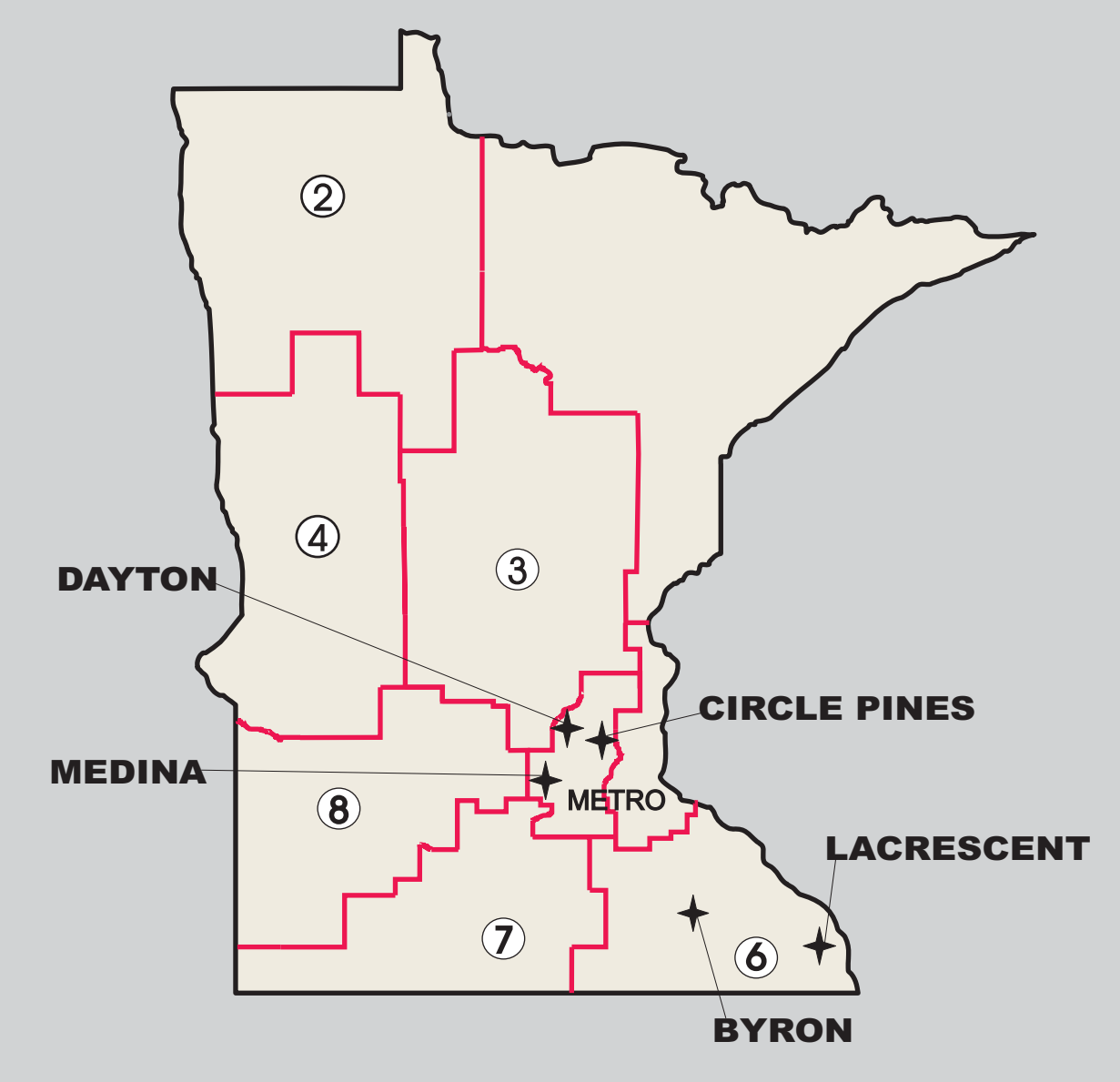
2013
MUNICIPAL STATE AID STREET APPORTIONMENT DATA



Five cities reinstated as an MSAS city

MINNESOTA DEPARTMENT OF TRANSPORTATION

January 2013

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.

2013 MUNICIPAL STATE AID STREET APPORTIONMENT DATA

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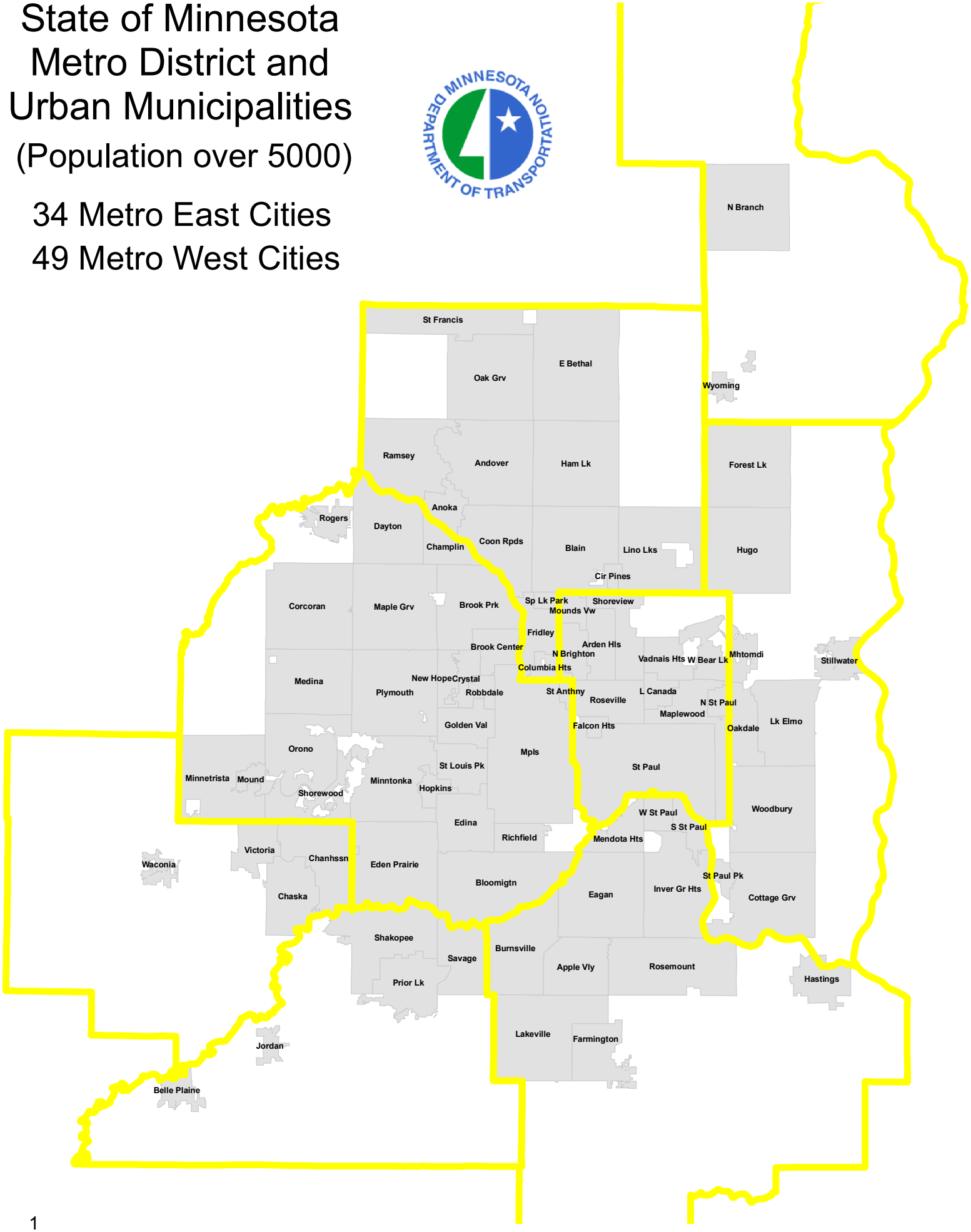
You can obtain a copy of this report from our website at:
www.dot.state.mn.us/stateaid/sa_msas.html

State of Minnesota Metro District and Urban Municipalities

(Population over 5000)

34 Metro East Cities

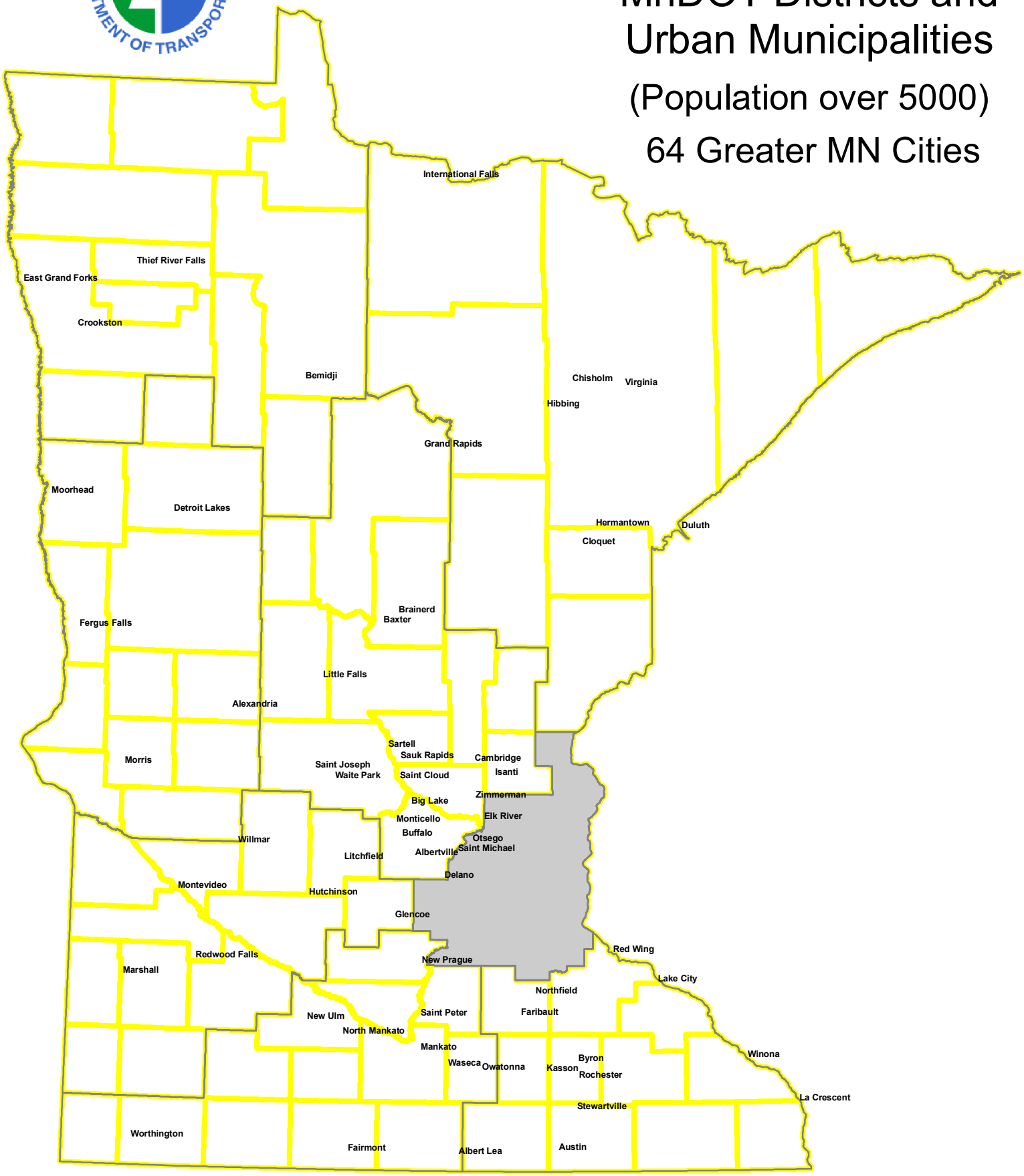
49 Metro West Cities



State of Minnesota MnDOT Districts and Urban Municipalities

(Population over 5000)

64 Greater MN Cities



2013 MUNICIPAL SCREENING BOARD

N:/MSAS/BOOKS/2013 JANUARY BOOK/SCREENING BOARD MEMBERS JANUARY 2013.XLS 28-Jan-13

OFFICERS

Chair	Bob Moberg	Coon Rapids	(763) 767-6479
Vice Chair	Steve Bot	St. Michael	(763) 497-2041
Secretary	TBD		

MEMBERS

District	Years Served	Representative	City	Phone
1	2011-2013	David Salo	Hermantown	(218) 727-8796
2	2012-2014	Dave Kildahl	Thief River Falls	(218) 281-6522
3	2012-2014	Brad DeWolf	Buffalo	(320) 231-3956
4	2013-2015	Jon Pratt	Detroit Lakes	(218) 847-5607
Metro-West	2013-2015	Rod Rue	Eden Prairie	(952) 949-8314
6	2013-2015	Steven Lang	Austin	(507) 437-9949
7	2011-2013	Troy Nemmers	Fairmont	(507) 238-9461
8	2012-2014	John Rodeberg	Glencoe	(952) 912-2600
Metro-East	2011-2013	Mark Graham	Vadnais Heights	(651) 204-6050
Cities	Permanent	Cindy Voigt	Duluth	(218) 730-5200
of the	Permanent	Don Elwood	Minneapolis	(612) 673-3622
First	Permanent	Richard Freese	Rochester	(507) 328-2426
Class	Permanent	Paul Kurtz	Saint Paul	(651) 266-6203

ALTERNATES

District	Year Beginning		City	Phone
1	2014	Jesse Story	Hibbing	(218) 262-3486
2	2015	Rich Clauson	Crookston	(218) 281-6522
3	2015	Bruce Westby	Monticello	(763) 271-3236
4	2016	Jeff Kuhn	Morris	(320) 762-8149
Metro-West	2016	Steve Lillehaug	Brooklyn Center	(763) 569-3300
6	2016	Jay Owens	Red Wing	(651) 385-3625
7	2014	Jeff Johnson	Mankato	(507) 387-8640
8	2015	Jared Voge	Willmar	(320) 231-3956
Metro-East	2014	Klayton Eckles	Woodbury	(952) 912-2600

28-Jan-13

2013 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
Russ Matthys, Chair Eagan (651) 675-5635 Expires after 2013	Jeff Hulsether, Chair Brainerd (218) 828-2309 Expires after 2013
Steve Bot St. Michael (763) 497-2041 Expires after 2014	Jean Keely Blaine (763) 784-6700 Expires after 2014
Tim Schoonhoven Alexandria (320) 762-8149 Expires after 2015	Kent Exner Hutchinson (320) 234-4212 Expires after 2015

2012 MUNICIPAL SCREENING BOARD
FALL MEETING MINUTES
October 23 & 24, 2012

Tuesday Afternoon Session, October 23, 2012

I. Opening by Municipal Screening Board Chair Kent Exner

The 2012 Fall Municipal Screening Board was called to order at 1:00 PM on Tuesday, October 23, 2012.

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

Kent Exner, Hutchinson –Chair, Municipal Screening Board
Bob Moberg, Coon Rapids – Vice Chair, Municipal Screening Board
Julie Skallman, Mn/DOT – State Aid Engineer
Marshall Johnston, Mn/DOT – Manager, Municipal State Aid Needs Unit
Jeff Hulsether, Brainerd – Past Chair, Municipal Screening Board
Jean Keely, Blaine – Past Chair, Municipal Screening Board
Shelly Pederson, Bloomington – Chair – Unencumbered Construction Funds Subcommittee and Past Chair, Municipal Screening Board
Steve Bot, St. Michael – Secretary, Municipal Screening Board

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

District 1	David Salo, Hermantown
District 2	Dave Kildahl, Thief River Falls
District 3	Brad DeWolf, Buffalo
District 4	Tim Schoonhoven, Alexandria
Metro West	Tom Mathisen, Crystal
District 6	David Strauss, Stewartville
District 7	Troy Nemmers, Fairmont
District 8	John Rodeberg, Glencoe
Metro East	Mark Graham, Vadnais Heights
Duluth	Cindy Voigt
Minneapolis	Don Elwood
St. Paul	Paul Kurtz

C. Recognized Screening Board Alternates Present:

Metro West	Rod Rue, Eden Prairie
District 4	Jon Pratt, Detroit Lakes

D. Recognized Department of Transportation personnel:

Rick Kjonaas	Deputy State Aid Engineer
Walter Leu	District 1 State Aid Engineer
Lou Tasa	District 2 State Aid Engineer
Kelvin Howieson	District 3 State Aid Engineer
Merle Earley	District 4 State Aid Engineer
Steve Kirsch	District 6 State Aid Engineer
Gordy Regenscheid	District 7 State Aid Engineer
Stu Peterson	Acting District 8 State Aid Engineer
Elisa Bottos	Acting Metro State Aid Engineer
Mike Kowski	Assistant Metro State Aid Engineer
Julee Puffer	Assistant Manager, MSAS Needs Unit

E. Recognized others in Attendance:

Lee Gustafson, Minnetonka, Chair Needs Study Task Force (NSTF)
Larry Veek, Minneapolis
Mike Vanbeusekom, St. Paul
Patrick Mlaker, Duluth
Shane Waterman, Marshall
Dave Sonnenberg, Chair, CEAM Legislative Committee

II Review of the 2012 Municipal Screening Board Data Booklet

All page numbers within these minutes refer to the above document. Marshall Johnston initiated the review of the entire booklet as outlined below. Introductory information in the booklet (Pages 1-24). Johnston stated that there will be five more Cities sharing in the allocation this year. Upcoming 2013 member changes on the Municipal Screening Board were reviewed by Johnston.

A. May 2012 Spring Screening Board Minutes (Pages 7-21)

Chair Exner stated that the May 2012 Spring Screening Board meeting minutes are presented for approval. Johnston explained that the minutes were reviewed at all the District meetings and at the Screening Board meeting approval was made for the unit price recommendations, direction was given for a unit cost study items evaluation, current payback methods were reaffirmed, and a three year transition period was requested to be reviewed by the NSTF. There were no additional comments or questions; therefore the minutes were not read in full.

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

B. Population Share of Allocation (Pages 22-30)

Johnston reviewed legislative action taken in 2012 to pass the following three different legislation session laws that pertain to the five cities who fell below 5,000 population in the 2010 federal decennial census.

1. The cities who fall below 5,000 population in the federal decennial census will remain on the state aid system with an assumed population of 5,000 for a period of five years during which time they can potentially raise their population back to or above 5,000 population as reported by the State Demographer. If their populations are not above 5,000 per the State Demographer after five years, they will drop off the Municipal State Aid System (MSAS).
2. Explanation is given for how to catch up the 5 cities who fell below the 5,000 population in the census for MSA allocations they missed.
3. For purposes of State Aid, the population of these cities will be a minimum of 5,000.

Johnston explained that he doubled these five cities 2013 MSA allocation to make up for the year of allocation they missed (2012).

Johnston reviewed the population apportionment and stated that each City will earn approximately $19.35 per capita in apportionment from the 2013 population apportionment distribution, which is how the first half of the MSAS apportionment is computed.

c. Effects of the 2012 Needs Study Update (Pages 31-35)

Johnston referred to the spreadsheet on Page 32-35 indicating how unadjusted construction needs are calculated. He indicated the phase in percentage that the Needs Study Task Force (NSTF) is referring to and recommending being 5% below or 10% above the statewide average is shown as 5.81% on the bottom of page 35. As such if the phase in was in effect a City's needs could not increase over 15.81% and all Cities would increase at least 0.81% for needs purposes. Some cities increased their needs because they had large annexations and others decreased their needs because of construction projects that were a large percentage of their total with the state aid system.

d. Mileage, Needs and Apportionment (Pages 36-39)

Johnston stated that mileage increased from last year mainly because of annexations and turn backs. The total mileage of the system increased by 25.31 miles in addition to the mileage of the five Cities coming back on the system due to the recent state legislation.

e. Itemized Tabulation of Needs (Page 40-42)

Johnston stated that the spreadsheet indicates an item by item tabulation of all needs that the cities generated for each of the items used in the needs study and it also shows the statewide totals for needs. He noted that the average needs cost per mile is nearly 1.4 million dollars.

f. Tentative 2013 Construction Needs Apportionment (Pages 43-49)

Johnston stated that an estimate of the other half of the apportionment was calculated by using the 2012 adjusted construction numbers and last year's dollars. He said $1,000 in construction needs generated $12.85 in actual dollars, based on last year's dollar amounts and this number will change in January of 2013. The five Cities coming back on the system are shown as receiving double allocations in actual dollars adjustments on pages 47-49 based on the state legislation.

g. Adjustments to the Construction Needs (Pages 52-69)

Johnston explained that the excess unencumbered construction fund balance adjustment shown starting on Page 52 is not being proposed to remain in the new needs program by the NSTF. This estimated adjustment is based on the September 1 Construction Fund balance. The final adjustment will be made using the year-end balance.

Johnston explained the excess account balance redistributed as a low balance incentive on Pages 57-60. This adjustment occurs when a city has more than three times their annual construction allotment in their September 1st balance and also 1.5 million dollars. This adjustment is being recommended by the NSTF to remain in the new proposed needs program.

On page 62 is the bond account balance adjustment that is not recommended by the NSTF to remain in the new proposed needs program. He said that the adjustment is either a negative or positive adjustment based on the difference between the remaining principal to be paid on the bond schedule and the amount that has not yet been applied to state aid projects.

Johnston explained the After the Fact Non-existing Bridge Adjustment on Page 63. He stated that this is for any newly built bridges. He stated that because of the fluctuations in the cost of bridge construction, an after the fact adjustment is given for 15 years for the amount actually spent on the bridge from local dollars. This adjustment is recommended by the NSTF to remain in the new needs program but in a different form as a rehabilitation after the fact adjustment for 15 years and an after the fact new or reconstructed bridge adjustment for 35 years.

Johnston referred to the right-of-way adjustments on Pages 64-67 and stated that it is the largest adjustment. He said this is also an "after the fact" adjustment for

15 years because of the wide variation in right of way costs. He said the adjustment is recommended to stay as is by the NSTF.

Johnston referred to Page 68 stating that the After the Fact Retaining Wall Adjustment is the newest adjustment. He explained that this adjustment is after the fact for 15 years and is also being recommended to be included in the new proposed Needs program.

Johnston referred to Page 69 and explained the Trunk Highway Turnback Maintenance Allowance. He noted there is only one City (Fergus Falls) currently eligible for this turnback funding.

h. Recommendation to the Commissioner (Pages 70-72)

Johnston stated that a motion will be made tomorrow approving/recommending the adjusted construction needs and the original version of the letter on Page 70 will be distributed for signatures.

i. Tentative 2013 Total Apportionment, Comparisons, and Apportionment Rankings (Pages 73-82)

Johnston referred to the spreadsheet on Pages 73-75 and explained that each municipality's tentative construction needs and population apportionment amounts for 2013 are shown.

Johnston stated that the tentative 2013 apportionment rankings are shown as a comparison to actual 2012 apportionment on Pages 76-78.

Pages 79-82 show each City's rankings for tentative needs apportionment per mile.

j. Other Topics

i. Certification of MSAS System as Complete (Pages 85-87)

Johnston explained the spreadsheet on Page 86 stating that state statute allows a municipality to spend the population half of its allocation on the other 80% of the local roads in the city if the state aid system is built to state aid standards or is determined to have adequate needs. There are five Cities currently considered as certified complete.

ii. Advance Guidelines (Pages 88-89)

Johnston referred to Pages 88-89 and explained that the guidelines for advances allow an advance up to five times the last annual construction allotment or $4,000,000, whichever is less.

iii. History of the Administrative and Research Accounts (Page 90)

Johnston referred to Page 86 and stated that the history of the administrative and research accounts are shown. He explained that 2% of the total annual allocation is deposited in the administrative account and is used for expenses like screening board meetings, variance meetings, printing of state aid materials, etc. Any amount not spent in the administrative account goes back into the following years distribution. Johnston said a motion would be made tomorrow to take up to ½ of 1% of the preceding apportionment and putting it into a research account for the Local Research Board. He said the amount is $723,414.

iv. Transportation Revolving Loan Fund (Pages 91)

Johnston reported that action may be taken tomorrow regarding the Transportation Revolving Loan Fund. He referred to Page 91 and stated that a portion of MSA funding may be put in the Transportation Revolving Loan Fund and that those dollars will be leveraged into more dollars to advance low interest loans. However, no screening board has elected to put money into this fund as typically Cities have been able to get lower interest funding by bonding on their own or advancing from their MSA account in accordance with the allowed advancement guidelines.

v. County Highway Turnback Policy (Pages 92-93)

Johnston referred to the County Highway Turnback Policy on Page 92-93 and stated that he or the District State Aid Engineers are available to help municipalities manage their MSA account to the best advantage for the city if you have a County Highway Turnback.

vi. Current Resolutions of the Municipal Screening Board (Pages 94-101)

Johnston noted that Municipal Screening Board did not made any changes to their resolutions on Pages 94-101 at the last screening board meeting. He stated that many of these resolutions may need to be redone to match the new needs system that ultimately gets adopted.

V. Other Discussion Items

a. NSTF (Needs Study Task Force) Update – Lee Gustafson

Gustafson made a powerpoint presentation report to the Municipal Screening Board regarding the current recommendations and work of the NSTF. He noted the guiding task force principles and goals of creating a new needs system that is simple, credible, flexible, and equitable. All work of the task force has been well

documented and is available on the CEAM website. Their current recommended concept consists of eight typical sections based on existing ADT with uniform quantities for each section and a continual needs approach. He reviewed the NSTF recommendations to date and detailed their progress since May, which included, preparing current "Test Case E1", considering a "Mass Transit" need component (currently tabled), meeting with officials from the City of Duluth, and analyzing several phase-in approaches. He cautioned that "Test Case E1" is just an estimate and stated that 71 cities would increase and 76 would decrease their estimated allocation under this test case which increased total adjusted needs by $579 million. A comparison chart was shown where sample cities were compared based on 2012 population, 2011 MSA construction allocation, and the allocation under "Test Case E1". The chart showed a large disparity of allocation based on population in 2011 under the current system that would be more closely aligned under "Test Case E1". After a great deal of discussion and analysis, it is the proposed recommendation of the NSTF that a 5 year phase in with a 10% max increase and a 5% max decrease be implemented and calculated from the average statewide percent change. The NSTF believes this would help moderate the initial effects that the new system allocation changes would have on a particular City.

The NSTF has an aggressive schedule set for full new needs system allocation proposed for the 2014 allocation. This schedule assumes the new need system method is approved by January 2013 and the new software system is ready for deployment.

The Screening Board was asked to provide feedback on the NSTF recommendations. Based on the feedback received, the next steps of the NSTF are assumed to be to resolve pending issues, refine the test case, develop a phase in plan, work with the software designer, and develop a final recommendation for the Board to consider in January 2013.

Handouts showing the estimated effects of the NSTF changes were distributed including allotment changes and the related effects of the recommended phase-in.

The issue of the tight schedule was raised by several members and it was stated that final decisions on the new needs system calculations will need to be decided/approved at the upcoming special winter screening board meeting in order to implement the changes for the 2014 allocation.

Johnston was asked and reported that the May 1st annual needs reporting deadline may be able to be pushed back some if needed to give Cities time to work out ADT issues with their DSAE's.

When asked about how the NSTF committee came up with the recommendation of a 5 year phase-in when the MSB had previously stated a preference for a 3 year phase in, Gustafson responded that with a 5 year phase-in, only 7 cities were left

with significant offsetting positive adjustments while many more were greatly impacted and not yet "phased out" with only a 3 year phase-in. As such it is the recommendation of the NSTF to go with a 5 year phase-in. He further stated that of the 7 cities, he felt five of them would likely change their system and would not be so negatively effected by the new system changes following the phase-in period.

DeWolf thanked the NSTF on behalf of District 3 for their great work and indicated that District 3 supports the phase-in as proposed.

Mathisen stated that the Metro District supports the 5 year phase-in as proposed and is fine with the recommendations of the committee thus far.

Strauss also thanked the NSTF and inquired if there could be a payback "grace period" for a City to switch MSA routes without penalty due to the new system implementation. Gustafson responded that the DSAE's can help with individual case by case situations and potential appeals to the MSB but that it was determined at the last screening board meeting that current payback provisions would and should apply to the new needs system unless there is an unusual circumstance in which case it would be up to the MSB to decide if payback is warranted. Skallman stated she would not feel comfortable having the DSAE's making a decision on waiving the payback requirement and that decision should be decided by the screening board on a case by case basis in her opinion.

Gustafson was asked what the NSTF recommendation is for how traffic counts should be handled with the new system changes since it will essentially be an ADT based needs system. He stated he believes that each City should work with their DSAE's to modify their system with an ADT category that makes sense until an accurate count can be taken. Since many cities have questions on how ADT will be implemented with these changes, he feels the screening board should take formal action on how this implementation can take place.

Kildahl stated he would like to see the phase in period until all cities are "phased in". Gustafson responded that it could be extended but the NSTF liked the 5 year phase-in period.

Voigt stated that while she has studied this a lot and realizes there is no easy answer, Duluth is really hurt by the new proposed system. They have not reconstructed most of their state aid streets. She feels the comments on the slides shown by the NSTF are not accurate for Duluth. Also, soil types in Duluth are different than the rest of the state and that, should be considered, as it costs more to build streets in the northland. Bridges and bridge maintenance is a significant issue for Cities like Duluth with a lot of bridges and should not be dismissed by the NSTF in her opinion as there is no guarantee of federal money for bridges in the future. She feels a regional factor, northland factor, structures factor, or some

other factor needs to be used to make the new system fair and equitable for Duluth.

Kurtz asked how a City Engineer is supposed to answer a political question of "Why are we losing so much money". He feels past screening boards dismissed the reinstatement option over continuous needs way too quickly. Because of that decision we now don't know if these large swings which are issues are being caused by the continuous needs decision. Also, he stated bridges and bridge maintenance is a big issue for cities with bridges like St. Paul and Duluth and shouldn't have been so quickly thrown out. He believes it is never too late to reconsider a decision and before this new system gets moved forward any further, the MSB should be sure you can answer the political questions that are likely to come. Gustafson responded that the ultimate decision is up to the MSB but the NSTF has come up with what they feel is a fair and equitable system. He agrees that bridge maintenance is an issue that the NSTF can and likely should look at. Kurtz stated he is also concerned about these potential changes taking cities by surprise, especially the ones who are so negatively affected. He asked if it is too late to look at the reinstatement option that he feels could be used to help affirm the decision to go to continuous needs.

Elwood stated that the specifics of big swings, up or down, still hasn't been looked at by the NSTF and should be addressed (potentially through a longer phase-in period).

Voigt suggested perhaps sections already reconstructed with sand could/should get continuous needs and other sections not yet reconstructed with sand could/should get larger needs until reconstructed with sand.

Mathisen concluded the NSTF discussion by thanking the NSTF and reminding the MSB of the original intent of the new needs system development was to provide fairness for all cities. He feels the NSTF have been fair, smart, and level headed with their recommendations and feels confident they will continue to do so.

c. State Aid Report – Julie Skallman

Skallman requested the board wait until Wednesday's session to receive her report.

d. Legislative Update – Dave Sonnenberg

Sonnenberg provided a legislative initiatives handout and reviewed a list of potential policies prepared by LMC for the upcoming legislative session which reflect the following CEAM issues:

- Local revenue authority for non-MSAS city streets (LMC Policy LE-30)
- Gas tax increase (LE-30)

- License tab fee increase (LE-30)
- Revision to Chapter 429 to add threshold for benefit test
- State-wide ban on coal tar sealants (SN-56)
- Railroad impacts on Cities (LN-35)

Sonnenberg asked input and continued support for any of these items that could address previous and continued concerns of CEAM.
He also noted the LMC is considering supporting a bill to increase truck weight restrictions on Interstate and Freeway Systems to support a proposed Menards Distribution Center in the City of Frazee, Minnesota. Given the past opposition that LMC and CEAM has had to increased weight limits requests on local roads, the board could take a position on this issue that would need to be expressed to LMC before their policies are adopted.

No other topics were discussed.

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

Meeting was adjourned at 3:45 PM.

2012 MUNICIPAL SCREENING BOARD
FALL MEETING MINUTES
October 23 & 24, 2012

Wednesday Morning Session, October 24, 2012

Chair Exner called the session to order at 8:30 AM.

I. Review Tuesday's Subjects and Take Action on Specific Items

a. Needs and Apportionment Data (Pages 31-72 and Handouts)

Motion by Salo, seconded by DeWolf to approve signing the letter to the Commissioner. The motion carried unanimously.

The letter was circulated for signatures.

b. Research Account (Page 90)

Motion by Rodeberg, seconded by Schoonhoven to approve the recommendation that $723,414 (not to exceed ½ of 1% of the 2012 Apportionment sum) be set aside from the 2013 Apportionment fund and be credited to the research account. The motion carried unanimously.

c. Transportation Revolving Loan Fund (Page 91)

Motion by Graham, seconded by Nemmers for no money ($0.00) to be set aside to fund the Municipal Transportation Revolving Loan fund. The motion carried unanimously.

II. Continuation of Other Discussion Items

a. NSTF (Needs Study Task Force) Update – Lee Gustafson

Exner introduced the topic for further discussion and he outlined the decisions that the Municipal Screening Board (MSB) should consider in giving specific direction to the NSTF. He stated that phase in and traffic count guidance direction should specifically be addressed. He further stated and confirmed that the payback issue had been previously addressed and covered the motion that was passed at the last (spring 2012) screening board as detailed in the meeting minutes.

Gustafson opened the discussion by recommending that the phase-in could/should be extended past 5 years, for the few cities that had not completed the phase-in and the rest could be fully phased in during the 5 year period.

Elwood stated he counts 51 cities still not phased in after 5 years which he sees as a problem and a sign of the large major swings this new system would have as currently proposed. He feels this is a larger issue that needs to be addressed.

Kildahl reflected on the whole system going to continuous needs strictly based on ADT's. He feels in general outstate Cities are not growing. He recalls back in the early 1990's it was stated that the MSB should help all Cities build their MSA system and don't forget about the new developing Cities. Basing the system only on ADT's, puts the developing Cities behind until they get traffic counts and then their ADT's will keep them behind but they are the ones who truly have the needs to get their system built. He feels a safeguard should be put in by perhaps using mileage in addition to ADT to better help developing Cities survive in this system. Mathisen commented that he would think larger Cities with higher volume streets would suffer in the method suggested by Kildahl. Kildahl responded that he sees a need for a safeguard like the Counties with an equalization factor based on miles that goes to safeguard the system statewide regardless of needs.

Graham stated we've been working on this for two years and doesn't feel we should be making decisions based on politics. He is prepared to recommend going forward with the NSTF recommendations and doesn't want to move backward at this point.

Kurtz stated he's heard from others regarding concerns for the big swings with the current task force test case E1. He is most concerned about the repercussions of continuous needs and believes reinstatement options should be reevaluated by the NSTF. He also feels the NSTF should re-look at the structures/bridges piece and reconsider elimination of this item. He's concerned about the political element that could come into play when the new system gets rolled out and believes reevaluating some previous decisions could help smooth out some of those swings that everyone is concerned about.

Exner summarized the requests from Kurtz and Kildahl as recommendations to have the NSTF look at a few of the options they brought up. The option for a longer phase in brought up by Gustafson can also be looked at by the NSTF. He stated no motion is needed to have the NSTF evaluate their requests.

Elwood still feels that eliminating the reinstatement option was the wrong decision at the time as large swings bring attention and we still have large swings in the latest test case. His direction/request to the NSTF is to figure it out to more closely balance out the large swings and modify the system so that it doesn't bring so much attention to this process.

