2015
MUNICIPAL STATE AID STREET APPORTIONMENT DATA

New Metro East City

Chisago City

JANUARY 2015

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.

2015 MUNICIPAL STATE AID STREET APPORTIONMENT DATA

TABLE OF CONTENTS

	Page
Map of Highway Districts and Urban Municipalities	1-2
2015 Municipal Screening Board	3
Subcommittees of the Municipal Screening Board	4
Minutes of Screening Board Meeting - October 2014	5-31
Highway User Tax Distribution Fund	32-35
Apportionment Summary	36-37
Population Data	38
Population Summary	39-41
Population Allocations & graph	42-46
2015 MSAS Construction Needs Apportionment	47
2015 Restricted Needs (Phase In)	48-52
2014 Adjusted Construction Needs	53-56
2015 Construction Needs Allocations & graph	57-60
Comparison of 2014 to 2015 Construction Needs Allocations	61-63
2015 MSAS Total Allocations	64-66
Comparison of 2014 to 2015 Total Allocations	67-69
2015 Construction and Maintenance Allotments	70-74
Maintenance Allocation Changes for the 2015 Allocation	75
Improved Mileage	76
ADJUSTMENTS TO THE CONSTRUCTION NEEDS	**78**
Excess Balance Adjustment Redistributed as Low Balance Incentive	79-83
Needs Adjustment for Right-of-Way Acquisition	84-87
After the Fact Retaining Wall Adjustment	88
After the Fact Railroad Crossing & RR Bridge over MSAS Adjustment	89
Letter to the Commissioner	90
2014 Adjusted Restricted Construction Needs Recommendations	91-92
Trunk Highway Turnback Maintenance	93
REFERENCE MATERIALS	**94**
MSAS Mileage, Needs and Apportionment 1958 to 2015	96-97
Yearly Apportionment Comparisons	98-99
Total Needs Miles	100-101
History of Individual Adjustments	102-105
Allocation Rankings Per Need Mile	106-109
Certification of MSAS System as Complete	110-112
Municipal State Aid Construction Account Advance Guidelines	113-115
Relationship of Construction Balance to Construction Allotment	116-117
Turnback Policy	118-119
Current Resolutions of the Municipal Screening Board	120-130
Directory of Municipal Engineers	131-143

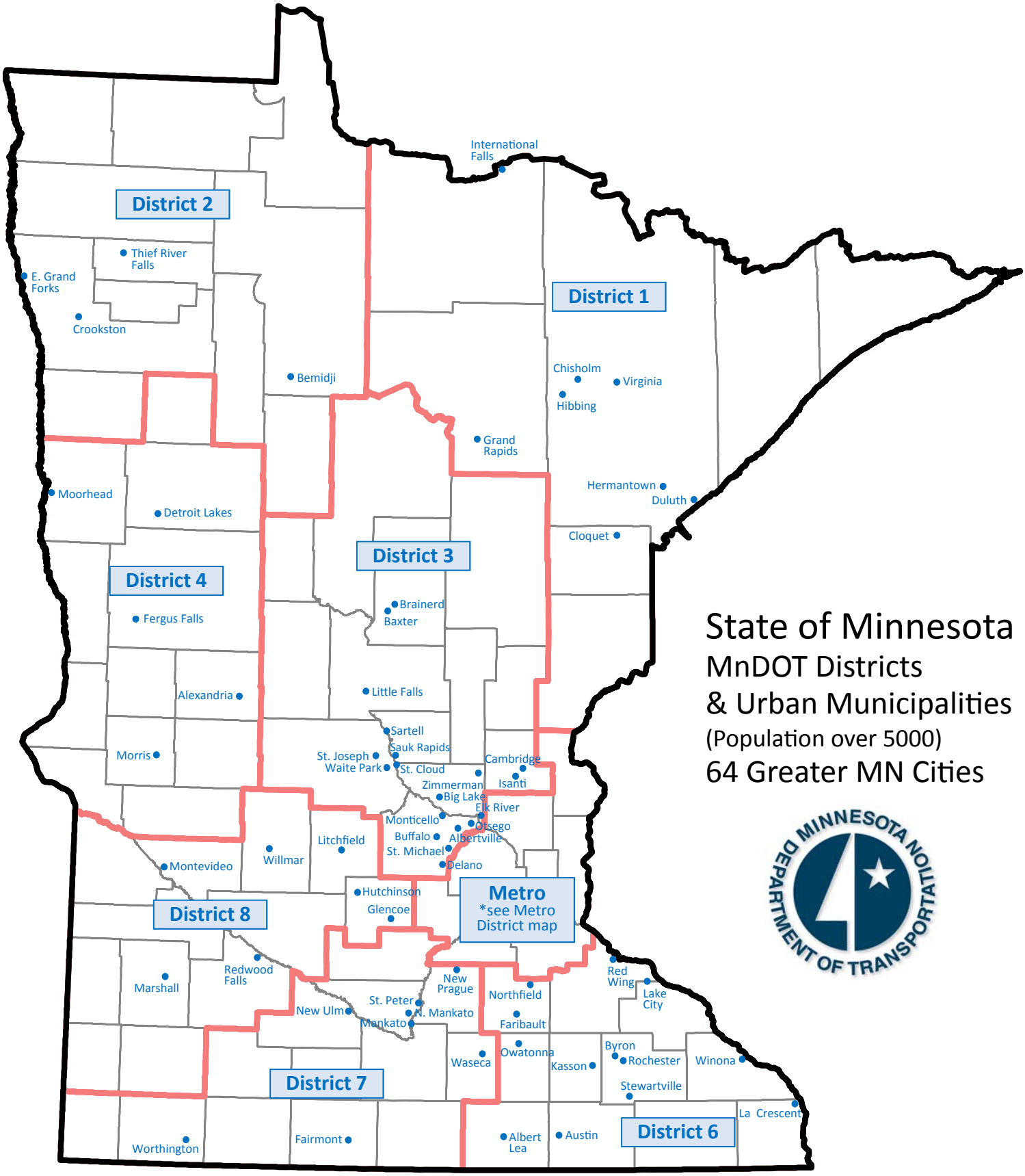
You can obtain a copy of this report from our website at:
http://www.dot.state.mn.us/stateaid/msas.html

State of Minnesota
Metro District
& Urban Municipalities
(Population over 5000)

35 Metro East Cities

49 Metro West Cities

Updated 12/9/14



Updated 1/8/14

2015 MUNICIPAL SCREENING BOARD

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OFFICERS

Chair	Klayton Eckles	Woodbury	(651) 714-3593
Vice Chair	Jeff Johnson	Mankato	(507) 387-8640
Secretary	Marc Culver	Roseville	(651) 792-7042

MEMBERS

District	Years Served	Representative	City	Phone
1	2014-2016	Jesse Story	Hibbing	(218) 262-3486
2	2015-2017	Craig Gray	Bemidji	(218) 333-1851
3	2015-2017	Justin Femrite	Elk River	(763) 635-1051
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	2014-2016	Jeff Johnson	Mankato	(507) 387-8640
8	2015-2017	Sean Christensen	Willmar	(320) 214-5169
Metro-East	2014-2016	Klayton Eckles	Woodbury	(952) 912-2600
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	2017	Julie Kennedy	Grand Rapids	(218) 326-7625
2	2018	Rich Clauson	Crookston	(218) 281-6522
3	2018	Adam Nafstad	Albertville	(763) 497-3384
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	2017	Mark DuChene	Waseca	(507) 835-9716
8	2018	Andy Kehren	Redwood Falls	(507) 794-5541
Metro-East	2017	Michael Thompson	Maplewood	(651) 249-2403

26-Jan-15

2015 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
Tim Schoonhoven, Chair Alexandria (320) 762-8149 Expires after 2015	Jean Keely, Chair Blaine (763) 784-6700 Expires after 2015
Mark Graham Vadnais Heights (651) 204-6050 Expires after 2016	Kent Exner Hutchinson (320) 234-4212 Expires after 2016
Rich Clauson Crookston (218) 281-6522 Expires after 2017	Steve Bot St. Michael (763) 497-2041 Expires after 2017

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Municipal Screening Board
Meeting Minutes
October 21-22, 2014
Breezy Point Resort, Breezy Point, MN

Tuesday Session, October 21, 2014

I. Call to Order and Welcome by Chair Bot at 1:05 p.m.

a. Introductions of Head Table and Subcommittee Chairs by Chair Bot

Steve Bot, City of St. Michael-Chair, Municipal Screening Board
Bill Lanoux, MnDOT-Municipal State Aid Needs Manager
Julie Skallman, MnDOT-State Aid Engineer
Klayton Eckles, City of Woodbury-Vice Chair of the Municipal Screening Board
Jeff Hulsether, City of Brainerd-Unencumbered Construction Funds Subcommittee (UCFS) Chair
Jean Keely, City of Blaine-Past Chair of the Municipal Screening Board
Kent Exner, City of Hutchinson-Past Chair of the Municipal Screening Board

II. Secretary Jeffrey Johnson conducted the roll call of the members present

a. Municipal Screening Board Representatives:

PRESENT:

District 1	Jesse Story, City of Hibbing
District 2	Rich Clauson, City of Crookston
District 3 (Alternate)	Justin Femrite, City of Elk River
District 4	Jon Pratt, City of Detroit Lakes
Metro West	Rod Rue, City of Eden Prairie
District 6	Steven Lang, City of Austin
District 7	Jeffrey Johnson, City of Mankato
District 8	John Rodeberg, City of Glencoe
Metro East	Klayton Eckles, City of Woodbury
City of Duluth	Cindy Voigt
City of Minneapolis	Don Elwood
City of Rochester	Richard Freese
City of St. Paul	Paul Kurtz

ABSENT:
None

b. Recognized Screening Board Alternates:

District 2	Craig Gray, City of Bemidji

c. Recognized Minnesota Department of Transportation Personnel:

Ted Schoenecker	Deputy State Aid Engineer
Patti Loken	State Aid Programs Engineer
Walter Leu	District 1 State Aid Engineer
Tim Donaghue	Assistant District 2 State Aid Engineer
Kelvin Howieson	District 3 State Aid Engineer
Merle Earley	District 4 State Aid Engineer
Fausto Cabral	District 6 State Aid Engineer
Gordy Regenscheid	District 7 State Aid Engineer
Todd Broadwell	District 8 State Aid Engineer
Stu Peterson	Assistant District 8 State Aid Engineer
Dan Erickson	Metro State Aid Engineer
Julie Dresel	Assistant Metro State Aid Engineer
Julee Puffer	Assistant Manager, MSAS Needs Unit

d. Recognized others in attendance:

Dave Sonneberg	CEAM Legislative Committee Chair
Lee Gustafson	Needs Study Task Force (NSTF) Chair
Larry Veek	City of Minneapolis
Mike VanBeusekom	City of St. Paul
Shane Waterman	City of Marshall

III. Bill Lanoux reviewed the 2014 Municipal State Aid Street Needs Report.

a. **Mr. Lanoux** directed everyone's attention to page 1 and pointed out that Chisago City is now a MSAS eligible city beginning in 2015 with an estimated population of 5,000 bringing the total number for cities to 148 for 2015.