Rodeberg stated as a member of the NSTF and representing District 8, he is very comfortable with continuous needs and where the process is. Some previous inequities are now being addressed which is where you're seeing the big swings in his opinion. He agrees that the big swings can draw some unnecessary

attention and some minor tweaks to the system could be looked at to address those big swings.

Mathisen believes the legislature's original intent in setting up the MSAS system was to take 9% of the gas tax and spend it on 20% of your streets. In his opinion, it was not their intent to reward Cities for not spending the money on the 20% of their streets. We have a system that rewards those who spend their money on the County or State system and not the 20%. He believes that the continual needs system that is proposed will help get the MSAS system back to what he feels was the original intent of the legislature.

Schoonhoven is on the task force and believes it has moved slowly and methodically. He feels you simply can't redo the current inequitable system that rewards those who don't spend money on their system, with an equitable system without having large swings. He feels it is reasonable to extend the phase in time to help the big swings but doesn't feel it is necessary to relook at items like reinstatement and bridges that have already been looked at.

Exner noted that the software development is going down a parallel route while the needs system is being developed. He asked Johnston to go over where the software development is at. Johnston stated the software developer is shooting to have a demonstratable product by January 1, 2013. They have been including lots of flexibility into the software system and even have written in parts that the MSB has stated they do not want to use, just in case the MSB changes their mind in the future.

Gustafson stated his belief that the system that is being developed will be the best system for the State as a whole. He recognizes there are still a few items that could and should be addressed. He specifically mentioned bridge maintenance as one item he will have the NSTF look at and consider adding a line item for. He feels the process has been a good one and it would be a mistake to blow it all up at this point after two years of good work. He gave the example of how the NSTF looked at and addressed the concerns about signals. Now he feels the issue with structures can also be addressed, especially when it comes to bridge maintenance. He encouraged the MSB and NSTF members to try to address the things, like structures, that are giving them heartburn, not to change all the good work done to date.

Voigt stated she knew there would be winners and losers but feels the large swings really need to be leveled off. With such large swings, she doesn't feel the equity principle set by the NSTF is being followed.
Strauss feels the winners and losers are just a snapshot in time. He feels strongly that continuous needs is the way to go for an equitable system in the long run. If stretching out the phase in period helps out the heartburn then he is all for it but the system as a whole is what needs to be considered long term.

Voigt pointed out that the phase in still takes away what you were once getting so it ultimately hurts a City like Duluth just as bad.

Kurtz feels the NSTF needs to look at the big swings to figure out why Cities are big losers or winners. Once it is known what is causing the big swings then perhaps it could be helped or fixed. He stated it is not his intent to blow up the work that has been done but he does want to address the big swings. Mathisen asked Johnston what is the biggest reason for the large swings. Johnston stated the single biggest factor in the largest swings is the needs reinstatement of all roads with continuous needs. He also stressed that the numbers are estimates. Many cities will change their systems to put their mileage on higher ADT roadways and may not ultimately be a "loser" in the long run.

Mathisen expressed concern about the software not hanging onto items that ultimately are not needed so that the software doesn't become cumbersome in the future. Johnston responded that the software designers are designing the system to easily turn items on and off. He mentioned the issues they have had is with designing a system that doesn't yet have it's parameters approved. He stated he will make sure they don't leave orphan programs hanging onto the software.

DeWolf feels as developing Cities move forward in this new system, they will move high ADT roadways built with local dollars onto the system as they should be which will make the system better in the long run under the continuous needs system.

Gustafson stated the NSTF will look at further methods to reduce some of the heart burn. He asked for comments and suggested a motion be made on the "bandwidth" suggested by the NSTF.

Elwood wants the NSTF to look at the potential outcome of extending the bandwidth indefinitely.

Voigt wants the task force to look at leveling out the large swings.

Motion by Strauss, seconded by Mathisen to give the NSTF direction to look at a possible structure adjustment for bridge maintenance.

Kjonaas reminded the MSB that the numbers before them are just an estimate. The system being proposed will result in people putting collector roads on the State Aid System as they should be which is a good thing for the State as a whole.

Hearing no further discussion, Exner called for the vote on the motion. The motion carried unanimously.

Motion by DeWolf, seconded by Rodeberg to direct the NSTF to move forward with continual needs.

Kurtz commented that while he is still concerned about whether or not continual needs was the right way to go and wishes we'd carried the reinstatement option forward so we'd know if continual needs is the cause of the large swings. He still doesn't feel comfortable with the decision but recognizes there is support for continuous needs and does feel we need to move forward so he will support the motion.

Elwood stated he agrees with Kurtz and does wish that the reinstatement option was carried forward but will support the motion as he recognizes a need to move forward and supports the work of the NSTF thus far.

Hearing no further discussion, Exner called for the vote on the motion. The motion carried on an 11-1 vote with Duluth (Voigt) opposed.

Motion by Schoonhoven, seconded by Nemmers to have the NSTF continue development of the phase-in process with the -5% and +10% bandwidth provision and to have the NSTF look at the effect of potentially extending the phase in beyond a five year phase in period.

Elwood asked that one of the phase-in period options evaluated by the NSTF be an option to make the phase-in permanent.

Graham, Kildahl, and Mathison expressed concerns with looking so far out at an indefinite phase-in timeframe and what unintended consequences might result for new Cities, and unique situations like annexation and turnbacks.

Johnston and Skallman reviewed the bandwidth provisions that have long been used by the Counties. Johnston mentioned that Zimmerman is one City who would have been affected by the bandwidth this year due to an annexation which is a situation that Counties don't deal with. Bot cautioned that an annexation was a great legitimate example of one typical City item that may need to have an exemption from the bandwidth considered based on what the NSTF evaluates.

Hearing no further discussion, Exner called for the vote on the motion. The motion carried unanimously.

Exner reviewed the need to provide direction on how the traffic count process should be handled for ADT counts on new MSA segments. Exner summarized the idea brought forth from the previous day where it was discussed that a City Engineer could simply work with their DSAE to come up with a reasonable estimated ADT for each segment if specific counts are not available.

Motion by Schoonhoven, seconded by DeWolf to have the DSAE's work with Cities to estimate ADT traffic counts during this transition period until such time that they can obtain their regular traffic count.

It was clarified that different MSAS Cities are on different traffic count schedules. Skallman stated that if an estimated ADT seems suspicious, the DSAE will likely ask for a specific special segment count. However, she felt if not suspicious, an estimate could be used until the segment can be counted with the Cities regular count cycle.

Hearing no further discussion, Exner called for the vote on the motion. The motion carried unanimously.

Exner clarified that there will be a special screening board meeting at 1pm on February 1, 2013 at the CEAM Winter Conference and the expectation is the new needs revisions will be approved at that meeting which is the "go" or "no go" date for the full implementation of the new system in 2014. In the meantime, the NSTF will be meeting to address the items and issues raised at this screening board meeting with the expectation of bringing recommendations to the MSB for approval at their special meeting on February 1, 2013.

b. Legislative Update – Dave Sonnenberg

Exner and Sonnenberg clarified the potential concern that CEAM may have with the league supporting increasing truck weight limits even on the interstate and freeway systems as they will likely use a local roadway system at some point. After a brief discussion, Exner summarized that the CEAM Executive Committee will work with Sonnenberg and the Legislative Committee to send a letter to LMC stating our concerns for their potential support for increased truck weight limits.

c. State Aid Report – Julie Skallman, Rick Kjonaas, Mark Gieseke, and Others

Mark Gieseke gave an update on where MnDOT is at with the new MAP-21 federal transportation bill. He chairs MnDOT's MAP-21 work group which is currently meeting and reviewing a wide variety of options. Steve Bot is the Cities representative on the work group. In general the new MAP-21 bill sends approximately the same amount of money to the State as the old federal transportation bill did but it allocates more money to the National Highway System (NHS) and less to State Transportation Plan (STP) and Transportation Alternatives (STP). Thus far, MnDOT has indicated a commitment to honor the existing STIP projects even if some have to be moved into later years.

d. Other Topics

There were no other topics for discussion.

Chair Exner reminded everyone to get expense reports in to Julee Puffer with a mapping program map included to cover mileage reimbursement.

III. Chair Exner recognized and thanked the following people:

a. Katy Geller-Hess, outgoing Chair of the Needs Study Subcommittee

b. Shelly Pederson, outgoing Chair of the Unencumbered Construction Funds Subcommittee

c. Shelly Pederson, Jeff Hulsether, and Jean Keely, Past Chairs of the Municipal Screening Board

d. Screening Board Members

Exner noted that this would be the last meeting for Tim Schoonhoven, Tom Mathisen, and David Strauss.

e. Others

Exner also thanked Lee Gustafson from the NSTF and Dave Sonnenberg for attending on behalf of the CEAM legislative committee. He thanked additional city staff and screening board alternates in attendance. Finally, he thanked Marshall Johnston and Julee Puffer for setting up the meeting.

VII. Spring 2013 Screening Board Meeting

Chair Exner stated that the next regularly scheduled Screening Board meeting will be held on May 21-22, 2013, at Arrowwood Resort in Alexandria.

Chair Exner reminded everyone of the special screening board meeting at 1:00 p.m. on February 1, 2013, after the CEAM annual business meeting in Brooklyn Center.

VIII. Adjournment.

Chair Exner entertained a motion for adjournment.

Motion by Mathisen, seconded by Rodeberg to adjourn the meeting at 10:45 AM. Motion approved unanimously.

Respectfully submitted,

Steven G. Bot, P.E.
Municipal Screening Board Secretary
St. Michael City Engineer

SCHEDULE "A"

Minnesota Department of Transportation
Funds Available for Distribution in Calendar Year 2013
From Highway User Tax Distribution Fund

ESTIMATED Gross Income After Refunds (Fiscal 2012) (7-1-12 to 10-31-12 actual; 11-1-12 to 6-30-13 estimated)		Total
Motor Fuel Tax		$874,963,170
Motor Vehicle Tax		$593,034,465
Motor Vehicle Fee		$984,000
Motor Vehicle Sales Tax 60%		$353,232,600
Fee on Rental Vehicles		$2,000,000
Interest Earned on Highway User Tax Distribution Fund		$385,617
Total Highway Users Income		**$1,824,599,852**
Less Transfer to:		
DEPARTMENT OF PUBLIC SAFETY		
Motor Vehicle Division Collection Costs	$9,080,000	
General Fund Reimbursement	716,000	
Trunk Highway Reimbursement	610,000	
DEPARTMENT OF REVENUE		
Petroleum Division	2,183,000	
Petroleum Division - Highway Refund Interest	2,000	
MINNESOTA MANAGEMENT & BUDGET		
Contingent Account	0	
Statewide Indirect Costs (Estimated)	194,000	
DEPARTMENT OF NATURAL RESOURCES		
Non-refunded Marine Gas Tax	10,644,539	
Non-refunded Snowmobile Gas Tax	7,096,359	
Non-refunded All Terrain Vehicle Gas Tax	1,916,017	
Non-refunded Forest Road	977,151	
Non-refunded Off-Road Motorcycle Gas Tax	326,432	
Non-refunded Off-Road Vehicle Gas Tax	1,163,803	
Subtotal	$34,909,301	($34,909,301)
Total Funds Available for Distribution in Calendar Year 2013		**$1,789,690,551**

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)

$1,789,690,551 x 5% = $89,484,528			Base	Excess Sum	Total
			$64,126,519	$25,358,009	$89,484,528
Town Road Account	(30.5%)		27,292,781		27,292,781
Town Bridge Account	(16%)		14,317,524		14,317,524
Flexible Highway Account	(53.5%)	$47,874,222			0
Municipal Turnback Account					0
Trunk Highway Fund					0
County Turnback Account			34,307,688	13,566,535	47,874,223
Subtotal: 5% Distribution			$75,917,993	$13,566,535	$89,484,528

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

$1,789,690,551 x 95% = $1,700,206,023		Base	Excess Sum	Total
		$1,218,403,859	$481,802,164	$1,700,206,023
Trunk Highway Fund	(62%)	1,054,127,734		1,054,127,734
County State Aid Highway Fund	(29%)	353,337,119	139,722,628	493,059,747
Municipal State Aid Street Fund	(9%)	153,018,542		153,018,542
Subtotal: 95% Distribution		$1,560,483,395	$139,722,628	$1,700,206,023
Total Highway User Funds Available for Distribution in Calendar Year 2013		**$1,636,401,388**	**$153,289,163**	**$1,789,690,551**

*With the exception of the County State Aid Highway Fund and County Turnback Fund the "Excess Sum" amount becomes part of the "Base" amount.

SCHEDULE "B"

Minnesota Department of Transportation
Funds Available for Distribution in 2013

Counties

INCOME:	Regular	Excess Sum	Total
County State Aid Highway Fund (95% Distribution x 29%)	$353,337,119	$139,722,628	$493,059,747
Motor Fuel Taxes - actual vs estimate	(759,550)	(4,862,275)	(5,621,825)
Motor Vehicle Taxes - actual vs estimate	1,584,871	2,540,459	4,125,330
Motor Vehicle Sales Taxes - actual vs estimate	2,959,036	2,316,929	5,275,965
Interest on Investments (CY estimate)	2,115,793		2,115,793
Investment Interest - actual vs estimate	323,770		323,770
Unexpended Balance of Admin Account	4,519,702		4,519,702
Unexpended Balance of Research Account			0
Release of Unencumbered State Park Road Account			0
Federal Reimburse for State Planning and Research Program	297,318		297,318
Total Funds Available	$364,378,059	$139,717,741	$504,095,800
LESS: DEDUCTIONS			
Administrative Account (2% of total funds available)	$7,287,561	$2,794,355	$10,081,916
Disaster Fund			
Legal Limit	$6,983,684	$2,677,835	$9,661,519
Year End Account Balance	(3,753,738)	(1,439,340)	(5,193,078)
1% Distribution or Amount to Reach Legal Limit	$3,570,905	$1,369,234	4,940,139
Research Account (1/2 of 1% of the prior year Distribution Sum) $469,471,103 x .50%	1,690,096	657,260	2,347,356
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.	$2,638,721	$1,011,727	$3,650,448
Total Deductions	($15,187,283)	($5,832,576)	($21,019,859)
	$349,190,776	$133,885,165	$483,075,941

Funds Available for Distribution to the Counties in 2013

		Regular		Excess Sum	Total
Equalization	10% =	$34,919,078		$0	$34,919,078
Registration	10% =	34,919,078	Registration 40%	53,554,066	88,473,144
Mileage	30% =	104,757,232		0	104,757,232
Money Needs	50% =	174,595,388	Money Needs 60%	80,331,099	254,926,487
		$349,190,776		$133,885,165	$483,075,941

Motor Vehicle Lease Sales Tax Revenue
(M.S. 297A.815, Subd.3)

	Regular	
FY 2012 Actual in excess of forecast	3,524,319	
FY 2013 Forecast	11,465,000	
Population (100%)	$14,989,319	
Total Distribution to Counties		$498,065,260

SCHEDULE "C"

Minnesota Department of Transportation
Funds Available for Distribution in 2013

Municipalities

INCOME:

Highway Users Fund (95% Distribution x 9%)	$153,018,542
Motor Fuel Taxes - actual vs estimate	(1,744,704)
Motor Vehicle Taxes - actual vs estimate	1,280,275
Motor Vehicle Sales Taxes - actual vs estimate	1,637,368
Interest on Investments (CY estimate)	678,549
Investment Interest - actual vs estimate	130,707
Unexpended balance of Administrative Account	1,029,649
Unexpended balance of Research Account	
Federal Reimbursements for State Planning and Research Program	252,333
Total Funds Available	**$156,282,719**

LESS: DEDUCTIONS

Administrative Account (2% of total funds available)		$3,125,654	
Disaster Fund			
Legal Limit	4,481,115		
Year End Account Balance	(3,189,516)		
2% Distribution or Amount to Reach Legal Limit		$3,063,141	
NOTE: Annual amount cannot be greater than 2% of total funds available after deducting Administrative Account.			
Research Account (1/2 of 1% of the prior year Apportionment Sum) $144,682,808 x .50% (As determined by previous years Screening Board)		$723,414	
			$6,912,209
APPORTIONMENT SUM Available for Distribution to the Urban Municipalities in 2013			**$149,370,510**

Remuneration Sum for:	2012	2013	Total
Byron	167,547	167,547	$335,094
Circle Pines	163,511	163,511	$327,022
Dayton	202,967	202,967	$405,934
LaCrescent	213,125	213,125	$426,250
Medina	203,706	203,706	$407,412
			$1,901,712
			$147,468,798

Population	50% =	$73,734,399
Money Needs	50% =	73,734,399
Total		$147,468,798

SCHEDULE "D"

Minnesota Department of Transportation
Funds Available for Distribution in 2013

Town Bridge Account & Town Road Account

Income to Town Road Account (5% Distribution x 30.5%)	$27,292,781	
Income - Actual vs Estimate	211,483	
Total Town Road Funds Available for Distribution in 2013		$27,504,264
Income to Town Bridge Account (5% Distribution x 16%)	$14,317,524	
Income - actual vs estimate	110,942	
Subtotal	$14,428,466	
Less Unallocated Account (30% of Subtotal - per State Aid)		$4,328,540
Total Town Bridge Funds Available for Distribution in 2013		$10,099,926

County Turnback Account

The following apportionment has been made in accordance with provisions specified in M.S. 161.081 (2) and M.S. 161.082, Subd. 2a.

	Regular	Excess	Total
Income			
County Turnback Account (5% distribution-Flexible Turnback Account)	$34,307,688	$13,566,535	$47,874,223
Income-acutal vs estimate	371,436	(475)	370,961
Turnback Available for Distribution	$34,679,124	$13,566,060	$48,245,184

REGULAR DISTRIBUTION

County	Reg Turnback Distribution
Greater Minnesota	$17,339,562
Metro	17,339,562
	$34,679,124

EXCESS DISTRIBUTION

County	Population		Excess Turnback Distribution
Anoka	334,053	15.18972%	$1,030,323
Carver	92,104	4.18806%	284,077
Dakota	401,221	18.24392%	1,237,491
Hennepin *	775,187	35.24853%	2,390,918
Ramsey *	224,443	10.20565%	692,252
Scott	131,556	5.98198%	405,759
Washington	240,640	10.94214%	742,210
	2,199,204	100.00000%	$6,783,030
Greater Minnesota			6,783,030
			$13,566,060

* Reduced by cities of the First Class (Minneapolis & St. Paul)
From Minnesota State Demographer - 2011 Populations published July 2012

Motor Vehicle Lease Sales Tax Revenue

The following apportionment has been made in accordance with provisions specified in Minnesota Session Laws 2010, Chapter 216, Section 16, Subd 3.

INCOME

Sales Tax on Leases - FY 2013 forecast	$11,465,000
Sales Tax on Leases - FY 2012 actual vs estimate	3,524,319
Total County Vehicle Lease Sales Tax Avail for Distribution	$14,989,319

County	Population	Population %	Add to Reg Const Dist.
Anoka	334,053	27.84764%	$4,174,172
Carver	92,104	7.67806%	1,150,889
Dakota	401,221	33.44696%	5,013,471
Scott	131,556	10.96689%	1,643,862
Washington	240,640	20.06045%	3,006,925
	1,199,574	100.00000%	$14,989,319

APPORTIONMENT SUMMARY

The Municipalities share of the Highway Users Tax Distribution Fund for the 2013 apportionment is $147,468,798. This amount is an increase of $2,785,990 or 2% more than the January 2012 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 2010 Federal Census or the State Demographer's / Metropolitan Council's 2011 population estimate, whichever is greater, is used to determine the 2013 population apportionment. This year, 147 cities share in the Municipal State Aid allocation. Chisholm, with a population of 4,997 in the 2011 Estimate, 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 2011 population estimates after they were released. These figures included adjustments that were approved through December 2012.

Detroit Lakes	***+57***	***New Ulm***	***+2***
Little Falls	***+2***	***North Mankato***	***+3***
Mankato	***+2***	***Prior Lake***	***+146***
Marshall	***+11***	***Waite Park***	***+632***

The population for allocation purposes has increased 29,748 since last year. This increase includes population estimated, and the population included in numerous annexations as well as the 5 cities (Byron, Circle Pines, Dayton, LaCrescent and Medina) that were reinstated because of the special legislation that was passed in 2012.

The 2013 per capita population allocation is approximately $19.98. This is an increase of $0.22 from the 2012 allocation.

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 2013 apportionment, $1000 in Adjusted Construction Needs earns approximately $13.18. This is a decrease of $0.54 per $1000 from the 2012 apportionment. The Construction Needs Allocation yielded an increase to 80 cities and a decrease to 67 cities. The adjusted needs between the 2012 and the 2013 needs study increased over $321 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 2013 apportionment, 94 cities increased and 53 decreased from the 2012 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 2013. 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 FOR CITIES THAT FELL BELOW 5,000 POPULATION IN THE 2010 FEDERAL CENSUS

The five cities of Byron, Circle Pines, Dayton, La Crescent, and Medina fell below 5000 population in the 2010 federal decennial census.

This makes them ineligible to share in the Municipal State Aid apportionment that is dedicated to cities with a population of 5000 and over.

2012 was the first year that the population figures from the 2010 federal census were available for use in the calculations, and the above cities were not included in the January 2012 distribution.

The 2012 State Legislature passed Session Laws to allow the above cities to share in the MSAS distribution.

2012 Session Laws Chapter 287, Article 3, Section 10 states that these cities shall participate in the distribution through the January 2015 distribution:

(f) A city that is found in the most recent federal decennial census to have a population of less than 5,000 is deemed for the purposes of this chapter and the Minnesota Constitution, article XIV, to have a population of 5,000 or more under the following circumstances: (1) immediately before the most recent federal decennial census, the city was receiving municipal state-aid street fund distributions; and (2) the population of the city was found in the most recent federal decennial census to be less than 5,000. Following the end of the first calendar year that ends in "5" after the decennial census and until the next decennial census, the population of any city must be determined under paragraphs (a) to (e).
EFFECTIVE DATE. This section is effective July 1, 2012.

2012 Session Laws Chapter 287, Article 3 Section 61 determines the method of calculating the cities January 2013 allocation:

Sec. 61. **MUNICIPAL STATE-AID STREET FUND 2013 ALLOCATION.**
(a) Notwithstanding Minnesota Statutes, section 162.13, subdivision 1, the commissioner of transportation shall allocate the apportionment sum available in the municipal state-aid street fund, following the deductions under Minnesota Statutes, section 162.12, as provided in this section.
(b) The commissioner shall identify a remuneration sum for each city that:
(1) qualifies for municipal state-aid street funds under Minnesota Statutes, section 162.09, subdivision 4a; and
(2) was not allocated municipal state-aid street funds for calendar year 2012.

(c) The remuneration sum for each city equals the amount the city received under the allocation of municipal state-aid street funds for calendar year 2011.
(d) For the calendar year 2013 allocation only, the commissioner shall:
(1) allocate to the appropriate city an amount from the apportionment sum equal to the remuneration sum calculated in paragraph (c); and
(2) allocate the remaining apportionment sum as provided under Minnesota Statutes, section 162.13, subdivision 1.
EFFECTIVE DATE. This section is effective the day following final enactment.

2012 Session Law Chapter 287, Article 3, Section 11 states that, for MSAS distribution purposes, the population of these cities shall be considered as either 5,000 or the most recent estimate- if the estimate puts them over 5,000:

(2) An amount equal to 50 percent of such apportionment sum shall be apportioned among the cities having a population of 5,000 or more so that each such city shall receive of such amount the percentage that its population bears to the total population of all such cities. For purposes of this subdivision, the population of a city is the greater of 5,000 or the number calculated under section 162.09, subdivision 4, paragraph (a), (b), (c), (d), or (e).
EFFECTIVE DATE. This section is effective July 1, 2012.

Because the January 2012 distribution was calculated without including these cities, their 2012 distribution is estimated to be similar to their January 2011 distribution.

The January 2013 distribution will include these cities with an estimated 2012 and 2013 allocation each being similar to their 2011 allocation. (2 X the January 2011 allocation).

2013 POPULATION SUMMARY

The 2013 population is based on the 2010 Federal Census
or State Demographer and Met Council estimates, whichever is greater.

N:MSASBOOKS 2013 JANUARY BOOK POPULATION SUMMARY JANUARY 2013.XLSX

Municipality	2010 Census	Population used for 2012 Allocation	2011 Population Estimates	Population to be used for 2013 Allocation	Difference between Populations used in 2012 & 2013 Allocation
Albert Lea	18,016	18,016	17,994	**18,016**	0
Albertville	7,044	7,044	7,114	**7,114**	70
Alexandria	11,074	11,074	12,920	**12,920**	1,846
Andover	30,598	30,598	30,847	**30,847**	249
Anoka	17,142	17,142	17,331	**17,331**	189
Apple Valley	49,084	49,084	49,801	**49,801**	717
Arden Hills	9,552	9,552	9,381	**9,552**	0
Austin	24,721	24,721	24,803	**24,803**	82
Baxter	7,610	7,610	7,620	**7,620**	10
Belle Plaine	6,661	6,661	6,621	**6,661**	0
Bemidji	13,431	13,431	13,528	**13,528**	97
Big Lake	10,060	10,060	10,164	**10,164**	104
Blaine	57,186	57,186	58,331	**58,331**	1,145
Bloomington	82,893	82,893	83,671	**83,671**	778
Brainerd	13,590	13,590	13,606	**13,606**	16
Brooklyn Center	30,104	30,104	30,204	**30,204**	100
Brooklyn Park	75,781	75,781	76,238	**76,238**	457
Buffalo	15,453	15,453	15,580	**15,580**	127
Burnsville	60,306	60,306	60,664	**60,664**	358
Byron	4,952		4,952		
Cambridge	8,111	8,111	8,194	**8,194**	83
Champlin	23,089	23,089	23,223	**23,223**	134
Chanhassen	22,952	22,952	23,247	**23,247**	295
Chaska	23,770	23,770	24,002	**24,002**	232
Chisholm	5,000	5,000	4,997	**5,000**	0
Circle Pines	4,922		4,922		
Cloquet	12,124	12,124	12,144	**12,144**	20
Columbia Heights	19,496	19,496	19,619	**19,619**	123
Coon Rapids	61,476	61,476	61,766	**61,766**	290
Corcoran	5,379	5,379	5,390	**5,390**	11
Cottage Grove	34,589	34,589	34,828	**34,828**	239
Crookston	7,891	7,891	7,878	**7,891**	0
Crystal	22,151	22,151	22,168	**22,168**	17
Dayton	4,743		4,743		
Delano	5,464	5,464	5,510	**5,510**	46
Detroit Lakes	8,571	8,571	8,773	**8,773**	202
Duluth	86,265	86,265	86,256	**86,265**	0
Eagan	64,206	64,206	64,456	**64,456**	250
East Bethel	11,626	11,626	11,783	**11,783**	157
East Grand Forks	8,601	8,601	8,590	**8,601**	0
Eden Prairie	60,797	60,797	61,151	**61,151**	354
Edina	47,941	47,941	48,262	**48,262**	321
Elk River	22,974	22,974	23,101	**23,101**	127
Fairmont	10,666	10,666	10,631	**10,666**	0
Falcon Heights	5,321	5,321	5,385	**5,385**	64
Faribault	23,352	23,352	23,409	**23,409**	57
Farmington	21,086	21,086	21,369	**21,369**	283
Fergus Falls	13,140	13,140	13,103	**13,140**	0
Forest Lake	18,375	18,375	18,591	**18,591**	216
Fridley	27,208	27,208	27,515	**27,515**	307
Glencoe	5,631	5,631	5,621	**5,631**	0
Golden Valley	20,371	20,371	20,427	**20,427**	56

Municipality	2010 Census	Population used for 2012 Allocation	2011 Population Estimates	Population to be used for 2013 Allocation	Difference between Populations used in 2012 & 2013 Allocation
Grand Rapids	10,869	10,869	10,879	**10,879**	10
Ham Lake	15,296	15,296	15,374	**15,374**	78
Hastings	22,172	22,172	22,217	**22,217**	45
Hermantown	9,414	9,414	9,545	**9,545**	131
Hibbing	16,361	16,361	16,313	**16,361**	0
Hopkins	17,591	17,591	17,701	**17,701**	110
Hugo	13,332	13,332	13,536	**13,536**	204
Hutchinson	14,180	14,180	14,148	**14,180**	0
International Falls	6,424	6,424	6,394	**6,424**	0
Inver Grove Heights	33,880	33,880	33,774	**33,880**	0
Isanti	5,251	5,251	5,286	**5,286**	35
Jordan	5,470	5,470	5,694	**5,694**	224
Kasson	5,931	5,931	6,010	**6,010**	79
LaCrescent	4,883		4,883		
Lake City	5,063	5,063	5,053	**5,063**	0
Lake Elmo	8,069	8,069	8,063	**8,069**	0
Lakeville	55,954	55,954	56,534	**56,534**	580
Lino Lakes	20,216	20,216	20,505	**20,505**	289
Litchfield	6,726	6,726	6,721	**6,726**	0
Little Canada	9,773	9,773	9,839	**9,839**	66
Little Falls	8,347	8,347	8,333	**8,347**	0
Mahtomedi	7,676	7,676	7,645	**7,676**	0
Mankato	39,313	39,313	39,630	**39,630**	317
Maple Grove	61,567	61,567	62,436	**62,436**	869
Maplewood	38,018	38,018	38,374	**38,374**	356
Marshall	13,680	13,680	13,778	**13,778**	98
Medina	4,916		4,916		
Mendota Heights	11,071	11,071	11,098	**11,098**	27
Minneapolis	382,578	382,578	387,873	**387,873**	5,295
Minnetonka	49,734	49,734	50,046	**50,046**	312
Minnetrista	6,384	6,384	6,450	**6,450**	66
Montevideo	5,383	5,383	5,360	**5,383**	0
Monticello	12,759	12,759	12,840	**12,840**	81
Moorhead	38,065	38,065	38,516	**38,516**	451
Morris	5,286	5,286	5,343	**5,343**	57
Mound	9,052	9,052	9,084	**9,084**	32
Mounds View	12,155	12,155	12,136	**12,155**	0
New Brighton	21,456	21,456	21,496	**21,496**	40
New Hope	20,339	20,339	20,486	**20,486**	147
New Prague	7,321	7,321	7,351	**7,351**	30
New Ulm	13,522	13,522	13,469	**13,522**	0
North Branch	10,125	10,125	10,122	**10,125**	0
North Mankato	13,394	13,394	13,429	**13,429**	35
North St. Paul	11,460	11,460	11,485	**11,485**	25
Northfield	20,007	20,007	20,454	**20,454**	447
Oak Grove	8,031	8,031	8,045	**8,045**	14
Oakdale	27,378	27,378	27,538	**27,538**	160
Orono	7,437	7,437	7,438	**7,438**	1
Otsego	13,571	13,571	13,816	**13,816**	245
Owatonna	25,599	25,599	25,572	**25,599**	0
Plymouth	70,576	70,576	71,263	**71,263**	687
Prior Lake	22,796	22,796	23,156	**23,156**	360
Ramsey	23,668	23,668	23,865	**23,865**	197
Red Wing	16,459	16,459	16,432	**16,459**	0
Redwood Falls	5,256	5,256	5,248	**5,256**	0
Richfield	35,228	35,228	35,376	**35,376**	148

Municipality	2010 Census	Population used for 2012 Allocation	2011 Population Estimates	Population to be used for 2013 Allocation	Difference between Populations used in 2012 & 2013 Allocation
Robbinsdale	13,953	13,953	14,014	**14,014**	61
Rochester	106,750	106,750	107,630	**107,630**	880
Rogers	11,197	11,197	8,879	**11,197**	0
Rosemount	21,874	21,874	22,139	**22,139**	265
Roseville	33,660	33,660	33,807	**33,807**	147
Saint Anthony	8,226	8,226	8,333	**8,333**	107
Saint Cloud	65,842	65,842	65,633	**65,842**	0
Saint Francis	7,218	7,218	7,255	**7,255**	37
Saint Joseph	6,534	6,534	6,579	**6,579**	45
Saint Louis Park	45,250	45,250	45,505	**45,505**	255
Saint Michael	16,399	16,399	16,536	**16,536**	137
Saint Paul	285,068	285,068	286,367	**286,367**	1,299
Saint Paul Park	5,279	5,279	5,304	**5,304**	25
Saint Peter	11,196	11,196	11,459	**11,459**	263
Sartell	15,887	15,887	15,963	**15,963**	76
Sauk Rapids	12,773	12,773	12,796	**12,796**	23
Savage	26,911	26,911	27,147	**27,147**	236
Shakopee	37,076	37,076	37,652	**37,652**	576
Shoreview	25,043	25,043	25,118	**25,118**	75
Shorewood	7,307	7,307	7,312	**7,312**	5
South St. Paul	20,160	20,160	20,275	**20,275**	115
Spring Lake Park	6,412	6,412	6,432	**6,432**	20
Stewartville	5,916	5,916	5,972	**5,972**	56
Stillwater	18,225	18,225	18,299	**18,299**	74
Thief River Falls	8,573	8,573	8,587	**8,587**	14
Vadnais Heights	12,302	12,302	12,393	**12,393**	91
Victoria	7,379	7,379	7,554	**7,554**	175
Virginia	8,712	8,712	8,685	**8,712**	0
Waconia	10,697	10,697	10,833	**10,833**	136
Waite Park	6,715	6,715	7,346	**7,346**	631
Waseca	9,412	9,412	9,368	**9,412**	0
West St. Paul	19,540	19,540	19,605	**19,605**	65
White Bear Lake	23,797	23,797	23,820	**23,820**	23
Willmar	19,610	19,610	19,600	**19,610**	0
Winona	27,614	27,614	27,603	**27,614**	0
Woodbury	61,961	61,961	63,143	**63,143**	1,182
Worthington	12,764	12,764	12,829	**12,829**	65
Wyoming	7,791	7,791	7,796	**7,796**	5
Zimmerman	5,228	5,228	5,235	**5,235**	7
TOTAL	**3,685,259**	**3,660,843**	**3,711,595**	**3,690,591**	**29,748**

28-Jan-13

2013 POPULATION APPORTIONMENT

The five cities that fell below 5,000 population in the 2010 Federal Census and had special legislation passed to include them in the 2013 distribution are included at twice their 2011 Population Apportionment.

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Municipality	Population Used for 2012 Apportionment	Population to be used for the 2013 Apportionment	2012 Pop Apport. using the 2010 Census	2013 Apportionment using the 2010 Census or 2011 Estimate Before Adjustments	Dollar Adjustments to the 2013 Population Apportionment	Total 2013 Population Apportionment	Difference Between 2012 & 2013 Apport.	% Increase (Decrease)
Albert Lea	18,016	18,016	$356,012	$359,942		**$359,942**	$3,930	0.011
Albertville	7,044	7,114	139,195	142,131		**142,131**	2,936	0.021
Alexandria	11,074	12,920	218,832	258,129		**258,129**	39,297	0.180
Andover	30,598	30,847	604,643	616,293		**616,293**	11,650	0.019
Anoka	17,142	17,331	338,741	346,256		**346,256**	7,515	0.022
Apple Valley	49,084	49,801	969,942	994,975		**994,975**	25,033	0.026
Arden Hills	9,552	9,552	188,756	190,840		**190,840**	2,084	0.011
Austin	24,721	24,803	488,508	495,540		**495,540**	7,032	0.014
Baxter	7,610	7,620	150,380	152,240		**152,240**	1,860	0.012
Belle Plaine	6,661	6,661	131,627	133,080		**133,080**	1,453	0.011
Bemidji	13,431	13,528	265,408	270,276		**270,276**	4,868	0.018
Big Lake	10,060	10,164	198,794	203,067		**203,067**	4,273	0.021
Blaine	57,186	58,331	1,130,045	1,165,396		**1,165,396**	35,351	0.031
Bloomington	82,893	83,671	1,638,037	1,671,665		**1,671,665**	33,628	0.021
Brainerd	13,590	13,606	268,550	271,835		**271,835**	3,285	0.012
Brooklyn Center	30,104	30,204	594,881	603,446		**603,446**	8,565	0.014
Brooklyn Park	75,781	76,238	1,497,498	1,523,161		**1,523,161**	25,663	0.017
Buffalo	15,453	15,580	305,365	311,273		**311,273**	5,908	0.019
Burnsville	60,306	60,664	1,191,698	1,212,007		**1,212,007**	20,309	0.017
Byron			0	0	$189,708	**189,708**		
Cambridge	8,111	8,194	160,280	163,708		**163,708**	3,428	0.021
Champlin	23,089	23,223	456,258	463,973		**463,973**	7,715	0.017
Chanhassen	22,952	23,247	453,551	464,452		**464,452**	10,901	0.024
Chaska	23,770	24,002	469,716	479,536		**479,536**	9,820	0.021
Chisholm	5,000	5,000	98,804	99,895		**99,895**	1,091	0.011
Circle Pines			0	0	198,508	**198,508**		
Cloquet	12,124	12,144	239,581	242,625		**242,625**	3,044	0.013
Columbia Heights	19,496	19,619	385,258	391,968		**391,968**	6,710	0.017
Coon Rapids	61,476	61,766	1,214,819	1,234,024		**1,234,024**	19,205	0.016

Municipality	Population Used for 2012 Apportionment	Population to be used for the 2013 Apportionment	2012 Pop Apport. using the 2010 Census	2013 Apportionment using the 2010 Census or 2011 Estimate Before Adjustments	Dollar Adjustments to the 2013 Population Apportionment	Total 2013 Population Apportionment	Difference Between 2012 & 2013 Apport.	% Increase (Decrease)
Corcoran	5,379	5,390	$106,294	$107,687		**$107,687**	$1,393	0.013
Cottage Grove	34,589	34,828	683,508	695,829		**695,829**	12,321	0.018
Crookston	7,891	7,891	155,933	157,654		**157,654**	1,721	0.011
Crystal	22,151	22,168	437,723	442,895		**442,895**	5,172	0.012
Dayton			0	0	$190,724	**190,724**		
Delano	5,464	5,510	107,973	110,084		**110,084**	2,111	0.020
Detroit Lakes	8,571	8,773	169,370	175,276		**175,276**	5,906	0.035
Duluth	86,265	86,265	1,704,671	1,723,490		**1,723,490**	18,819	0.011
Eagan	64,206	64,456	1,268,766	1,287,768		**1,287,768**	19,002	0.015
East Bethel	11,626	11,783	229,740	235,413		**235,413**	5,673	0.025
East Grand Forks	8,601	8,601	169,963	171,840		**171,840**	1,877	0.011
Eden Prairie	60,797	61,151	1,201,401	1,221,737		**1,221,737**	20,336	0.017
Edina	47,941	48,262	947,355	964,228		**964,228**	16,873	0.018
Elk River	22,974	23,101	453,986	461,535		**461,535**	7,549	0.017
Fairmont	10,666	10,666	210,769	213,096		**213,096**	2,327	0.011
Falcon Heights	5,321	5,385	105,148	107,587		**107,587**	2,439	0.023
Faribault	23,352	23,409	461,456	467,689		**467,689**	6,233	0.014
Farmington	21,086	21,369	416,677	426,932		**426,932**	10,255	0.025
Fergus Falls	13,140	13,140	259,658	262,524		**262,524**	2,866	0.011
Forest Lake	18,375	18,591	363,106	371,430		**371,430**	8,324	0.023
Fridley	27,208	27,515	537,653	549,723		**549,723**	12,070	0.022
Glencoe	5,631	5,631	111,273	112,502		**112,502**	1,229	0.011
Golden Valley	20,371	20,427	402,548	408,111		**408,111**	5,563	0.014
Grand Rapids	10,869	10,879	214,781	217,352		**217,352**	2,571	0.012
Ham Lake	15,296	15,374	302,262	307,157		**307,157**	4,895	0.016
Hastings	22,172	22,217	438,138	443,874		**443,874**	5,736	0.013
Hermantown	9,414	9,545	186,029	190,700		**190,700**	4,671	0.025
Hibbing	16,361	16,361	323,307	326,877		**326,877**	3,570	0.011
Hopkins	17,591	17,701	347,613	353,649		**353,649**	6,036	0.017
Hugo	13,332	13,536	263,452	270,436		**270,436**	6,984	0.027
Hutchinson	14,180	14,180	280,209	283,303		**283,303**	3,094	0.011
International Falls	6,424	6,424	126,944	128,345		**128,345**	1,401	0.011
Inver Grove Heights	33,880	33,880	669,498	676,889		**676,889**	7,391	0.011
Isanti	5,251	5,286	103,764	105,609		**105,609**	1,845	0.018
Jordan	5,470	5,694	108,092	113,761		**113,761**	5,669	0.052
Kasson	5,931	6,010	117,202	120,074		**120,074**	2,872	0.025

Municipality	Population Used for 2012 Apportionment	Population to be used for the 2013 Apportionment	2012 Pop Apport. using the 2010 Census	2013 Apportionment using the 2010 Census or 2011 Estimate Before Adjustments	Dollar Adjustments to the 2013 Population Apportionment	Total 2013 Population Apportionment	Difference Between 2012 & 2013 Apport.	% Increase (Decrease)
LaCrescent			$0	$0	$193,582	**$193,582**		
Lake City	5,063	5,063	100,049	101,154		**101,154**	$1,105	0.011
Lake Elmo	8,069	8,069	159,450	161,211		**161,211**	1,761	0.011
Lakeville	55,954	56,534	1,105,699	1,129,494		**1,129,494**	23,795	0.022
Lino Lakes	20,216	20,505	399,486	409,670		**409,670**	10,184	0.025
Litchfield	6,726	6,726	132,912	134,379		**134,379**	1,467	0.011
Little Canada	9,773	9,839	193,123	196,574		**196,574**	3,451	0.018
Little Falls	8,347	8,347	164,944	166,765		**166,765**	1,821	0.011
Mahtomedi	7,676	7,676	151,684	153,359		**153,359**	1,675	0.011
Mankato	39,313	39,630	776,859	791,769		**791,769**	14,910	0.019
Maple Grove	61,567	62,436	1,216,617	1,247,410		**1,247,410**	30,793	0.025
Maplewood	38,018	38,374	751,268	766,675		**766,675**	15,407	0.021
Marshall	13,680	13,778	270,329	275,271		**275,271**	4,942	0.018
Medina			0	0	188,994	**188,994**		
Mendota Heights	11,071	11,098	218,772	221,727		**221,727**	2,955	0.014
Minneapolis	382,578	387,873	7,560,070	7,749,323		**7,749,323**	189,253	0.025
Minnetonka	49,734	50,046	982,787	999,870		**999,870**	17,083	0.017
Minnetrista	6,384	6,450	126,153	128,865		**128,865**	2,712	0.021
Montevideo	5,383	5,383	106,373	107,547		**107,547**	1,174	0.011
Monticello	12,759	12,840	252,129	256,531		**256,531**	4,402	0.017
Moorhead	38,065	38,516	752,197	769,512		**769,512**	17,315	0.023
Morris	5,286	5,343	104,456	106,748		**106,748**	2,292	0.022
Mound	9,052	9,084	178,875	181,489		**181,489**	2,614	0.015
Mounds View	12,155	12,155	240,193	242,845		**242,845**	2,652	0.011
New Brighton	21,456	21,496	423,989	429,469		**429,469**	5,480	0.013
New Hope	20,339	20,486	401,916	409,290		**409,290**	7,374	0.018
New Prague	7,321	7,351	144,669	146,866		**146,866**	2,197	0.015
New Ulm	13,522	13,522	267,206	270,156		**270,156**	2,950	0.011
North Branch	10,125	10,125	200,079	202,288		**202,288**	2,209	0.011
North Mankato	13,394	13,429	264,677	268,298		**268,298**	3,621	0.014
North St. Paul	11,460	11,485	226,459	229,459		**229,459**	3,000	0.013
Northfield	20,007	20,454	395,356	408,651		**408,651**	13,295	0.034
Oak Grove	8,031	8,045	158,699	160,731		**160,731**	2,032	0.013
Oakdale	27,378	27,538	541,013	550,182		**550,182**	9,169	0.017
Orono	7,437	7,438	146,962	148,604		**148,604**	1,642	0.011
Otsego	13,571	13,816	268,175	276,030		**276,030**	7,855	0.029

Municipality	Population Used for 2012 Apportionment	Population to be used for the 2013 Apportionment	2012 Pop Apport. using the 2010 Census	2013 Apportionment using the 2010 Census or 2011 Estimate Before Adjustments	Dollar Adjustments to the 2013 Population Apportionment	Total 2013 Population Apportionment	Difference Between 2012 & 2013 Apport.	% Increase (Decrease)
Owatonna	25,599	25,599	$505,858	$511,443		**$511,443**	$5,585	0.011
Plymouth	70,576	71,263	1,394,642	1,423,765		**1,423,765**	29,123	0.021
Prior Lake	22,796	23,156	450,469	462,634		**462,634**	12,165	0.027
Ramsey	23,668	23,865	467,700	476,799		**476,799**	9,099	0.019
Red Wing	16,459	16,459	325,244	328,835		**328,835**	3,591	0.011
Redwood Falls	5,256	5,256	103,863	105,010		**105,010**	1,147	0.011
Richfield	35,228	35,376	696,136	706,778		**706,778**	10,642	0.015
Robbinsdale	13,953	14,014	275,723	279,986		**279,986**	4,263	0.015
Rochester	106,750	107,630	2,109,472	2,150,342		**2,150,342**	40,870	0.019
Rogers	11,197	11,197	221,262	223,705		**223,705**	2,443	0.011
Rosemount	21,874	22,139	432,249	442,316		**442,316**	10,067	0.023
Roseville	33,660	33,807	665,151	675,431		**675,431**	10,280	0.015
St. Anthony	8,226	8,333	162,553	166,485		**166,485**	3,932	0.024
St. Cloud	65,842	65,842	1,301,095	1,315,459		**1,315,459**	14,364	0.011
St. Francis	7,218	7,255	142,634	144,948		**144,948**	2,314	0.016
St. Joseph	6,534	6,579	129,117	131,442		**131,442**	2,325	0.018
St. Louis Park	45,250	45,505	894,179	909,145		**909,145**	14,966	0.017
St. Michael	16,399	16,536	324,058	330,373		**330,373**	6,315	0.019
St. Paul	285,068	286,367	5,633,189	5,721,333		**5,721,333**	88,144	0.016
St. Paul Park	5,279	5,304	104,318	105,969		**105,969**	1,651	0.016
St. Peter	11,196	11,459	221,243	228,940		**228,940**	7,697	0.035
Sartell	15,887	15,963	313,941	318,925		**318,925**	4,984	0.016
Sauk Rapids	12,773	12,796	252,405	255,652		**255,652**	3,247	0.013
Savage	26,911	27,147	531,784	542,371		**542,371**	10,587	0.020
Shakopee	37,076	37,652	732,654	752,250		**752,250**	19,596	0.027
Shoreview	25,043	25,118	494,871	501,833		**501,833**	6,962	0.014
Shorewood	7,307	7,312	144,393	146,087		**146,087**	1,694	0.012
South St. Paul	20,160	20,275	398,379	405,075		**405,075**	6,696	0.017
Spring Lake Park	6,412	6,432	126,707	128,505		**128,505**	1,798	0.014
Stewartville	5,916	5,972	116,905	119,315		**119,315**	2,410	0.021
Stillwater	18,225	18,299	360,142	365,596		**365,596**	5,454	0.015
Thief River Falls	8,573	8,587	169,410	171,560		**171,560**	2,150	0.013
Vadnais Heights	12,302	12,393	243,098	247,600		**247,600**	4,502	0.019
Victoria	7,379	7,554	145,815	150,922		**150,922**	5,107	0.035
Virginia	8,712	8,712	172,157	174,057		**174,057**	1,900	0.011
Waconia	10,697	10,833	211,382	216,433		**216,433**	5,051	0.024

Municipality	Population Used for 2012 Apportionment	Population to be used for the 2013 Apportionment	2012 Pop Apport. using the 2010 Census	2013 Apportionment using the 2010 Census or 2011 Estimate Before Adjustments	Dollar Adjustments to the 2013 Population Apportionment	Total 2013 Population Apportionment	Difference Between 2012 & 2013 Apport.	% Increase (Decrease)
Waite Park	6,715	7,346	$132,694	$146,766		**$146,766**	$14,072	0.106
Waseca	9,412	9,412	185,989	188,043		**188,043**	2,054	0.011
West St. Paul	19,540	19,605	386,127	391,689		**391,689**	5,562	0.014
White Bear Lake	23,797	23,820	470,249	475,900		**475,900**	5,651	0.012
Willmar	19,610	19,610	387,510	391,789		**391,789**	4,279	0.011
Winona	27,614	27,614	545,676	551,701		**551,701**	6,025	0.011
Woodbury	61,961	63,143	1,224,403	1,261,535		**1,261,535**	37,132	0.030
Worthington	12,764	12,829	252,227	256,311		**256,311**	4,084	0.016
Wyoming	7,791	7,796	153,956	155,756		**155,756**	1,800	0.012
Zimmerman	5,228	5,235	103,309	104,589		**104,589**	1,280	0.012
TOTAL	**3,660,843**	**3,690,591**	**$72,341,404**	**$73,734,399**	**$961,516**	**$74,695,915**	**$1,392,995**	

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

2012	$72,341,404 / 3,660,843	Equals	$19.7609	Per person
2013	$73,734,399 / 3,690,591	Equals	$19.9790	Per person

The population difference between 2012 and 2013 for allocation purposes is 29,748

142 Cities Increased their population allocation.
0 Cities Decreased their population allocation.

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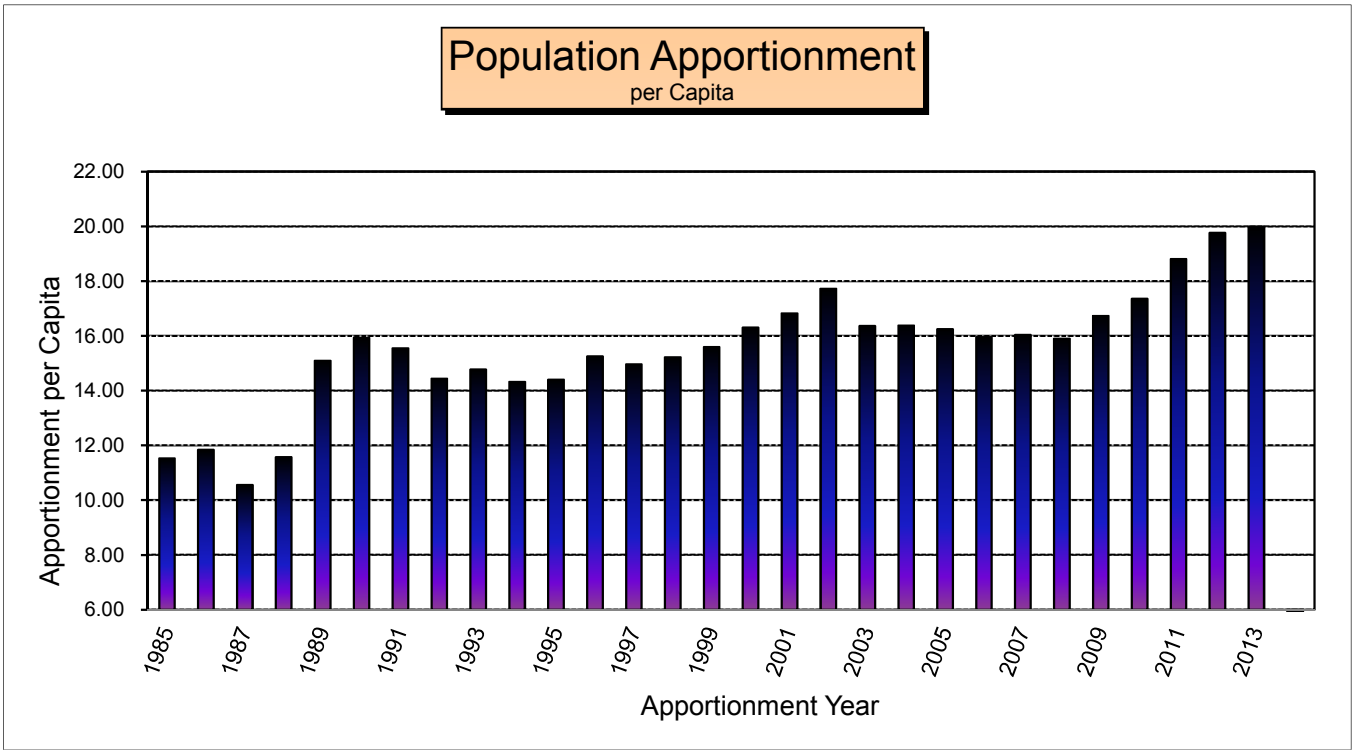

Apport. Year	Pop Apport. per Capita	Percent Increase from 1958	Apport. Year	Pop Apport. per Capita	Percent Increase from 1958	Apport. Year	Pop Apport. per Capita	Percent Increase from 1958
1958	$2.38		1977	$5.77	142.44	1996	$15.25	540.76
1959	2.64	10.92	1978	5.75	141.60	1997	14.96	528.57
1960	2.73	14.71	1979	6.32	165.55	1998	15.22	539.50
1961	2.39	0.42	1980	6.94	191.60	1999	15.59	555.04
1962	2.35	-1.26	1981	7.25	204.62	2000	16.30	584.87
1963	2.46	3.36	1982	8.51	257.56	2001	16.82	606.72
1964	2.46	3.36	1983	9.41	295.38	2002	17.72	644.54
1965	2.96	24.37	1984	9.97	318.91	2003	16.36	587.39
1966	2.99	25.63	1985	11.52	384.03	2004	16.38	588.17
1967	3.19	34.03	1986	11.84	397.48	2005	16.24	582.35
1968	3.34	40.34	1987	10.55	343.28	2006	15.95	570.17
1969	3.51	47.48	1988	11.57	386.13	2007	16.03	573.53
1970	3.83	60.92	1989	15.09	534.03	2008	15.90	568.07
1971	3.96	66.39	1990	15.93	569.33	2009	16.72	602.52
1972	3.98	67.23	1991	15.55	553.36	2010	17.35	628.99
1973	4.00	68.07	1992	14.44	506.72	2011	18.80	689.92
1974	4.65	95.38	1993	14.77	520.59	2012	19.76	730.25
1975	4.83	102.94	1994	14.32	501.68	2013	19.98	739.50
1976	4.77	100.42	1995	14.40	505.04			

Low in 1962 of $2.35 per capita
High in 2013 of $19.98 per capita

2013 MSAS CONSTRUCTION APPORTIONMENT NEEDS

The 25 year construction (money) needs shown in this report are computed from the 2012 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 2013 Construction Needs Apportionment. The adjustments are listed individually in the section labeled as "Adjustments to the 25 Year Construction Needs".

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2012 ADJUSTED CONSTRUCTION NEEDS

for January 2013 apportionment

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Municipality	2011 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	2012 Adjusted Construction Needs
Albert Lea	$43,433,380	($1,233,975)					$67,342		($1,166,633)	$42,266,747
Albertville	12,702,701	(798,828)							(798,828)	11,903,873
Alexandria	42,819,348	402,259	$74,939			$340,593	25,633		843,424	43,662,772
Andover	58,864,680	1,118,609	102,700	$995,000		1,778	20,197		2,238,284	61,102,964
Anoka	19,409,245	2,255,000	33,968			4,650			2,293,618	21,702,863
Apple Valley	58,435,077	(14,943)	102,268	(3,335,000)		126,066			(3,121,609)	55,313,468
Arden Hills	9,840,896	(1,143,496)							(1,143,496)	8,697,400
Austin	49,621,167	(2,529,011)				301,895			(2,227,116)	47,394,051
Baxter	19,209,439	(860,267)				468,225			(392,042)	18,817,397
Belle Plaine	10,233,349	(260,644)	17,910						(242,734)	9,990,615
Bemidji	21,179,480	(658,439)				56,122			(602,317)	20,577,163
Big Lake	14,860,404	(617,874)		(120,000)					(737,874)	14,122,530
Blaine	43,169,788	(2,012,335)				5,431,275			3,418,940	46,588,728
Bloomington	133,860,698	(3,600,812)				7,288,037	55,013		3,742,238	137,602,936
Brainerd	26,871,881	2,172,353	47,029			1,110,025			3,329,407	30,201,288
Brooklyn Center	16,961,047	0	29,684			1,309,990			1,339,674	18,300,721
Brooklyn Park	51,752,001	(77,711)	90,572	1,800,000		364,734			2,177,595	53,929,596
Buffalo	28,850,556	693,900	50,492	(750,000)		1,426,785	18,499		1,439,676	30,290,232
Burnsville	89,868,371	2,334,920	157,280						2,492,200	92,360,571
Byron	0	No Adjustment	0						0	0
Cambridge	14,586,853	0	25,529	(28,858)					(3,329)	14,583,524
Champlin	24,414,325	0	42,728			72,191			114,919	24,529,244
Chanhassen	24,981,612	0	43,721						43,721	25,025,333
Chaska	27,928,094	0	48,877						48,877	27,976,971
Chisholm	12,468,890	615,997	21,822						637,819	13,106,709
Circle Pines	0	No Adjustment		No Adjustment					0	0
Cloquet	29,955,580	0	52,426						52,426	30,008,006
Columbia Heights	21,843,075	(260,534)	38,228			3,130			(219,176)	21,623,899
Coon Rapids	65,103,667	1,675,343	113,911	1,420,000	$1,050,431	2,460,658			6,720,343	71,824,010
Corcoran	19,431,091	(516,967)				19,296			(497,671)	18,933,420
Cottage Grove	59,195,185	(2,342,933)				492,450			(1,850,483)	57,344,702
Crookston	27,890,303	0	48,811						48,811	27,939,114
Crystal	15,579,934	776,885	27,250				42,510		846,645	16,426,579
Dayton	0	No Adjustment							0	0
Delano	13,178,928	(518,115)		(270,000)					(788,115)	12,390,813
Detroit Lakes	23,263,983	547,183	40,715			51,476			639,374	23,903,357
Duluth	247,811,904	5,470,198	433,573			2,684,800	594,891		9,183,462	256,995,366
Eagan	88,198,098	2,960,000	154,357	3,551,220	2,197,306	4,632,321			13,495,204	101,693,302
East Bethel	38,532,482	(242,448)	66,862			150,055			(25,531)	38,506,951
East Grand Forks	26,010,085	620,326	45,521	3,325,557		141,624			4,133,028	30,143,113
Eden Prairie	70,398,550	(1,849,134)	123,206						(1,725,928)	68,672,622
Edina	54,207,357	17,884	94,869			138,273			251,026	54,458,383
Elk River	50,787,846	(338,211)	88,620	273,973		2,402,967			2,427,349	53,215,195
Fairmont	33,491,096	(52,631)	58,613						5,982	33,497,078
Falcon Heights	3,960,299	(254,224)							(254,224)	3,706,075
Faribault	42,648,066	(1,195,182)				298,486			(896,696)	41,751,370
Farmington	26,088,538	0	45,658		1,271,879				1,317,537	27,406,075
Fergus Falls	46,335,493	2,623,895	79,570			413,322			3,116,787	49,452,280
Forest Lake	56,612,383	0	98,959			14,872			113,831	56,726,214

Municipality	2011 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	2012 Adjusted Construction Needs
Fridley	$35,485,603	$0	$62,104						$62,104	$35,547,707
Glencoe	12,837,046	219,829	22,466	($673,000)					(430,705)	12,406,341
Golden Valley	33,766,373	(559,144)		(370,000)					(929,144)	32,837,229
Grand Rapids	46,998,962	(108,222)	82,254	1,305,000		$2,386,592			3,665,624	50,664,586
Ham Lake	31,475,517	(581,917)	54,992			358,949			(167,976)	31,307,541
Hastings	17,268,999	(843,019)							(843,019)	16,425,980
Hermantown	30,495,843	396,847	53,371			279,651			729,869	31,225,712
Hibbing	66,556,968	(309,918)	116,482			6,665			(186,771)	66,370,197
Hopkins	15,368,030	0	26,896			1,000			27,896	15,395,926
Hugo	20,433,862	267,370	35,762			125,690			428,822	20,862,684
Hutchinson	23,170,466	(946,650)		(700,000)	$0	166,250			(1,480,400)	21,690,066
International Falls	10,133,857	(280,818)							(280,818)	9,853,039
Inver Grove Heights	55,491,932	368,385	97,117			776,192			1,241,694	56,733,626
Isanti	7,496,962	307,416	13,121						320,537	7,817,499
Jordan	10,565,999	191,661	18,492						210,153	10,776,152
Kasson	8,986,760	0	15,728				$35,640		51,368	9,038,128
La Crescent	0	No Adjustment							0	0
Lake City	8,621,529	(329,427)				7,000			(322,427)	8,299,102
Lake Elmo	18,270,531	(1,087,549)		330,000					(757,549)	17,512,982
Lakeville	80,595,059	230,389	141,051	2,165,000		3,237,327	118,042		5,891,809	86,486,868
Lino Lakes	35,491,502	3,277,100	62,114			412,101			3,751,315	39,242,817
Litchfield	15,432,678	(465,311)							(465,311)	14,967,367
Little Canada	14,632,085	171,109	25,608	(15,000)					181,717	14,813,802
Little Falls	26,537,570	1,033,216	46,444			1,338,940			2,418,600	28,956,170
Mahtomedi	10,343,307	(1,615,475)	(1,615,475)						(3,230,950)	7,112,357
Mankato	61,927,032	0	108,379			460,261			568,640	62,495,672
Maple Grove	89,759,614	1,011,921	157,011		10,833,248	3,498,494			15,500,674	105,260,288
Maplewood	48,445,118	2,446,158	84,785	6,960,000		5,279,548			14,770,491	63,215,609
Marshall	26,591,983	1,975,440	46,539			302,397			2,324,376	28,916,359
Medina	0	No Adjustment							0	0
Mendota Heights	23,710,830	(500,135)				61,140			(438,995)	23,271,835
Minneapolis	452,820,402	(11,008,656)				689,669			(10,318,987)	442,501,415
Minnetonka	87,027,394	(3,537,321)		1,815,000		1,464,983	37,913		(219,425)	86,807,969
Minnetrista	20,290,520	(963,486)				145,293			(818,193)	19,472,327
Montevideo	9,504,553	(39,561)	16,634			13,949			(8,978)	9,495,575
Monticello	13,728,630	(669,330)							(669,330)	13,059,300
Moorhead	73,399,102	(1,241,671)	128,457		0	3,299,608	93,402		2,279,796	75,678,898
Morris	11,006,489	(108,326)	19,263			10,500			(78,563)	10,927,926
Mound	13,734,471	(31,191)	24,037			821,384			814,230	14,548,701
Mounds View	13,218,529	0	23,134				13,419		36,553	13,255,082
New Brighton	23,206,060	227,789	40,613						268,402	23,474,462
New Hope	21,078,882	(1,356,329)					32,400		(1,323,929)	19,754,953
New Prague	7,942,487	814,000	13,900			6,287			834,187	8,776,674
New Ulm	32,095,790	(5,820)	56,171						50,351	32,146,141
North Branch	44,587,882	(1,125,129)		(1,063,210)		13,538			(2,174,801)	42,413,081
North Mankato	25,136,457	98,932	43,992	2,158,519		64,226			2,365,669	27,502,126
North St. Paul	17,538,771	427,217	30,695			461,369			919,281	18,458,052
Northfield	24,802,752	0	43,408						43,408	24,846,160
Oak Grove	32,692,536	686,834	57,216			639,506			1,383,556	34,076,092
Oakdale	15,400,291	(144,110)	26,952			430,454	20,658		333,954	15,734,245
Orono	10,455,147	(733,051)		(85,000)		12,187			(805,864)	9,649,283
Otsego	27,265,103	(1,136,648)				293,120			(843,528)	26,421,575
Owatonna	45,507,061	1,089,707	79,643			119,703			1,289,053	46,796,114
Plymouth	89,607,464	(2,447,049)			3,688,316	520,884	64,144		1,826,295	91,433,759
Prior Lake	24,836,062	(70)	43,466			633			44,029	24,880,091
Ramsey	41,126,096	0	71,975	(265,000)	80,156	207,749			94,880	41,220,976

Municipality	2011 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	2012 Adjusted Construction Needs
Red Wing	$39,521,504	($1,194,349)				$763,878			($430,471)	$39,091,033
Redwood Falls	13,957,540	(578,269)							(578,269)	13,379,271
Richfield	32,024,756	(989,900)				9,454,909			8,465,009	40,489,765
Robbinsdale	14,792,128	(146,617)	$25,888						(120,729)	14,671,399
Rochester	165,314,113	(42,273)	289,319			2,563,752			2,810,798	168,124,911
Rogers	23,366,113	(14,927)	40,812						25,885	23,391,998
Rosemount	43,849,275	(552,965)	76,741		$1,756,490	389,000			1,669,266	45,518,541
Roseville	36,319,123	0	63,563			91,009	$34,400		188,972	36,508,095
Saint Anthony	8,734,182	838,980	15,286	$139,249					993,515	9,727,697
Saint Cloud	106,298,922	(1,124,566)	186,035			1,852,532			914,001	107,212,923
Saint Francis	24,002,683	(634,541)				14,990			(619,551)	23,383,132
Saint Joseph	3,507,409	(986,505)							(986,505)	2,520,904
Saint Louis Park	48,015,538	(2,760,889)				218,625			(2,542,264)	45,473,274
Saint Michael	42,148,957	1,777,435	73,766			86,132			1,937,333	44,086,290
Saint Paul	331,989,181	(7,263,475)			3,256,020	14,380,980	51,542		10,425,067	342,414,248
Saint Paul Park	5,979,466	0	10,465	(220,000)	671,027	65,293			526,785	6,506,251
Saint Peter	26,705,648	(787,094)				35,526			(751,568)	25,954,080
Sartell	18,700,099	2,415,415	32,727	615,000		78,373	6,000		3,147,515	21,847,614
Sauk Rapids	18,091,131	(186,157)	31,662			441,264			286,769	18,377,900
Savage	32,832,662	(2,585,814)	(2,585,814)	(716,949)		400,000			(5,488,577)	27,344,085
Shakopee	38,906,219	0	68,090		23,303				91,393	38,997,612
Shoreview	24,429,516	698,975	42,526			19,587			761,088	25,190,604
Shorewood	10,426,913	(327,220)				203,488			(123,732)	10,303,181
South St. Paul	23,226,595	(738,493)							(738,493)	22,488,102
Spring Lake Park	4,759,061	91,290	8,329			58,655			158,274	4,917,335
Stewartville	5,688,171	114,673	9,955						124,628	5,812,799
Stillwater	25,133,453	(622,300)							(622,300)	24,511,153
Thief River Falls	34,070,820	(89,214)	59,628	1,180,000	1,796,263	140,516			3,087,193	37,158,013
Vadnais Heights	9,512,463	(492,978)							(492,978)	9,019,485
Victoria	6,618,195	(279,509)							(279,509)	6,338,686
Virginia	24,151,286	(261,676)	42,268						(219,408)	23,931,878
Waconia	15,413,452	(468,553)							(468,553)	14,944,899
Waite Park	6,130,291	(121,112)	10,729			1,055,734			945,351	7,075,642
Waseca	12,036,376	(879,059)		320,000		213,261			(345,798)	11,690,578
West St. Paul	16,782,894	(1,530,818)	(1,530,818)						(3,061,636)	13,721,258
White Bear Lake	18,782,512	0	32,872						32,872	18,815,384
Willmar	43,503,081	(1,187,620)				167,616			(1,020,004)	42,483,077
Winona	28,668,924	(912,488)			2,549,303	8,000			1,644,815	30,313,739
Woodbury	68,861,069	(672,669)	120,515	920,000	4,107,944	6,633,202			11,108,992	79,970,061
Worthington	16,469,794	(829,849)				491			(829,358)	15,640,436
Wyoming	16,861,109	(915,472)							(915,472)	15,945,637
Zimmerman	8,620,687	(291,506)							(291,506)	8,329,181
STATE TOTAL	$5,476,951,484	($38,560,084)	$0	$20,661,501	$33,281,686	$99,456,148	$1,331,645	$0	$116,170,896	$5,593,122,380

2013 ADJUSTED CONSTRUCTION NEEDS APPORTIONMENT

Needs Value: $1,000 in construction needs = approximately $13.18 in apportionment

The five cities that fell below 5,000 population in the 2010 Federal Census and had special legislation passed to include them in the 2013 distribution are included at twice their 2011 Construction Needs Apportionment.