Mr. Lanoux directed everyone's attention to page 3 noting that the MSB terms of Rich Clauson from District 2, Brad DeWolf from District 3, and John Rodeberg from District 8 were ending. He also noted that the NSS terms of Steve Bot and the UCFS terms of Jeff Hulsether were also ending.

Mr. Lanoux directed everyone's attention to pages 5-6 which is the history of the MSB going back to 1990.

b. **Mr. Lanoux** directed everyone's attention to pages 7-40, the Spring MSB minutes. On page 21 of the minutes, there was a motion to approve the unit price recommendations from the NSS and the prices are located on page 128 of the fall book. On page 25 of the minutes, there was a resolution passed regarding certified complete cities allowing year-to-year carryover of the population apportionment for these cities and the wording is on page 124 of the fall book. He also pointed out that the MSB tabled the revised MSB resolutions in the back of the spring book and they have been revised for clarity and are in the fall book. He

also mentioned a resolution was adopted regarding traffic signal legs. On page 36 of the minutes, a resolution was adopted with regard to the phase-in of the new system and the wording on page 130 of the fall book. Mr. Lanoux then solicited comments on the minutes.

Mr. Johnson mentioned that there was a note inadvertently left on page 21 that should be removed from the final minutes.

Chair Bot called for a motion to approve the May 2014 Screening Board minutes.

Motion by Mr. Rodeberg, seconded by Mr. Femrite to approve the minutes as presented with the note on page 21 removed. The motion carried unanimously.

c. **Mr. Lanoux** brought everyone's attention to page 41, the minutes of the August NSTF meeting. He stated that within the minutes, the NSTF feels satisfied with their results and will recommend that their work is complete. Mr. Lanoux then solicited comments on the minutes. There were none.

d. **Mr. Lanoux** brought everyone's attention to page 46 and mentioned that there were five cities that fell below the 5,000-population threshold in the 2010 census. The cities are Byron, Circle Pines, Dayton, La Crescent, and Medina; these cities had until the 2014 population estimate, that will be released in 2015 and used for the 2016 distribution, to have a population over 5,000 to remain MSAS cities. Two cities, La Crescent and Dayton do not have a population estimate over 5,000 and 2015 will be the last distribution for those two cities unless a population estimate conducted in August shows a population over 5,000. He mentioned again that Chisago City has come onto the system.

   Mr. Lanoux brought everyone's attention to page 47, the tentative 2015 MSAS population estimates for cities based on the greater of the 2010 Federal population census or current State Demographer estimates with the population estimates on pages 48-50.

   Mr. Lanoux brought everyone's attention to pages 51-54, the tentative 2015 MSAS population allocations for cities. He mentioned that these estimates were made using last year's apportionment with differences between 2014 and 2015 apportionments on the far right portion of the table.

e. **Mr. Lanoux** brought everyone's attention to page 55 titled “Mileage, needs, and apportionment” and also presented the historical information on pages 56-57 of the book mentioning that, in this estimate, every $1000 in adjusted needs generates $12.04 of actual dollars.

f. **Mr. Lanoux** brought everyone's attention to the two inserts contained within the fall book, with the first insert showing the item-by-item breakdown of the needs. He mentioned that in 2014 the highest needs per mile was Minneapolis and the lowest was Dayton. This differed from 2013, where Crookston was the highest and St. Joseph was the lowest. He credited the closing of the dollar gap between the highest and lowest cities to the new needs program.

   Mr. Lanoux brought everyone's attention to page 60, the comparison of needs between 2012 and 2014 reminding everyone that the needs were frozen in 2014 while the new program was being developed. He pointed out the major differences in gravel base and bituminous surfacing needs between the two years. He also mentioned the eight design groups instead of the two that were used previously and that all segments are generating needs, not just deficient segments as in the past.

g. **Mr. Lanoux** brought everyone's attention to page 61, the 2014 mileage report and the second insert and reviewed the information noting that the report distinguishes between the total system length and the total needs length .

   Mr. Lanoux brought everyone's attention to page 63, the the mileage comparison chart between 2013 and 2014 and reviewed the information. noting that the growth in the overall system by 48.41-miles since 2013.

h. **Mr. Lanoux** brought everyone's attention to page 64, the tentative 2015 construction needs and construction needs allocations pointing out that the last column to the right on pages 65-68 are the tentative adjusted restricted construction needs and referred the column as the bottom line of what cities needs are. Pages 69-71, the tentative 2015 construction needs allocations stating that these estimated Needs allocations are based on the revenue received last year. He also reviewed how the construction needs apportionment is calculated on page 71.

i. **Mr. Lanoux** then read the details of the phase in on page 72. The wording differs slightly from the new resolution adopted by the MSB in April of 2014.The phase in (restriction) is a seven year phase in process to mitigate the effects of the new Needs calculations. In any one year, a city's Needs cannot decrease more than 5 % points or increase more than 10 % points from the statewide percent of change of all cities.

j. **Mr. Lanoux** brought everyone's attention to page 80, and explained the excess balance adjustment redistributed as low balance incentive adjustment to the Needs.. The information is contained in pages 79-84 of the fall book.

   Mr. Lanoux brought everyone's attention to page 85, where after-the-fact adjustments begin and explained the after-the fact adjustments on pages 85-89.

Mr. Lanoux brought everyone's attention to page 90 and stated that there were no trunk highway turn-backs eligible for maintenance this year.

k. **Mr. Lanoux** brought everyone's attention to page 91-94, which will be considered tomorrow.

l. **Mr. Lanoux** brought everyone's attention to pages 94-96, which displays the total tentative allocations by dollar amount and distribution percentage of the total apportionment by city, again reminding the MSB that the figures are using last year's dollars.

m. **Mr. Lanoux** brought everyone's attention to page 97-99, which compares the 2014 total actual to the 2015 tentative total allocations and differences shown in both dollar amount and distribution percentage of the total apportionment by city, noting that the highest percent of increase was Waite Park and the highest percent of decrease was West St. Paul by +7.1 and -9.0 percent respectively with 65 cities increasing and 82 cities decreasing their total estimated allocation.

n. **Mr. Lanoux** brought everyone's attention to page 100-103, which ranks the cities by 2015 tentative money needs allocation per need mile and also displays their respective total needs mileage and reviewed the data.

Chair Bot reminded the MSB that there would be discussion on these and other topics, but would not be taking any action until tomorrow morning.

o. **Mr. Lanoux** brought everyone's attention to page 104, the beginning of other topics.

i. **Mr. Lanoux** explained that the 90P subaccount was set up by MnDOT based on a resolution adopted by the MSB in May 2014 and account summary is contained on page 106. This resolution better defines the method of calculating the amount of a city's construction allotment that is allowed to be spend on its local roadway system after a city has been Certified Complete.

ii. **Mr. Lanoux** reviewed the municipal state aid construction account advance guidelines contained on pages 107-109.

iii. **Mr. Lanoux** reviewed the history of the administrative and research accounts on page 110 and pointed out an error in the figure displayed in the research account allotment for 2015, it should be 773,025, not 773,075 as displayed in the book. He also reminded the MSB that there would be a motion on the research account tomorrow.

iv. **Mr. Lanoux** noted that the cities have been allowed to allocate a portion of their MSAS funds to the MSAS revolving loan fund. He noted this option was repealed by 2014 Session Law Chapter 227, Article 1, Section 23. See page 111. .

v. **Mr. Lanoux** reviewed the county highway turnback policy contained on pages 112-113.

vi. **Mr. Lanoux** began reviewing the current resolutions of the MSB on pages 114-122 by saying that many members found the formatting of the current resolutions in the spring book confusing so the current resolutions with no changes are presented on pages 114-122 and the proposed changes to those resolutions begin on page 123.

vii. **Mr. Lanoux** reviewed the proposed changes to the current resolutions stating the proposed changes were made from comments and edits from MSB members since the spring meeting. He also mentioned in the proposed resolutions on page 125 there was language inserted in bold to provide clarity to the certified complete cities resolution adopted by the MSB in May 2014 This bolded paragraph needs to be approved by the MSB tomorrow.

Chair Bot asked if there was any clarification needed on the added paragraph in bold on page 125.

Mr. Lanoux continued clarifying that the heading on the third column of the table on page 126 was changed from design groups to needs generation data. He also pointed out the language adopted by the MSB in May regarding traffic signals is on page 128. Additionally he pointed out he is recommending minor wording changes for clarity on the phase in resolution on page 130 that was adopted by resolution of the MSB in May 2014.

Chair Bot stated that if members wanted to use the wording of percentage points versus percentage, it could be incorporated by modification of the resolutions if the MSB chooses.

Mr. Rodeberg commented that there was a struggle to provide appropriate understandable wording and that Mr. Lanoux has provided the needed clarity.

Chair Bot asked if there was any further discussion on the topic of percentage versus percentage points. There was none. He stated that if the board likes the wording provided by Mr. Lanoux, action could be taken on this and the other items in the resolutions tomorrow.

Mr. Lanoux continued and completed reviewing the proposed revisions on page 123. He also asked that members review the proposed changes to the resolutions and provide any wording that may make understanding the resolutions simpler.

Ms. Voigt provided comment on the language contained on page 124 regarding new cities needs, and the first paragraph the wording "the lowest cost per mile of any other participating city" should be modified to read "have its needs determined based on the zero ADT assigned to the eligible mileage until the DSAE approves the traffic counts." She also pointed out that in the second paragraph under new cities needs on page 124 that State Aid Operational Rule 8820.18 subp. 4 may be wrong and that subpart 2 is the appropriate subpart. She also suggested that the language in the fourth paragraph under Certified Complete Cities on page 124 should be changed as follows; the words proportional; amount should be replaced with proportion and remove shall from the sentence.

Mr. Lanoux requested **Ms. Voigt** to clarify her change to the first paragraph on page 124 with regard to new cities.

Ms. Voigt explained her position and reiterated that she would like it to say "have its money needs determined based on the zero ADT assigned to the eligible mileage until the DSAE approves the traffic counts."