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Municipality	2012 Adjusted Construction Needs	Construction Needs Apportion-ment Minus Turnback Maintenance	Actual Dollar Adjustment (Not Needs)	(+) TH Turnback Main-tenance Allowance	2013 Construction Needs Apportion-ment	% Of Total Dist.
Albert Lea	$42,266,747	$557,205			$557,205	0.746
Albertville	11,903,873	156,929			156,929	0.210
Alexandria	43,662,772	575,608			575,608	0.771
Andover	61,102,964	805,523			805,523	1.079
Anoka	21,702,863	286,110			286,110	0.383
Apple Valley	55,313,468	729,200			729,200	0.977
Arden Hills	8,697,400	114,658			114,658	0.154
Austin	47,394,051	624,798			624,798	0.837
Baxter	18,817,397	248,071			248,071	0.332
Belle Plaine	9,990,615	131,707			131,707	0.176
Bemidji	20,577,163	271,270			271,270	0.363
Big Lake	14,122,530	186,178			186,178	0.249
Blaine	46,588,728	614,181			614,181	0.822
Bloomington	137,602,936	1,814,026			1,814,026	2.429
Brainerd	30,201,288	398,145			398,145	0.533
Brooklyn Center	18,300,721	241,259			241,259	0.323
Brooklyn Park	53,929,596	710,956			710,956	0.952
Buffalo	30,290,232	399,318			399,318	0.535
Burnsville	92,360,571	1,217,594			1,217,594	1.631
Byron	0		$145,386		145,386	0.195
Cambridge	14,583,524	192,255			192,255	0.257
Champlin	24,529,244	323,370			323,370	0.433
Chanhassen	25,025,333	329,910			329,910	0.442
Chaska	27,976,971	368,822			368,822	0.494
Chisholm	13,106,709	172,786			172,786	0.231
Circle Pines	0		128,514		128,514	0.172
Cloquet	30,008,006	395,597			395,597	0.530
Columbia Heights	21,623,899	285,069			285,069	0.382
Coon Rapids	71,824,010	946,859			946,859	1.268
Corcoran	18,933,420	249,600			249,600	0.334
Cottage Grove	57,344,702	755,978			755,978	1.012
Crookston	27,939,114	368,323			368,323	0.493
Crystal	16,426,579	216,552			216,552	0.290
Dayton	0		215,210		215,210	0.288
Delano	12,390,813	163,349			163,349	0.219
Detroit Lakes	23,903,357	315,119			315,119	0.422
Duluth	256,995,366	3,387,982			3,387,982	4.537
Eagan	101,693,302	1,340,628			1,340,628	1.795
East Bethel	38,506,951	507,639			507,639	0.680
East Grand Forks	30,143,113	397,378			397,378	0.532
Eden Prairie	68,672,622	905,314			905,314	1.212
Edina	54,458,383	717,927			717,927	0.961
Elk River	53,215,195	701,538			701,538	0.939
Fairmont	33,497,078	441,594			441,594	0.591
Falcon Heights	3,706,075	48,857			48,857	0.065
Faribault	41,751,370	550,410			550,410	0.737
Farmington	27,406,075	361,296			361,296	0.484
Fergus Falls	49,452,280	651,932		$0	651,932	0.873
Forest Lake	56,726,214	747,824			747,824	1.001
Fridley	35,547,707	468,627			468,627	0.628
Glencoe	12,406,341	163,553			163,553	0.219
Golden Valley	32,837,229	432,895			432,895	0.580
Grand Rapids	50,664,586	667,914			667,914	0.894

Municipality	2012 Adjusted Construction Needs	Construction Needs Apportion-ment Minus Turnback Maintenance	Actual Dollar Adjustment (Not Needs)	(+) TH Turnback Main-tenance Allowance	2013 Construction Needs Apportion-ment	% Of Total Dist.
Ham Lake	$31,307,541	$412,729			$412,729	0.553
Hastings	16,425,980	216,544			216,544	0.290
Hermantown	31,225,712	411,650			411,650	0.551
Hibbing	66,370,197	874,961			874,961	1.172
Hopkins	15,395,926	202,965			202,965	0.272
Hugo	20,862,684	275,034			275,034	0.368
Hutchinson	21,690,066	285,941			285,941	0.383
International Falls	9,853,039	129,893			129,893	0.174
Inver Grove Heights	56,733,626	747,922			747,922	1.002
Isanti	7,817,499	103,058			103,058	0.138
Jordan	10,776,152	142,063			142,063	0.190
Kasson	9,038,128	119,150			119,150	0.160
La Crescent	0		$232,668		232,668	0.312
Lake City	8,299,102	109,407			109,407	0.147
Lake Elmo	17,512,982	230,874			230,874	0.309
Lakeville	86,486,868	1,140,160			1,140,160	1.527
Lino Lakes	39,242,817	517,340			517,340	0.693
Litchfield	14,967,367	197,316			197,316	0.264
Little Canada	14,813,802	195,291			195,291	0.262
Little Falls	28,956,170	381,731			381,731	0.511
Mahtomedi	7,112,357	93,763			93,763	0.126
Mankato	62,495,672	823,883			823,883	1.103
Maple Grove	105,260,288	1,387,651			1,387,651	1.858
Maplewood	63,215,609	833,374			833,374	1.116
Marshall	28,916,359	381,206			381,206	0.510
Medina	0		218,418		218,418	0.292
Mendota Heights	23,271,835	306,794			306,794	0.411
Minneapolis	442,501,415	5,833,517			5,833,517	7.812
Minnetonka	86,807,969	1,144,394			1,144,394	1.533
Minnetrista	19,472,327	256,705			256,705	0.344
Montevideo	9,495,575	125,181			125,181	0.168
Monticello	13,059,300	172,161			172,161	0.231
Moorhead	75,678,898	997,679			997,679	1.336
Morris	10,927,926	144,063			144,063	0.193
Mound	14,548,701	191,796			191,796	0.257
Mounds View	13,255,082	174,742			174,742	0.234
New Brighton	23,474,462	309,465			309,465	0.414
New Hope	19,754,953	260,430			260,430	0.349
New Prague	8,776,674	115,703			115,703	0.155
New Ulm	32,146,141	423,784			423,784	0.568
North Branch	42,413,081	559,134			559,134	0.749
North Mankato	27,502,126	362,562			362,562	0.486
North St. Paul	18,458,052	243,333			243,333	0.326
Northfield	24,846,160	327,548			327,548	0.439
Oak Grove	34,076,092	449,227			449,227	0.602
Oakdale	15,734,245	207,425			207,425	0.278
Orono	9,649,283	127,207			127,207	0.170
Otsego	26,421,575	348,317			348,317	0.466
Owatonna	46,796,114	616,915			616,915	0.826
Plymouth	91,433,759	1,205,376			1,205,376	1.614
Prior Lake	24,880,091	327,995			327,995	0.439
Ramsey	41,220,976	543,418			543,418	0.728
Red Wing	39,091,033	515,339			515,339	0.690
Redwood Falls	13,379,271	176,380			176,380	0.236
Richfield	40,489,765	533,779			533,779	0.715
Robbinsdale	14,671,399	193,414			193,414	0.259
Rochester	168,124,911	2,216,399			2,216,399	2.968
Rogers	23,391,998	308,378			308,378	0.413
Rosemount	45,518,541	600,073			600,073	0.804
Roseville	36,508,095	481,288			481,288	0.645

Municipality	2012 Adjusted Construction Needs	Construction Needs Apportion-ment Minus Turnback Maintenance	Actual Dollar Adjustment (Not Needs)	(+) TH Turnback Main-tenance Allowance	2013 Construction Needs Apportion-ment	% Of Total Dist.
Saint Anthony	$9,727,697	$128,241			$128,241	0.172
Saint Cloud	107,212,923	1,413,393			1,413,393	1.893
Saint Francis	23,383,132	308,261			308,261	0.413
Saint Joseph	2,520,904	33,233			33,233	0.045
Saint Louis Park	45,473,274	599,476			599,476	0.803
Saint Michael	44,086,290	581,192			581,192	0.778
Saint Paul	342,414,248	4,514,063			4,514,063	6.045
Saint Paul Park	6,506,251	85,772			85,772	0.115
Saint Peter	25,954,080	342,154			342,154	0.458
Sartell	21,847,614	288,018			288,018	0.386
Sauk Rapids	18,377,900	242,277			242,277	0.324
Savage	27,344,085	360,478			360,478	0.483
Shakopee	38,997,612	514,107			514,107	0.688
Shoreview	25,190,604	332,089			332,089	0.445
Shorewood	10,303,181	135,827			135,827	0.182
South St. Paul	22,488,102	296,462			296,462	0.397
Spring Lake Park	4,917,335	64,825			64,825	0.087
Stewartville	5,812,799	76,630			76,630	0.103
Stillwater	24,511,153	323,132			323,132	0.433
Thief River Falls	37,158,013	489,856			489,856	0.656
Vadnais Heights	9,019,485	118,904			118,904	0.159
Victoria	6,338,686	83,563			83,563	0.112
Virginia	23,931,878	315,495			315,495	0.422
Waconia	14,944,899	197,019			197,019	0.264
Waite Park	7,075,642	93,279			93,279	0.125
Waseca	11,690,578	154,117			154,117	0.206
West St. Paul	13,721,258	180,888			180,888	0.242
White Bear Lake	18,815,384	248,045			248,045	0.332
Willmar	42,483,077	560,057			560,057	0.750
Winona	30,313,739	399,628			399,628	0.535
Woodbury	79,970,061	1,054,250			1,054,250	1.412
Worthington	15,640,436	206,190			206,190	0.276
Wyoming	15,945,637	210,213			210,213	0.282
Zimmerman	8,329,181	109,805			109,805	0.147
STATE TOTAL	$5,593,122,380	$73,734,399	$940,196	$0	$74,674,595	100.0000

Construction Needs Apportionment = $73,734,399/ $5,593,122,380=0.013183

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

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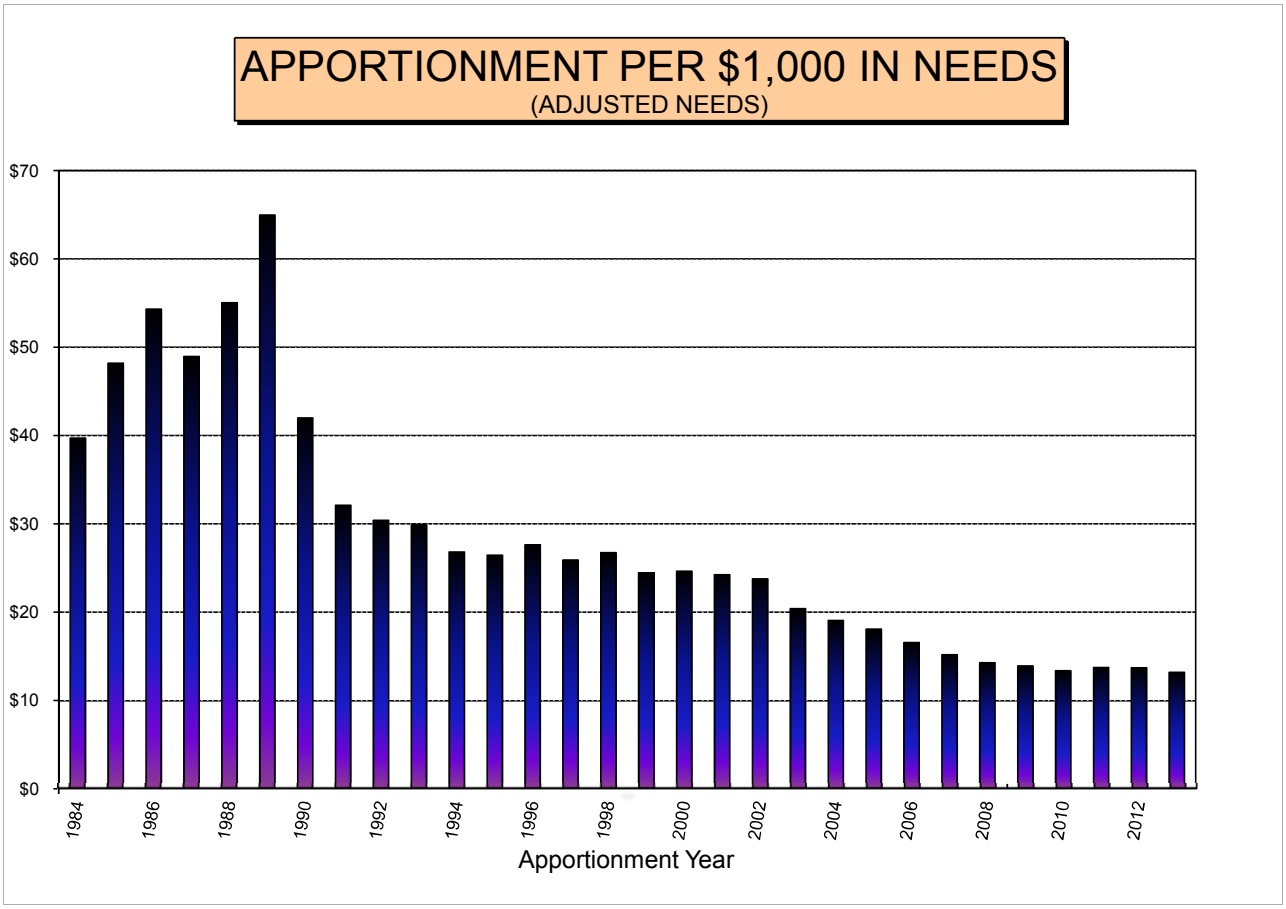

Apport. Year	Const. Needs Apport. per $1,000 of Adjusted Const. Needs	Percent Increase from 1958	Apport. Year	Const. Needs Apport. per $1,000 of Adjusted Const. Needs	Percent Increase from 1958	Apport. Year	Const. Needs Apport. per $1,000 of Adjusted Const. Needs	Percent Increase (Decrease) from 1958
1958	$19.14		1977	$28.54	49.14	1996	$27.63	44.37
1959	20.71	8.23	1978	28.38	48.30	1997	25.91	35.42
1960	21.14	10.48	1979	29.42	53.73	1998	26.73	39.68
1961	19.64	2.64	1980	27.86	45.59	1999	24.47	27.87
1962	20.02	4.63	1981	25.54	33.49	2000	24.64	28.76
1963	21.21	10.85	1982	30.30	58.33	2001	24.26	26.77
1964	24.76	29.40	1983	36.55	91.00	2002	23.77	24.21
1965	25.71	34.34	1984	39.70	107.47	2003	20.39	6.55
1966	26.63	39.15	1985	48.20	151.87	2004	19.08	(0.29)
1967	29.10	52.06	1986	54.30	183.76	2005	18.07	(5.56)
1968	33.20	73.47	1987	48.97	155.92	2006	16.57	(13.41)
1969	35.87	87.42	1988	55.06	187.72	2007	15.19	(20.62)
1970	39.96	108.80	1989	64.98	239.55	2008	14.29	(25.33)
1971	44.27	131.34	1990	41.99	119.43	2009	13.91	(27.31)
1972	42.21	120.57	1991	32.11	67.77	2010	13.36	(30.18)
1973	30.17	57.66	1992	30.41	58.94	2011	13.75	(28.15)
1974	33.76	76.40	1993	29.89	56.20	2012	13.72	(28.30)
1975	27.28	42.58	1994	26.83	40.20	2013	13.18	(31.13)
1976	25.67	34.14	1995	26.46	38.27			

Minimum of $13.18 in 2013
Maximum of $64.98 in 1989

COMPARISON OF 2012 to 2013
CONSTRUCTION NEEDS APPORTIONMENT

The five cities that fell below 5,000 population in the 2010 Federal Census and had special legislation passed to include them in the 2013 distribution are included at twice their 2011 Construction Needs Apportionment

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Municipality	2012 Construction Needs Apportionment	2013 Construction Needs Apportionment	Increase (Decrease) Amount	% Increase (Decrease)
Albert Lea	$545,787	$557,208	**$11,421**	2.093
Albertville	160,189	156,930	**(3,259)**	(2.034)
Alexandria	570,182	575,612	**5,430**	0.952
Andover	828,537	805,528	**(23,009)**	(2.777)
Anoka	270,185	286,112	**15,927**	5.895
Apple Valley	753,748	729,205	**(24,543)**	(3.256)
Arden Hills	111,355	114,659	**3,304**	2.967
Austin	594,757	624,802	**30,045**	5.052
Baxter	256,222	248,072	**(8,150)**	(3.181)
Belle Plaine	145,883	131,708	**(14,175)**	(9.717)
Bemidji	288,312	271,271	**(17,041)**	(5.911)
Big Lake	189,683	186,179	**(3,504)**	(1.847)
Blaine	632,482	614,185	**(18,297)**	(2.893)
Bloomington	1,919,982	1,814,038	**(105,944)**	(5.518)
Brainerd	380,276	398,148	**17,872**	4.700
Brooklyn Center	262,552	241,261	**(21,291)**	(8.109)
Brooklyn Park	699,734	710,961	**11,227**	1.604
Buffalo	396,144	399,320	**3,176**	0.802
Burnsville	1,089,905	1,217,602	**127,697**	11.716
Byron	0	145,386	**145,386**	100.000
Cambridge	214,617	192,257	**(22,360)**	(10.419)
Champlin	305,900	323,372	**17,472**	5.712
Chanhassen	318,390	329,912	**11,522**	3.619
Chaska	371,954	368,824	**(3,130)**	(0.842)
Chisholm	174,710	172,787	**(1,923)**	(1.101)
Circle Pines	0	128,514	**128,514**	100.000
Cloquet	397,074	395,599	**(1,475)**	(0.371)
Columbia Heights	288,977	285,071	**(3,906)**	(1.352)
Coon Rapids	978,160	946,865	**(31,295)**	(3.199)
Corcoran	254,379	249,602	**(4,777)**	(1.878)
Cottage Grove	791,840	755,983	**(35,857)**	(4.528)
Crookston	358,142	368,325	**10,183**	2.843
Crystal	226,430	216,554	**(9,876)**	(4.362)
Dayton	0	215,210	**215,210**	100.000
Delano	164,389	163,350	**(1,039)**	(0.632)
Detroit Lakes	285,897	315,121	**29,224**	10.222
Duluth	3,254,236	3,388,004	**133,768**	4.111
Eagan	1,317,104	1,340,636	**23,532**	1.787
East Bethel	490,042	507,642	**17,600**	3.592

Municipality	2012 Construction Needs Apportionment	2013 Construction Needs Apportionment	Increase (Decrease) Amount	% Increase (Decrease)
East Grand Forks	$330,687	$397,381	**$66,694**	20.168
Eden Prairie	861,616	905,320	**43,704**	5.072
Edina	742,012	717,932	**(24,080)**	(3.245)
Elk River	673,941	701,543	**27,602**	4.096
Fairmont	434,542	441,596	**7,054**	1.623
Falcon Heights	38,623	48,858	**10,235**	26.500
Faribault	570,886	550,414	**(20,472)**	(3.586)
Farmington	355,352	361,298	**5,946**	1.673
Fergus Falls	626,419	651,936	**25,517**	4.073
Forest Lake	744,210	747,829	**3,619**	0.486
Fridley	455,316	468,630	**13,314**	2.924
Glencoe	166,601	163,554	**(3,047)**	(1.829)
Golden Valley	356,972	432,898	**75,926**	21.269
Grand Rapids	683,120	667,918	**(15,202)**	(2.225)
Ham Lake	406,304	412,731	**$6,427**	1.582
Hastings	206,599	216,546	**9,947**	4.815
Hermantown	383,279	411,653	**28,374**	7.403
Hibbing	878,319	874,967	**(3,352)**	(0.382)
Hopkins	200,713	202,967	**2,254**	1.123
Hugo	286,309	275,036	**(11,273)**	(3.937)
Hutchinson	301,909	285,943	**(15,966)**	(5.288)
International Falls	147,805	129,894	**(17,911)**	(12.118)
Inver Grove Heights	728,950	747,927	**18,977**	2.603
Isanti	112,923	103,059	**(9,864)**	(8.735)
Jordan	140,034	142,063	**2,029**	1.449
Kasson	89,117	118,681	**29,564**	33.174
La Crescent	0	232,668	**232,668**	100.000
Lake City	112,880	109,408	**(3,472)**	(3.076)
Lake Elmo	190,862	230,876	**40,014**	20.965
Lakeville	1,182,497	1,140,168	**(42,329)**	(3.580)
Lino Lakes	474,407	517,343	**42,936**	9.050
Litchfield	190,292	197,317	**7,025**	3.692
Little Canada	201,662	195,292	**(6,370)**	(3.159)
Little Falls	391,853	381,733	**(10,120)**	(2.583)
Mahtomedi	118,115	93,763	**(24,352)**	(20.617)
Mankato	711,043	823,889	**112,846**	15.870
Maple Grove	1,434,155	1,387,660	**(46,495)**	(3.242)
Maplewood	858,443	833,380	**(25,063)**	(2.920)
Marshall	376,264	381,208	**4,944**	1.314
Medina	0	218,418	**218,418**	100.000
Mendota Heights	296,738	306,796	**10,058**	3.390
Minneapolis	5,409,466	5,833,554	**424,088**	7.840
Minnetonka	1,088,029	1,144,401	**56,372**	5.181
Minnetrista	251,139	256,706	**5,567**	2.217
Montevideo	120,114	125,181	**5,067**	4.218
Monticello	185,386	172,162	**(13,224)**	(7.133)
Moorhead	984,990	997,685	**12,695**	1.289
Morris	132,373	144,064	**11,691**	8.832

Municipality	2012 Construction Needs Apportionment	2013 Construction Needs Apportionment	Increase (Decrease) Amount	% Increase (Decrease)
Mound	$216,974	$191,797	($25,177)	(11.604)
Mounds View	186,225	174,743	(11,482)	(6.166)
New Brighton	338,959	309,467	(29,492)	(8.701)
New Hope	274,494	260,432	(14,062)	(5.123)
New Prague	101,889	115,704	13,815	13.559
New Ulm	414,154	423,787	9,633	2.326
North Branch	410,812	559,137	148,325	36.105
North Mankato	346,875	362,564	15,689	4.523
North Saint Paul	248,271	243,335	(4,936)	(1.988)
Northfield	298,609	327,550	28,941	9.692
Oak Grove	442,218	449,230	7,012	1.586
Oakdale	202,688	207,427	4,739	2.338
Orono	130,438	127,208	(3,230)	(2.476)
Otsego	350,492	348,319	(2,173)	(0.620)
Owatonna	587,960	616,919	28,959	4.925
Plymouth	1,227,823	1,205,383	(22,440)	(1.828)
Prior Lake	315,578	327,998	12,420	3.936
Ramsey	603,053	543,422	(59,631)	(9.888)
Red Wing	522,703	515,342	(7,361)	(1.408)
Redwood Falls	178,078	176,381	(1,697)	(0.953)
Richfield	585,893	533,782	(52,111)	(8.894)
Robbinsdale	52,158	193,415	141,257	270.825
Rochester	2,152,181	2,216,413	64,232	2.985
Rogers	192,659	308,380	115,721	60.065
Rosemount	622,815	600,077	(22,738)	(3.651)
Roseville	469,218	481,291	12,073	2.573
Saint Anthony	117,908	128,242	10,334	8.764
Saint Cloud	1,471,733	1,413,402	(58,331)	(3.963)
Saint Francis	313,192	308,263	(4,929)	(1.574)
Saint Joseph	60,271	33,233	(27,038)	(44.861)
Saint Louis Park	595,898	599,480	3,582	0.601
Saint Michael	579,176	581,195	2,019	0.349
Saint Paul	4,458,625	4,514,092	55,467	1.244
Saint Paul Park	92,497	85,773	(6,724)	(7.269)
Saint Peter	346,598	342,156	(4,442)	(1.282)
Sartell	274,922	288,020	13,098	4.764
Sauk Rapids	244,938	242,278	(2,660)	(1.086)
Savage	321,249	360,481	39,232	12.212
Shakopee	507,051	514,111	7,060	1.392
Shoreview	327,442	332,091	4,649	1.420
Shorewood	130,626	135,828	5,202	3.982
South Saint Paul	292,686	296,464	3,778	1.291
Spring Lake Park	67,942	64,826	(3,116)	(4.586)
Stewartville	85,544	76,631	(8,913)	(10.419)
Stillwater	337,743	323,134	(14,609)	(4.325)
Thief River Falls	478,519	489,859	11,340	2.370
Vadnais Heights	123,513	118,905	(4,608)	(3.731)
Victoria	87,278	83,564	(3,714)	(4.255)

Municipality	2012 Construction Needs Apportionment	2013 Construction Needs Apportionment	Increase (Decrease) Amount	% Increase (Decrease)
Virginia	$325,873	$315,497	($10,376)	(3.184)
Waconia	194,523	197,021	2,498	1.284
Waite Park	91,369	93,279	1,910	2.090
Waseca	157,743	154,118	(3,625)	(2.298)
West St. Paul	192,434	180,889	(11,545)	(5.999)
White Bear Lake	247,767	248,046	279	0.113
Willmar	486,005	560,060	74,055	15.237
Winona	414,638	399,630	(15,008)	(3.620)
Woodbury	1,037,000	1,054,256	17,256	1.664
Worthington	211,338	206,190	(5,148)	(2.436)
Wyoming	211,741	210,213	(1,528)	(0.722)
Zimmerman	60,983	109,804	48,821	80.057
TOTAL	$72,341,404	$74,674,595	$2,333,191	3.225

80 Cities Increased Their Constuction Needs Allocation
67 Cities Decreased Their Constuction Needs Allocation

2013 M.S.A.S. TOTAL APPORTIONMENT

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Municipality	2013 Population Apportionment	2013 Construction Needs Apportionment	2013 Total Apportionment	Distribution Percentage
Albert Lea	$359,942	$557,205	$917,147	0.614
Albertville	142,131	156,929	299,060	0.200
Alexandria	258,129	575,608	833,737	0.558
Andover	616,293	805,523	1,421,816	0.952
Anoka	346,256	286,110	632,366	0.423
Apple Valley	994,975	729,200	1,724,175	1.154
Arden Hills	190,840	114,658	305,498	0.205
Austin	495,540	624,798	1,120,338	0.750
Baxter	152,240	248,071	400,311	0.268
Belle Plaine	133,080	131,707	264,787	0.177
Bemidji	270,276	271,270	541,546	0.363
Big Lake	203,067	186,178	389,245	0.261
Blaine	1,165,396	614,181	1,779,577	1.191
Bloomington	1,671,665	1,814,026	3,485,691	2.334
Brainerd	271,835	398,145	669,980	0.449
Brooklyn Center	603,446	241,259	844,705	0.566
Brooklyn Park	1,523,161	710,956	2,234,117	1.496
Buffalo	311,273	399,318	710,591	0.476
Burnsville	1,212,007	1,217,594	2,429,601	1.627
Byron	189,708	145,386	335,094	0.224
Cambridge	163,708	192,255	355,963	0.238
Champlin	463,973	323,370	787,343	0.527
Chanhassen	464,452	329,910	794,362	0.532
Chaska	479,536	368,822	848,358	0.568
Chisholm	99,895	172,786	272,681	0.183
Circle Pines	198,508	128,514	327,022	0.219
Cloquet	242,625	395,597	638,222	0.427
Columbia Heights	391,968	285,069	677,037	0.453
Coon Rapids	1,234,024	946,859	2,180,883	1.460
Corcoran	107,687	249,600	357,287	0.239
Cottage Grove	695,829	755,978	1,451,807	0.972
Crookston	157,654	368,323	525,977	0.352
Crystal	442,895	216,552	659,447	0.441
Dayton	190,724	215,210	405,934	0.272
Delano	110,084	163,349	273,433	0.183
Detroit Lakes	175,276	315,119	490,395	0.328
Duluth	1,723,490	3,387,982	5,111,472	3.422
Eagan	1,287,768	1,340,628	2,628,396	1.760
East Bethel	235,413	507,639	743,052	0.497
East Grand Forks	171,840	397,378	569,218	0.381
Eden Prairie	1,221,737	905,314	2,127,051	1.424
Edina	964,228	717,927	1,682,155	1.126
Elk River	461,535	701,538	1,163,073	0.779
Fairmont	213,096	441,594	654,690	0.438
Falcon Heights	107,587	48,857	156,444	0.105
Faribault	467,689	550,410	1,018,099	0.682
Farmington	426,932	361,296	788,228	0.528
Fergus Falls	262,524	651,932	914,456	0.612
Forest Lake	371,430	747,824	1,119,254	0.749

Municipality	2013 Population Apportionment	2013 Construction Needs Apportionment	2013 Total Apportionment	Distribution Percentage
Fridley	$549,723	$468,627	$1,018,350	0.682
Glencoe	112,502	163,553	276,055	0.185
Golden Valley	408,111	432,895	841,006	0.563
Grand Rapids	217,352	667,914	885,266	0.593
Ham Lake	307,157	412,729	719,886	0.482
Hastings	443,874	216,544	660,418	0.442
Hermantown	190,700	411,650	602,350	0.403
Hibbing	326,877	874,961	1,201,838	0.805
Hopkins	353,649	202,965	556,614	0.373
Hugo	270,436	275,034	545,470	0.365
Hutchinson	283,303	285,941	569,244	0.381
International Falls	128,345	129,893	258,238	0.173
Inver Grove Heights	676,889	747,922	1,424,811	0.954
Isanti	105,609	103,058	208,667	0.140
Jordan	113,761	142,063	255,824	0.171
Kasson	120,074	119,150	239,224	0.160
LaCrescent	193,582	232,668	426,250	0.285
Lake City	101,154	109,407	210,561	0.141
Lake Elmo	161,211	230,874	392,085	0.262
Lakeville	1,129,494	1,140,160	2,269,654	1.519
Lino Lakes	409,670	517,340	927,010	0.621
Litchfield	134,379	197,316	331,695	0.222
Little Canada	196,574	195,291	391,865	0.262
Little Falls	166,765	381,731	548,496	0.367
Mahtomedi	153,359	93,763	247,122	0.165
Mankato	791,769	823,883	1,615,652	1.082
Maple Grove	1,247,410	1,387,651	2,635,061	1.764
Maplewood	766,675	833,374	1,600,049	1.071
Marshall	275,271	381,206	656,477	0.439
Medina	188,994	218,418	407,412	0.273
Mendota Heights	221,727	306,794	528,521	0.354
Minneapolis	7,749,323	5,833,517	13,582,840	9.093
Minnetonka	999,870	1,144,394	2,144,264	1.436
Minnetrista	128,865	256,705	385,570	0.258
Montevideo	107,547	125,181	232,728	0.156
Monticello	256,531	172,161	428,692	0.287
Moorhead	769,512	997,679	1,767,191	1.183
Morris	106,748	144,063	250,811	0.168
Mound	181,489	191,796	373,285	0.250
Mounds View	242,845	174,742	417,587	0.280
New Brighton	429,469	309,465	738,934	0.495
New Hope	409,290	260,430	669,720	0.448
New Prague	146,866	115,703	262,569	0.176
New Ulm	270,156	423,784	693,940	0.465
North Branch	202,288	559,134	761,422	0.510
North Mankato	268,298	362,562	630,860	0.422
North St. Paul	229,459	243,333	472,792	0.317
Northfield	408,651	327,548	736,199	0.493
Oak Grove	160,731	449,227	609,958	0.408
Oakdale	550,182	207,425	757,607	0.507
Orono	148,604	127,207	275,811	0.185
Otsego	276,030	348,317	624,347	0.418

Municipality	2013 Population Apportionment	2013 Construction Needs Apportionment	2013 Total Apportionment	Distribution Percentage
Owatonna	$511,443	$616,915	$1,128,358	0.755
Plymouth	1,423,765	1,205,376	2,629,141	1.760
Prior Lake	462,634	327,995	790,629	0.529
Ramsey	476,799	543,418	1,020,217	0.683
Red Wing	328,835	515,339	844,174	0.565
Redwood Falls	105,010	176,380	281,390	0.188
Richfield	706,778	533,779	1,240,557	0.831
Robbinsdale	279,986	193,414	473,400	0.317
Rochester	2,150,342	2,216,399	4,366,741	2.923
Rogers	223,705	308,378	532,083	0.356
Rosemount	442,316	600,073	1,042,389	0.698
Roseville	675,431	481,288	1,156,719	0.774
St. Anthony	166,485	128,241	294,726	0.197
St. Cloud	1,315,459	1,413,393	2,728,852	1.827
St. Francis	144,948	308,261	453,209	0.303
St. Joseph	131,442	33,233	164,675	0.110
St. Louis Park	909,145	599,476	1,508,621	1.010
St. Michael	330,373	581,192	911,565	0.610
St. Paul	5,721,333	4,514,063	10,235,396	6.852
St. Paul Park	105,969	85,772	191,741	0.128
St. Peter	228,940	342,154	571,094	0.382
Sartell	318,925	288,018	606,943	0.406
Sauk Rapids	255,652	242,277	497,929	0.333
Savage	542,371	360,478	902,849	0.604
Shakopee	752,250	514,107	1,266,357	0.848
Shoreview	501,833	332,089	833,922	0.558
Shorewood	146,087	135,827	281,914	0.189
South St. Paul	405,075	296,462	701,537	0.470
Spring Lake Park	128,505	64,825	193,330	0.129
Stewartville	119,315	76,630	195,945	0.131
Stillwater	365,596	323,132	688,728	0.461
Thief River Falls	171,560	489,856	661,416	0.443
Vadnais Heights	247,600	118,904	366,504	0.245
Victoria	150,922	83,563	234,485	0.157
Virginia	174,057	315,495	489,552	0.328
Waconia	216,433	197,019	413,452	0.277
Waite Park	146,766	93,279	240,045	0.161
Waseca	188,043	154,117	342,160	0.229
West St. Paul	391,689	180,888	572,577	0.383
White Bear Lake	475,900	248,045	723,945	0.485
Willmar	391,789	560,057	951,846	0.637
Winona	551,701	399,628	951,329	0.637
Woodbury	1,261,535	1,054,250	2,315,785	1.550
Worthington	256,311	206,190	462,501	0.310
Wyoming	155,756	210,213	365,969	0.245
Zimmerman	104,589	109,805	214,394	0.144
TOTAL	**$74,695,915**	**$74,674,595**	**$149,370,510**	100.000

COMPARISON OF THE 2012 TO 2013 APPORTIONMENT

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Municipality	2012 Total Apportionment	2013 Total Apportionment	Increase (Decrease) Amount	% Increase (Decrease)
Albert Lea	$901,799	$917,150	$15,351	1.702
Albertville	299,384	299,061	(323)	(0.108)
Alexandria	789,014	833,741	44,727	5.669
Andover	1,433,180	1,421,821	(11,359)	(0.793)
Anoka	608,926	632,368	23,442	3.850
Apple Valley	1,723,690	1,724,180	490	0.028
Arden Hills	300,111	305,499	5,388	1.795
Austin	1,083,265	1,120,342	37,077	3.423
Baxter	406,602	400,312	(6,290)	(1.547)
Belle Plaine	277,510	264,788	(12,722)	(4.584)
Bemidji	553,720	541,547	(12,173)	(2.198)
Big Lake	388,477	389,246	769	0.198
Blaine	1,762,527	1,779,581	17,054	0.968
Bloomington	3,558,019	3,485,703	(72,316)	(2.032)
Brainerd	648,826	669,983	21,157	3.261
Brooklyn Center	857,433	844,707	(12,726)	(1.484)
Brooklyn Park	2,197,232	2,234,122	36,890	1.679
Buffalo	701,509	710,593	9,084	1.295
Burnsville	2,281,603	2,429,609	148,006	6.487
Byron	0	335,094	335,094	
Cambridge	374,897	355,965	(18,932)	(5.050)
Champlin	762,158	787,345	25,187	3.305
Chanhassen	771,941	794,364	22,423	2.905
Chaska	841,670	848,360	6,690	0.795
Chisholm	273,514	272,682	(832)	(0.304)
Circle Pines	0	327,022	327,022	
Cloquet	636,655	638,224	1,569	0.246
Columbia Heights	674,235	677,039	2,804	0.416
Coon Rapids	2,192,979	2,180,889	(12,090)	(0.551)
Corcoran	360,673	357,289	(3,384)	(0.938)
Cottage Grove	1,475,348	1,451,812	(23,536)	(1.595)
Crookston	514,075	525,979	11,904	2.316
Crystal	664,153	659,449	(4,704)	(0.708)
Dayton	0	405,934	405,934	
Delano	272,362	273,434	1,072	0.394
Detroit Lakes	455,267	490,397	35,130	7.716
Duluth	4,958,907	5,111,494	152,587	3.077
Eagan	2,585,870	2,628,404	42,534	1.645
East Bethel	719,782	743,055	23,273	3.233
East Grand Forks	500,650	569,221	68,571	13.696
Eden Prairie	2,063,017	2,127,057	64,040	3.104
Edina	1,689,367	1,682,160	(7,207)	(0.427)
Elk River	1,127,927	1,163,078	35,151	3.116
Fairmont	645,311	654,692	9,381	1.454
Falcon Heights	143,771	156,445	12,674	8.815
Faribault	1,032,342	1,018,103	(14,239)	(1.379)
Farmington	772,029	788,230	16,201	2.098
Fergus Falls	886,077	914,460	28,383	3.203
Forest Lake	1,107,316	1,119,259	11,943	1.079