Chair Bot called on **Mr. Gustafson**

Mr. Gustafson stated that **Ms. Voigt's** comments capture the intent of the NSTF.

Chair Bot called on **Ms. Voigt**.

Ms. Voigt stated that the wording "Quantities Based on a One Mile Section" were too small, could not be read in the table on page 126, and said the column heading "PROPOSED NEEDS WIDTH" should be changed to NEEDS WIDTH. On page 127 she said she was confused by the language contained within the fifth paragraph and the heading "NSS recommended Storm Sewer Costs for 2014" when the heading of the second column is "2011 Total cost per mile."

Mr. Lanoux stated that the changes would be made based on her comments.

Ms. Voigt also suggested that the wording "That the quantity used for" in the fourth paragraph be changed to "The value of the structure needs" in the fourth paragraph on page 128. She also stated that she had trouble imputting her box culvert needs based on the program because it was so

new based and the direction given in May and now we've had a new example figure that clarified that and she thought if we took the box culvert width and use it instead of the centerline length in the fourth paragraph on page 128 it would match the new figure on page 126 and that's not the centerline length.

Chair Bot asked **Ms. Voigt** to clarify what she meant by using value and to clarify.

Ms. Voigt stated that the second red paragraph on page 128 the word quantity should be changed to value as she felt value was better terminology than quantity. She also stated that "Engineering Unit Price" should be changed to "Engineering Percentage" in the seventh paragraph with the remaining portion of the sentence stating the result is then added to the other unit costs. She also stated that she could leave her notes with the MSAS unit and that **Mr. Lanoux** has a copy of her notes. She went on to comment that on page 129, the composition of a municipality's basic mileage is duplicated in the February 1959 and November 1965 resolutions and that one should be stricken. She also stated that on page 130 under needs adjustments, the word "ove" should be changed to over in the first sentence.

Chair Bot then thanked **Ms. Voigt** for her comments and clarifications and then asked for further comment prior to moving on.

Mr. Rue asked for clarification on the value versus quantity proposed by **Ms. Voigt** on page 128 as the quantity or value is the area of the structure and suggested that that it be changed to the quantity or value of the area because that is what is being calculated; the total area of all of your box culverts and bridges.

Mr. Lanoux commented that he did not know if he liked the word quantity either based on how he knew these box culverts are calculated where the width of the box culvert is a very important field. He also stated he understood why **Ms. Voigt** suggested value.

Mr. Rue stated that what you are really trying to determine is the square foot area that is going to be used in the calculation for the unit price per square foot.

Mr. Johnson suggested that wording could be modified to say the “area in square feet”.

Ms. Voigt stated that she liked **Mr. Johnson's** suggestion of utilizing the “area in square feet”.

Chair Bot asked for further comments or clarifications on **Ms. Voigt's** suggestions. There was no further discussion and **Chair Bot** moved onto other discussion items.

III. Other Discussion Items

a. Needs Study Task Force update - Mr. Gustafson

i. Review Combined Subcommittee meeting minutes on pages 41-45

Mr. Gustafson reviewed the Combined Subcommittee meeting minutes.

Chair Bot asked **Mr. Gustafson** if there was anything substantive that he wanted to point out.
Mr. Gustafson stated that there were nothing substantial to point out, but he liked Ms. Voigt's comments and suggestions. He also stated he thought it would be helpful to have one copy to work from.

Mr. Eckles pointed out that with the production of the memory book, we are trying to document all of these changes such as the Average SS Cost outlined in the table on page 127 and on structures where we also divide the value by two to not magnify the impact of those needs too much. He felt that the memory book would be a good place to document these two items if future discussions came up regarding the decisions made. He also suggested adding "to avoid overweighing storm sewer needs the average storm sewer costs be one-half of the actual" to the sentence on page 127 that ends with "...downward for the other ADT groups." He also suggested that similar language be added to structure needs.

Chair Bot asked for comment on **Mr. Eckles** suggestion stating that the NSS struggled with percentage versus pure numbers and he needed to refer back to meeting minutes and compare it with the memory book to understand and that it should be stated in both the memory book and MSB resolutions.

There were inaudible comments from **Mr. Gustafson**

Chair Bot asked **Ms. Skallman** and **Mr. Lanoux** if all of the resolutions would need action or if just the calculations needed actions to move forward tomorrow morning.

Mr. Lanoux stated he first wanted to address **Ms. Voigt's** earlier comment that page 124 under new cities needs where she suggested the first paragraph the wording "the lowest cost per mile of any other participating city" should be modified to read "have its money needs determined based on the zero ADT assigned to the eligible mileage until

the DSAE approves the traffic counts." He said that this modification would end up changing calculations with Chisago City coming aboard and it should be looked at, as it is not just a minor change.

There were inaudible comments from **Mr. Gustafson**

Mr. Johnson pointed out that other part of the first sentence states "but has not submitted its Needs to the DSAE by December 1..." that causes and additional condition to come into effect.

Ms. Skallman stated that if it was the intent of the NSS for the zero ADT category to be used rather than the lowest cost of any other participating category then it should be used. She mentioned that it was a significant difference to what has been done in the past and that if it was the intent of the NSS, it should be adopted to do the right thing for Chisago City.

Mr. Rue stated the confusing part is the wording any other participating city and did this mean the lowest cost per mile. If so either suggestion works.

Chair Bot asked **Mr. Rue** if he meant that the lowest cost per mile meant the same as using the zero ADT group.

Mr. Rue stated yes.

Mr. Gustafson asked if **Ms. Voigt** would be willing to wait until the spring meeting to adopt this suggestion.

Ms. Voigt stated that her comments were based on her understanding of how the NSTF was taking those needs based on the ADT and that a new user would not understand what the lowest cost mile meant and she was trying to tie it to the ADT group table. She went on to further state that she would be willing to wait until spring if we could get one nice master document.

Ms. Skallman stated that by waiting a new city would get the lowest overall needs cost per mile of any other city (by adding up all of their segments) giving an example that if the lowest cost per mile were $11.00 per needs mile and some cities with expensive costs get $20.00 per needs mile and this is different than if you use the zero ADT group for all of their segments. If you want to wait and Chisago City is grandfathered under the old method, but was wondering if it was worth waiting. She sided with **Ms. Voigt** and stated we should move on if we can.

Mr. Gustafson stated that it was the intent of the NSTF to utilize the zero ADT for new cities that did not submit by December 1st for the past couple of years.

Ms Skallman stated that is different (the intent of the NSTF) than you will get if you leave it worded as it is today and reviewed how new cities would be calculated if the wording is left as is.

Mr. Gustafson suggested that the MSB adopt **Ms. Voigt's** suggestion for new cities.

Chair Bot asked **Ms. Skallman** for clarification directing her to page 103 pointing out that Medina had the lowest needs cost per mile asking if the city of Medina's value would be used under the current resolution if Chisago City did not get their counts into the DSAE by the December 1st deadline.

Ms. Skallman stated yes and that value (city of Medina) is higher than if you use the zero ADT group.

Mr. Femrite asked **Chair Bot** for clarification when he stated the lowest average cost per mile when the resolution stated lowest cost per mile and does that mean the lowest average or the zero ADT group, as the word average is not worded in the current resolution.

Ms. Skallman stated that average is not contained within the resolution, she was explaining how Mr. Johnston applied the calculation in the past and if that is not the intent of the NSTF, it should be changed.

Mr. Rodeberg asked for clarification since St. Joseph has the lowest cost per need mile.

Ms. Skallman agreed that St. Joseph had the lowest allocation per need mile, not Medina.

Mr. Elwood stated he looked forwarded to a spirited discussion regarding this subject in the evening.

Chair Bot asked if there was anything else suggested that could not wait until the spring that would affect distributions if the MSB wanted to have semantics of the resolutions of the MSB corrected.

Mr. Lanoux stated that the MSB could wait until spring asking if anyone else from State Aid has any comments.

Mr. Johnson stated that he did not see any reason to wait as we are mostly talking about changing semantics within the resolutions.

Mr. Pratt stated he agreed with **Mr. Gustafson** in wanting to get a clean copy, but fears that we will be at the same spot next year. He agreed with **Mr. Johnson** with regard to semantics and issues brought up by **Ms. Voigt** feeling that the MSB should address these items and just take care of it.

Chair Bot reviewed and asked for further discussion with regard to the MSB resolutions. There was none.

ii. Discuss handouts and review letters/recommendation from the NSTF.

Chair Bot invited **Mr. Gustafson** to discuss handouts and review letters/recommendations from the NSTF.

Mr. Gustafson reviewed the minutes of the combined NSS and NSTF as well as the handouts recommending the MSB declare the work of the NSTF complete and disband the NSTF.

Chair Bot opened the floor for discussion or questions for the NSTF thanking the NSTF for their work.

Ms. Voigt thanked **Mr. Gustafson** and all of the other members of the NSTF. She stated that she found minor typographical errors within the memory book and would forward suggested corrections to him. She went on to say she thought the memory book was well done and included her corrections and suggestions.

Mr. Gustafson stated he appreciated discussions with **Ms. Voigt** and thanked her for her work in reviewing the work of the NSTF.

Chair Bot asked for further discussion or questions for the NSTF.

Mr. Freese stated he was concerned about **Mr. Gustafson's** comments today as well as discussions within his prescreening meeting regarding the possibility of the timeframe of the phase in being changed. He went on to state that he personally was not a fan of it, but would vote in support of it, but does not want to see it discussed every year and that the phase in, the conditions of the phase in, and the details of the phase in are not very well documented and should be documented within the book in the form of a resolution.

Mr. Gustafson stated the discussions of the NSTF are contained within the minutes of the task force and the minutes of the task force are on the CEAM website.

Chair Bot stated yes and that the conditions of the phase in were adopted in resolution format in May 2014.

Mr. Gustafson stated that **Mr. Freese's** question is related to the rational used to determine the phase in period rather than the conditions.

Mr. Freese stated that documenting the rational used would help substantiate for future reference why the phase in period was seven years and would not appear to a new person on the MSB to be an arbitrary time period.

Mr. Gustafson stated that the reason for the memory book and all of the NSTF minutes were to answer questions brought up by **Mr. Freese** that would come up in the future. He stated that he did not feel that placing the rational of the phase in of the NSTF in the form of a resolution would help to answer every question. He went on to say the memory book was intended to capture all of the discussions of the NSTF.

Chair Bot reiterated that the phase in period was adopted by resolution in May and would need to be changed by motion tomorrow if desired. He then asked for further discussion.

Mr. Freese asked that the MSB consider removing the wording that the phase in be reviewed annually in the third sentence under Phase In (Restriction) on page 130 of the book.

Chair Bot clarified that **Mr. Freese's** suggestion was to delete the sentence that the phase in be reviewed annually by the Municipal Screening Board to determine if the Phase in period should be revised. He also reiterated that the matter was discussed and adopted last May.

Mr. Freese stated that it would be his suggestion and it would respect all of the work that has went into making this recommendation.

Chair Bot asked for further discussion.

Mr. Johnson stated that he was an alternate member when the phase in was first discussed and it was his understanding at that time the maximum timeframe the phase in period would run was seven years and the idea was that some of the cities that have gains and losses would be washed out by the seven year period and if it happened to be earlier, that the MSB would end the phase in period. The discussion at the time was that the

phase in period would peter out at year five, but the MSB decided on the seven-year phase in period, but it could end at anytime earlier once we see the fluctuations go away with the new system.

Chair Bot asked for further discussion.

Ms. Voigt stated that she had the same recollection as **Mr. Johnson** and went on the say that we would not have a phase in without a phase out.

Chair Bot asked for further discussion. There was none.

b. Legislative Update - Mr. Sonnenberg

Mr. Sonnenberg gave the legislative update with comments from **Chair Bot** regarding funding for local streets, Army Corps of Engineering permits and the joint CEAM MCEA meeting tomorrow morning; **Mr. Freese** regarding the MnDOT cost participation policy and sidewalk improvement districts; **and Mr. Pratt** regarding sales tax exemption for cities.

c. State Aid Report - Julie Skallman and others.

Ms. Skallman began her report recommending members attend the joint CEAM MCEA meeting tomorrow morning. Since this was her last report, she summarized her service as the State Aid Engineer, chronicled highlights of her period of service, and thanked the MSB members and City Engineers of the 148 member cities for their support. She also reviewed the status of the future new State Aid Engineer stating that a final decision on a candidate will be made after final interviews scheduled for the end of October and asked the MSB to give the same level of support to the new State Aid Engineer as she has received.

Chair Bot thanked **Ms. Skallman** for her service.

d. Decision Chronicle discussion

Chair Bot gave a brief review of the status of the decision chronicle and asked **Mr. Gustafson** and members of the MSB if there were any comments on the Decision Chronicle. There were none.

e. Other topics

Chair Bot asked if there were any other topics for discussion for the day.

Ms. Voigt stated she would like State Aid or one of the standing committees to project the distributions for future years for budgeting purposes.

Chair Bot then asked if there were any other topics. There were none.

IV. Motion to continue

Chair Bot called for a motion to continue.

Motion at 3:02 p.m. to continue at 8:30 a.m.Wednesday by Mr. Johnson, seconded by Mr. Femrite to continue. The motion carried unanimously.

Municipal Screening Board
Meeting Minutes
October 21-22, 2014
Breezy Point Resort, Breezy Point, MN

Wednesday Session, October 22, 2014

I. Call to Order and Welcome by Chair Bot at 8:34 a.m.

II. Members present

a. Municipal Screening Board Representatives:

PRESENT:

District 1	Jesse Story, City of Hibbing
District 2	Rich Clauson, City of Crookston
District 3 (Alternate)	Justin Femrite, City of Elk River
District 4	Jon Pratt, City of Detroit Lakes
Metro West	Rod Rue, City of Eden Prairie
District 6	Steven Lang, City of Austin
District 7	Jeffrey Johnson, City of Mankato
District 8	John Rodeberg, City of Glencoe
Metro East	Klayton Eckles, City of Woodbury
City of Duluth	Cindy Voigt
City of Minneapolis	Don Elwood
City of Rochester	Richard Freese
City of St. Paul	Paul Kurtz

ABSENT:
None

III. Review Tuesday's subjects and take action on specific items

a. Needs apportionment data on pages 58-93.

Chair Bot introduced the first item for action by the MSB; action on the needs and apportionment data on pages 58-93 of the book and opened the floor for discussion.

Motion by Mr. Rodeberg, seconded by Mr. Pratt to approve needs apportionment data on pages 58-93 of the book. The motion carried unanimously.

b. 2015 research account on page 110.

Chair Bot introduced the second item for action by the MSB; action on the 2015 research account on page 110 of the book and opened the floor for discussion.

Motion by Mr. Clauson, seconded by Mr. Rue to approve the 2015 research account on page 110 of the book. The motion carried unanimously.

c. Revised MSB Resolutions on pages 123-133.

Chair Bot introduced the third item for action by the MSB; action on the revised MSB Resolutions on page 123-133 of the book and opened the floor for discussion.

Mr. Johnson handed out copies of proposed revised MSB resolutions to members of the MSB to consider suggestions by **Mr. Gustafson** with further modifications by **Ms. Voigt** and himself. He stated that the proposed resolutions handed out to MSB members were essentially the same at the ones contained within the book with minor changes in semantics, grammar, and punctuation suggested by **Mr. Gustafson** that were also previously emailed out approximately one week ago. On the second page, he stated he worked with **Ms. Voigt** and proposed the word "money" be stricken from the first paragraph under the section for New Cities Needs and the words "determined upon the lowest cost per mile of any other participating city" also be stricken and replaced with "based upon zero ADT assigned to the eligible mileage until the DSAE approves the traffic counts." Under Certified Complete Cities on the second page he proposed the words "proportional amount" be stricken and replaced with "proportion" and the word "based" be stricken from the third paragraph. On the fourth page, he proposed the word "proposed" be stricken from the second column of the table and that the text "Quantities Based on a One Mile Section" be made larger. He went on to say that the text and values in the second column of the table on the fifth page be updated to reflect 2013 costs. On the sixth page he proposed the word "quantity" be stricken from the fourth paragraph, be replaced with "area in square feet", the words "centerline length" be stricken and replaced with the words "box culvert width." In the paragraph above the table titled 2014 Unit Price recommendations, he proposed the words "Engineering Unit Price" and "and adding to the total of all" be stricken and replaced with "percentage, the result is added to." On page eight, he proposed the words "The total mileage of local streets, county roads and county road turnbacks on corporate limits will be included in the municipality's basic street mileage" be stricken from the November 1965 resolution since the same wording exists in the February 1959 resolution.

Chair Bot summarized **Mr. Johnson's** proposed changes were changes to the document provided by **Mr. Gustafson** of the NSTF. He went on to state that what was not included was wording of suggestions by **Mr. Eckles** regarding clarifying the weighting of storm sewer and bridges. He also mentioned comment by **Mr. Lanoux** yesterday about using percentage points on page eight under

Needs Adjustments along with **Mr. Freese's** comments regarding the phase in from yesterday. He opened the floor up for discussions on the proposed revisions provided by **Mr. Gustafson** with modifications provided by **Mr. Johnson** and **Ms. Voigt**.

Mr. Rodeberg asked if the paragraph regarding box culverts was to also be used for bridges and the proposed language clarifies box culverts, but not bridges.

Mr. Lanoux stated that the paragraph would be for bridges and box culverts referring to yesterday's discussion stating that the diagrams on the website is the centerline length and box culvert width are the same thing really and the confusion is when length and width are compared. He went on to say that, they, **Ms. Voigt** and **Mr. Johnson**, were looking for clarity on box culverts.

Mr. Rodeberg stated that now there is less clarity regarding bridges.

Mr. Lanoux stated he would like to see both items in there.

Mr. Rodeberg stated both need to be covered.

Mr. Lanoux agreed.

Mr. Johnson stated that maybe two sentences could be under structures, one for bridges and one for box culverts.

Chair Bot stated that he saw comments made by Mr. Rodeberg to have two sentences, one for bridges and one for box culverts included as a friendly amendment to the proposed revised resolutions. He called for further discussion on the suggested changes by **Mr. Gustafson**, **Ms. Voigt**, and **Mr. Johnson**.

Mr. Freese asked why any needs are being provided to new cities that do not provide proper documentation by December 1 under new cities needs.

Mr. Lanoux stated that he believed that is what is approved by either current resolution or statute, but was not sure and also went on to say that is the way it has been done for some time. He told **Mr. Freese** that if he wanted to discuss changing it, that now is the time.

Chair Bot stated that **Ms. Skallman** was reviewing the rules to verify. He went on to say that, his feeling was that once they hit the 5,000 population threshold confirmed by the demographer they are entitled to money, but this should be verified. He called for further discussion, there was none.

Chair Bot stated he was looking for a motion adopting the proposed modified resolutions from **Mr. Gustafson** with modification by **Ms. Voigt** and **Mr. Johnson** as presented and would like separate consideration for proposals

made by **Mr. Eckles**, **Mr. Freese**, and **Mr. Lanoux** or anyone else who has proposals.

Motion by Mr. Johnson, seconded by Mr. Pratt to approve proposed modified resolutions provided by Mr. Gustafson with modifications by Ms. Voigt and Mr. Johnson. The motion carried unanimously.

Chair Bot asked **Mr. Lanoux** to discuss his proposal regarding utilizing percentage points versus percentage on page 130 of the book.

Mr. Lanoux explained his understanding of percentage points versus percentage by giving an example that twenty percent is not ten percent more than ten percent, but rather 100 percent more, going on to say that twenty percent is actually ten percentage points more than ten percent. He went on to say he was trying to provide clarity to two different kinds of math and that is the purpose of his suggestion to change the wording from “percentage change” to “change in percentage points” on page 130 of the book.

Chair Bot called for further discussion and questions on the matter discussed by **Mr. Lanoux**.

Mr. Rodeberg stated he liked the proposal presented by **Mr. Lanoux**.

Chair Bot called for further discussion, there was none.

Motion by Mr. Rodeberg, seconded by Mr. Femrite to approve exchanging the word percentage with percentage points on page 130 of the book. The motion carried unanimously.

Chair Bot called on **Mr. Eckles** to discuss and propose language regarding the overweighting of structures and storm sewers in the book.

Mr. Eckles referring to **Mr. Gustafson** from the NSTF, stated there was always another funding source for bridges and the purpose of reducing the structure needs by half was to ensure that the majority of funding would not go to funding bridges. He went on to say storm sewer was reduced in a similar way as to not have all funding go to structures and storm sewers rather than roadway needs. He asked **Mr. Gustafson** if he wanted to add anything to his statement.

Mr. Gustafson stated the rationale of the decisions surrounding reducing structure needs are in the memory book and the decision to reduce the needs amount by half was due to all of the additional funding sources available for funding structures as well as the fact that structures last two to three times longer than roads. He went on to say storm sewer needs were likewise reduced.