Municipality	2012 Total Apportionment	2013 Total Apportionment	Increase (Decrease) Amount	% Increase (Decrease)
Fridley	$992,969	$1,018,353	$25,384	2.556
Glencoe	277,874	276,056	(1,818)	(0.654)
Golden Valley	759,520	841,009	81,489	10.729
Grand Rapids	897,901	885,270	(12,631)	(1.407)
Ham Lake	708,566	719,888	11,322	1.598
Hastings	644,737	660,420	15,683	2.432
Hermantown	569,308	602,353	33,045	5.804
Hibbing	1,201,626	1,201,844	218	0.018
Hopkins	548,326	556,616	8,290	1.512
Hugo	549,761	545,472	(4,289)	(0.780)
Hutchinson	582,118	569,246	(12,872)	(2.211)
International Falls	274,749	258,239	(16,510)	(6.009)
Inver Grove Heights	1,398,448	1,424,816	26,368	1.886
Isanti	216,687	208,668	(8,019)	(3.701)
Jordan	248,126	255,824	7,698	3.102
Kasson	206,319	238,755	32,436	15.721
La Crescent	0	426,250	426,250	
Lake City	212,929	210,562	(2,367)	(1.112)
Lake Elmo	350,312	392,087	41,775	11.925
Lakeville	2,288,196	2,269,662	(18,534)	(0.810)
Lino Lakes	873,893	927,013	53,120	6.079
Litchfield	323,204	331,696	8,492	2.627
Little Canada	394,785	391,866	(2,919)	(0.739)
Little Falls	556,797	548,498	(8,299)	(1.490)
Mahtomedi	269,799	247,122	(22,677)	(8.405)
Mankato	1,487,902	1,615,658	127,756	8.586
Maple Grove	2,650,772	2,635,070	(15,702)	(0.592)
Maplewood	1,609,711	1,600,055	(9,656)	(0.600)
Marshall	646,593	656,479	9,886	1.529
Medina	0	407,412	407,412	
Mendota Heights	515,510	528,523	13,013	2.524
Minneapolis	12,969,536	13,582,877	613,341	4.729
Minnetonka	2,070,816	2,144,271	73,455	3.547
Minnetrista	377,292	385,571	8,279	2.194
Montevideo	226,487	232,728	6,241	2.756
Monticello	437,515	428,693	(8,822)	(2.016)
Moorhead	1,737,187	1,767,197	30,010	1.728
Morris	236,829	250,812	13,983	5.904
Mound	395,849	373,286	(22,563)	(5.700)
Mounds View	426,418	417,588	(8,830)	(2.071)
New Brighton	762,948	738,936	(24,012)	(3.147)
New Hope	676,410	669,722	(6,688)	(0.989)
New Prague	246,558	262,570	16,012	6.494
New Ulm	681,360	693,943	12,583	1.847
North Branch	610,891	761,425	150,534	24.642
North Mankato	611,552	630,862	19,310	3.158
North St. Paul	474,730	472,794	(1,936)	(0.408)
Northfield	693,965	736,201	42,236	6.086
Oak Grove	600,917	609,961	9,044	1.505
Oakdale	743,701	757,609	13,908	1.870
Orono	277,400	275,812	(1,588)	(0.572)
Otsego	618,667	624,349	5,682	0.918
Owatonna	1,093,818	1,128,362	34,544	3.158
Plymouth	2,622,465	2,629,148	6,683	0.255
Prior Lake	766,047	790,632	24,585	3.209
Ramsey	1,070,753	1,020,221	(50,532)	(4.719)
Red Wing	847,947	844,177	(3,770)	(0.445)
Redwood Falls	281,941	281,391	(550)	(0.195)

Municipality	2012 Total Apportionment	2013 Total Apportionment	Increase (Decrease) Amount	% Increase (Decrease)
Richfield	$1,282,029	$1,240,560	($41,469)	(3.235)
Robbinsdale	327,881	473,401	145,520	44.382
Rochester	4,261,653	4,366,755	105,102	2.466
Rogers	413,921	532,085	118,164	28.547
Rosemount	1,055,064	1,042,393	(12,671)	(1.201)
Roseville	1,134,369	1,156,722	22,353	1.971
St. Anthony	280,461	294,727	14,266	5.087
St. Cloud	2,772,828	2,728,861	(43,967)	(1.586)
St. Francis	455,826	453,211	(2,615)	(0.574)
St. Joseph	189,388	164,675	(24,713)	(13.049)
St. Louis Park	1,490,077	1,508,625	18,548	1.245
St. Michael	903,234	911,568	8,334	0.923
St. Paul	10,091,814	10,235,425	143,611	1.423
St. Paul Park	196,815	191,742	(5,073)	(2.578)
St. Peter	567,841	571,096	3,255	0.573
Sartell	588,863	606,945	18,082	3.071
Sauk Rapids	497,343	497,930	587	0.118
Savage	853,033	902,852	49,819	5.840
Shakopee	1,239,705	1,266,361	26,656	2.150
Shoreview	822,313	833,924	11,611	1.412
Shorewood	275,019	281,915	6,896	2.507
South St. Paul	691,065	701,539	10,474	1.516
Spring Lake Park	194,649	193,331	(1,318)	(0.677)
Stewartville	202,449	195,946	(6,503)	(3.212)
Stillwater	697,885	688,730	(9,155)	(1.312)
Thief River Falls	647,929	661,419	13,490	2.082
Vadnais Heights	366,611	366,505	(106)	(0.029)
Victoria	233,093	234,486	1,393	0.598
Virginia	498,030	489,554	(8,476)	(1.702)
Waconia	405,905	413,454	7,549	1.860
Waite Park	224,063	240,045	15,982	7.133
Waseca	343,732	342,161	(1,571)	(0.457)
West St. Paul	578,561	572,578	(5,983)	(1.034)
White Bear Lake	718,016	723,946	5,930	0.826
Willmar	873,515	951,849	78,334	8.968
Winona	960,314	951,331	(8,983)	(0.935)
Woodbury	2,261,403	2,315,791	54,388	2.405
Worthington	463,565	462,501	(1,064)	(0.230)
Wyoming	365,697	365,969	272	0.074
Zimmerman	164,292	214,393	50,101	30.495
TOTAL	**$144,682,808**	**$149,370,510**	**$4,687,702**	**3.240**

94 Cities Increased Their Total Allocation
53 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 2013 are:

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

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

2013 CONSTRUCTION AND MAINTENANCE ALLOTMENTS

JANUARY 2013 BOOK/2013 MAINTENANCE & CONSTRUCTION ALLOTMENTS.XLS 28-Jan-13

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	$917,150			$229,288	**$229,288**	##	**$687,862**
Albertville	299,061			8,190	**8,190**		**290,871**
Alexandria	833,741			208,435	**208,435**	##	**625,306**
Andover	1,421,821		$7,890	355,455	**363,345**	##	**1,058,476**
Anoka	632,368			158,092	**158,092**	##	**474,276**
Apple Valley	1,724,180		64,000	49,575	**113,575**		**1,610,605**
Arden Hills	305,499			76,375	**76,375**	##	**229,124**
Austin	1,120,342			94,820	**94,820**	#	**1,025,522**
Baxter	400,312			24,225	**24,225**		**376,087**
Belle Plaine	264,788			11,115	**11,115**		**253,673**
Bemidji	541,547			135,387	**135,387**	##	**406,160**
Big Lake	389,246		37,558	97,312	**134,870**	##	**254,376**
Blaine	1,779,581			444,895	**444,895**	##	**1,334,686**
Bloomington	3,485,703			1,219,996	**1,219,996**	**	**2,265,707**
Brainerd	669,983	$0		27,495	**27,495**		**642,488**
Brooklyn Center	844,707			90,000	**90,000**	#	**754,707**
Brooklyn Park	2,234,122		59,670	558,531	**618,201**	##	**1,615,921**
Buffalo	710,593		8,400	177,648	**186,048**	##	**524,545**
Burnsville	2,429,609			607,402	**607,402**	##	**1,822,207**
Byron	335,094			8,100	**8,100**		**326,994**
Cambridge	355,965			25,000	**25,000**	#	**330,965**
Champlin	787,345			196,836	**286,836**	##	**500,509**
Chanhassen	794,364			100,000	**100,000**	#	**694,364**
Chaska	848,360			212,090	**212,090**	##	**636,270**
Chisholm	272,682			68,171	**68,171**	##	**204,511**
Circle Pines	327,022		33,895	4,755	**38,650**		**288,372**
Cloquet	638,224			223,378	**223,378**	**	**414,846**
Columbia Heights	677,039			236,964	**236,964**	**	**440,075**
Coon Rapids	2,180,889		35,500	122,745	**158,245**		**2,022,644**
Corcoran	357,289			125,051	**125,051**	**	**232,238**
Cottage Grove	1,451,812			44,715	**44,715**		**1,407,097**
Crookston	525,979			131,495	**131,495**	##	**394,484**
Crystal	659,449			164,862	**164,862**	##	**494,587**
Dayton	405,934			101,484	**101,484**	##	**304,450**
Delano	273,434		20,188	68,359	**88,547**	##	**184,887**
Detroit Lakes	490,397			122,599	**122,599**	##	**367,798**

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	$5,111,494			$1,533,448	**$1,533,448**	***	**$3,578,046**
Eagan	2,628,404		$138,368	70,140	**208,508**		**2,419,896**
East Bethel	743,055			185,764	**185,764**	##	**557,291**
East Grand Forks	569,221		119,501	142,305	**261,806**	##	**307,415**
Eden Prairie	2,127,057			68,865	**68,865**		**2,058,192**
Edina	1,682,160			420,540	**420,540**	##	**1,261,620**
Elk River	1,163,078		3,271	290,770	**294,041**	##	**869,037**
Fairmont	654,692			163,673	**163,673**	##	**491,019**
Falcon Heights	156,445			54,756	**54,756**	**	**101,689**
Faribault	1,018,103			254,526	**254,526**	##	**763,577**
Farmington	788,230			197,058	**197,058**	##	**591,172**
Fergus Falls	914,460			228,615	**228,615**	##	**685,845**
Forest Lake	1,119,259			279,815	**279,815**	##	**839,444**
Fridley	1,018,353			356,424	**356,424**	**	**661,929**
Glencoe	276,056		14,948	69,014	**83,962**	##	**192,094**
Golden Valley	841,009		82,731	210,252	**292,983**	##	**548,026**
Grand Rapids	885,270		104,400	221,318	**325,718**	##	**559,552**
Ham Lake	719,888			39,195	**39,195**		**680,693**
Hastings	660,420			231,147	**231,147**	**	**429,273**
Hermantown	602,353			65,000	**65,000**	#	**537,353**
Hibbing	1,201,844			300,461	**300,461**	##	**901,383**
Hopkins	556,616			139,154	**139,154**	##	**417,462**
Hugo	545,472			136,368	**136,368**	##	**409,104**
Hutchinson	569,246			27,360	**27,360**		**541,886**
International Falls	258,239			10,680	**10,680**		**247,559**
Inver Grove Heights	1,424,816			356,204	**356,204**	##	**1,068,612**
Isanti	208,668			52,167	**52,167**	##	**156,501**
Jordan	255,824			63,956	**63,956**	##	**191,868**
Kasson	238,755			8,640	**8,640**		**230,115**
LaCrescent	426,250			8,760	**8,760**		**417,490**
Lake City	210,562			52,641	**52,641**	##	**157,921**
Lake Elmo	392,087		8,600	98,022	**106,622**	##	**285,465**
Lakeville	2,269,662		157,628	374,335	**531,963**	#	**1,737,699**
Lino Lakes	927,013			231,753	**231,753**	##	**695,260**
Litchfield	331,696			116,094	**116,094**	**	**215,602**
Little Canada	391,866			97,967	**97,967**	##	**293,899**
Little Falls	548,498			24,300	**24,300**		**524,198**
Mahtomedi	247,122			61,781	**61,781**	##	**185,341**
Mankato	1,615,658			403,915	**403,915**	##	**1,211,743**
Maple Grove	2,635,070			658,768	**658,768**	##	**1,976,302**

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	$1,600,055		$280,694	$240,008	**$520,702**	#	**$1,079,353**
Marshall	656,479			27,060	**27,060**		**629,419**
Medina	407,412			101,853	**101,853**		**305,559**
Mendota Heights	528,523			132,131	**132,131**	##	**396,392**
Minneapolis	13,582,877			4,754,007	**4,754,007**	**	**8,828,870**
Minnetonka	2,144,271		62,119	71,310	**133,429**		**2,010,842**
Minnetrista	385,571			96,393	**96,393**	##	**289,178**
Montevideo	232,728			13,245	**13,245**		**219,483**
Monticello	428,693			107,173	**107,173**	##	**321,520**
Moorhead	1,767,197			424,127	**424,127**	#	**1,343,070**
Morris	250,812			62,703	**62,703**	##	**188,109**
Mound	373,286			93,322	**93,322**	##	**279,964**
Mounds View	417,588			104,397	**104,397**	##	**313,191**
New Brighton	738,936			184,734	**184,734**	##	**554,202**
New Hope	669,722			167,431	**167,431**	##	**502,291**
New Prague	262,570			65,643	**65,643**	##	**196,927**
New Ulm	693,943			25,650	**25,650**		**668,293**
North Branch	761,425		43,426	190,356	**233,782**	##	**527,643**
North Mankato	630,862		92,062	157,716	**249,778**	##	**381,084**
North St. Paul	472,794			118,199	**118,199**	##	**354,595**
Northfield	736,201			184,050	**184,050**	##	**552,151**
Oak Grove	609,961			152,490	**152,490**	##	**457,471**
Oakdale	757,609			189,402	**189,402**	##	**568,207**
Orono	275,812		48,288	68,953	**117,241**	##	**158,571**
Otsego	624,349			156,087	**156,087**	##	**468,262**
Owatonna	1,128,362			44,355	**44,355**		**1,084,007**
Plymouth	2,629,148			657,287	**657,287**	##	**1,971,861**
Prior Lake	790,632			276,721	**276,721**	**	**513,911**
Ramsey	1,020,221		86,300	357,077	**443,377**	**	**576,844**
Red Wing	844,177			295,462	**295,462**	**	**548,715**
Redwood Falls	281,391			70,348	**70,348**	##	**211,043**
Richfield	1,240,560			310,140	**310,140**	##	**930,420**
Robbinsdale	473,401			15,075	**15,075**		**458,326**
Rochester	4,366,755			873,351	**873,351**	#	**3,493,404**
Rogers	532,085			133,021	**133,021**	##	**399,064**
Rosemount	1,042,393			32,790	**32,790**		**1,009,603**
Roseville	1,156,722			289,181	**289,181**	##	**867,541**
St. Anthony	294,727		3,600	73,682	**77,282**	##	**217,445**
St. Cloud	2,728,861			682,215	**682,215**	##	**2,046,646**
St. Francis	453,211			113,303	**113,303**	##	**339,908**
St. Joseph	164,675			7,545	**7,545**		**157,130**

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	$1,508,625			$528,019	**$528,019**	**	**$980,606**
St. Michael	911,568			227,892	**227,892**	##	**683,676**
St. Paul	10,235,425			3,582,399	**3,582,399**	**	**6,653,026**
St. Paul Park	191,742		$6,650	47,936	**54,586**	##	**137,156**
St. Peter	571,096			22,740	**22,740**		**548,356**
Sartell	606,945		13,525	24,555	**38,080**		**568,865**
Sauk Rapids	497,930			21,015	**21,015**		**476,915**
Savage	902,852		9,338	36,735	**46,073**		**856,779**
Shakopee	1,266,361			443,226	**443,226**	**	**823,135**
Shoreview	833,924			166,785	**166,785**	#	**667,139**
Shorewood	281,915			70,479	**70,479**	##	**211,436**
South St. Paul	701,539			175,385	**175,385**	##	**526,154**
Spring Lake Park	193,331			48,333	**48,333**	##	**144,998**
Stewartville	195,946			48,987	**48,987**	##	**146,959**
Stillwater	688,730			172,183	**172,183**	##	**516,547**
Thief River Falls	661,419		34,783	165,355	**200,138**	##	**461,281**
Vadnais Heights	366,505			128,277	**128,277**	**	**238,228**
Victoria	234,486			58,622	**58,622**	##	**175,864**
Virginia	489,554			122,389	**122,389**	##	**367,165**
Waconia	413,454			15,975	**15,975**		**397,479**
Waite Park	240,045			9,180	**9,180**		**230,865**
Waseca	342,161		7,440	85,540	**92,980**	##	**249,181**
West St. Paul	572,578			143,145	**143,145**	##	**429,433**
White Bear Lake	723,946			180,987	**180,987**	##	**542,959**
Willmar	951,849			237,962	**237,962**	##	**713,887**
Winona	951,331			237,833	**237,833**	##	**713,498**
Woodbury	2,315,791		15,938	578,948	**594,886**	##	**1,720,905**
Worthington	462,501			60,000	**60,000**	#	**402,501**
Wyoming	365,969			23,625	**23,625**		**342,344**
Zimmerman	214,393			8,385	**8,385**		**206,008**
TOTAL	**$149,370,510**	**$0**	**$1,605,087**	**$34,629,676**	**$36,324,763**		**$113,045,747**

** 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 2012
For the 2013 Allocation

January 2013 Book\2013 Maintenance Revisions.xls

	City	2012 Maintenance Allocation	2013 Maintenance Allocation	2012 Maintenance Allocation	2013 Maintenance Allocation	Difference
1	Columbia Heights	25% of Allotment plus bond interest, if any	35% of Total Apportionment	$168,559	$236,964	$68,405
2				0		0
3				0		0
4				0		0
5				0		0
			TOTAL	$168,559	$236,964	$68,405

Type of Maintenance Allocation*	Number of Cities
35% =	16
25% =	85
$1500 per Improved Mile =	32
Other =	14
TOTAL	147

*May or may not include bond interest

2012 IMPROVED MILEAGE RECORD

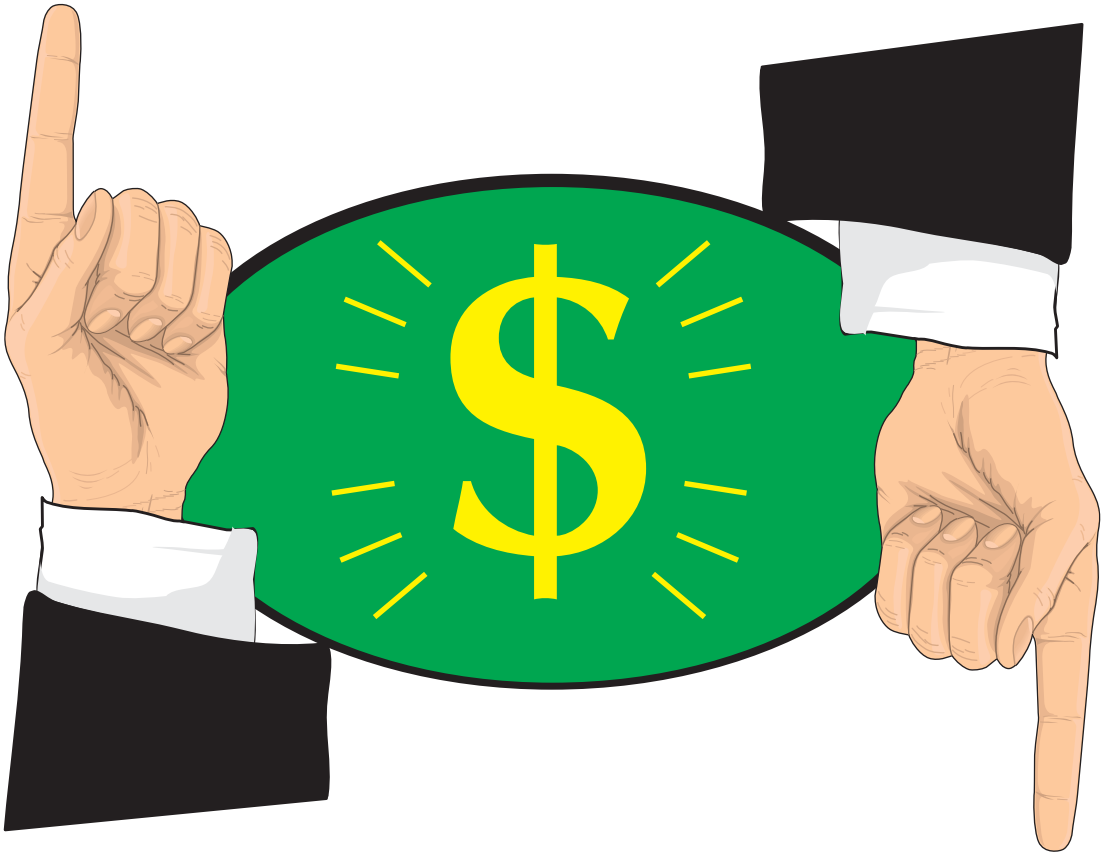
(MILEAGE USED FOR MINIMUM MAINTENANCE ALLOCATION)

used for the January 2013 allocation

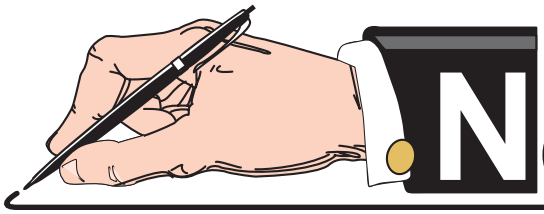
* Trunk Highway Turnback mileage that receives a separate maintenance allowance is not included in the city's total improved mileage.

MUNICIPALITY	IMPROVED MILEAGE	MUNICIPALITY	IMPROVED MILEAGE	MUNICIPALITY	IMPROVED MILEAGE	MUNICIPALITY	IMPROVED MILEAGE
Albert Lea	24.19	Eagan	46.76	Mankato	37.38	Rosemount	21.86
Albertville	5.46	East Bethel	22.21	Maple Grove	47.68	Roseville	27.55
Alexandria	23.60	East Grand Forks	17.14	Maplewood	35.95	Saint Anthony	5.95
Andover	31.45	Eden Prairie	45.91	Marshall	18.04	Saint Cloud	57.55
Anoka	14.73	Edina	40.27	Medina	0.00	Saint Francis	8.33
Apple Valley	33.05	Elk River	27.73	Mendota Heights	15.50	Saint Joseph	5.03
Arden Hills	6.53	Fairmont	19.82	Minneapolis	203.23	Saint Louis Park	31.12
Austin	29.88	Falcon Heights	3.29	Minnetonka	47.54	Saint Michael	16.66
Baxter	16.15	Faribault	23.10	Minnetrista	12.80	Saint Paul	161.04
Belle Plaine	7.41	Farmington	12.56	Montevideo	8.83	Saint Paul Park	6.08
Bemidji	17.65	Fergus Falls	25.47	Monticello	11.66	Saint Peter	15.16
Big Lake	8.87	Forest Lake	27.87	Moorhead	42.87	Sartell	16.37
Blaine	42.34	Fridley	22.87	Morris	9.03	Sauk Rapids	14.01
Bloomington	74.62	Glencoe	7.80	Mound	7.71	Savage	24.49
Brainerd	18.33	Golden Valley	23.03	Mounds View	12.43	Shakopee	33.20
Brooklyn Center	21.35	Grand Rapids	23.25	New Brighton	12.87	Shoreview	18.53
Brooklyn Park	53.07	Ham Lake	26.13	New Hope	12.73	Shorewood	8.96
Buffalo	13.30	Hastings	21.24	New Prague	7.36	South St. Paul	17.46
Burnsville	43.52	Hermantown	16.54	New Ulm	17.10	Spring Lake Park	5.82
Byron	0.00	Hibbing	51.85	North Branch	26.21	Stewartville	4.34
Cambridge	16.12	Hopkins	9.92	North Mankato	15.57	Stillwater	17.16
Champlin	18.54	Hugo	19.90	North St. Paul	10.40	Thief River Falls	15.86
Chanhassen	21.78	Hutchinson	18.24	Northfield	16.53	Vadnais Heights	8.60
Chaska	16.10	International Falls	7.12	Oak Grove	21.13	Victoria	6.11
Chisholm	8.24	Inver Grove Heights	30.68	Oakdale	19.30	Virginia	15.63
Circle Pines	0.00	Isanti	6.83	Orono	9.45	Waconia	10.65
Cloquet	21.55	Jordan	5.54	Otsego	12.52	Waite Park	6.12
Columbia Heights	12.50	Kasson	5.76	Owatonna	29.57	Waseca	7.28
Coon Rapids	41.83	LaCrescent	0.00	Plymouth	57.71	West St. Paul	13.58
Corcoran	15.08	Lake City	8.39	Prior Lake	16.46	White Bear Lake	20.59
Cottage Grove	29.81	Lake Elmo	14.24	Ramsey	32.25	Willmar	27.87
Crookston	11.65	Lakeville	57.71	Red Wing	20.80	Winona	21.26
Crystal	17.79	Lino Lakes	13.96	Redwood Falls	7.73	Woodbury	51.91
Dayton	0.00	Litchfield	8.77	Richfield	24.41	Worthington	11.44
Delano	5.40	Little Canada	11.35	Robbinsdale	10.05	Wyoming	15.75
Detroit Lakes	22.35	Little Falls	16.20	Rochester	91.35	Zimmerman	5.59
Duluth	113.79	Mahtomedi	8.83	Rogers	18.67	TOTAL	3362.04

Adjustments to the 25 Year



Construction Needs



NOTES and COMMENTS

UNENCUMBERED CONSTRUCTION FUND BALANCE ADJUSTMENT

Each city's December 31, 2012 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 application of this adjustment see the '2013 Adjusted Construction Needs Apportionment' spreadsheet in this booklet.

Any city that had a General Fund Advance from its 2012 Construction Allocation is shown with a negative balance for the amount advanced.

The total Muncipal State Aid expenditures for 2012 was $137,107,132. The expenditures are the difference between the 2011 and 2012 year end balance plus the 2012 construction allotment of $109,036,501.

Municipalities	Unencumbered Balance Available 12-31-2011	Unencumbered Balance Available 12-31-12	Difference Between 12-31-12 and 12-31-11	Percentage of Total Amount in Account	Ratio between Balance & City's 2012 Construction Allotment
Albert Lea	$850,618	**$1,233,975**	$383,357	3.177	1.824
Albertville	507,634	**798,828**	291,194	2.057	2.743
Alexandria	(225,591)	**(402,259)**	(176,668)	(1.036)	(0.680)
Andover	2,829	**(1,118,609)**	(1,121,438)	(2.880)	(1.062)
Anoka	0	**(2,255,000)**	(2,255,000)	(5.806)	(4.938)
Apple Valley	90,186	**14,943**	(75,243)	0.038	0.010
Arden Hills	949,001	**1,143,496**	194,495	2.944	5.080
Austin	2,644,089	**2,529,011**	(115,078)	6.511	2.559
Baxter	477,890	**860,267**	382,377	2.215	2.250
Belle Plaine	0	**260,644**	260,644	0.671	0.978
Bemidji	376,728	**658,439**	281,711	1.695	1.585
Big Lake	506,283	**617,874**	111,591	1.591	2.668
Blaine	1,973,950	**2,012,335**	38,385	5.181	1.522
Bloomington	4,664,516	**3,600,812**	(1,063,704)	9.271	1.557
Brainerd	(60,246)	**(2,172,353)**	(2,112,107)	(5.593)	(3.496)
Brooklyn Center	0	**0**	0	0.000	0.000
Brooklyn Park	0	**77,711**	77,711	0.200	0.049
Buffalo	(1,114,732)	**(693,900)**	420,832	(1.787)	(1.345)
Burnsville	(1,665,080)	**(2,334,920)**	(669,840)	(6.012)	(1.364)
Byron	0	**0**	0	0.000	
Cambridge	0	**0**	0	0.000	0.000
Champlin	0	**0**	0	0.000	0.000
Chanhassen	0	**0**	0	0.000	0.000
Chaska	0	**0**	0	0.000	0.000
Chisholm	0	**(615,997)**	(615,997)	(1.586)	(3.003)
Circle Pines	(61,304)	**(116,304)**	(55,000)	(0.299)	
Cloquet	152,702	**0**	(152,702)	0.000	0.000
Columbia Heights	0	**260,534**	260,534	0.671	0.515
Coon Rapids	135,061	**(1,675,343)**	(1,810,404)	(4.313)	(0.829)
Corcoran	282,530	**516,967**	234,437	1.331	2.205
Cottage Grove	1,385,677	**2,342,933**	957,256	6.032	1.637
Crookston	157,334	**0**	(157,334)	0.000	0.000
Crystal	(1,275,000)	**(776,885)**	498,115	(2.000)	(1.560)
Dayton	109,223	**223**	(109,000)	0.001	
Delano	422,474	**518,115**	95,641	1.334	2.868
Detroit Lakes	(888,633)	**(547,183)**	341,450	(1.409)	(1.603)
Duluth	642,921	**(5,470,198)**	(6,113,119)	(14.084)	(1.576)
Eagan	(2,000,000)	**(2,960,000)**	(960,000)	(7.621)	(1.248)
East Bethel	1,082,158	**242,448**	(839,710)	0.624	0.449
East Grand Forks	166,958	**(620,326)**	(787,284)	(1.597)	(3.242)
Eden Prairie	4,968,622	**1,849,134**	(3,119,488)	4.761	0.927
Edina	(1,300,127)	**(17,884)**	1,282,243	(0.046)	(0.014)
Elk River	25,104	**338,211**	313,107	0.871	0.404

Municipalities	Unencumbered Balance Available 12-31-2011	Unencumbered Balance Available 12-31-12	Difference Between 12-31-12 and 12-31-11	Percentage of Total Amount in Account	Ratio between Balance & City's 2012 Construction Allotment
Fairmont	$0	**$52,631**	$52,631	0.136	0.109
Falcon Heights	245,095	**254,224**	9,129	0.655	2.720
Faribault	159,760	**1,195,182**	1,035,422	3.077	1.544
Farmington	0	**0**	0	0.000	0.000
Fergus Falls	0	**(2,623,895)**	(2,623,895)	(6.756)	(3.968)
Forest Lake	0	**0**	0	0.000	0.000
Fridley	136,490	**0**	(136,490)	0.000	0.000
Glencoe	(340,906)	**(219,829)**	121,077	(0.566)	(1.150)
Golden Valley	1,896,298	**559,144**	(1,337,154)	1.440	1.158
Grand Rapids	(323,472)	**108,222**	431,694	0.279	0.173
Ham Lake	1,227,438	**581,917**	(645,521)	1.498	0.869
Hastings	496,962	**843,019**	346,057	2.170	2.012
Hermantown	(103,068)	**(396,847)**	(293,779)	(1.022)	(0.787)
Hibbing	81,983	**309,918**	227,935	0.798	0.344
Hopkins	0	**0**	0	0.000	0.000
Hugo	(679,691)	**(267,370)**	412,321	(0.688)	(0.648)
Hutchinson	1,291,892	**946,650**	(345,242)	2.437	1.706
International Falls	720,485	**280,818**	(439,667)	0.723	1.069
Inver Grove Heights	1,385,408	**(368,385)**	(1,753,793)	(0.948)	(0.351)
Isanti	0	**(307,416)**	(307,416)	(0.791)	(1.892)
Jordan	4,137	**(191,661)**	(195,798)	(0.493)	(1.030)
Kasson	535,499	**0**	(535,499)	0.000	0.000
La Crescent	244,070	**244,070**	0	0.628	
Lake City	169,730	**329,427**	159,697	0.848	2.063
Lake Elmo	900,040	**1,087,549**	187,509	2.800	4.307
Lakeville	(1,373,488)	**(230,389)**	1,143,099	(0.593)	(0.133)
Lino Lakes	0	**(3,277,100)**	(3,277,100)	(8.437)	(5.000)
Litchfield	282,322	**465,311**	182,989	1.198	2.215
Little Canada	(467,198)	**(171,109)**	296,089	(0.441)	(0.578)
Little Falls	(1,479,842)	**(1,033,216)**	446,626	(2.660)	(1.937)
Mahtomedi	1,413,126	**1,615,475**	202,349	4.159	7.984
Mankato	3,229,087	**0**	(3,229,087)	0.000	0.000
Maple Grove	(3,000,000)	**(1,011,921)**	1,988,079	(2.605)	(0.509)
Maplewood	(3,000,000)	**(2,446,158)**	553,842	(6.298)	(2.236)
Marshall	(1,608,943)	**(1,975,440)**	(366,497)	(5.086)	(3.189)
Medina	152,779	**152,779**	0	0.393	
Mendota Heights	1,301,407	**500,135**	(801,272)	1.288	1.294
Minneapolis	15,725,490	**11,008,656**	(4,716,834)	28.343	1.306
Minnetonka	1,724,071	**3,537,321**	1,813,250	9.107	1.830
Minnetrista	1,330,517	**963,486**	(367,031)	2.481	3.405
Montevideo	0	**39,561**	39,561	0.102	0.186
Monticello	589,715	**669,330**	79,615	1.723	2.040
Moorhead	2,787,338	**1,241,671**	(1,545,667)	3.197	0.940
Morris	156,134	**108,326**	(47,808)	0.279	0.610
Mound	0	**31,191**	31,191	0.080	0.105
Mounds View	0	**0**	0	0.000	0.000
New Brighton	(800,000)	**(227,789)**	572,211	(0.586)	(0.398)
New Hope	880,422	**1,356,329**	475,907	3.492	2.674
New Prague	224,324	**(814,000)**	(1,038,324)	(2.096)	(4.402)
New Ulm	366,705	**5,820**	(360,885)	0.015	0.009
North Branch	838,487	**1,125,129**	286,642	2.897	2.772
North Mankato	(286,984)	**(98,932)**	188,052	(0.255)	(0.273)
North St. Paul	(783,264)	**(427,217)**	356,047	(1.100)	(1.200)
Northfield	923,805	**0**	(923,805)	0.000	0.000
Oak Grove	(1,137,522)	**(686,834)**	450,688	(1.768)	(1.524)

Municipalities	Unencumbered Balance Available 12-31-2011	Unencumbered Balance Available 12-31-12	Difference Between 12-31-12 and 12-31-11	Percentage of Total Amount in Account	Ratio between Balance & City's 2012 Construction Allotment
Oakdale	($413,666)	**$144,110**	$557,776	0.371	0.258
Orono	693,129	**733,051**	39,922	1.887	5.642
Otsego	1,073,952	**1,136,648**	62,696	2.926	2.450
Owatonna	(816,004)	**(1,089,707)**	(273,703)	(2.806)	(1.036)
Plymouth	864,571	**2,447,049**	1,582,478	6.300	1.244
Prior Lake	693,911	**70**	(693,841)	0.000	0.000
Ramsey	33,515	**0**	(33,515)	0.000	0.000
Red Wing	643,183	**1,194,349**	551,166	3.075	2.167
Redwood Falls	366,813	**578,269**	211,456	1.489	2.735
Richfield	71,063	**989,900**	918,837	2.549	1.030
Robbinsdale	2,094,175	**146,617**	(1,947,558)	0.377	0.469
Rochester	863,329	**42,273**	(821,056)	0.109	0.012
Rogers	(295,514)	**14,927**	310,441	0.038	0.048
Rosemount	(469,474)	**552,965**	1,022,439	1.424	0.541
Roseville	1,140,310	**0**	(1,140,310)	0.000	0.000
St. Anthony	0	**(838,980)**	(838,980)	(2.160)	(4.097)
St. Cloud	1,722,710	**1,124,566**	(598,144)	2.895	0.541
St. Francis	596,110	**634,541**	38,431	1.634	1.856
St. Joseph	803,297	**986,505**	183,208	2.540	5.385
St. Louis Park	1,792,339	**2,760,889**	968,550	7.108	2.851
St. Michael	(1,478,688)	**(1,777,435)**	(298,747)	(4.576)	(2.624)
St. Paul	9,957,756	**7,263,475**	(2,694,281)	18.701	1.107
St. Paul Park	21,949	**0**	(21,949)	0.000	0.000
St. Peter	832,397	**787,094**	(45,303)	2.026	1.446
Sartell	(1,416,192)	**(2,415,415)**	(999,223)	(6.219)	(4.399)
Sauk Rapids	(290,171)	**186,157**	476,328	0.479	0.391
Savage	2,138,560	**2,585,814**	447,254	6.657	3.229
Shakopee	0	**0**	0	0.000	0.000
Shoreview	0	**(698,975)**	(698,975)	(1.800)	(1.063)
Shorewood	120,956	**327,220**	206,264	0.842	1.586
South St. Paul	633,182	**738,493**	105,311	1.901	1.425
Spring Lake Park	(237,277)	**(91,290)**	145,987	(0.235)	(0.625)
Stewartville	(266,510)	**(114,673)**	151,837	(0.295)	(0.755)
Stillwater	152,379	**622,300**	469,921	1.602	1.189
Thief River Falls	188,843	**89,214**	(99,629)	0.230	0.200
Vadnais Heights	254,681	**492,978**	238,297	1.269	2.069
Victoria	31,873	**279,509**	247,636	0.720	1.599
Virginia	194,582	**261,676**	67,094	0.674	0.701
Waconia	485,300	**468,553**	(16,747)	1.206	1.202
Waite Park	48,126	**121,112**	72,986	0.312	0.564
Waseca	711,520	**879,059**	167,539	2.263	3.551
West St. Paul	1,096,897	**1,530,818**	433,921	3.941	3.528
White Bear Lake	0	**0**	0	0.000	0.000
Willmar	770,089	**1,187,620**	417,531	3.058	1.813
Winona	417,866	**912,488**	494,622	2.349	1.267
Woodbury	(415,686)	**672,669**	1,088,355	1.732	0.402
Worthington	588,482	**829,849**	241,367	2.137	2.056
Wyoming	756,972	**915,472**	158,500	2.357	2.676
Zimmerman	135,434	**291,506**	156,072	0.751	1.868
TOTAL	**$66,911,483**	**$38,840,852**	**($28,070,631)**	**100.000**	