Mr. Rodeberg agreed with the statement provided by **Mr. Gustafson** stating that the complete storm sewer was averaged with the partial storm sewer from the previous way of determining needs. He went on to say the consultant provided the top, the bottom number, and the NSTF filled in the categories between. Remaining remarks by **Mr. Gustafson** were inaudible.

Mr. Eckles ask if there was reason to place the decision rationale in the needs book so users would understand why structure and storm sewer needs are based on less than the full amount even though the rationale is contained in the memory book. He suggested adding the following to the storm sewer needs section, "to avoid overweighing storm sewer needs, the average storm sewer cost will be reduced by half."

Mr. Gustafson asked **Mr. Eckles** was referring to inserting the sentence into the resolutions.

Mr. Eckles stated yes.

Mr. Gustafson stated the NSTF had suggested putting the information into the needs book, not the resolutions as bullet points. He stated that he would be more than happy to work with **Mr. Lanoux** in placing the information in the needs book, but felt that it did not belong in the resolutions.

Mr. Eckles stated he was fine with that if State Aid personnel could get the rationale into the book.

Mr. Lanoux stated that State Aid could work with **Mr. Gustafson** in placing the rationale on reduction storm sewer and structure needs in the book.

Chair Bot clarified that the direction was to have State Aid take language from the NSTF contained within the memory book and place it in the needs book explaining the rational on reducing the storm sewer and structure needs for users to understand.

Mr. Elwood stated that the NSTF made a recommendation to the MSB that was approved and the concern on storm sewer and bridges is that there will be confusion moving forward when we come to this issue every time and in an effort to not make us go back to the memory book we are going to direct State Aid to pull language from the memory book and insert it into the needs book, but not as a resolution.

Mr. Gustafson stated yes.

Mr. Rue said he had a question about the chart in the resolution, referring to the 2011 cost and where there was discussion regarding the 2013 cost. His question surrounded the relevance of that cost when the last column is really what is

relevant and wanted to understand what that column (the 2011 column) represents or why it is important to have it in there.

Mr. Lanoux stated that the last column is all that really needs to be in the resolution and the column (the 2011 column) was there to show how the historically came up with the calculation, but the last column is all that really needs to be in the resolution.

Mr. Eckles asked if the chart with the actual numbers needed to be contained within the resolutions at all.

Chair Bot stated that the chart does highlight the reduction of storm sewer needs by half.

Mr. Gustafson explained the rationale behind it being placed within the resolutions.

Chair Bot stated that based on the motion adopted previously, the chart for storm sewer would remain within the resolutions and could be considered for removal in a future meeting, but it does show how they got to the calculations, which might be important. He called for further discussion. There was none.

Motion by Mr. Eckles, second by Mr. Elwood to direct State Aid to come up with descriptive language in the book to describe how storm sewer and bridge needs are determined using the rationale determined by the NSTF. Chair Bot asked for further discussion.

Ms. Voigt stated that she believed the language was already there, it is written exactly how it is calculated and stated that she would not support this motion because it (the language) is already laid out.

Chair Bot asked **Ms. Voigt** to clarify her statement asking her if it was already there for the storm sewer because of the divide by two.

Ms. Voigt read the following from the book, "That the Unit Cost per mile for Storm Sewer Construction be calculated for the highest ADT group and be prorated downward for the other ADT groups. That the Unit Cost for the highest ADT group, based on the average costs of all Storm Sewer Construction on the MSAS system in the previous year, will be provided to State Aid by the MnDOT Hydraulics Office and the proration will be approved by the Municipal Screening Board." She went on to say that, it is important to have the chart to show how all of this is called out and this is all pretty clear she just wanted the 2011 cleaned up so that it matched with the prior year. She felt that further study was not needed.

Mr. Eckles clarified that it was not a resolution he was proposing, it was just a motion to give direction to State Aid to make sure the book, as it goes through the calculations, spelled out the reductions for both storm sewer and structures so that it is clear to the readers each year why the needs are reduced the way they are.

Chair Bot clarified that they would be placed under the unit price recommendations in the book, not in the resolutions. He asked for further discussion. There was none and he called for a vote on the motion.

All members other than Mr. Freese, who cast a dissenting vote, approved the motion.

Chair Bot called on **Mr. Freese**

Mr. Freese stated that the language on page 127 did not explain anything. He referred to it describing the average cost of storm sewer construction and to him it was an after the fact type calculation. He went on to say that it is what was submitted for construction and has nothing to do with whether it is an averaging of complete and an averaging of partial, it is just all and in any one year it could be all complete or it could be all partial again depending understanding what your definition of complete and partial is. He stated he was just asking **Mr. Rodeberg** what complete and partial meant in this context and he does not believe it clear at all what it is. With the formulas shown, that is one thing and the table, but the words themselves it is just the average of all storm sewer construction, whether it is pipes, catch basins, inlets, or what it might be; so if we are going to clarify it, I think we need to clarify more than the methodology.

Mr. Gustafson stated that what is there is the actual construction costs as provided by the hydraulics office.

Mr. Freese stated that the hydraulics specialist does not provide the actual cost, we do.

An unidentified person asked don't they (the hydraulics office) provide the actual cost? He went on to state he was pretty sure they did.

Chair Bot stated that they are giving it (the storm sewer costs) based on actual costs.

Mr. Freese stated which we give them.

Chair Bot stated yes each city ultimately gives it (the storm sewer costs) with each project and they ultimately give it back to us as a recommendation under two sections, partial and complete and the proration shall be approved by the

MSB, the split between the partial and the complete. He then asked **Mr. Freese** if he had a suggestion of how he wanted to see it differently.

Mr. Freese asked if we are averaging the complete costs and averaging the partial costs and then adding them together and dividing by two.

Chair Bot stated his understanding was we receive the average from the hydraulic specialist of all the actual construction costs on the MSAS system for complete and another number for partial and then those are averaged by the screening board which is what I would see as the proration.

Mr. Freese asked so there is three averaging's that are occurring.

Chair Bot stated essentially.

Mr. Freese stated that he did not think that this (the information contained on page 127 of the book) says that.

Chair Bot called on **Mr. Gustafson**

Mr. Gustafson Mr. Gustafson's comments were mostly inaudible.

Chair Bot stated that he did not know, unless **Mr. Freese** had a suggestion, how to clarify that, but that State Aid could be directed to review the language and see if it has enough detail to describe what we are doing.

Mr. Freese asked if the motion just did that.

Chair Bot stated yes, basically, but not in resolution form.

Mr. Freese stated that he felt the resolution by **Mr. Eckles** did not go far enough.

Chair Bot stated that they (MnDOT State Aid) would be coming back with what they put in the book at the next MSB meeting, so that could be discussed then.

Mr. Eckles stated that the beauty of where we are at right now is that MnDOT has been given the task of how to describe this in a way that we can all understand it and then we get to be the judge.

Chair Bot stated that that is happening at State Aid and that resolution did pass and asked if there were any other motions or discussions to bring up on the MSB resolutions.

Mr. Lanoux addressed **Mr. Freese's** earlier question regarding why do we give a city anything if they have not gotten their information to the DSAE by December 1. He went on to say cities over 5,000 in population get an apportionment and

that possibly the question of the deadline is a question for you (the MSB), but is has been like that for a while. He stated he could read the statute, but summarized it again, if the population is over 5,000, they get an apportionment, which includes needs and population. He stated the reference is Minnesota State Statue 162.13.

Chair Bot asked for further discussion on the resolutions of the MSB. There was none.

d. Action on the NSTF recommendation

Chair Bot introduced the action item on the NSTF recommendation to either disband the NSTF thus completing their work or if there is a specific task to give them if there is indeed more work to do. He opened the floor for discussion.

Motion by Mr. Johnson, seconded by Mr. Pratt to disband the NSTF. The motion carried unanimously.

Chair Bot summarized the activities and people associated with the NSTF and thanked them all for their efforts.

e. Call for any other action items

Chair Bot called for any other action items.

Ms. Voigt made a motion to have State Aid estimate for budget purposes the 2016 and 2017 allocations based on the 2015 restricted needs assuming a zero increase in revenue or inflation (to make things simple) and use the same adjustments as the 2015 allocations. She stated that she wanted a flat projection so that if we get additional revenue, it will be better for everyone else so that we can budget for projects over the next two years, especially for the cities that are seeing declining allocations from the previous year.

Chair Bot asked **Ms. Voigt** to clarify if she would like to see that in the book or as a worksheet.

Ms. Voigt stated a handout for the May MSB meeting and results could be sent out via email.

Mr. Lanoux asked if **Ms. Voigt** wanted the data in a format with no increases in unit cost for these assumptions

Ms. Voigt responded yes.

Mr. Johnson stated if that was a motion direct State Aid perform that task, he would support it.

Motion by Ms. Voigt, second by Mr. Johnson to have State Aid estimate for budget purposes the 2016 and 2017 allocations based on the 2015 restricted needs assuming a zero increase in revenue or inflation and use the same adjustments as the 2015 allocations.

Chair Bot asked for discussion or clarification on the motion

Mr. Freese asked if Ms. Voigt wanted it calculated until it all runs out so the impacts for any city are set forth.

Ms. Voigt stated all cities for 2016 and 2017.

Mr. Freese asked once they set it up, why they (State Aid) couldn't just run it to the end. He went on to say it is not that difficult, because the assumption is the same.

Ms. Voigt stated her reasoning is for budget purposes of the next two years and once you get past that based on inflation she felt it would not be very helpful beyond that point (two years) and the projections would be unreliable.

Chair Bot asked **Ms. Voigt** if this is something she would envision continuing to happen every year.

Ms. Voigt stated her motion was to look at the two years, but it would be a good idea to keep an eye on it and that could be the decision of a future MSB decision based on the outcome of her motion.

Chair Bot asked for further discussion on the motion on the floor. There was none and he called for a vote.

The motion carried unanimously.

Chair Bot asked for any further action items. There was none.

II. If necessary

a. Continuation of Legislative Update

Chair Bot asked **Mr. Sonnenberg** if he had anything further to report.

Mr. Sonnenberg replied no.

b. Continuation of State Aid Report

Chair Bot asked **Ms. Skallman**, **Mr. Schoenecker**, and **Mr. Lanoux** it they had anything further to report.

Ms. Skallman, **Mr. Schoenecker**, and **Mr. Lanoux** replied no.

c. Continuation of Decision Chronicle discussion

Chair Bot asked if there was any further discussion on the Decision Chronicle. There was none.

d. Continuation of any other unfinished items from yesterday

Chair Bot asked if there were any other unfinished items from yesterday. There was none.