EXCESS BALANCE ADJUSTMENT REDISTRIBUTED AS LOW BALANCE INCENTIVE

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Municipalities	January 2012 Construction Allotment	Unencumbered Balance Available Dec. 31, 2012	Ratio bet. Balance & City's 2011 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	2011 Unadjusted 25-Year Construction Needs	Low Balance Incentive Factor	Low Balance Incentive
Albert Lea	$676,349	$1,233,975	1.824						
Albertville	291,194	798,828	2.743						
Alexandria	591,760	(402,259)	(0.680)				$42,819,348	0.0131	$74,939
Andover	1,053,437	(1,118,609)	(1.062)				58,681,680	0.0179	102,700
Anoka	456,694	(2,255,000)	(4.938)				19,409,245	0.0059	33,968
Apple Valley	1,529,757	14,943	0.010				58,435,077	0.0178	102,268
Arden Hills	225,083	1,143,496	5.080			No Adjustment			
Austin	988,400	2,529,011	2.559						
Baxter	382,377	860,267	2.250						
Belle Plaine	266,395	260,644	0.978				10,233,349	0.0031	17,910
Bemidji	415,290	658,439	1.585						
Big Lake	231,612	617,874	2.668						
Blaine	1,321,895	2,012,335	1.522						
Bloomington	2,312,712	3,600,812	1.557						
Brainerd	621,331	(2,172,353)	(3.496)				26,871,881	0.0082	47,029
Brooklyn Center	767,433	0	0.000				16,961,047	0.0052	29,684
Brooklyn Park	1,581,864	77,711	0.049				51,752,001	0.0158	90,572
Buffalo	515,832	(693,900)	(1.345)				28,850,556	0.0088	50,492
Burnsville	1,711,202	(2,334,920)	(1.364)				89,868,371	0.0274	157,280
Byron	0	0							
Cambridge	349,897	0	0.000				14,586,853	0.0045	25,529
Champlin	481,618	0	0.000				24,414,325	0.0075	42,728
Chanhassen	671,941	0	0.000				24,981,612	0.0076	43,721
Chaska	631,252	0	0.000				27,928,094	0.0085	48,877
Chisholm	205,135	(615,997)	(3.003)				12,468,890	0.0038	21,822
Circle Pines	0	(116,304)							
Cloquet	413,826	0	0.000				29,955,580	0.0091	52,426
Columbia Heights	505,676	260,534	0.515				21,843,075	0.0067	38,228
Coon Rapids	2,020,534	(1,675,343)	(0.829)				65,087,807	0.0199	113,911
Corcoran	234,437	516,967	2.205						
Cottage Grove	1,431,443	2,342,933	1.637						
Crookston	385,556	0	0.000				27,890,303	0.0085	48,811
Crystal	498,115	(776,885)	(1.560)				15,570,174	0.0048	27,250
Dayton	0	223							
Delano	180,641	518,115	2.868						
Detroit Lakes	341,450	(547,183)	(1.603)				23,263,983	0.0071	40,715

Municipalities	January 2012 Construction Allotment	Unencumbered Balance Available Dec. 31, 2012	Ratio bet. Balance & City's 2011 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	2011 Unadjusted 25-Year Construction Needs	Low Balance Incentive Factor	Low Balance Incentive
Duluth	$3,471,235	($5,470,198)	(1.576)				$247,739,924	0.0756	$433,573
Eagan	2,370,977	(2,960,000)	(1.248)				88,198,098	0.0269	154,357
East Bethel	539,836	242,448	0.449				38,204,302	0.0117	66,862
East Grand Forks	191,346	(620,326)	(3.242)				26,010,085	0.0079	45,521
Eden Prairie	1,994,152	1,849,134	0.927				70,398,550	0.0215	123,206
Edina	1,267,025	(17,884)	(0.014)				54,207,357	0.0166	94,869
Elk River	836,178	338,211	0.404				50,636,566	0.0155	88,620
Fairmont	483,983	52,631	0.109				33,491,096	0.0102	58,613
Falcon Heights	93,451	254,224	2.720						
Faribault	774,256	1,195,182	1.544						
Farmington	579,022	0	0.000				26,088,538	0.0080	45,658
Fergus Falls	661,198	(2,623,895)	(3.968)				45,465,734	0.0139	79,570
Forest Lake	830,487	0	0.000				56,544,063	0.0173	98,959
Fridley	645,430	0	0.000				35,485,603	0.0108	62,104
Glencoe	191,077	(219,829)	(1.150)				12,837,046	0.0039	22,466
Golden Valley	482,809	559,144	1.158						
Grand Rapids	626,694	108,222	0.173				46,998,962	0.0143	82,254
Ham Lake	669,446	581,917	0.869				31,421,837	0.0096	54,992
Hastings	419,079	843,019	2.012						
Hermantown	504,308	(396,847)	(0.787)				30,495,843	0.0093	53,371
Hibbing	901,219	309,918	0.344				66,556,968	0.0203	116,482
Hopkins	411,244	0	0.000				15,368,030	0.0047	26,896
Hugo	412,321	(267,370)	(0.648)				20,433,862	0.0062	35,762
Hutchinson	554,758	946,650	1.706						
International Falls	262,659	280,818	1.069						
Inver Grove Heights	1,048,836	(368,385)	(0.351)				55,491,932	0.0169	97,117
Isanti	162,515	(307,416)	(1.892)				7,496,962	0.0023	13,121
Jordan	186,094	(191,661)	(1.030)				10,565,999	0.0032	18,492
Kasson	199,329	0	0.000				8,986,760	0.0027	15,728
La Crescent	0	244,070							
Lake City	159,697	329,427	2.063						
Lake Elmo	252,509	1,087,549	4.307			No Adjustment			
Lakeville	1,728,099	(230,389)	(0.133)				80,595,059	0.0246	141,051
Lino Lakes	655,420	(3,277,100)	(5.000)				35,491,502	0.0108	62,114
Litchfield	210,083	465,311	2.215						
Little Canada	296,089	(171,109)	(0.578)				14,632,085	0.0045	25,608
Little Falls	533,292	(1,033,216)	(1.937)				26,537,570	0.0081	46,444
Mahtomedi	202,349	1,615,475	7.984	2013	1	($1,615,475)			
Mankato	1,115,926	0	0.000				61,927,032	0.0189	108,379
Maple Grove	1,988,079	(1,011,921)	(0.509)				89,714,474	0.0274	157,011

Municipalities	January 2012 Construction Allotment	Unencumbered Balance Available Dec. 31, 2012	Ratio bet. Balance & City's 2011 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	2011 Unadjusted 25-Year Construction Needs	Low Balance Incentive Factor	Low Balance Incentive
Maplewood	$1,093,842	($2,446,158)	(2.236)				$48,445,118	0.0148	$84,785
Marshall	619,533	(1,975,440)	(3.189)				26,591,983	0.0081	46,539
Medina	0	152,779							
Mendota Heights	386,632	500,135	1.294						
Minneapolis	8,430,198	11,008,656	1.306						
Minnetonka	1,933,250	3,537,321	1.830						
Minnetrista	282,969	963,486	3.405			No Adjustment			
Montevideo	213,242	39,561	0.186				9,504,553	0.0029	16,634
Monticello	328,136	669,330	2.040						
Moorhead	1,320,262	1,241,671	0.940				73,399,102	0.0224	128,457
Morris	177,622	108,326	0.610				11,006,489	0.0034	19,263
Mound	296,887	31,191	0.105				13,734,471	0.0042	24,037
Mounds View	319,813	0	0.000				13,218,529	0.0040	23,134
New Brighton	572,211	(227,789)	(0.398)				23,206,060	0.0071	40,613
New Hope	507,307	1,356,329	2.674						
New Prague	184,918	(814,000)	(4.402)				7,942,487	0.0024	13,900
New Ulm	655,710	5,820	0.009				32,095,790	0.0098	56,171
North Branch	405,958	1,125,129	2.772						
North Mankato	363,052	(98,932)	(0.273)				25,136,457	0.0077	43,992
North St. Paul	356,047	(427,217)	(1.200)				17,538,771	0.0054	30,695
Northfield	520,474	0	0.000				24,802,752	0.0076	43,408
Oak Grove	450,688	(686,834)	(1.524)				32,692,536	0.0100	57,216
Oakdale	557,776	144,110	0.258				15,400,291	0.0047	26,952
Orono	129,922	733,051	5.642			No Adjustment			
Otsego	464,000	1,136,648	2.450						
Owatonna	1,051,368	(1,089,707)	(1.036)				45,507,061	0.0139	79,643
Plymouth	1,966,849	2,447,049	1.244						
Prior Lake	497,931	70	0.000				24,836,062	0.0076	43,466
Ramsey	578,489	0	0.000				41,126,096	0.0126	71,975
Red Wing	551,166	1,194,349	2.167						
Redwood Falls	211,456	578,269	2.735						
Richfield	961,522	989,900	1.030						
Robbinsdale	312,776	146,617	0.469				14,792,128	0.0045	25,888
Rochester	3,409,322	42,273	0.012				165,314,113	0.0505	289,319
Rogers	310,441	14,927	0.048				23,319,753	0.0071	40,812
Rosemount	1,022,439	552,965	0.541				43,849,275	0.0134	76,741
Roseville	850,777	0	0.000				36,319,123	0.0111	63,563
Saint Anthony	204,796	(838,980)	(4.097)				8,734,182	0.0027	15,286
Saint Cloud	2,079,621	1,124,566	0.541				106,298,922	0.0325	186,035
Saint Francis	341,869	634,541	1.856						

Municipalities	January 2012 Construction Allotment	Unencumbered Balance Available Dec. 31, 2012	Ratio bet. Balance & City's 2011 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	2011 Unadjusted 25-Year Construction Needs	Low Balance Incentive Factor	Low Balance Incentive
Saint Joseph	$183,208	$986,505	5.385			No Adjustment			
Saint Louis Park	968,550	2,760,889	2.851						
Saint Michael	677,425	(1,777,435)	(2.624)				$42,148,957	0.0129	$73,766
Saint Paul	6,559,679	7,263,475	1.107						
Saint Paul Park	139,036	0	0.000				5,979,466	0.0018	10,465
Saint Peter	544,261	787,094	1.446						
Sartell	549,083	(2,415,415)	(4.399)				18,700,099	0.0057	32,727
Sauk Rapids	476,328	186,157	0.391				18,091,131	0.0055	31,662
Savage	800,817	2,585,814	3.229	2013	1	($2,585,814)			
Shakopee	799,184	0	0.000				38,906,219	0.0119	68,090
Shoreview	657,850	(698,975)	(1.063)				24,298,976	0.0074	42,526
Shorewood	206,264	327,220	1.586						
South Saint Paul	518,299	738,493	1.425						
Spring Lake Park	145,987	(91,290)	(0.625)				4,759,061	0.0015	8,329
Stewartville	151,837	(114,673)	(0.755)				5,688,171	0.0017	9,955
Stillwater	523,414	622,300	1.189						
Thief River Falls	446,663	89,214	0.200				34,070,820	0.0104	59,628
Vadnais Heights	238,297	492,978	2.069						
Victoria	174,820	279,509	1.599						
Virginia	373,522	261,676	0.701				24,151,286	0.0074	42,268
Waconia	389,930	468,553	1.202						
Waite Park	214,883	121,112	0.564				6,130,291	0.0019	10,729
Waseca	247,539	879,059	3.551			No Adjustment			
West Saint Paul	433,921	1,530,818	3.528	2013	1	($1,530,818)			
White Bear Lake	538,512	0	0.000				18,782,512	0.0057	32,872
Willmar	655,136	1,187,620	1.813						
Winona	720,235	912,488	1.267						
Woodbury	1,674,196	672,669	0.402				68,861,069	0.0210	120,515
Worthington	403,565	829,849	2.056						
Wyoming	342,072	915,472	2.676						
Zimmerman	156,072	291,506	1.868						
TOTAL	**$109,036,501**	**$38,840,852**				**($5,732,107)**	**$3,275,275,252**	**1.0000**	**$5,732,107**

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

FOR THE JANUARY 2012 ALLOCATION

Three cities with over three times their January 2011 construction allotment and $1.5 million in their December 31, 2011 account balance had $15,398,385 in needs redistributed to 84 cities with less than one times their allotment in their account.

Eight other cities had over three times their January 2011 construction allotment as their December 31, 2011 account balance, but received no adjustment because the balance was less than $1.5 million.

This is a redistribution of 0.23% of the $5,175,892,686 billion in unadjusted needs.

Needs are valued at $13.72 per $1000 of needs, so this is a redistribution of $211,266 in actual dollars from 3 cities to 84 cities.

56 cities did not receive this redistribution because their year end construction balance was greater than one times and less than three times their January 2011 construction allotment.

FOR THE JANUARY 2013 ALLOCATION

Three cities with over three times their January 2012 construction allotment and $1.5 million in their December 31, 2012 account balance had $5,732,107 in needs redistributed to 88 cities with less than one times their allotment in their account.

Six other cities had over three times their January 2012 construction allotment as their December 31, 2012 account balance, but received no adjustment because the balance was less than $1.5 million.

This is a redistribution of 0.10% of the $5,476,951,484 billion in unadjusted needs.

Needs are valued at $13.18 per $1000 of needs, so this is a redistribution of $75,549 in actual dollars from 3 cities to 88 cities.

54 cities did not receive this redistribution because their year end construction balance was greater than one times and less than three times their January 2012 construction allotment.

UNAMORTIZED BOND ACCOUNT BALANCE

(Amount as of December 31, 2011)

(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: Unapplied 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 applied funds = unapplied balance.
Step 2: (D minus C) Unamortized bond balance minus unapplied 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	$1,825,000	$1,825,000	$0	$500,000	**$500,000**
Andover	03/26/09	955,000	930,000	25,000	520,000	**495,000**
Apple Valley	3/01/03	2,630,000	0	2,630,000	0	**(2,630,000)**
Apple Valley	2-01-04	855,000	0	855,000	165,000	**(690,000)**
Apple Valley	03/01/09	2,775,000	0	2,775,000	2,760,000	**(15,000)**
Big Lake	03/10/10	2,465,000	0	2,465,000	2,345,000	**(120,000)**
Brooklyn Park	10/24/05	2,710,000	2,710,000	0	1,800,000	**1,800,000**
Buffalo	05/17/10	315,000	0	315,000	315,000	**0**
Buffalo	6-29-05	845,000	0	845,000	95,000	**(750,000)**
Cambridge	5-01-01	340,000	311,142	28,858	0	**(28,858)**
Circle Pines	7-17-08	1,055,000	1,011,592	43,408	890,000	**No Adjustment**
Coon Rapids	11/29/05	3,555,000	3,555,000	0	1,420,000	**1,420,000**
Delano	11-15-08	865,000	0	865,000	595,000	**(270,000)**
Eagan	08-12-08	4,105,000	3,961,220	143,780	3,695,000	**3,551,220**
East Grand Forks	11-06-08	3,466,577	3,398,557	68,020	3,393,577	**3,325,557**
Elk River	08/27/08	2,431,500	1,714,473	717,027	991,000	**273,973**
Glencoe	06-01-03	974,000	0	974,000	456,000	**(518,000)**
Glencoe	08-01-98	155,000	0	155,000	0	**(155,000)**
Golden Valley	02/20/07	2,560,000	0	2,560,000	2,190,000	**(370,000)**
Grand Rapids	08-29-05	1,105,000	1,105,000	0	475,000	**475,000**
Grand Rapids	12-20-07	1,150,000	1,150,000	0	830,000	**830,000**
Hutchinson	09-13-05	700,000	0	700,000	0	**(700,000)**
Lake Elmo	05/12/09	535,000	525,000	10,000	340,000	**330,000**
Lakeville	12-01-01	1,080,000	1,080,000	0	640,000	**640,000**
Lakeville	12-27-07	3,675,000	2,680,000	995,000	2,745,000	**1,750,000**
Lakeville	12/07/09	2,680,000	0	2,680,000	2,455,000	**(225,000)**
Little Canada	11-01-93	315,000	300,000	15,000	0	**(15,000)**
Maplewood	08-01-04	5,355,000	5,355,000	0	3,465,000	**3,465,000**
Maplewood	07-01-08	4,035,000	4,035,000	0	3,495,000	**3,495,000**
Minnetonka	07-17-08	2,215,000	2,215,000	0	1,815,000	**1,815,000**
North Branch	10-23-00	320,000	161,790	158,210	0	**(158,210)**
North Branch	8-01-02	785,000	0	785,000	370,000	**(415,000)**
North Branch	8-01-04	1,360,000	0	1,360,000	870,000	**(490,000)**
North Mankato	12-22-09	3,120,000	2,298,519	821,481	2,980,000	**2,158,519**
Orono	12-13-10	1,660,000	0	1,660,000	1,575,000	**(85,000)**
Ramsey	**08-23-11**	**2,635,000**	**0**	**2,635,000**	**2,635,000**	**0**
Ramsey	11/19/09	1,340,000	0	1,340,000	1,075,000	**(265,000)**
Sartell	03/04/10	800,000	800,000	0	615,000	**615,000**
Savage	04-02-00	800,000	0	800,000	250,000	**(550,000)**
Savage	06-17-96	717,775	488,051	229,724	62,775	**(166,949)**
St. Anthony	05/07/09	315,000	269,249	45,751	185,000	**139,249**
St. Paul Park	06/03/09	620,000	0	620,000	400,000	**(220,000)**
Thief River Falls	09-16-08	1,630,000	1,630,000	0	1,180,000	**1,180,000**
Waseca	05-01-05	805,000	805,000	0	320,000	**320,000**
Woodbury	07-20-01	4,589,700	4,589,700	0	920,000	**920,000**
TOTAL		$79,224,552	$48,904,293	$30,320,259	$51,828,352	**$20,661,501**

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 Appor-tionment Expiration	15 Years Amount Expired	Type of Funds	Project Development & Constuction Engineering	Project Needs	Total Needs Adjustment
Coon Rapids	120		1999	2013			$160,235.00	$890,196.00	$1,050,431.00
Eagan	126	19562	2010	2024		MSAS	413,044	1,784,262	2,197,306
Farmington	107		2008	2022		Local Funds	229,355	1,042,524	1,271,879
Hutchinson	**108**		**1998**	**2012**			**0**	**0**	**0**
Maple Grove	127	97986	2000	2014		MSAS	17,926	99,588	117,514
	135	27A49	2002	2016		Local Funds	125,466	627,329	752,795
	134	27A40	2002	2016		MSAS	62,150	310,749	372,899
	138	27A69	2003	2017		Local Funds	645,000	3,348,800	3,993,800
	138	27A69	2004	2018		Local Funds	174,300	1,100,000	1,274,300
	106	27A98	2008	2022		Local Funds	779,366	3,542,574	4,321,940
Moorhead	**135**		**1998**	**2012**			**0**	**0**	**0**
Plymouth	153-005	27A31	1999	2013			171,465	952,585	1,124,050
	165-007	27A95	2004	2018		MSAS	311,915	1,559,577	1,871,492
	164-009	27A68	2004	2018		MSAS	115,462	577,312	692,774
Ramsey	**104**		**1998**	**2012**			**0**	**0**	**0**
	109-002	02569	2006	2020		MSAS	13,359	66,797	80,156
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	1,423,977
	288-004	62616	2006	2020		MSAS	284,960	1,424,802	1,709,762
	302-002	62617	2006	2020		MSAS	20,380	101,901	122,281
St. Paul Park	108-001	82027	2006	2020		MSAS	111,838	559,189	671,027
Shakopee	117-003	70550	2012	2026		MSAS	4,202	19,101	23,303
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	102	82518	2006	2020		Local	684,657	3,423,287	4,107,944
TOTAL							**$5,682,576**	**$27,599,110**	**$33,281,686**

28-Jan-13

PROJECT LISTING OF RIGHT-OF-WAY ACQUISITION

Payment requested in 2012

books\2013 January Book\Right of Way Projects 2011 for 2013.xlsx

MUNICIPALITY	PROJECT	PROJECT AMOUNT	TOTAL ADJUSTMENT
Brainerd	108-126-012	$60,246	
	108-126-012	761,532	**$821,778**
Eagan	195-103-010	1,883	**1,883**
East Bethel	203-102-004	5,388	
	203-110-003	15,799	**21,187**
East Grand Forks	119-121-001	141,624	**141,624**
Elk River	204-132-001	12,028	**12,028**
Fergus Falls	126-125-003	318,549	**318,549**
Grand Rapids	129-143-001	162,150	
	129-143-002	123,234	**285,384**
Hermantown	202-080-001	49,804	**49,804**
Marshall	139-131-002	8,792	
	139-131-002	71,643	
	139-132-002	38,943	**119,378**
Oak Grove	223-119-001	62,214	**62,214**
Plymouth	155-164-011	51,388	**51,388**
St. Peter	165-102-005	3,700	**3,700**
Waite Park	221-101-002	342,234	**342,234**
			$2,231,151

NEEDS ADJUSTMENT FOR RIGHT-OF-WAY ACQUISITION

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

MSAS\books\2012 OCTOBER Book\Right of Way Adjustment 2013.xls 28-Jan-13

MUNICIPALITY	1997-2010 RIGHT-OF-WAY EXPENDITURES	+	2011 RIGHT-OF-WAY EXPENDITURES	-	EXPIRED RIGHT-OF-WAY EXPENDITURES	=	TOTAL RIGHT-OF-WAY ADJUSTMENT FOR 2013 APPORTIONMENT
Albert Lea	--		--		--		--
Albertville	--		--		--		--
Alexandria	$340,593		--		--		**$340,593**
Andover	5,296		--		($3,518)		**1,778**
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	5,431,275		--		--		**5,431,275**
Bloomington	11,684,483		--		(4,396,446)		**7,288,037**
Brainerd	640,266		$821,778		(352,019)		**1,110,025**
Brooklyn Center	1,309,990		--		--		**1,309,990**
Brooklyn Park	509,140		--		(144,406)		**364,734**
Buffalo	1,426,785		--		--		**1,426,785**
Burnsville	--		--		--		--
Byron	--		--		--		--
Cambridge	--		--		--		--
Champlin	72,191		--		--		**72,191**
Chanhassen	--		--		--		--
Chaska	--		--		--		--
Chisholm	--		--		--		--
Circle Pines	--		--		--		--
Cloquet	--		--		--		--
Columbia Heights	3,130		--		--		**3,130**
Coon Rapids	2,460,658		--		--		**2,460,658**
Corcoran	19,296		--		--		**19,296**
Cottage Grove	521,013		--		(28,563)		**492,450**
Crookston	--		--		--		--
Crystal	--		--		--		--
Dayton	--		--		--		--
Delano	--		--		--		--
Detroit Lakes	51,476		--		--		**51,476**
Duluth	2,764,841		--		(80,041)		**2,684,800**
Eagan	4,630,438		1,883		--		**4,632,321**
East Bethel	128,868		21,187		--		**150,055**
East Grand Forks	--		141,624		--		**141,624**
Eden Prairie	--		--		--		--
Edina	142,207		--		(3,934)		**138,273**
Elk River	2,447,579		12,028		(56,640)		**2,402,967**
Fairmont	--		--		--		--
Falcon Heights	--		--		--		--
Faribault	298,486		--		--		**298,486**

MUNICIPALITY	1997-2010 RIGHT-OF-WAY EXPENDITURES	+	2011 RIGHT-OF-WAY EXPENDITURES	-	EXPIRED RIGHT-OF-WAY EXPENDITURES	=	TOTAL RIGHT-OF-WAY ADJUSTMENT FOR 2013 APPORTIONMENT
Farmington	--		--		--		**--**
Fergus Falls	$94,773		$318,549		--		**$413,322**
Forest Lake	14,872		--		--		**14,872**
Fridley	--		--		--		**--**
Glencoe	--		--		--		**--**
Golden Valley	--		--		--		**--**
Grand Rapids	2,101,208		285,384		--		**2,386,592**
Ham Lake	408,080		--		($49,131)		**358,949**
Hastings	--		--		--		**--**
Hermantown	229,847		49,804		--		**279,651**
Hibbing	6,665		--		--		**6,665**
Hopkins	1,000		--		--		**1,000**
Hugo	125,690		--		--		**125,690**
Hutchinson	166,250		--		--		**166,250**
International Falls	--		--		--		**--**
Inver Grove Heights	776,192		--		--		**776,192**
Isanti	--		--		--		**--**
Jordan	--		--		--		**--**
Kasson	--		--		--		**--**
La Crescent	--		--		--		**--**
Lake City	7,000		--		--		**7,000**
Lake Elmo	6,310		--		(6,310)		**--**
Lakeville	3,473,507		--		(236,180)		**3,237,327**
Lino Lakes	412,101		--		--		**412,101**
Litchfield	--		--		--		**--**
Little Canada	--		--		--		**--**
Little Falls	1,435,391		--		(96,451)		**1,338,940**
Mahtomedi	--		--		--		**--**
Mankato	460,261		--		--		**460,261**
Maple Grove	3,498,494		--		--		**3,498,494**
Maplewood	5,279,548		--		--		**5,279,548**
Marshall	183,019		119,378		--		**302,397**
Medina	--		--		--		**--**
Mendota Heights	61,140		--		--		**61,140**
Minneapolis	728,476		--		(38,807)		**689,669**
Minnetonka	2,094,013		--		(629,030)		**1,464,983**
Minnetrista	145,293		--		--		**145,293**
Montevideo	31,070		--		(17,121)		**13,949**
Monticello	--		--		--		**--**
Moorhead	3,569,611		--		(270,003)		**3,299,608**
Morris	10,500		--		--		**10,500**
Mound	1,309,579		--		(488,195)		**821,384**
Mounds View	--		--		--		**--**
New Brighton	--		--		--		**--**
New Hope	--		--		--		**--**
New Prague	6,287		--		--		**6,287**
New Ulm	--		--		--		**--**
North Branch	13,538		--		--		**13,538**
North Mankato	64,226		--		--		**64,226**
North St. Paul	461,369		--		--		**461,369**
Northfield	--		--		--		**--**
Oak Grove	601,944		62,214		(24,652)		**639,506**
Oakdale	430,454		--		--		**430,454**
Orono	41,351		--		(29,164)		**12,187**

MUNICIPALITY	1997-2010 RIGHT-OF-WAY EXPENDITURES	+	2011 RIGHT-OF-WAY EXPENDITURES	-	EXPIRED RIGHT-OF-WAY EXPENDITURES	=	TOTAL RIGHT-OF-WAY ADJUSTMENT FOR 2013 APPORTIONMENT
Otsego	$293,120		--		--		**$293,120**
Owatonna	119,703		--		--		**119,703**
Plymouth	477,433		$51,388		($7,937)		**520,884**
Prior Lake	633		--		--		**633**
Ramsey	207,749		--		--		**207,749**
Red Wing	774,553		--		(10,675)		**763,878**
Redwood Falls	--		--		--		**--**
Richfield	10,071,191		--		(616,282)		**9,454,909**
Robbinsdale	--		--		--		**--**
Rochester	2,563,752		--		--		**2,563,752**
Rogers	--		--		--		**--**
Rosemount	389,000		--		--		**389,000**
Roseville	91,009		--		--		**91,009**
Saint Anthony	--		--		--		**--**
Saint Cloud	2,118,314		--		(265,782)		**1,852,532**
Saint Francis	14,990		--		--		**14,990**
Saint Joseph	--		--		--		**--**
Saint Louis Park	218,625		--		--		**218,625**
Saint Michael	86,132		--		--		**86,132**
Saint Paul	15,109,120		--		(728,140)		**14,380,980**
Saint Paul Park	65,293		--		--		**65,293**
Saint Peter	31,826		3,700		--		**35,526**
Sartell	193,878		--		(115,505)		**78,373**
Sauk Rapids	441,264		--		--		**441,264**
Savage	400,000		--		--		**400,000**
Shakopee	--		--		--		**--**
Shoreview	34,532		--		(14,945)		**19,587**
Shorewood	203,488		--		--		**203,488**
South St. Paul	--		--		--		**--**
Spring Lake Park	58,655		--		--		**58,655**
Stewartville	--		--		--		**--**
Stillwater	19,061		--		(19,061)		**--**
Thief River Falls	141,924		--		(1,408)		**140,516**
Vadnais Heights	--		--		--		**--**
Victoria	--		--		--		**--**
Virginia	--		--		--		**--**
Waconia	--		--		--		**--**
Waite Park	713,500		342,234		--		**1,055,734**
Waseca	213,261		--		--		**213,261**
West St. Paul	--		--		--		**--**
White Bear Lake	--		--		--		**--**
Willmar	167,616		--		--		**167,616**
Winona	8,000		--		--		**8,000**
Woodbury	6,722,202		--		(89,000)		**6,633,202**
Worthington	491		--		--		**491**
Wyoming	--		--		--		**--**
Zimmerman	--		--		--		**--**
TOTAL	**$106,044,343**		**$2,231,151**		**($8,819,346)**		**$99,456,148**

AFTER THE FACT RETAINING WALL ADJUSTMENT

Amount as of December 31, 2012

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	2011 Eliglble Retaining Wall Expenditures	Expired Retaining Wall Expenditures	Total Retaining Wall Adjustment for 2013 Apportionment
Albert Lea	$67,342	$0	$0	$67,342
Alexandria	25,633	0	0	25,633
Andover	20,197	0	0	20,197
Bloomington	55,013	0	0	55,013
Buffalo	0	18,499	0	18,499
Crystal	27,285	15,225	0	42,510
Duluth	594,891	0	0	594,891
Kasson	0	35,640	0	35,640
Lakeville	118,042	0	0	118,042
Minnetonka	0	37,913	0	37,913
Moorhead	93,402	0	0	93,402
Mounds View	0	13,419	0	13,419
New Hope	32,400	0	0	32,400
Oakdale	20,658	0	0	20,658
Plymouth	64,144	0	0	64,144
Roseville	0	34,400	0	34,400
Saint Paul	51,542	0	0	51,542
Sartell	6,000	0	0	6,000
TOTAL	**$1,176,549**	**$155,096**	**$0**	**$1,331,645**

PROJECT LISTING OF RETAINING WALL CONSTRUCTION

Payment requested in 2011

MUNICIPALITY	PROJECT OR ROUTE NUMBER	LOCAL AMOUNT	SA PROJECT AMOUNT	TOTAL ADJUSTMENT
Buffalo	213-117-001		$18,499	**$18,499**
Crystal	116-337-001, 338-001		15,225	**15,225**
Kasson	240-080-001 (on route 109)		35,640	**35,640**
Minnetonka	142-148-005		37,913	**37,913**
Mounds View	146-234-005, 245-001		13,419	**13,419**
Roseville	160-252-005		34,400	**34,400**
TOTAL		**$0**	**$155,096**	**$155,096**

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

October 24, 2012

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

Dear Commissioner Sorel:

We, the undersigned, as members of the 2012 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 2013 Apportionment Sum as provided by Minnesota Statutes, Chapter 162.13, Subdivision 1.