III. Call for any other discussion topics

Chair Bot Called for any other discussion topics. There was none.

IV. Thank

Chair Bot thanked **Mr. Gustafson**, Chair of the disbanded NSTF; **Mr. Hulsether**, Chair of the UCFS; **Ms. Keely** and **Mr. Exner**, past Chairs of the MSB; all of the **MSB members**; and **Ms. Skallman** State Aid Engineer.

Chair Bot recognized and presented **Ms. Skallman** with a plaque for her service.

V. Next Screening Board Meeting

Chair Bot stated the next MSB meeting would be at Ruttger's Bay Lodge in Deerwood, Minnesota on May 19 and 20, 2015.

VI. Expense Reports

Chair Bot reminded members to fill out their expense reports.

VII. Adjournment

Chair Bot called for a motion to adjourn.

Motion by Ms. Voigt seconded by Mr. Rodeberg to adjourn. The motion carried unanimously and the meeting was adjourned at 9:38 a.m.

Respectfully submitted,

Jeffrey E. Johnson, PE
Municipal Screening Board Secretary
Mankato City Engineer

SCHEDULE "A"

Minnesota Department of Transportation
Funds Available for Distribution in Calendar Year 2015
From Highway User Tax Distribution Fund

ESTIMATED Gross Income After Refunds (Fiscal 2014) (7-1-14 to 10-31-14 actual; 11-1-14 to 6-30-15 estimated)		Total
Motor Fuel Tax		$870,500,000
Motor Vehicle Tax		$688,700,000
Motor Vehicle Fee		$520,000
Motor Vehicle Sales Tax 60%		$418,250,000
Fee on Rental Vehicles		$2,000,000
Interest Earned on Highway User Tax Distribution Fund		$429,000
Total Highway Users Income		**$1,980,399,000**
Less Transfer to:		
DEPARTMENT OF PUBLIC SAFETY		
Motor Vehicle Division Collection Costs	$9,270,000	
General Fund Reimbursement	716,000	
Trunk Highway Reimbursement	610,000	
DEPARTMENT OF REVENUE		
Petroleum Division	2,338,287	
Petroleum Division - Highway Refund Interest	1,000	
MINNESOTA MANAGEMENT & BUDGET		
Contingent Account	141,655	
Statewide Indirect Costs (Estimated)		
DEPARTMENT OF NATURAL RESOURCES		
Non-refunded Marine Gas Tax	10,695,000	
Non-refunded Snowmobile Gas Tax	7,130,000	
Non-refunded All Terrain Vehicle Gas Tax	1,925,000	
Non-refunded Forest Road	1,010,000	
Non-refunded Off-Road Motorcycle Gas Tax	328,000	
Non-refunded Off-Road Vehicle Gas Tax	1,169,000	
DEPARTMENT OF TRANSPORTAION		
Workplace Telework Program		
Subtotal	$35,333,942	($35,333,942)
Total Funds Available for Distribution in Calendar Year 2015		**$1,945,065,058**

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)

$1,945,065,058 x 5% = $97,253,253		Base	* Excess Sum	Total
		$66,580,674	$30,672,579	$97,253,253
Town Road Account	(30.5%)	29,662,242		29,662,242
Town Bridge Account	(16%)	15,560,521		15,560,521
Flexible Highway Account	(53.5%)	35,620,660	16,409,830	52,030,490
Subtotal: 5% Distribution		$80,843,423	$16,409,830	$97,253,253

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

$1,945,065,058 x 95% = $1,847,811,805		Base	Excess Sum	Total
		$1,265,032,810	$582,778,995	$1,847,811,805
Trunk Highway Fund	(62%)	1,145,643,319		1,145,643,319
County State Aid Highway Fund	(29%)	366,859,515	169,005,909	535,865,424
Municipal State Aid Street Fund	(9%)	166,303,062		166,303,062
Subtotal: 95% Distribution		$1,678,805,896	$169,005,909	$1,847,811,805
Total Highway User Funds Available for Distribution in Calendar Year 2015		**$1,759,649,319**	**$185,415,739**	**$1,945,065,058**

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

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SCHEDULE "B"

Minnesota Department of Transportation
Funds Available for Distribution in 2015

Counties

INCOME:	Regular	Excess Sum	Total
County State Aid Highway Fund (95% Distribution x 29%)	$366,859,515	$169,005,909	$535,865,424
Motor Fuel Taxes - actual vs estimate	3,729,084	1,587,016	5,316,100
Motor Vehicle Taxes - actual vs estimate	2,160,900	(124,877)	2,036,023
Motor Vehicle Sales Taxes - actual vs estimate	202,655	178,514	381,169
Interest on Investments (CY estimate)	2,592,000		2,592,000
Investment Interest - actual vs estimate	(79,455)		(79,455)
Unexpended Balance of Admin Account	3,628,952		3,628,952
Unexpended Balance of Research Account			0
Release of Unencumbered State Park Road Account			0
Federal Reimburse for State Planning and Research Program	249,583		249,583
Total Funds Available	$379,343,234	$170,646,562	$549,989,796
LESS: DEDUCTIONS			
Administrative Account (2% of total funds available)	$7,586,865	$3,412,931	$10,999,796
Disaster Fund			
Legal Limit	$7,285,489	$3,277,358	10,562,847
Year End Account Balance	4,280,059	1,925,373	6,205,432
1% Distribution or Amount to Reach Legal Limit	$3,005,430	$1,351,985	4,357,415
Research Account (1/2 of 1% of the prior year Distribution Sum)			
$499,850,941 x .50%	1,724,483	774,768	2,499,251
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.	$2,752,698	$1,238,302	$3,991,000
Total Deductions	($15,069,476)	($6,777,986)	($21,847,462)
	$364,273,758	$163,868,576	$528,142,334

Funds Available for Distribution to the Counties in 2015

		Regular		Excess Sum	Total
Equalization	10% =	$36,427,376		$0	$36,427,376
Registration	10% =	36,427,376	Registration 40%	65,547,430	101,974,806
Mileage	30% =	109,282,127		0	109,282,127
Money Needs	50% =	182,136,879	Money Needs 60%	98,321,146	280,458,025
		$364,273,758		$163,868,576	$528,142,334

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

	Regular	
FY 2014 Actual in excess of forecast		
FY 2015 Forecast	18,650,000	
Population (100%)	$18,650,000	
Total Distribution to Counties		$546,792,334

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SCHEDULE "C"

Minnesota Department of Transportation
Funds Available for Distribution in 2015

Municipalities

INCOME:

Highway Users Fund (95% Distribution x 9%)			$166,303,062
Motor Fuel Taxes - actual vs estimate			1,649,824
Motor Vehicle Taxes - actual vs estimate			631,869
Motor Vehicle Sales Taxes - actual vs estimate			118,294
Interest on Investments (CY estimate)			854,000
Investment Interest - actual vs estimate			(22,481)
Unexpended balance of Administrative Account			880,506
Unexpended balance of Research Account			
Federal Reimbursements for State Planning and Research Program			279,501
Total Funds Available			**$170,694,575**

LESS: DEDUCTIONS

Administrative Account (2% of total funds available)		$3,413,892	
Disaster Fund			
Legal Limit	5,121,009		
Year End Account Balance	9,313,690		
2% Distribution or Amount to Reach Legal Limit		($4,192,681)	
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) $154,615,011 x .50% (As determined by previous years Screening Board)		$773,075	
			($5,714)
APPORTIONMENT SUM Available for Distribution to the Urban Municipalities in 2015			**$170,700,289**

Population	50% =	$85,350,144
Money Needs	50% =	85,350,145
Total		$170,700,289

SCHEDULE "D"

Minnesota Department of Transportation
Funds Available for Distribution in 2015

Town Bridge Account & Town Road Account

Income to Town Road Account (5% Distribution x 30.5%)	$29,662,242	
Income - Actual vs Estimate	427,282	
Total Town Road Funds Available for Distribution in 2015		**$30,089,524**
Income to Town Bridge Account (5% Distribution x 16%)	$15,560,521	
Income - actual vs estimate	224,148	
Subtotal	$15,784,669	
Less Unallocated Account (30% of Subtotal - per State Aid)		$4,735,401
Total Town Bridge Funds Available for Distribution in 2015		**$11,049,268**

Flexible Apportionments

The following apportionment has been made in accordance with provisions specified in M.S. 161.081 Subd. 3.

Income	Regular	Excess	Total
Flexible Account (5% Distribution x 53.5%)	$35,620,660	$16,409,830	$52,030,490
Income-acutal vs estimate	590,194	159,301	749,495
Turnback Available for Distribution	**$36,210,854**	**$16,569,131**	**$52,779,985**

BASE DISTRIBUTION

	Greater MN	Metro District	Total
Municipal Turnback	$10,000,000		$10,000,000
Trunk highway Turnback	21,000,000		21,000,000
County Turnback (Remaining Balance)	-	5,210,854	5,210,854
	$31,000,000	$5,210,854	$36,210,854

EXCESS DISTRIBUTION

County	Population		Excess Turnback Distribution
Anoka	341,465	15.15329%	$1,255,384
Carver	95,463	4.23639%	350,967
Dakota	408,732	18.13842%	1,502,689
Hennepin *	794,120	35.24089%	2,919,555
Ramsey *	228,604	10.14483%	840,455
Scott	136,926	6.07640%	503,403
Washington	248,095	11.00978%	912,112
	2,253,405	100.00000%	$8,284,565
Greater Minnesota			8,284,566
			$16,569,131

* Reduced by cities of the First Class (Minneapolis & St. Paul)
From Minnesota State Demographer - 2013 Populations published July 2014

Motor Vehicle Lease Sales Tax Revenue

The following apportionment has been made in accordance with provisions specified in M.S. 297A.815, Subd 3.

INCOME

Sales Tax on Leases - FY 2015 forecast	$18,650,000
Sales Tax on Leases - FY 2014 actual vs estimate	-
Total County Vehicle Lease Sales Tax Avail for Distribution	$18,650,000

County	Population	Population %	Add to Reg Const Di
Anoka	341,465	27.74602%	$5,174,633
Carver	95,463	7.75692%	1,446,666
Dakota	408,732	33.21186%	6,194,012
Scott	136,926	11.12604%	2,075,006
Washington	248,095	20.15916%	3,759,683
	1,230,681	100.00000%	$18,650,000

APPORTIONMENT SUMMARY

The Municipalities share of the Highway Users Tax Distribution Fund for the 2015 apportionment is $170,700,289. This amount is an increase of $16,085,278 or 10.4% more than the January 2014 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 2013 population estimate, whichever is greater, is used to determine the 2015 population apportionment. This year, 148 cities will each receive a Municipal State Aid allocation.