Kent Exner Hutchinson Chair	Bob Moberg Coon Rapids Vice Chair	Steve Bot St. Michael Secretary
David Salo Hermantown District 1	Dave Kildahl Thief River Falls District 2	Brad DeWolf Buffalo District 3
Tim Schoonhoven Alexandria District 4	Tom Mathisen Crystal Metro West	David Strauss Stewartville District 6
Troy Nemmers Fairmont District 7	John Rodeberg Glencoe District 8	Mark Graham Vadnais Heights Metro East
Cindy Voigt Duluth	Don Elwood Minneapolis	Paul Kurtz Saint Paul
		Richard Freese Rochester

An Equal Opportunity Employer

2012 ADJUSTED CONSTRUCTION NEEDS RECOMMENDATIONS

Based on the 2012 Needs Study of the 2011 construction needs for the January 2013 allocation

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Municipality	Adjusted Construction Needs	Municipality	Adjusted Construction Needs
Albert Lea	$42,266,747	Forest Lake	$56,726,214
Albertville	11,903,873	Fridley	35,547,707
Alexandria	43,662,772	Glencoe	12,406,341
Andover	61,102,964	Golden Valley	32,837,229
Anoka	21,702,863	Grand Rapids	50,664,586
Apple Valley	55,313,468	Ham Lake	31,307,541
Arden Hills	8,697,400	Hastings	16,425,980
Austin	47,394,051	Hermantown	31,225,712
Baxter	18,817,397	Hibbing	66,370,197
Belle Plaine	9,990,615	Hopkins	15,395,926
Bemidji	20,577,163	Hugo	20,862,684
Big Lake	14,122,530	Hutchinson	21,690,066
Blaine	46,588,728	International Falls	9,853,039
Bloomington	137,602,936	Inver Grove Heights	56,733,626
Brainerd	30,201,288	Isanti	7,817,499
Brooklyn Center	18,300,721	Jordan	10,776,152
Brooklyn Park	53,929,596	Kasson	9,038,128
Buffalo	30,290,232	La Crescent	0
Burnsville	92,360,571	Lake City	8,299,102
Byron	0	Lake Elmo	17,512,982
Cambridge	14,583,524	Lakeville	86,486,868
Champlin	24,529,244	Lino Lakes	39,242,817
Chanhassen	25,025,333	Litchfield	14,967,367
Chaska	27,976,971	Little Canada	14,813,802
Chisholm	13,106,709	Little Falls	28,956,170
Circle Pines	0	Mahtomedi	7,112,357
Cloquet	30,008,006	Mankato	62,495,672
Columbia Heights	21,623,899	Maple Grove	105,260,288
Coon Rapids	71,824,010	Maplewood	63,215,609
Corcoran	18,933,420	Marshall	28,916,359
Cottage Grove	57,344,702	Medina	0
Crookston	27,939,114	Mendota Heights	23,271,835
Crystal	16,426,579	Minneapolis	442,501,415
Dayton	0	Minnetonka	86,807,969
Delano	12,390,813	Minnetrista	19,472,327
Detroit Lakes	23,903,357	Montevideo	9,495,575
Duluth	256,995,366	Monticello	13,059,300
Eagan	101,693,302	Moorhead	75,678,898
East Bethel	38,506,951	Morris	10,927,926
East Grand Forks	30,143,113	Mound	14,548,701
Eden Prairie	68,672,622	Mounds View	13,255,082
Edina	54,458,383	New Brighton	23,474,462
Elk River	53,215,195	New Hope	19,754,953
Fairmont	33,497,078	New Prague	8,776,674
Falcon Heights	3,706,075	New Ulm	32,146,141
Faribault	41,751,370	North Branch	42,413,081
Farmington	27,406,075	North Mankato	27,502,126
Fergus Falls	49,452,280	North St. Paul	18,458,052

Municipality	Adjusted Construction Needs	Municipality	Adjusted Construction Needs
Northfield	$24,846,160	St. Peter	$25,954,080
Oak Grove	34,076,092	Sartell	21,847,614
Oakdale	15,734,245	Sauk Rapids	18,377,900
Orono	9,649,283	Savage	27,344,085
Otsego	26,421,575	Shakopee	38,997,612
Owatonna	46,796,114	Shoreview	25,190,604
Plymouth	91,433,759	Shorewood	10,303,181
Prior Lake	24,880,091	South St. Paul	22,488,102
Ramsey	41,220,976	Spring Lake Park	4,917,335
Red Wing	39,091,033	Stewartville	5,812,799
Redwood Falls	13,379,271	Stillwater	24,511,153
Richfield	40,489,765	Thief River Falls	37,158,013
Robbinsdale	14,671,399	Vadnais Heights	9,019,485
Rochester	168,124,911	Victoria	6,338,686
Rogers	23,391,998	Virginia	23,931,878
Rosemount	45,518,541	Waconia	14,944,899
Roseville	36,508,095	Waite Park	7,075,642
St. Anthony	9,727,697	Waseca	11,690,578
St. Cloud	107,212,923	West St. Paul	13,721,258
St. Francis	23,383,132	White Bear Lake	18,815,384
St. Joseph	2,520,904	Willmar	42,483,077
St. Louis Park	45,473,274	Winona	30,313,739
St. Michael	44,086,290	Woodbury	79,970,061
St. Paul	342,414,248	Worthington	15,640,436
St. Paul Park	6,506,251	Wyoming	15,945,637
		Zimmerman	8,329,181
		STATE TOTAL	$5,593,122,380

TRUNK HIGHWAY TURNBACK MAINTENANCE ALLOWANCE

The following tabulation shows the Trunk Highway Turnback Maintenance allowance for the 2013 Apportionment. All turnbacks eligible for maintenance payments as of December 31, 2012 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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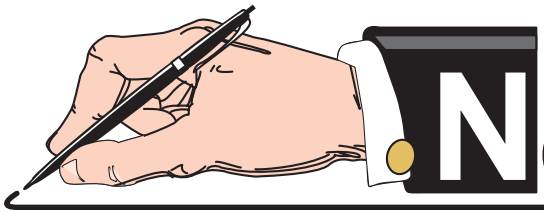
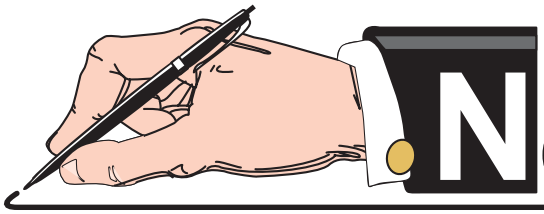
Msas Route No.	Date of Release	Project Number	Plan Approved	Original Miles Eligible for TB Funding	Miles Constructed with THTB Funds	Current Miles Eligible for TB Maint.	Date of MSAS Designation	Maintenance Allowance Eligible Miles X $7,200	Total Turnback Maintenance Allocation
Fergus Falls									
141 (TH 297)	11-1-10			0.56	0.00	0.00	3-11	0	**$0**
Shakopee									
TH 300				0.92					
105 (TH 300)	4-27-97		No		0.00		12-02		
122 (TH 300)	4-27-97		No		0.00	0.00	12-02	0	**0**
TOTAL				**1.48**	**0.00**	**0.00**			**$0**



NOTES and COMMENTS

Reference

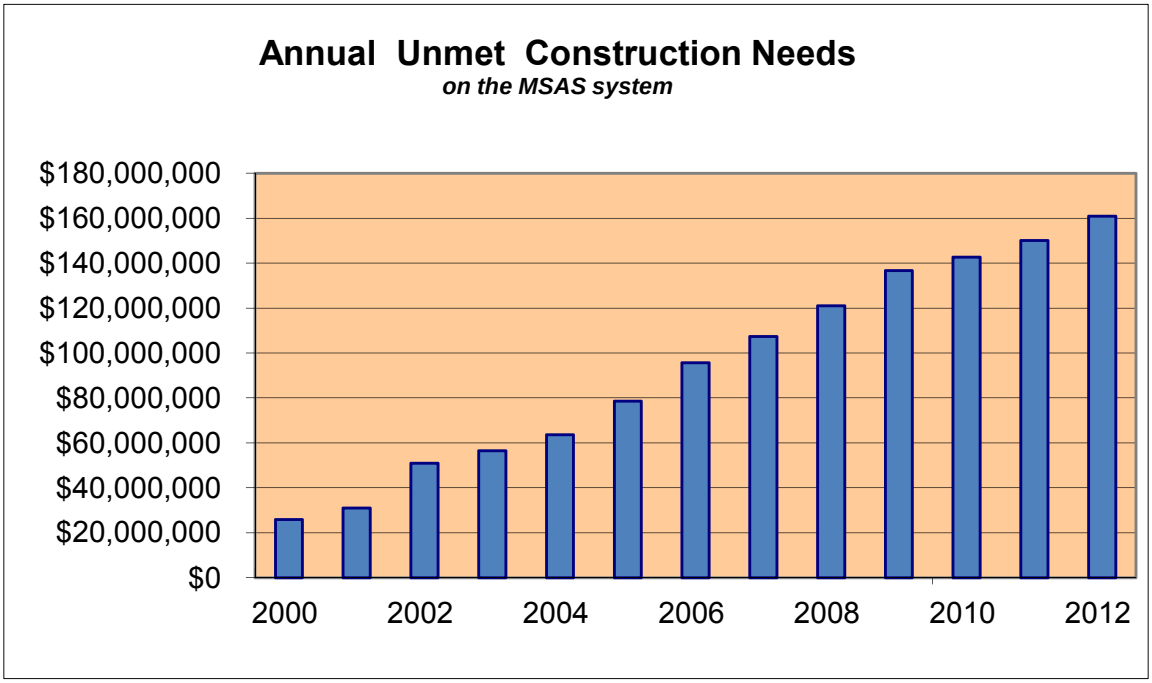
Material



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
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
2010	4,964,526,370	248,226,319	105,569,227	142,657,092	57.47
2011	5,175,892,686	258,794,634	108,795,729	149,998,905	57.96
2012	5,476,951,484	273,847,574	113,045,747	160,801,827	58.72



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 2013

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	$19.14
1959	59	938.36	195,749,800	8,108,428	195,749,800	8,641.06	20.71
1960	59	968.82	214,494,178	8,370,596	197,971,488	8,639.99	21.14
1961	77	1131.78	233,276,540	9,185,862	233,833,072	8,116.30	19.64
1962	77	1140.83	223,014,549	9,037,698	225,687,087	7,922.04	20.02
1963	77	1161.06	221,458,428	9,451,125	222,770,204	8,140.08	21.21
1964	77	1177.11	218,487,546	10,967,128	221,441,346	9,317.00	24.76
1965	77	1208.81	218,760,538	11,370,240	221,140,776	9,406.14	25.71
1966	80	1271.87	221,992,032	11,662,274	218,982,273	9,169.39	26.63
1967	80	1309.93	213,883,059	12,442,900	213,808,290	9,498.90	29.10
1968	84	1372.36	215,390,936	14,287,775	215,206,878	10,411.10	33.20
1969	86	1412.57	209,136,115	15,121,277	210,803,850	10,704.80	35.87
1970	86	1427.59	205,103,671	16,490,064	206,350,399	11,550.98	39.96
1971	90	1467.30	204,854,564	18,090,833	204,327,997	12,329.33	44.27
1972	92	1521.41	217,915,457	18,338,440	217,235,062	12,053.58	42.21
1973	94	1580.45	311,183,279	18,648,610	309,052,410	11,799.56	30.17
1974	95	1608.06	324,787,253	21,728,373	321,833,693	13,512.17	33.76
1975	99	1629.30	422,560,903	22,841,302	418,577,904	14,019.09	27.28
1976	101	1718.92	449,383,835	22,793,386	444,038,715	13,260.29	25.67
1977	101	1748.55	488,779,846	27,595,966	483,467,326	15,782.20	28.54
1978	104	1807.94	494,433,948	27,865,892	490,165,460	15,413.06	28.38
1979	106	1853.71	529,996,431	30,846,555	523,460,762	16,640.44	29.42
1980	106	1889.03	623,880,689	34,012,618	609,591,579	18,005.34	27.86
1981	109	1933.64	695,487,179	35,567,962	695,478,283	18,394.30	25.54
1982	105	1976.17	705,647,888	41,819,275	692,987,088	21,161.78	30.30
1983	106	2022.37	651,402,395	46,306,272	631,554,858	22,897.03	36.55
1984	106	2047.23	635,420,700	48,580,190	613,448,456	23,729.72	39.70
1985	107	2110.52	618,275,930	56,711,674	589,857,835	26,870.95	48.20
1986	107	2139.42	552,944,830	59,097,819	543,890,225	27,623.29	54.30
1987	107	2148.07	551,850,149	53,101,745	541,972,837	24,720.68	48.97
1988	108	2171.89	545,457,364	58,381,022	529,946,820	26,880.28	55.06
1989	109	2205.05	586,716,169	76,501,442	588,403,918	34,693.74	64.98
1990	112	2265.64	969,735,729	81,517,107	969,162,426	35,979.73	41.99
1991	113	2330.30	1,289,813,259	79,773,732	1,240,127,592	34,233.25	32.11
1992	116	2376.79	1,374,092,030	81,109,752	1,330,349,165	34,125.75	30.41
1993	116	2410.53	1,458,214,849	82,954,222	1,385,096,428	34,413.27	29.89
1994	117	2471.04	1,547,661,937	80,787,856	1,502,960,398	32,693.87	26.83
1995	118	2526.39	1,582,491,280	81,718,700	1,541,396,875	32,346.04	26.46
1996	119	2614.71	1,652,360,408	90,740,650	1,638,227,013	34,703.91	27.63
1997	122	2740.46	1,722,973,258	90,608,066	1,738,998,615	33,063.09	25.91
1998	125	2815.99	1,705,411,076	93,828,258	1,746,270,860	33,319.81	26.73

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	$24.47
2000	127	2910.87	2,042,921,321	103,202,769	2,084,650,298	35,454.27	24.64
2001	129	2972.16	2,212,783,436	108,558,171	2,228,893,216	36,525.01	24.26
2002	130	3020.39	2,432,537,238	116,434,082	2,441,083,093	38,549.35	23.77
2003	131	3080.67	2,677,069,498	108,992,464	2,663,903,876	35,379.47	20.39
2004	133	3116.44	2,823,888,537	110,890,581	2,898,358,498	35,582.45	19.08
2005	136	3190.82	2,986,013,788	111,823,549	3,086,369,911	35,045.40	18.07
2006	138	3291.64	3,272,908,979	111,487,130	3,356,466,332	33,869.78	16.57
2007	142	3382.28	3,663,172,809	114,419,009	3,760,234,514	33,828.96	15.19
2008	143	3453.10	3,896,589,388	114,398,269	4,005,371,748	33,129.15	14.29
2009	144	3504.00	4,277,355,517	121,761,230	4,375,100,368	34,749.21	13.91
2010	144	3533.22	4,650,919,417	127,315,538	4,764,771,798	36,033.86	13.36
2011	147	3583.87	4,964,526,370	139,081,139	5,058,978,846	38,807.53	13.75
2012	142	3572.73	5,175,892,686	144,682,808	5,271,923,152	40,496.43	13.72
2013	147	3597.10	5,476,951,484	147,468,798	5,593,122,380	40,996.58	13.18

YEARLY APPORTIONMENT COMPARISONS

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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%
2011	3,698,643	18.80	689.9%	13.75	-28.1%
2012	3,660,843	19.76	730.3%	13.72	-28.3%
2013	3,690,591	19.98	739.5%	13.18	-31.1%

* Used estimate and census beginning in 1996.

2012 TOTAL NEEDS MILES

For the January 2013 Allocation

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Municipality	2011	2012	INCREASE (DECREASE)
ALBERT LEA	24.19	**24.19**	0.00
ALBERTVILLE	7.15	**7.15**	0.00
ALEXANDRIA	25.10	**25.10**	0.00
ANDOVER	42.60	**42.60**	0.00
ANOKA	14.73	**14.73**	0.00
APPLE VALLEY	37.41	**37.31**	(0.10)
ARDEN HILLS	7.53	**7.53**	0.00
AUSTIN	29.91	**30.21**	0.30
BAXTER	17.05	**17.05**	0.00
BELLE PLAINE	8.46	**8.46**	0.00
BEMIDJI	17.65	**17.65**	0.00
BIG LAKE	11.51	**11.51**	0.00
BLAINE	48.71	**48.71**	0.00
BLOOMINGTON	74.85	**74.85**	0.00
BRAINERD	19.16	**19.16**	0.00
BROOKLYN CENTER	21.35	**21.35**	0.00
BROOKLYN PARK	59.47	**59.47**	0.00
BUFFALO	17.19	**17.19**	0.00
BURNSVILLE	45.04	**45.19**	0.15
BYRON	0.00	**0.00**	0.00
CAMBRIDGE	16.37	**16.37**	0.00
CHAMPLIN	20.01	**20.00**	(0.01)
CHANHASSEN	21.47	**22.19**	0.72
CHASKA	20.47	**20.47**	0.00
CHISHOLM	8.39	**8.39**	0.00
CIRCLE PINES	0.00	**0.00**	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	15.53	**15.53**	0.00
COTTAGE GROVE	35.35	**35.35**	0.00
CROOKSTON	11.65	**11.65**	0.00
CRYSTAL	17.79	**17.79**	0.00
DAYTON	0.00	**0.00**	0.00
DELANO	6.12	**6.12**	0.00
DETROIT LAKES	22.35	**22.35**	0.00
DULUTH	114.86	**114.92**	0.06
EAGAN	48.00	**48.00**	0.00
EAST BETHEL	28.78	**28.78**	0.00
EAST GRAND FORKS	16.81	**17.14**	0.33
EDEN PRAIRIE	47.08	**47.08**	0.00
EDINA	40.27	**40.27**	0.00
ELK RIVER	36.33	**36.33**	0.00
FAIRMONT	20.13	**20.13**	0.00
FALCON HEIGHTS	3.29	**3.29**	0.00
FARIBAULT	24.27	**24.27**	0.00
FARMINGTON	16.24	**16.24**	0.00
FERGUS FALLS	25.76	**25.76**	0.00
FOREST LAKE	32.25	**32.25**	0.00
FRIDLEY	22.87	**22.87**	0.00
GLENCOE	8.33	**8.33**	0.00
GOLDEN VALLEY	23.57	**23.57**	0.00
GRAND RAPIDS	25.71	**25.71**	0.00
HAM LAKE	32.34	**32.39**	0.05
HASTINGS	21.24	**21.24**	0.00
HERMANTOWN	15.50	**16.54**	1.04
HIBBING	53.17	**53.17**	0.00
HOPKINS	9.99	**9.99**	0.00
HUGO	20.61	**20.61**	0.00
HUTCHINSON	18.70	**18.70**	0.00
INTERNATIONAL FALLS	8.06	**7.12**	(0.94)

Municipality	2011	2012	INCREASE (DECREASE)
INVER GROVE HEIGHTS	33.30	**33.30**	0.00
ISANTI	6.89	**6.89**	0.00
JORDAN	5.89	**6.03**	0.14
KASSON	5.08	**5.76**	0.68
LA CRESCENT	0.00	**0.00**	0.00
LAKE CITY	8.39	**8.39**	0.00
LAKE ELMO	14.07	**16.22**	2.15
LAKEVILLE	60.02	**60.02**	0.00
LINO LAKES	24.22	**23.63**	(0.59)
LITCHFIELD	8.77	**8.77**	0.00
LITTLE CANADA	11.35	**11.35**	0.00
LITTLE FALLS	18.34	**18.34**	0.00
MAHTOMEDI	8.83	**8.83**	0.00
MANKATO	38.20	**38.20**	0.00
MAPLE GROVE	56.24	**56.88**	0.64
MAPLEWOOD	36.16	**36.20**	0.04
MARSHALL	18.80	**18.80**	0.00
MEDINA	0.00	**0.00**	0.00
MENDOTA HEIGHTS	15.50	**15.50**	0.00
MINNEAPOLIS	206.44	**206.64**	0.20
MINNETONKA	50.92	**50.92**	0.00
MINNETRISTA	12.92	**12.92**	0.00
MONTEVIDEO	8.83	**8.83**	0.00
MONTICELLO	12.14	**12.14**	0.00
MOORHEAD	45.25	**45.25**	0.00
MORRIS	9.03	**9.03**	0.00
MOUND	7.94	**7.94**	0.00
MOUNDS VIEW	12.43	**12.43**	0.00
NEW BRIGHTON	15.26	**15.26**	0.00
NEW HOPE	12.85	**12.73**	(0.12)
NEW PRAGUE	7.73	**7.76**	0.03
NEW ULM	17.68	**17.68**	0.00
NORTH BRANCH	24.63	**27.66**	3.03
NORTH MANKATO	15.57	**15.57**	0.00
NORTH ST PAUL	11.38	**11.38**	0.00
NORTHFIELD	17.06	**17.06**	0.00
OAK GROVE	24.60	**26.15**	1.55
OAKDALE	19.30	**19.30**	0.00
ORONO	9.45	**9.45**	0.00
OTSEGO	22.52	**22.52**	0.00
OWATONNA	28.35	**29.62**	1.27
PLYMOUTH	58.98	**59.80**	0.82
PRIOR LAKE	20.38	**20.43**	0.05
RAMSEY	37.89	**38.16**	0.27
RED WING	25.05	**25.05**	0.00
REDWOOD FALLS	8.50	**8.50**	0.00
RICHFIELD	24.51	**24.58**	0.07
ROBBINSDALE	10.07	**10.05**	(0.02)
ROCHESTER	92.37	**94.35**	1.98
ROGERS	11.98	**21.07**	9.09
ROSEMOUNT	30.96	**30.96**	0.00
ROSEVILLE	29.12	**29.12**	0.00
ST ANTHONY	5.95	**5.95**	0.00
ST CLOUD	64.77	**64.41**	(0.36)
ST FRANCIS	13.16	**13.16**	0.00
ST JOSEPH	5.52	**5.53**	0.01
ST LOUIS PARK	31.58	**31.58**	0.00
ST MICHAEL	22.43	**22.43**	0.00
ST PAUL	164.73	**164.73**	0.00
ST PAUL PARK	6.08	**6.08**	0.00
ST PETER	15.78	**15.78**	0.00

2012 TOTAL NEEDS MILES

For the January 2013 Allocation

Municipality	2011	2012	INCREASE (DECREASE)
SARTELL	17.97	**17.87**	(0.10)
SAUK RAPIDS	14.01	**14.01**	0.00
SAVAGE	26.98	**26.98**	0.00
SHAKOPEE	37.02	**37.02**	0.00
SHOREVIEW	19.64	**19.64**	0.00
SHOREWOOD	8.58	**8.96**	0.38
SOUTH ST PAUL	17.46	**17.46**	0.00
SPRING LAKE PARK	5.82	**5.82**	0.00
STEWARTVILLE	4.71	**4.71**	0.00
STILLWATER	17.68	**17.68**	0.00
THIEF RIVER FALLS	15.78	**16.09**	0.31
VADNAIS HEIGHTS	9.17	**9.17**	0.00

Municipality	2011	2012	INCREASE (DECREASE)
VICTORIA	7.43	**7.43**	0.00
VIRGINIA	17.14	**17.14**	0.00
WACONIA	10.74	**10.74**	0.00
WAITE PARK	6.68	**6.68**	0.00
WASECA	7.61	**7.61**	0.00
WEST ST PAUL	13.58	**13.58**	0.00
WHITE BEAR LAKE	21.03	**21.03**	0.00
WILLMAR	26.73	**27.87**	1.14
WINONA	21.76	**21.76**	0.00
WOODBURY	54.60	**54.60**	0.00
WORTHINGTON	11.44	**11.44**	0.00
WYOMING	15.92	**15.92**	0.00
ZIMMERMAN	6.39	**6.50**	0.11
TOTAL	**3,572.73**	**3,597.10**	**24.37**

HISTORY OF INDIVIDUAL ADJUSTMENTS

From 2000 to 2013

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.

2011 7 cities End Sections on deficient single Box Culverts incorrectly computed in 2010. Total Positive Needs adjustment of $1,660,100 went to Albert Lea ($33,500), Chanhassen ($83,200), Duluth($1,020,000), Minneapolis ($211,000) , North Branch ($92,000), Plymouth ($72,400) and Roseville ($148,000).

2011 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. Third and final year of the payback is $26,600 in actual dollars, not Needs.

2012 Worthington State Aid Payment Request not included in January 2011 Adjustment
A payment request for $287,244 should have been subtracted from Worthington's December 31, 2010 construction fund balance, but was overlooked. This positive adjustment of $287,244 corrects that oversight.

2013 None

2013 APPORTIONMENT RANKINGS

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

DOES NOT INCLUDE THE 5 CITIES THAT WERE REINSTATED

MSAS\Books\2013January Book\ 2013 Apportionment Rankings

Rank	Municipality	2012 Total Needs Mileage	2013 Population Apportionment Per Need Mile
1	MINNEAPOLIS	206.64	$37,502
2	HOPKINS	9.99	35,400
3	ST PAUL	164.73	34,732
4	FALCON HEIGHTS	3.29	32,701
5	NEW HOPE	12.73	32,152
6	COLUMBIA HEIGHTS	12.50	31,357
7	COON RAPIDS	41.83	29,501
8	WEST ST PAUL	13.58	28,843
9	ST LOUIS PARK	31.58	28,789
10	RICHFIELD	24.58	28,754
11	OAKDALE	19.30	28,507
12	BROOKLYN CENTER	21.35	28,264
13	NEW BRIGHTON	15.26	28,143
14	ST ANTHONY	5.95	27,981
15	ROBBINSDALE	10.05	27,859
16	VADNAIS HEIGHTS	9.17	27,001
17	EAGAN	48.00	26,829
18	BURNSVILLE	45.19	26,820
19	APPLE VALLEY	37.31	26,668
20	FARMINGTON	16.24	26,289
21	EDEN PRAIRIE	47.08	25,950
22	BROOKLYN PARK	59.47	25,612
23	SHOREVIEW	19.64	25,552
24	WINONA	21.76	25,354
25	ARDEN HILLS	7.53	25,344
26	STEWARTVILLE	4.71	25,332
27	CRYSTAL	17.79	24,896
28	WASECA	7.61	24,710
29	FRIDLEY	22.87	24,037
30	NORTHFIELD	17.06	23,954
31	EDINA	40.27	23,944

Rank	Municipality	2012 Total Needs Mileage	2013 Money Needs Apportionment Per Need Mile
1	CROOKSTON	11.65	$31,616
2	THIEF RIVER FALLS	16.09	30,445
3	DULUTH	114.92	29,481
4	MINNEAPOLIS	206.64	28,230
5	EAGAN	48.00	27,930
6	ST PAUL	164.73	27,403
7	BURNSVILLE	45.19	26,944
8	DELANO	6.12	26,691
9	GRAND RAPIDS	25.71	25,979
10	ST MICHAEL	22.43	25,911
11	FERGUS FALLS	25.76	25,308
12	HERMANTOWN	16.54	24,888
13	MAPLE GROVE	56.88	24,396
14	BLOOMINGTON	74.85	24,235
15	MOUND	7.94	24,156
16	NEW ULM	17.68	23,970
17	JORDAN	6.03	23,559
18	ROCHESTER	94.35	23,491
19	ST FRANCIS	13.16	23,424
20	NORTH MANKATO	15.57	23,286
21	BUFFALO	17.19	23,230
22	FOREST LAKE	32.25	23,188
23	EAST GRAND FORKS	17.14	23,184
24	ALBERT LEA	24.19	23,035
25	MAPLEWOOD	36.20	23,021
26	ALEXANDRIA	25.10	22,933
27	COLUMBIA HEIGHTS	12.50	22,806
28	FARIBAULT	24.27	22,679
29	COON RAPIDS	41.83	22,636
30	LITCHFIELD	8.77	22,499
31	MINNETONKA	50.92	22,474

Rank	Municipality	2012 Total Needs Mileage	2013 Total Apportionment Per Need Mile
1	MINNEAPOLIS	206.64	$65,732
2	ST PAUL	164.73	62,134
3	HOPKINS	9.99	55,717
4	EAGAN	48.00	54,758
5	COLUMBIA HEIGHTS	12.50	54,163
6	BURNSVILLE	45.19	53,764
7	NEW HOPE	12.73	52,610
8	COON RAPIDS	41.83	52,137
9	RICHFIELD	24.58	50,470
10	ST ANTHONY	5.95	49,534
11	FARMINGTON	16.24	48,536
12	NEW BRIGHTON	15.26	48,423
13	ST LOUIS PARK	31.58	47,771
14	FALCON HEIGHTS	3.29	47,551
15	ROBBINSDALE	10.05	47,104
16	MOUND	7.94	47,013
17	BLOOMINGTON	74.85	46,569
18	MAPLE GROVE	56.88	46,327
19	ROCHESTER	94.35	46,282
20	APPLE VALLEY	37.31	46,212
21	EDEN PRAIRIE	47.08	45,180
22	CROOKSTON	11.65	45,148
23	WASECA	7.61	44,962
24	DELANO	6.12	44,679
25	FRIDLEY	22.87	44,528
26	DULUTH	114.92	44,479
27	MAPLEWOOD	36.20	44,200
28	PLYMOUTH	59.80	43,966
29	WINONA	21.76	43,719
30	NORTHFIELD	17.06	43,154
31	ANOKA	14.73	42,930

Rank	Municipality	2012 Total Needs Mileage	2013 Population Apportionment Per Need Mile
32	BLAINE	48.71	$23,925
33	PLYMOUTH	59.80	23,809
34	ST JOSEPH	5.53	23,769
35	ANOKA	14.73	23,507
36	CHASKA	20.47	23,426
37	SOUTH ST PAUL	17.46	23,200
38	CHAMPLIN	20.00	23,199
39	ROSEVILLE	29.12	23,195
40	WOODBURY	54.60	23,105
41	MOUND	7.94	22,858
42	ROCHESTER	94.35	22,791
43	PRIOR LAKE	20.43	22,645
44	WHITE BEAR LAKE	21.03	22,630
45	WORTHINGTON	11.44	22,405
46	BLOOMINGTON	74.85	22,334
47	SPRING LAKE PARK	5.82	22,080
48	WAITE PARK	6.68	21,971
49	MAPLE GROVE	56.88	21,931
50	MAPLEWOOD	36.20	21,179
51	MONTICELLO	12.14	21,131
52	CHANHASSEN	22.19	20,931
53	HASTINGS	21.24	20,898
54	KASSON	5.76	20,846
55	MANKATO	38.20	20,727
56	STILLWATER	17.68	20,679
57	ST CLOUD	64.41	20,423
58	INVER GROVE HEIGHTS	33.30	20,327
59	SHAKOPEE	37.02	20,320
60	VICTORIA	7.43	20,313
61	NORTH ST PAUL	11.38	20,163
62	WACONIA	10.74	20,152
63	SAVAGE	26.98	20,103
64	ALBERTVILLE	7.15	19,878
65	COTTAGE GROVE	35.35	19,684
66	MINNETONKA	50.92	19,636
67	MOUNDS VIEW	12.43	19,537
68	FARIBAULT	24.27	19,270

Rank	Municipality	2012 Total Needs Mileage	2013 Money Needs Apportionment Per Need Mile
32	INVER GROVE HEIGHTS	33.30	$22,460
33	FARMINGTON	16.24	22,247
34	MOORHEAD	45.25	22,048
35	ALBERTVILLE	7.15	21,948
36	ST CLOUD	64.41	21,944
37	FAIRMONT	20.13	21,937
38	LINO LAKES	23.63	21,893
39	RICHFIELD	24.58	21,716
40	ST PETER	15.78	21,683
41	MANKATO	38.20	21,568
42	ST ANTHONY	5.95	21,553
43	COTTAGE GROVE	35.35	21,386
44	NORTH ST PAUL	11.38	21,383
45	OWATONNA	29.62	20,828
46	LITTLE FALLS	18.34	20,814
47	BRAINERD	19.16	20,780
48	REDWOOD FALLS	8.50	20,751
49	KASSON	5.76	20,686
50	AUSTIN	30.21	20,682
51	CHISHOLM	8.39	20,594
52	RED WING	25.05	20,572
53	FRIDLEY	22.87	20,491
54	NEW HOPE	12.73	20,458
55	HOPKINS	9.99	20,317
56	NEW BRIGHTON	15.26	20,279
57	MARSHALL	18.80	20,277
58	WASECA	7.61	20,252
59	NORTH BRANCH	27.66	20,215
60	PLYMOUTH	59.80	20,157
61	WILLMAR	27.87	20,095
62	MINNETRISTA	12.92	19,869
63	MENDOTA HEIGHTS	15.50	19,793
64	GLENCOE	8.33	19,634
65	APPLE VALLEY	37.31	19,544
66	ANOKA	14.73	19,424
67	ROSEMOUNT	30.96	19,382
68	ELK RIVER	36.33	19,310

Rank	Municipality	2012 Total Needs Mileage	2013 Total Apportionment Per Need Mile
32	INVER GROVE HEIGHTS	33.30	$42,787
33	SHOREVIEW	19.64	42,460
34	JORDAN	6.03	42,425
35	WOODBURY	54.60	42,414
36	ST CLOUD	64.41	42,367
37	MANKATO	38.20	42,295
38	WEST ST PAUL	13.58	42,163
39	MINNETONKA	50.92	42,110
40	FARIBAULT	24.27	41,949
41	ALBERTVILLE	7.15	41,827
42	EDINA	40.27	41,772
43	STEWARTVILLE	4.71	41,602
44	NORTH ST PAUL	11.38	41,546
45	KASSON	5.76	41,532
46	CHASKA	20.47	41,444
47	BUFFALO	17.19	41,337
48	THIEF RIVER FALLS	16.09	41,107
49	COTTAGE GROVE	35.35	41,070
50	ST MICHAEL	22.43	40,640
51	ARDEN HILLS	7.53	40,571
52	NORTH MANKATO	15.57	40,518
53	WORTHINGTON	11.44	40,428
54	SOUTH ST PAUL	17.46	40,180
55	VADNAIS HEIGHTS	9.17	39,968
56	ROSEVILLE	29.12	39,722
57	BROOKLYN CENTER	21.35	39,565
58	CHAMPLIN	20.00	39,367
59	OAKDALE	19.30	39,254
60	NEW ULM	17.68	39,250
61	LINO LAKES	23.63	39,230
62	MOORHEAD	45.25	39,054
63	STILLWATER	17.68	38,955
64	PRIOR LAKE	20.43	38,699
65	WACONIA	10.74	38,496
66	OWATONNA	29.62	38,094
67	ALBERT LEA	24.19	37,914
68	LITCHFIELD	8.77	37,822

Rank	Municipality	2012 Total Needs Mileage	2013 Population Apportionment Per Need Mile
69	NEW PRAGUE	7.76	$18,926
70	JORDAN	6.03	18,866
71	LAKEVILLE	60.02	18,819
72	SAUK RAPIDS	14.01	18,248
73	BUFFALO	17.19	18,108
74	INTERNATIONAL FALLS	7.12	18,026
75	DELANO	6.12	17,988
76	SARTELL	17.87	17,847
77	BIG LAKE	11.51	17,643
78	ST PAUL PARK	6.08	17,429
79	MAHTOMEDI	8.83	17,368
80	LINO LAKES	23.63	17,337
81	LITTLE CANADA	11.35	17,319
82	GOLDEN VALLEY	23.57	17,315
83	OWATONNA	29.62	17,267
84	NORTH MANKATO	15.57	17,232
85	MOORHEAD	45.25	17,006
86	AUSTIN	30.21	16,403
87	SHOREWOOD	8.96	16,304
88	ZIMMERMAN	6.50	16,091
89	BELLE PLAINE	8.46	15,730
90	ORONO	9.45	15,725
91	ISANTI	6.89	15,328
92	LITCHFIELD	8.77	15,323
93	BEMIDJI	17.65	15,313
94	NEW ULM	17.68	15,280
95	HUTCHINSON	18.70	15,150
96	DULUTH	114.92	14,997
97	ALBERT LEA	24.19	14,880
98	ST MICHAEL	22.43	14,729
99	MARSHALL	18.80	14,642
100	ST PETER	15.78	14,508
101	ANDOVER	42.60	14,467
102	MENDOTA HEIGHTS	15.50	14,305
103	ROSEMOUNT	30.96	14,287
104	BRAINERD	19.16	14,188
105	WILLMAR	27.87	14,058
106	CROOKSTON	11.65	13,533

Rank	Municipality	2012 Total Needs Mileage	2013 Money Needs Apportionment Per Need Mile
69	WOODBURY	54.60	$19,309
70	ROBBINSDALE	10.05	19,245
71	EDEN PRAIRIE	47.08	19,229
72	NORTHFIELD	17.06	19,200
73	LAKEVILLE	60.02	18,996
74	ST LOUIS PARK	31.58	18,983
75	ANDOVER	42.60	18,909
76	VIRGINIA	17.14	18,407
77	GOLDEN VALLEY	23.57	18,366
78	WINONA	21.76	18,365
79	WACONIA	10.74	18,344
80	STILLWATER	17.68	18,277
81	CLOQUET	21.67	18,256
82	INTERNATIONAL FALLS	7.12	18,243
83	WORTHINGTON	11.44	18,024
84	CHASKA	20.47	18,018
85	EDINA	40.27	17,828
86	EAST BETHEL	28.78	17,639
87	SAUK RAPIDS	14.01	17,293
88	LITTLE CANADA	11.35	17,206
89	OAK GROVE	26.15	17,179
90	SOUTH ST PAUL	17.46	16,979
91	SHOREVIEW	19.64	16,909
92	ZIMMERMAN	6.50	16,893
93	ROSEVILLE	29.12	16,528
94	HIBBING	53.17	16,456
95	STEWARTVILLE	4.71	16,270
96	BIG LAKE	11.51	16,175
97	CHAMPLIN	20.00	16,169
98	SARTELL	17.87	16,117
99	CORCORAN	15.53	16,072
100	PRIOR LAKE	20.43	16,055
101	MORRIS	9.03	15,954
102	BELLE PLAINE	8.46	15,568
103	OTSEGO	22.52	15,467
104	BEMIDJI	17.65	15,369
105	HUTCHINSON	18.70	15,291
106	ARDEN HILLS	7.53	15,227