The following population adjustments due to annexations were made to the 2013 population estimates after they were released. These figures include adjustments that were approved through December 2014.

Austin	***+4***	***Little Falls***	***+3***
Bemidji	***+765***	***Moorhead***	***+1387***
Detroit Lakes	***+55***	***Northfield***	***+1***
Duluth	***+5***	***Waseca***	***-4***
Le Crescent	***+6***	***Winona***	***+9***

The population for allocation purposes has increased 51,653 since last year. This increase includes population estimates, and the population included in numerous annexations.

State Statute 162.09 subd. 4(f) allows Dayton and La Crescent to be included with a population of 5,000 even though they are below the 5,000 population threshold.

Based on 2013 population estimates, one new city has been included in the January 2015 distribution. Chisago City, located in Chisago County in Metro East district, was included with a population of 5,000.

The 2015 per capita population allocation is approximately $22.43. This is an increase of $1.83 from the 2014 allocation.

Step 2. MSAS Construction Needs Allocation

2015 marks the debut of the New Needs Program and the first year that the Needs were calculated using a Continual Needs approach in which all segments draw full Needs all the time. In addition, the Screening Board implemented "Restriction" (or Phase In) has been applied to the Construction Needs.

50% of the total apportionment sum is distributed on a prorated share that the city's Adjusted Restricted Construction (Money) Needs bears to the total Adjusted Restricted 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. 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 2015 apportionment, $1,000 in Adjusted Restricted Construction Needs earns approximately $13.25. This is a decrease of $0.49 per $1,000 from the 2014 apportionment. Due in large part to the Restriction, the Construction Needs Allocations yielded an increase to all 148 cities. This increase in Needs is also due to Needs updating using the new method, the addition of new cities, system revisions, adjustments to the unit prices, additional mileage designated, and update of traffic counts.

Step 3. The Total Allocations

Population and adjusted construction needs allocations are combined to determine the city's total allocation. In the 2015 apportionment, all 148 cities increased from the 2014 allocation. This includes Chisago City which is receiving their first allocation.

Step 4. Construction and Maintenance Allotments

Each city's total allocation is used to determine the amount allocated to its Maintenance and Construction Allotments. 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 2015. 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.

POPULATION DATA

TOTAL ALLOCATION 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 5,000 population in the 2010 federal decennial census.

State Statute 162.09 subd. 4(f) states that these cities shall participate in the distribution at least 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).

Since falling below 5,000 population in the 2010 census, the State Demographer released population estimates for the cities of Byron, Circle Pines and Medina, which estimated that these cities saw their populations increase back over 5,000. These cities will continue to be included in the MSAS distribution.

Since falling below 5,000 population in the 2010 census, the cities of Dayton and La Crescent have not seen their populations increase back to at least 5,000. The most recent population estimates from 2013 for Dayton (4,860) and La Crescent (4,972) show that their populations are still less than 5,000. Based on the above statute, after the January 2015 distribution, they will not be included in another MSAS distribution until a population estimate, or the federal census puts them at 5,000 or more in population.

NEW CITIES

The 2013 State Demographer population estimates, which are used for the January 2015 distribution, estimated the population for Chisago City at 5,000 people.
They will share in the January 2015 distribution. This brings the number of cities sharing in the MSAS allocation to 148.

2015 POPULATION SUMMARY

The 2015 populations used for Allocations are based on the 2010 Federal Census
or State Demographer and Met Council estimates, whichever are greater.

N:MSAS/BOOKS/ 2015 JANUARY BOOK/POPULATION SPREADSHEETS FOR 2015.XLSX

Municipality	2010 Census	Population used for 2014 Allocation	2013 Population Estimates	Population to be used for 2015 Allocation	Difference between Populations used in 2014 & 2015 Allocation
Albert Lea	18,016	**18,016**	17,951	**18,016**	0
Albertville	7,044	**7,159**	7,211	**7,211**	52
Alexandria	11,074	**13,013**	13,045	**13,045**	32
Andover	30,598	**31,125**	31,692	**31,692**	567
Anoka	17,142	**17,345**	17,283	**17,283**	(62)
Apple Valley	49,084	**49,895**	50,326	**50,326**	431
Arden Hills	9,552	**9,597**	9,359	**9,552**	(45)
Austin	24,721	**24,856**	24,983	**24,983**	127
Baxter	7,610	**7,661**	7,747	**7,747**	86
Belle Plaine	6,661	**6,661**	6,684	**6,684**	23
Bemidji	13,431	**13,560**	14,411	**14,411**	851
Big Lake	10,060	**10,334**	10,402	**10,402**	68
Blaine	57,186	**60,199**	62,018	**62,018**	1,819
Bloomington	82,893	**85,632**	85,935	**85,935**	303
Brainerd	13,590	**13,621**	13,662	**13,662**	41
Brooklyn Center	30,104	**30,569**	30,426	**30,426**	(143)
Brooklyn Park	75,781	**77,446**	77,989	**77,989**	543
Buffalo	15,453	**15,666**	15,812	**15,812**	146
Burnsville	60,306	**61,061**	61,300	**61,300**	239
Byron	4,952	**5,039**	5,137	**5,137**	98
Cambridge	8,111	**8,236**	8,273	**8,273**	37
Champlin	23,089	**23,536**	23,499	**23,499**	(37)
Chanhassen	22,952	**23,779**	24,155	**24,155**	376
Chaska	23,770	**24,213**	24,811	**24,811**	598
Chisago City	4,967	**0**	5,000	**5,000**	5,000
Chisholm	4,976	**5,025**	5,036	**5,036**	11
Circle Pines	4,922	**5,018**	5,014	**5,014**	(4)
Cloquet	12,124	**12,156**	12,180	**12,180**	24
Columbia Heights	19,496	**19,676**	19,758	**19,758**	82
Coon Rapids	61,476	**61,850**	62,684	**62,684**	834
Corcoran	5,379	**5,470**	5,471	**5,471**	1
Cottage Grove	34,589	**35,187**	35,403	**35,403**	216
Crookston	7,891	**7,891**	7,964	**7,964**	73
Crystal	22,151	**22,417**	22,645	**22,645**	228
Dayton	4,743	**5,000**	4,860	**5,000**	0
Delano	5,464	**5,548**	5,638	**5,638**	90
Detroit Lakes	8,571	**8,763**	8,906	**8,906**	143
Duluth	86,265	**86,265**	86,144	**86,265**	0
Eagan	64,206	**64,972**	66,301	**66,301**	1,329
East Bethel	11,626	**11,626**	11,588	**11,626**	0
East Grand Forks	8,601	**8,601**	8,640	**8,640**	39
Eden Prairie	60,797	**62,004**	62,729	**62,729**	725
Edina	47,941	**48,829**	49,216	**49,216**	387
Elk River	22,974	**23,147**	23,370	**23,370**	223
Fairmont	10,666	**10,666**	10,494	**10,666**	0
Falcon Heights	5,321	**5,426**	5,445	**5,445**	19
Faribault	23,352	**23,436**	23,477	**23,477**	41
Farmington	21,086	**21,792**	22,051	**22,051**	259

Municipality	2010 Census	Population used for 2014 Allocation	2013 Population Estimates	Population to be used for 2015 Allocation	Difference between Populations used in 2014 & 2015 Allocation
Fergus Falls	13,140	**13,228**	13,295	**13,295**	67
Forest Lake	18,375	**18,791**	19,056	**19,056**	265
Fridley	27,208	**27,591**	27,865	**27,865**	274
Glencoe	5,631	**5,631**	5,570	**5,631**	0
Golden Valley	20,371	**20,642**	20,683	**20,683**	41
Grand Rapids	10,869	**10,906**	10,994	**10,994**	88
Ham Lake	15,296	**15,462**	15,650	**15,650**	188
Hastings	22,172	**22,339**	22,592	**22,592**	253
Hermantown	9,414	**9,606**	9,625	**9,625**	19
Hibbing	16,361	**16,361**	16,335	**16,361**	0
Hopkins	17,591	**17,939**	18,413	**18,413**	474
Hugo	13,332	**13,739**	13,878	**13,878**	139
Hutchinson	14,180	**14,180**	14,158	**14,180**	0
International Falls	6,424	**6,424**	6,400	**6,424**	0
Inver Grove Heights	33,880	**34,189**	34,458	**34,458**	269
Isanti	5,251	**5,369**	5,385	**5,385**	16
Jordan	5,470	**5,776**	6,272	**6,272**	496
Kasson	5,931	**6,022**	6,083	**6,083**	61
LaCrescent	4,883	**5,000**	4,972	**5,000**	0
Lake City	5,063	**5,063**	5,041	**5,063**	0
Lake Elmo	8,069	**8,069**	8,773	**8,773**	704
Lakeville	55,954	**57,048**	57,789	**57,789**	741
Lino Lakes	20,216	**20,625**	20,833	**20,833**	208
Litchfield	6,726	**6,726**	6,723	**6,726**	0
Little Canada	9,773	**9,987**	9,962	**9,962**	(25)
Little Falls	8,347	**8,347**	8,800	**8,800**	453
Mahtomedi	7,676	**7,697**	7,871	**7,871**	174
Mankato	39,313	**40,554**	40,743	**40,743**	189
Maple Grove	61,567	**63,928**	63,746	**63,746**	(182)
Maplewood	38,018	**39,065**	38,950	**38,950**	(115)
Marshall	13,680	**13,680**	13,729	**13,729**	49
Medina	4,916	**5,062**	5,309	**5,309**	247
Mendota Heights	11,071	**11,140**	11,163	**11,163**	23
Minneapolis	382,578	**392,008**	400,938	**400,938**	8,930
Minnetonka	49,734	**50,747**	50,841	**50,841**	94
Minnetrista	6,384	**6,735**	6,796	**6,796**	61
Montevideo	5,383	**5,383**	5,329	**5,383**	0
Monticello	12,759	**12,901**	12,993	**12,993**	92
Moorhead	38,065	**38,889**	40,478	**40,478**	1,589
Morris	5,286	**5,396**	5,382	**5,382**	(14)
Mound	9,052	**9,210**	9,421	**9,421**	211
Mounds View	12,155	**12,340**	12,314	**12,314**	(26)
New Brighton	21,456	**21,996**	22,123	**22,123**	127
New Hope	20,339	**20,764**	20,904	**20,904**	140
New Prague	7,321	**7,378**	7,419	**7,419**	41
New Ulm	13,522	**13,522**	13,452	**13,522**	0
North Branch	10,125	**10,125**	10,184	**10,184**	59
North Mankato	13,394	**13,462**	13,520	**13,520**	58
North St. Paul	11,460	**11,618**	11,951	**11,951**	333
Northfield	20,007	**20,373**	20,147	**20,147**	(226)
Oak Grove	8,031	**8,088**	8,210	**8,210**	122
Oakdale	27,378	**27,699**	28,142	**28,142**	443
Orono	7,437	**7,584**	7,611	**7,611**	27