Rank	Municipality	2012 Total Needs Mileage	2013 Total Apportionment Per Need Mile
69	LAKEVILLE	60.02	$37,815
70	BROOKLYN PARK	59.47	37,567
71	AUSTIN	30.21	37,085
72	CRYSTAL	17.79	37,068
73	BLAINE	48.71	36,534
74	HERMANTOWN	16.54	36,418
75	INTERNATIONAL FALLS	7.12	36,269
76	ST PETER	15.78	36,191
77	WAITE PARK	6.68	35,935
78	CHANHASSEN	22.19	35,798
79	GOLDEN VALLEY	23.57	35,681
80	SAUK RAPIDS	14.01	35,541
81	FERGUS FALLS	25.76	35,499
82	MONTICELLO	12.14	35,312
83	BRAINERD	19.16	34,968
84	MARSHALL	18.80	34,919
85	FOREST LAKE	32.25	34,706
86	LITTLE CANADA	11.35	34,526
87	ST FRANCIS	13.16	34,438
88	GRAND RAPIDS	25.71	34,433
89	WHITE BEAR LAKE	21.03	34,424
90	SHAKOPEE	37.02	34,207
91	WILLMAR	27.87	34,153
92	MENDOTA HEIGHTS	15.50	34,098
93	SARTELL	17.87	33,964
94	NEW PRAGUE	7.76	33,836
95	BIG LAKE	11.51	33,818
96	RED WING	25.05	33,700
97	ROSEMOUNT	30.96	33,669
98	MOUNDS VIEW	12.43	33,595
99	SAVAGE	26.98	33,464
100	ANDOVER	42.60	33,376
101	SPRING LAKE PARK	5.82	33,218
102	ALEXANDRIA	25.10	33,217
103	EAST GRAND FORKS	17.14	33,210
104	GLENCOE	8.33	33,140
105	REDWOOD FALLS	8.50	33,105
106	ZIMMERMAN	6.50	32,984

Rank	Municipality	2012 Total Needs Mileage	2013 Population Apportionment Per Need Mile
107	GLENCOE	8.33	$13,506
108	RED WING	25.05	13,127
109	ELK RIVER	36.33	12,704
110	RAMSEY	38.16	12,495
111	REDWOOD FALLS	8.50	12,354
112	OTSEGO	22.52	12,257
113	MONTEVIDEO	8.83	12,180
114	LAKE CITY	8.39	12,056
115	CHISHOLM	8.39	11,906
116	MORRIS	9.03	11,821
117	HERMANTOWN	16.54	11,530
118	FOREST LAKE	32.25	11,517
119	CLOQUET	21.67	11,196
120	ST FRANCIS	13.16	11,014
121	THIEF RIVER FALLS	16.09	10,663
122	ROGERS	21.07	10,617
123	FAIRMONT	20.13	10,586
124	ALEXANDRIA	25.10	10,284
125	HUGO	20.61	13,122
126	FERGUS FALLS	25.76	10,191
127	VIRGINIA	17.14	10,155
128	EAST GRAND FORKS	17.14	10,026
129	CAMBRIDGE	16.37	10,000
130	MINNETRISTA	12.92	9,974
131	LAKE ELMO	16.22	9,939
132	WYOMING	15.92	9,784
133	HAM LAKE	32.39	9,483
134	LITTLE FALLS	18.34	9,093
135	BAXTER	17.05	8,929
136	GRAND RAPIDS	25.71	8,454
137	EAST BETHEL	28.78	8,180
138	DETROIT LAKES	22.35	7,842
139	NORTH BRANCH	27.66	7,313
140	CORCORAN	15.53	6,934
141	HIBBING	53.17	6,148
142	OAK GROVE	26.15	6,147
	TOTAL		**$18,727**

Rank	Municipality	2012 Total Needs Mileage	2013 Money Needs Apportionment Per Need Mile
107	MONTEVIDEO	8.83	$14,177
108	ST PAUL PARK	6.08	14,107
109	DETROIT LAKES	22.35	14,099
110	MOUNDS VIEW	12.43	14,058
111	WAITE PARK	6.68	13,964
112	SHAKOPEE	37.02	13,887
113	ORONO	9.45	13,461
114	SAVAGE	26.98	13,361
115	SHOREWOOD	8.96	15,159
116	ISANTI	6.89	14,958
117	CHANHASSEN	22.19	14,868
118	FALCON HEIGHTS	3.29	14,850
119	ROGERS	21.07	14,636
120	BAXTER	17.05	14,550
121	RAMSEY	38.16	14,241
122	LAKE ELMO	16.22	14,234
123	MONTICELLO	12.14	14,181
124	HUGO	20.61	13,345
125	NEW PRAGUE	7.76	14,910
126	WEST ST PAUL	13.58	13,320
127	WYOMING	15.92	13,204
128	LAKE CITY	8.39	13,040
129	VADNAIS HEIGHTS	9.17	12,967
130	HAM LAKE	32.39	12,742
131	BLAINE	48.71	12,609
132	CRYSTAL	17.79	12,173
133	BROOKLYN PARK	59.47	11,955
134	WHITE BEAR LAKE	21.03	11,795
135	CAMBRIDGE	16.37	11,744
136	BROOKLYN CENTER	21.35	11,300
137	VICTORIA	7.43	11,247
138	SPRING LAKE PARK	5.82	11,138
139	OAKDALE	19.30	10,747
140	MAHTOMEDI	8.83	10,619
141	HASTINGS	21.24	10,195
142	ST JOSEPH	5.53	6,010
			$18,793

Rank	Municipality	2012 Total Needs Mileage	2013 Total Apportionment Per Need Mile
107	ISANTI	6.89	$30,285
108	LITTLE FALLS	18.34	29,907
109	MINNETRISTA	12.92	29,843
110	ST JOSEPH	5.53	29,778
111	CLOQUET	21.67	29,452
112	ORONO	9.45	29,186
113	VIRGINIA	17.14	28,562
114	MAHTOMEDI	8.83	27,987
115	FAIRMONT	20.13	32,523
116	CHISHOLM	8.39	32,501
117	VICTORIA	7.43	31,559
118	ST PAUL PARK	6.08	31,536
119	SHOREWOOD	8.96	31,464
120	BELLE PLAINE	8.46	31,299
121	HASTINGS	21.24	31,093
122	BEMIDJI	17.65	30,682
123	HUTCHINSON	18.70	30,441
124	MORRIS	9.03	27,775
125	ELK RIVER	36.33	32,014
126	OTSEGO	22.52	27,724
127	NORTH BRANCH	27.66	27,528
128	RAMSEY	38.16	26,735
129	HUGO	20.61	26,466
130	MONTEVIDEO	8.83	26,357
131	EAST BETHEL	28.78	25,818
132	ROGERS	21.07	25,253
133	LAKE CITY	8.39	25,097
134	LAKE ELMO	16.22	24,173
135	BAXTER	17.05	23,479
136	OAK GROVE	26.15	23,325
137	CORCORAN	15.53	23,006
138	WYOMING	15.92	22,988
139	HIBBING	53.17	22,604
140	HAM LAKE	32.39	22,226
141	DETROIT LAKES	22.35	21,942
142	CAMBRIDGE	16.37	21,745
			$37,521

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 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 allocation is used because the city has already received its maintenance allocation.
>
> Population Apportionment / Total Apportionment * Construction Allocation = Local Amount Available.

LOCAL AMOUNT AVAILABLE AFTER JANUARY 2013 ALLOCATION

Prepared for the January 2013 booklet

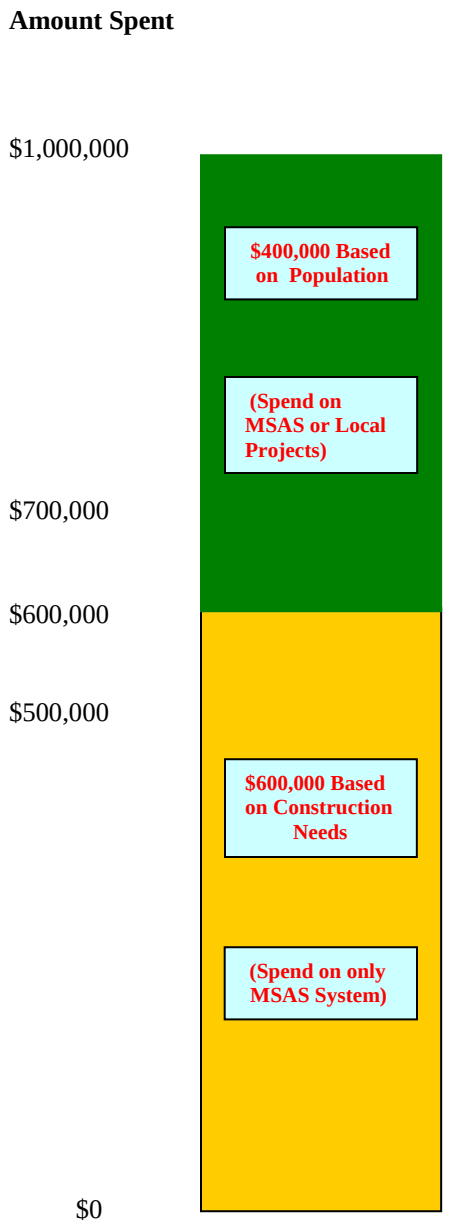
The Maximum Local Amount Available may change upon receipt of any payment request.

n:/msas/books/2013 January book/Certified Complete for January books.xlsx

	Fridley	Columbia Heights	Falcon Heights	South St. Paul	Crookston
Total Construction Allocation received in January 2013	$661,929	$440,075	$101,689	$526,154	$394,484
Amount of 2013 Construction Allocation based on Population	357,321	254,780	69,932	303,807	118,241
Amount of 2013 Construction Allocation based on Needs	304,608	185,295	31,757	222,347	276,243
Maximum Local Amount Available in 2012 includes previous years not spent	258,339	584,993	396,473	1,702,916	231,860
Local Amount Spent in 2012 Project numbers xxx-050-xxx	531,040	62,814	80,071	0	180,384
Local Amount Remaining from 2012	(272,701)	522,179	316,402	1,702,916	51,476
Maximum Local Amount Available after January 2013 Allocation	$84,620	$776,958	$386,334	$2,006,723	$169,717

THE METHOD OF CALCULATING THE MAXIMUM AVAILABLE FOR LOCAL EXPENDITURES IS GOING TO BE REVIEWED BY THE UNENCUMBERED CONSTRUCTION FUNDS SUBCOMMITTEE

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 CONSTUCTION ACCOUNT
ADVANCE GUIDELINES

State Aid Advances

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

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

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

State Aid Advance Code Levels

Guidelines for advances are determined by the following codes.

SEVERE

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

HIGH

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

GUARDED

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

LOW

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

General Guidelines for State Aid & Federal Aid Advance Construction

Advancing occurs once a cities account balance is zero. A City Council Resolution must be received by State Aid Finance before any funds will be advanced. Once the resolution is received by SAF, the approved amount will appear in the "Available to Advance" column on the cities Status Report in the State Aid Accounting System (SAAS).

Advances are not limited to the projects listed on the resolution. Project payments are processed in the order received by SAF until the maximum advance amount is reached. Resolutions are good for year of submission only and can not be submitted for multiple years. Advances are repaid from next year's allocation until fully repaid.

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

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

Priority System

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

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

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

Advance Limitations

Statutory - None
Ref. M.S.162.14, Subd 6.
State Aid Rules - None
Ref. State Aid Rules 8820.1500, Subp 10& 10b.
State Aid Guidelines
Advance is limited to five times the municipalities' last construction allotment or $4,000,000, whichever is less. The limit can be administratively adjusted by the State Aid Engineer.

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

RELATIONSHIP OF CONSTRUCTION BALANCE TO CONSTRUCTION ALLOTMENT

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

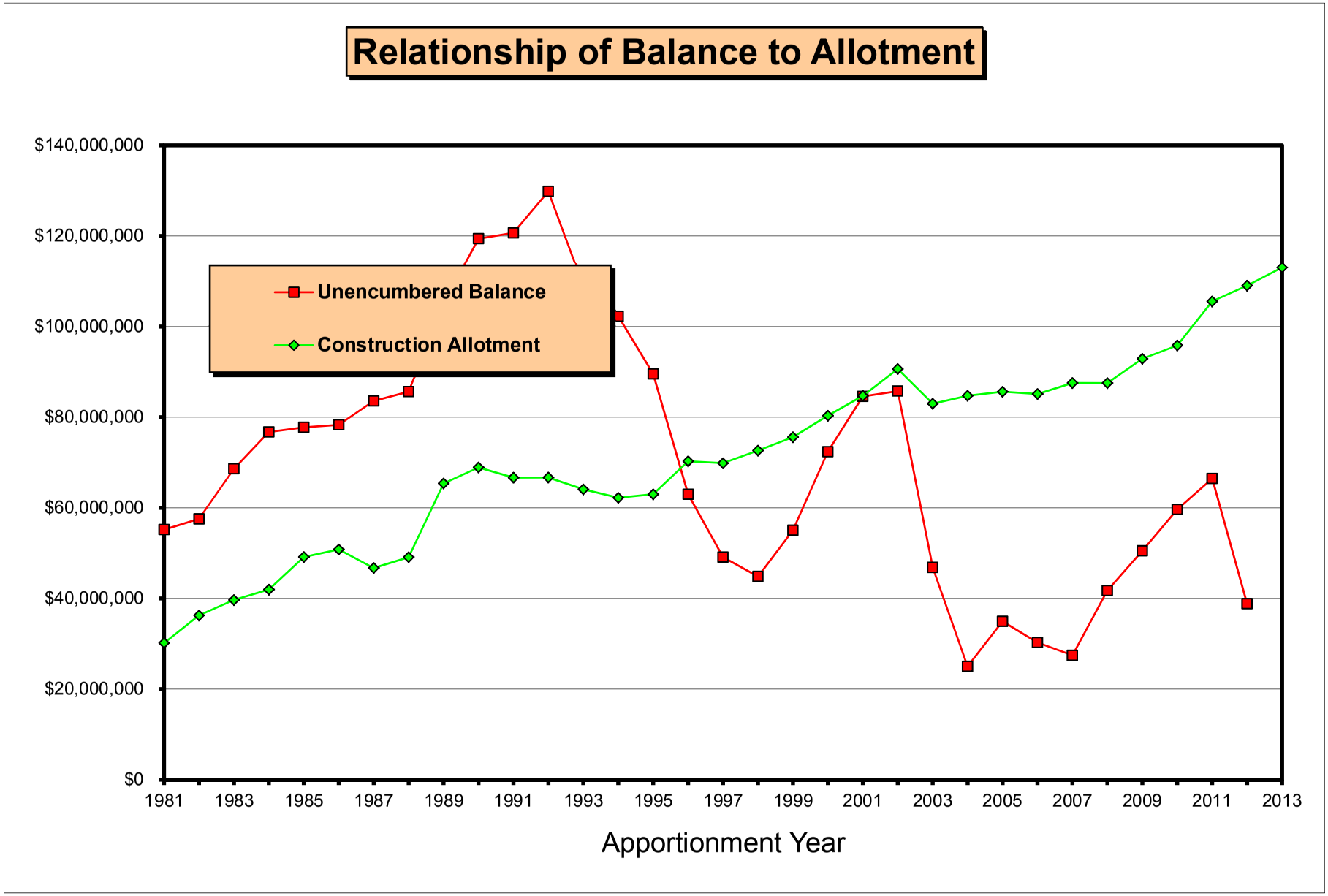
JANUARY 2013 BOOK/RELATIONSHIP OF CONSTRUCTION BALANCE TO ALLOTMENT.XLS 29-Jan-13

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
1974		95	1608.06	$18,052,386	$29,760,552	$14,625,752	1.6486	0.8102
1975		99	1629.30	19,014,171	33,239,840	15,534,883	1.7482	0.8170
1976		101	1718.92	18,971,282	37,478,614	14,732,508	1.9755	0.7766
1977		101	1748.55	23,350,429	43,817,240	17,011,803	1.8765	0.7285
1978		104	1807.94	23,517,393	45,254,560	22,080,073	1.9243	0.9389
1979		106	1853.71	26,196,935	48,960,135	22,491,360	1.8689	0.8585
1980		106	1889.03	29,082,865	51,499,922	26,543,078	1.7708	0.9127
1981		106	1933.64	30,160,696	55,191,785	26,468,833	1.8299	0.8776
1982		105	1976.17	36,255,443	57,550,334	33,896,894	1.5874	0.9349
1983		106	2022.37	39,660,963	68,596,586	28,614,711	1.7296	0.7215
1984		106	2047.23	41,962,145	76,739,685	33,819,046	1.8288	0.8059
1985		107	2110.52	49,151,218	77,761,378	48,129,525	1.5821	0.9792
1986		107	2139.42	50,809,002	78,311,767	50,258,613	1.5413	0.9892
1987	*	107	2148.07	46,716,190	83,574,312	41,453,645	1.7890	0.8874
1988		108	2171.89	49,093,724	85,635,991	47,032,045	1.7443	0.9580
1989		109	2205.05	65,374,509	105,147,959	45,862,541	1.6084	0.7015
1990		112	2265.64	68,906,409	119,384,013	54,670,355	1.7326	0.7934
1991		113	2330.30	66,677,426	120,663,647	65,397,792	1.8097	0.9808
1992		116	2376.79	66,694,378	129,836,670	57,521,355	1.9467	0.8625
1993		116	2410.53	64,077,980	109,010,201	84,904,449	1.7012	1.3250
1994		117	2471.04	62,220,930	102,263,355	68,967,776	1.6436	1.1084
1995		118	2526.39	62,994,481	89,545,533	75,712,303	1.4215	1.2019
1996		119	2614.71	70,289,831	62,993,508	96,841,856	0.8962	1.3778
1997	**	122	2740.46	69,856,915	49,110,546	83,739,877	0.7030	1.1987
1998		125	2815.99	72,626,164	44,845,521	76,891,189	0.6175	1.0587
1999		126	2859.05	75,595,243	55,028,453	65,412,311	0.7279	0.8653
2000		127	2910.87	80,334,284	72,385,813	62,976,924	0.9011	0.7839
2001		129	2972.16	84,711,549	84,583,631	72,513,731	0.9985	0.8560
2002		130	3020.39	90,646,885	85,771,900	89,458,616	0.9462	0.9869
2003		131	3080.67	82,974,496	46,835,689	121,910,707	0.5645	1.4693
2004		133	3116.44	84,740,941	25,009,033	106,567,597	0.2951	1.2576
2005		136	3190.82	85,619,350	34,947,345	75,681,038	0.4082	0.8839
2006		138	3291.64	85,116,889	30,263,685	89,800,549	0.3556	1.0550
2007		142	3382.28	87,542,451	27,429,964	90,376,172	0.3133	1.0324
2008		143	3453.10	87,513,283	41,732,629	73,210,618	0.4769	0.8366
2009		144	3504.00	92,877,123	50,501,664	84,108,088	0.5437	0.9056
2010		144	3533.22	95,853,558	59,633,260	86,721,962	0.6221	0.9047
2011		147	3583.87	105,569,277	66,466,715	98,735,822	0.6296	0.9353
2012		142	3572.73	109,036,501	38,840,852	136,662,364	0.3562	1.2534
2013		147	3597.10	113,045,747				

* 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 2013 BOOK/CONSTRUCTION BALANCE TO ALLOTMENT GRAPH.XLS



2012 ADEQUATE & DEFICIENT MILES

As of December 31, 2012

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DISTRICT 1

DISTRICT	CITY NAME	ADEQUATE MILES	DEFICIENT MILES	PERCENTAGE OF TOTAL MILEAGE DEFICIENT
1	CHISHOLM	2.28	6.11	72.8%
1	CLOQUET	5.82	15.85	73.1%
1	DULUTH	14.21	100.71	87.6%
1	GRAND RAPIDS	5.31	20.40	79.3%
1	HERMANTOWN	2.51	14.03	84.8%
1	HIBBING	12.27	40.90	76.9%
1	INTERNATIONAL FALLS	2.23	4.89	68.7%
1	VIRGINIA	5.80	11.34	66.2%
	DISTRICT 1 TOTAL	**50.43**	**214.23**	**80.9%**

DISTRICT 2

DISTRICT	CITY NAME	ADEQUATE MILES	DEFICIENT MILES	PERCENTAGE OF TOTAL MILEAGE DEFICIENT
2	BEMIDJI	6.88	10.77	61.0%
2	CROOKSTON	4.8	6.85	58.8%
2	EAST GRAND FORKS	5.43	11.71	68.3%
2	THIEF RIVER FALLS	3.63	12.46	77.4%
	DISTRICT 2 TOTAL	**20.74**	**41.79**	**66.8%**

DISTRICT 3

DISTRICT	CITY NAME	ADEQUATE MILES	DEFICIENT MILES	PERCENTAGE OF TOTAL MILEAGE DEFICIENT
3	ALBERTVILLE	0.89	6.26	87.6%
3	BAXTER	7.61	9.44	55.4%
3	BIG LAKE	4.48	7.03	61.1%
3	BRAINERD	6.48	12.68	66.2%
3	BUFFALO	3.77	13.42	78.1%
3	CAMBRIDGE	9.42	6.95	42.5%
3	DELANO	0.45	5.67	92.6%
3	ELK RIVER	11.22	25.11	69.1%
3	ISANTI	3.94	2.95	42.8%
3	LITTLE FALLS	4.99	13.35	72.8%
3	MONTICELLO	5.41	6.73	55.4%
3	OTSEGO	10.32	12.20	54.2%
3	SARTELL	8.58	9.29	52.0%
3	SAUK RAPIDS	5.10	8.91	63.6%
3	ST CLOUD	24.60	39.81	61.8%
3	ST JOSEPH	3.78	1.75	31.6%
3	ST MICHAEL	4.34	18.09	80.7%
3	WAITE PARK	5.10	1.58	23.7%
3	ZIMMERMAN	1.05	5.45	83.8%
	DISTRICT 3 TOTAL	**121.53**	**206.67**	**63.0%**

DISTRICT 4

DISTRICT	CITY NAME	ADEQUATE MILES	DEFICIENT MILES	PERCENTAGE OF TOTAL MILEAGE DEFICIENT
4	ALEXANDRIA	4.87	20.23	80.6%
4	DETROIT LAKES	11.92	10.43	46.7%
4	FERGUS FALLS	4.53	21.23	82.4%
4	MOORHEAD	22.44	22.81	50.4%
4	MORRIS	4.25	4.78	52.9%
	DISTRICT 4 TOTAL	**48.01**	**79.48**	**62.3%**

METRO WEST

DISTRICT	CITY NAME	ADEQUATE MILES	DEFICIENT MILES	PERCENTAGE OF TOTAL MILEAGE DEFICIENT
5	ANDOVER	9.11	33.49	78.6%
5	ANOKA	4.12	10.61	72.0%
5	BELLE PLAINE	3.18	5.28	62.4%
5	BLAINE	24.39	24.32	49.9%
5	BLOOMINGTON	15.87	58.98	78.8%
5	BROOKLYN CENTER	13.76	7.59	35.6%
5	BROOKLYN PARK	29.21	30.26	50.9%
5	CHAMPLIN	5.21	14.79	74.0%
5	CHANHASSEN	9.24	12.95	58.4%
5	CHASKA	7.22	13.25	64.7%
5	COLUMBIA HEIGHTS	0.64	11.86	94.9%
5	COON RAPIDS	12.34	29.49	70.5%
5	CORCORAN	1.35	14.18	91.3%
5	CRYSTAL	11.38	6.41	36.0%
5	EAST BETHEL	6.66	22.12	76.9%
5	EDEN PRAIRIE	9.86	37.22	79.1%
5	EDINA	9.81	30.46	75.6%
5	FRIDLEY	3.59	19.28	84.3%
5	GOLDEN VALLEY	8.74	14.83	62.9%
5	HAM LAKE	12.22	20.17	62.3%
5	HOPKINS	2.57	7.42	74.3%
5	JORDAN	2.09	3.94	65.3%
5	LINO LAKES	6.30	17.33	73.3%
5	MAPLE GROVE	19.33	37.55	66.0%
5	MINNEAPOLIS	32.70	173.94	84.2%
5	MINNETONKA	9.28	41.64	81.8%
5	MINNETRISTA	1.68	11.24	87.0%
5	MOUND	1.02	6.92	87.2%
5	NEW HOPE	2.04	10.69	84.0%
5	OAK GROVE	10.00	16.15	61.8%
5	ORONO	3.86	5.59	59.2%
5	PLYMOUTH	15.59	44.21	73.9%
5	PRIOR LAKE	8.87	11.56	56.6%
5	RAMSEY	14.29	23.87	62.6%
5	RICHFIELD	6.03	18.55	75.5%
5	ROBBINSDALE	2.72	7.33	72.9%
5	ROGERS	10.12	10.95	52.0%
5	SAVAGE	13.55	13.43	49.8%
5	SHAKOPEE	20.71	16.31	44.1%
5	SHOREWOOD	2.57	6.39	71.3%
5	SPRING LAKE PARK	2.62	3.20	55.0%
5	ST ANTHONY	1.82	4.13	69.4%
5	ST FRANCIS	1.99	11.17	84.9%
5	ST LOUIS PARK	8.11	23.47	74.3%
5	VICTORIA	4.32	3.11	41.9%
5	WACONIA	2.79	7.95	74.0%
	METRO WEST TOTAL	**404.87**	**955.58**	**70.2%**

DISTRICT 6

DISTRICT	CITY NAME	ADEQUATE MILES	DEFICIENT MILES	PERCENTAGE OF TOTAL MILEAGE DEFICIENT
6	ALBERT LEA	5.92	18.27	75.5%
6	AUSTIN	13.96	16.25	53.8%
6	FARIBAULT	6.63	17.64	72.7%
6	KASSON	1.26	4.50	78.1%
6	LAKE CITY	3.01	5.38	64.1%
6	NORTHFIELD	7.33	9.73	57.0%
6	OWATONNA	9.38	20.24	68.3%
6	RED WING	5.91	19.14	76.4%
6	ROCHESTER	34.20	60.15	63.8%
6	STEWARTVILLE	2.06	2.65	56.3%
6	WINONA	4.54	17.22	79.1%
	DISTRICT 6 TOTAL	**94.20**	**191.17**	**67.0%**

DISTRICT 7

DISTRICT	CITY NAME	ADEQUATE MILES	DEFICIENT MILES	PERCENTAGE OF TOTAL MILEAGE DEFICIENT
7	FAIRMONT	6.23	13.90	69.1%
7	MANKATO	9.90	28.30	74.1%
7	NEW PRAGUE	4.00	3.76	48.5%
7	NEW ULM	4.20	13.48	76.2%
7	NORTH MANKATO	6.11	9.46	60.8%
7	ST PETER	3.63	12.15	77.0%
7	WASECA	1.62	5.99	78.7%
7	WORTHINGTON	3.18	8.26	72.2%
	DISTRICT 7 TOTAL	**38.87**	**95.30**	**71.0%**

DISTRICT 8

DISTRICT	CITY NAME	ADEQUATE MILES	DEFICIENT MILES	PERCENTAGE OF TOTAL MILEAGE DEFICIENT
8	GLENCOE	1.93	6.40	76.8%
8	HUTCHINSON	7.84	10.86	58.1%
8	LITCHFIELD	1.82	6.95	79.2%
8	MARSHALL	6.88	11.92	63.4%
8	MONTEVIDEO	3.56	5.27	59.7%
8	REDWOOD FALLS	1.84	6.66	78.4%
8	WILLMAR	7.94	19.93	71.5%
	DISTRICT 8 TOTAL	**31.81**	**67.99**	**68.1%**

METRO EAST

DISTRICT	CITY NAME	ADEQUATE MILES	DEFICIENT MILES	PERCENTAGE OF TOTAL MILEAGE DEFICIENT
9	APPLE VALLEY	10.32	26.99	72.3%
9	ARDEN HILLS	2.88	4.65	61.8%
9	BURNSVILLE	10.03	35.16	77.8%
9	COTTAGE GROVE	8.85	26.50	75.0%
9	EAGAN	10.93	37.07	77.2%
9	FALCON HEIGHTS	0.83	2.46	74.8%
9	FARMINGTON	3.67	12.57	77.4%
9	FOREST LAKE	3.57	28.68	88.9%
9	HASTINGS	12.51	8.73	41.1%
9	HUGO	6.00	14.61	70.9%
9	INVER GROVE HEIGHTS	7.00	26.30	79.0%
9	LAKE ELMO	4.25	11.97	73.8%
9	LAKEVILLE	20.93	39.09	65.1%
9	LITTLE CANADA	4.09	7.26	64.0%
9	MAHTOMEDI	2.16	6.67	75.5%
9	MAPLEWOOD	12.92	23.28	64.3%
9	MENDOTA HEIGHTS	3.83	11.67	75.3%
9	MOUNDS VIEW	4.94	7.49	60.3%
9	NEW BRIGHTON	5.98	9.28	60.8%
9	NORTH BRANCH	6.66	21.00	75.9%
9	NORTH ST PAUL	2.32	9.06	79.6%
9	OAKDALE	13.02	6.28	32.5%
9	ROSEMOUNT	10.88	20.08	64.9%
9	ROSEVILLE	8.89	20.23	69.5%
9	SHOREVIEW	5.92	13.72	69.9%
9	SOUTH ST PAUL	3.44	14.02	80.3%
9	ST PAUL	30.62	134.11	81.4%
9	ST PAUL PARK	3.36	2.72	44.7%
9	STILLWATER	6.74	10.94	61.9%
9	VADNAIS HEIGHTS	3.63	5.54	60.4%
9	WEST ST PAUL	4.89	8.69	64.0%
9	WHITE BEAR LAKE	12.33	8.70	41.4%
9	WOODBURY	24.87	29.73	54.5%
9	WYOMING	3.99	11.93	74.9%
	METRO EAST TOTAL	**277.25**	**657.18**	**70.3%**

2012 TOTAL	**1,087.71**	**2,509.39**	**69.8%**

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%
2010	1,125.05	2,458.82	68.6%
2011	1,092.39	2,480.34	69.4%
2012	1,087.71	2,509.39	69.8%

COUNTY HIGHWAY TURNBACK POLICY

Definitions:

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

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

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

MILEAGE CONSIDERATIONS

County State Aid Highway Turnbacks

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

County Road Turnbacks

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

Jurisdictional Exchanges

County Road for MSAS

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

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

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

CSAH for MSAS

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

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

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

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

MSAS designation on a County Road

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

MISCELLANEOUS

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

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

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

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

CURRENT RESOLUTIONS
OF THE
MUNICIPAL SCREENING BOARD

October 2012

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, May 2011)

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 MnDOT State Aid Districts as they exist in 2010, together with one representative from each of the four (4) cities of the first class.

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

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

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

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

Appointment to Unencumbered Construction Funds Subcommittee - Revised June 1979

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

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

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

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

Screening Board Meeting Dates and Locations - June 1996

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

Research Account - Oct. 1961

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

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

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

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

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

Improper Needs Report - Oct. 1961

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

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

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

Unit Price Study- Oct. 2006

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

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

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

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

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

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

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

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

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

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

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

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

Population Apportionment - October 1994, 1996

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

DESIGN

Design Limitation on Non-Existing Streets - Oct. 1965

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

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

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

Greater Than Minimum Width (Revised June 1993)

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

Miscellaneous Limitations - Oct. 1961

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

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

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

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

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

That the maximum mileage for Municipal State Aid Street designation shall be based on the Annual Certification of Mileage current as of December 31st of the preceding year. Submittal of a supplementary certification during the year shall not be permitted. Frontage roads not

designated Trunk Highway, Trunk Highway Turnback or County State Aid Highways shall be considered in the computation of the basic street mileage. The total mileage of local streets, county roads and county road turnbacks on corporate limits shall be included in the municipality's basic street mileage. Any State Aid Street that is on the boundary of two adjoining urban municipalities shall be considered as one-half mileage for each municipality.

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

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

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

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

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

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

NEEDS COSTS

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

Grading Factors (or Multipliers) October 2007

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

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

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

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.

2012 UNIT PRICE RECOMMENDATIONS

Needs Item		2011 Need Prices	Subcommittee Recommended Prices for 2012	Screening Board Approved Prices For 2012
Grading (Excavation)	Cu. Yd.	$5.05	**$6.60**	**$6.60**
Class 5 Base #2211	Ton	10.40	**10.65**	**10.65**
All Bituminous	Ton	60.00	**58.00**	**58.00**
Sidewalk Construction	Sq. Yd.	28.60	**28.50**	**28.50**
Curb and Gutter Construction	Lin.Ft.	11.30	**11.15**	**11.15**
Storm Sewer Adjustment	Mile	95,600	**97,000**	**97,000**
Storm Sewer	Mile	301,300	**307,300**	**307,300**
Street Lighting	Mile	100,000	**100,000**	**100,000**
Traffic Signals	Per Sig	136,000	**140,000**	**140,000**
Signal Needs Based On Projected Traffic				
Projected Traffic Percentage X	Unit Price =	Needs Per Mile		
0 - 4,999 .25	$136,000 =	$34,000	**35,000**	**35,000**
5,000 - 9,999 .50	136,000 =	68,000	**70,000**	**70,000**
10,000 & Over 1.00	136,000 =	136,000	**140,000**	**140,000**
Right of Way (Needs Only)	Acre	100,000	**100,000**	**100,000**
Engineering	Percent	22	**22**	**22**
Railroad Grade Crossing				
Signs	Unit	2,500	**2,500**	**2,500**
Pavement Marking	Unit	2,500	**2,500**	**2,500**
Signals (Single Track-Low Speed)	Unit	275,000	**275,000**	**275,000**
Signals & Gate (Multiple Track - High & Low Speed)	Unit	300,000	**325,000**	**325,000**
Concrete Xing Material(Per Track)	Lin.Ft.	1,800	**1,800**	**1,800**
Bridges				
0 to 149 Ft.	Sq. Ft.	115.00	**125.00**	**125.00**
150 to 499 Ft.	Sq. Ft.	115.00	**125.00**	**125.00**
500 Ft. and over	Sq. Ft.	115.00	**125.00**	**125.00**
Railroad Bridges over Highways				
Number of Tracks - 1	Lin.Ft.	10,200	**10,200**	**10,200**
Additional Track (each)	Lin.Ft.	8,500	**8,500**	**8,500**

ANNUAL MAINTENANCE NEEDS COST

The prices below are used to compute the maintenance needs on each segment. Each street, based on its existing data, receives a maintenance need. This amount is added to the segment's street needs. The total statewide maintenance needs based on these costs in 2011 was $35,252,968 or 0.68% of the total Needs. For example, an urban road segment with 2 traffic lanes, 2 parking lanes, over 1,000 traffic, storm sewer and one traffic signal would receive $12,050 in maintenance needs per mile.

	2011 NEEDS PRICES		**2012 SUBCOMMITTEE SUGGESTED PRICES**		**2012 SCREENING BOARD RECOMMENDED PRICES**	
	Under 1000 ADT	Over 1000 ADT	**Under 1000 ADT**	**Over 1000 ADT**	Under 1000 ADT	Over 1000 ADT
Traffic Lane Per Mile	$2,000	$3,300	**$2,050**	**$3,400**	**$2,050**	**$3,400**
Parking Lane Per Mile	2,000	2,000	**2,050**	**2,050**	**2,050**	**2,050**
Median Strip Per Mile	725	1,350	**750**	**1,400**	**750**	**1,400**
Storm Sewer Per Mile	725	725	**750**	**750**	**750**	**750**
Per Traffic Signal	725	725	**750**	**750**	**750**	**750**
Normal M.S.A.S. Streets Minimum Allowance Per Mile	6,550	6,550	**6,750**	**6,750**	**6,750**	**6,750**

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