Municipality	2010 Census	Population used for 2014 Allocation	2013 Population Estimates	Population to be used for 2015 Allocation	Difference between Populations used in 2014 & 2015 Allocation
Otsego	13,571	**14,034**	14,457	**14,457**	423
Owatonna	25,599	**25,599**	25,574	**25,599**	0
Plymouth	70,576	**72,644**	72,969	**72,969**	325
Prior Lake	22,796	**23,385**	24,223	**24,223**	838
Ramsey	23,668	**23,946**	24,306	**24,306**	360
Red Wing	16,459	**16,480**	16,488	**16,488**	8
Redwood Falls	5,256	**5,256**	5,218	**5,256**	0
Richfield	35,228	**35,979**	36,041	**36,041**	62
Robbinsdale	13,953	**14,212**	14,445	**14,445**	233
Rochester	106,750	**108,814**	110,393	**110,393**	1,579
Rogers	11,197	**11,508**	11,981	**11,981**	473
Rosemount	21,874	**22,384**	22,605	**22,605**	221
Roseville	33,660	**34,486**	34,476	**34,476**	(10)
Sartell	15,887	**16,100**	16,217	**16,217**	117
Sauk Rapids	12,773	**12,894**	13,210	**13,210**	316
Savage	26,911	**27,552**	28,603	**28,603**	1,051
Shakopee	37,076	**38,252**	38,701	**38,701**	449
Shoreview	25,043	**25,429**	25,630	**25,630**	201
Shorewood	7,307	**7,438**	7,524	**7,524**	86
South St. Paul	20,160	**20,290**	20,441	**20,441**	151
Spring Lake Park	6,412	**6,427**	6,439	**6,439**	12
St. Anthony	8,226	**8,417**	8,516	**8,516**	99
St. Cloud	65,842	**65,842**	66,219	**66,219**	377
St. Francis	7,218	**7,277**	7,240	**7,240**	(37)
St. Joseph	6,534	**6,629**	6,787	**6,787**	158
St. Louis Park	45,250	**46,230**	47,321	**47,321**	1,091
St. Michael	16,399	**16,673**	16,801	**16,801**	128
St. Paul	285,068	**289,270**	296,542	**296,542**	7,272
St. Paul Park	5,279	**5,322**	5,394	**5,394**	72
St. Peter	11,196	**11,503**	11,445	**11,445**	(58)
Stewartville	5,916	**6,086**	6,189	**6,189**	103
Stillwater	18,225	**18,638**	18,970	**18,970**	332
Thief River Falls	8,573	**8,636**	8,668	**8,668**	32
Vadnais Heights	12,302	**12,631**	12,643	**12,643**	12
Victoria	7,379	**7,793**	8,133	**8,133**	340
Virginia	8,712	**8,712**	8,635	**8,712**	0
Waconia	10,697	**11,065**	11,345	**11,345**	280
Waite Park	6,715	**7,372**	7,372	**7,372**	0
Waseca	9,412	**9,427**	9,361	**9,412**	(15)
West St. Paul	19,540	**19,756**	19,648	**19,648**	(108)
White Bear Lake	23,797	**24,074**	24,100	**24,100**	26
Willmar	19,610	**19,694**	19,717	**19,717**	23
Winona	27,614	**27,784**	27,750	**27,750**	(34)
Woodbury	61,961	**64,238**	65,746	**65,746**	1,508
Worthington	12,764	**12,900**	12,974	**12,974**	74
Wyoming	7,791	**7,791**	7,800	**7,800**	9
Zimmerman	5,228	**5,242**	5,269	**5,269**	27
TOTAL	**3,690,202**	**3,753,499**	**3,803,922**	**3,805,152**	**51,653**

2015 POPULATION ALLOCATIONS

N:MSAS/BOOKS/ 2015 JANUARY BOOK/POPULATION SPREADSHEETS FOR 2015.XLSX

Municipality	Population Used for 2014 Allocations	Population to be used for the 2015 Allocations	2014 Population Allocations using the 2010 Census or 2012 Estimate	Total 2015 Population Allocations using the 2010 Census or 2013 Estimate	Difference Between 2014 & 2015 Allocations	% Increase (Decrease)
Albert Lea	18,016	**18,016**	$371,060	**$404,102**	$33,042	8.905%
Albertville	7,159	**7,211**	147,448	**161,744**	14,296	9.696%
Alexandria	13,013	**13,045**	268,017	**292,601**	24,584	9.173%
Andover	31,125	**31,692**	641,054	**710,856**	69,802	10.889%
Anoka	17,345	**17,283**	357,240	**387,660**	30,420	8.515%
Apple Valley	49,895	**50,326**	1,027,643	**1,128,820**	101,177	9.846%
Arden Hills	9,597	**9,552**	197,661	**214,253**	16,592	8.394%
Austin	24,856	**24,983**	511,937	**560,373**	48,436	9.461%
Baxter	7,661	**7,747**	157,787	**173,766**	15,979	10.127%
Belle Plaine	6,661	**6,684**	137,191	**149,923**	12,732	9.281%
Bemidji	13,560	**14,411**	279,283	**323,241**	43,958	15.740%
Big Lake	10,334	**10,402**	212,840	**233,318**	20,478	9.622%
Blaine	60,199	**62,018**	1,239,866	**1,391,073**	151,207	12.195%
Bloomington	85,632	**85,935**	1,763,687	**1,927,535**	163,848	9.290%
Brainerd	13,621	**13,662**	280,540	**306,441**	25,901	9.232%
Brooklyn Center	30,569	**30,426**	629,603	**682,460**	52,857	8.395%
Brooklyn Park	77,446	**77,989**	1,595,087	**1,749,305**	154,218	9.668%
Buffalo	15,666	**15,812**	322,659	**354,666**	32,007	9.920%
Burnsville	61,061	**61,300**	1,257,620	**1,374,968**	117,348	9.331%
Byron	5,039	**5,137**	**103,784**	**115,224**	11,440	11.023%
Cambridge	8,236	**8,273**	169,630	**185,565**	15,935	9.394%
Champlin	23,536	**23,499**	484,750	**527,086**	42,336	8.734%
Chanhassen	23,779	**24,155**	489,755	**541,800**	52,045	10.627%
Chaska	24,213	**24,811**	498,694	**556,515**	57,821	11.594%
Chisago City	0	**5,000**	0	**112,151**	112,151	N/A
Chisholm	5,025	**5,036**	103,495	**112,958**	9,463	9.144%
Circle Pines	5,018	**5,014**	**103,351**	**112,465**	9,114	8.818%
Cloquet	12,156	**12,180**	250,366	**273,199**	22,833	9.120%
Columbia Heights	19,676	**19,758**	405,249	**443,175**	37,926	9.359%
Coon Rapids	61,850	**62,684**	1,273,870	**1,406,012**	132,142	10.373%
Corcoran	5,470	**5,471**	112,661	**122,715**	10,054	8.924%
Cottage Grove	35,187	**35,403**	724,716	**794,095**	69,379	9.573%
Crookston	7,891	**7,964**	162,524	**178,634**	16,110	9.912%
Crystal	22,417	**22,645**	461,703	**507,931**	46,228	10.012%
Dayton	5,000	**5,000**	**102,981**	**112,151**	9,170	8.904%
Delano	5,548	**5,638**	114,267	**126,461**	12,194	10.672%
Detroit Lakes	8,763	**8,906**	180,484	**199,763**	19,279	10.682%
Duluth	86,265	**86,265**	1,776,724	**1,934,937**	158,213	8.905%
Eagan	64,972	**66,301**	1,338,171	**1,487,142**	148,971	11.132%
East Bethel	11,626	**11,626**	239,450	**260,773**	21,323	8.905%
East Grand Forks	8,601	**8,640**	177,147	**193,797**	16,650	9.399%
Eden Prairie	62,004	**62,729**	1,277,042	**1,407,021**	129,979	10.178%
Edina	48,829	**49,216**	1,005,688	**1,103,922**	98,234	9.768%
Elk River	23,147	**23,370**	476,738	**524,193**	47,455	9.954%

Municipality	Population Used for 2014 Allocations	Population to be used for the 2015 Allocations	2014 Population Allocations using the 2010 Census or 2012 Estimate	Total 2015 Population Allocations using the 2010 Census or 2013 Estimate	Difference Between 2014 & 2015 Allocations	% Increase (Decrease)
Fairmont	10,666	**10,666**	$219,678	**$239,240**	$19,562	8.905%
Falcon Heights	5,426	**5,445**	111,755	**122,132**	10,377	9.286%
Faribault	23,436	**23,477**	482,691	**526,593**	43,902	9.095%
Farmington	21,792	**22,051**	448,831	**494,607**	45,776	10.199%
Fergus Falls	13,228	**13,295**	272,445	**298,209**	25,764	9.457%
Forest Lake	18,791	**19,056**	387,022	**427,429**	40,407	10.440%
Fridley	27,591	**27,865**	568,267	**625,016**	56,749	9.986%
Glencoe	5,631	**5,631**	115,977	**126,304**	10,327	8.905%
Golden Valley	20,642	**20,683**	425,145	**463,923**	38,778	9.121%
Grand Rapids	10,906	**10,994**	224,621	**246,597**	21,976	9.784%
Ham Lake	15,462	**15,650**	318,457	**351,032**	32,575	10.229%
Hastings	22,339	**22,592**	460,097	**506,742**	46,645	10.138%
Hermantown	9,606	**9,625**	197,846	**215,890**	18,044	9.120%
Hibbing	16,361	**16,361**	336,973	**366,980**	30,007	8.905%
Hopkins	17,939	**18,413**	369,474	**413,006**	43,532	11.782%
Hugo	13,739	**13,878**	282,970	**311,286**	28,316	10.007%
Hutchinson	14,180	**14,180**	292,053	**318,060**	26,007	8.905%
International Falls	6,424	**6,424**	132,309	**144,091**	11,782	8.905%
Inver Grove Heights	34,189	**34,458**	704,161	**772,898**	68,737	9.762%
Isanti	5,369	**5,385**	110,581	**120,786**	10,205	9.229%
Jordan	5,776	**6,272**	118,963	**140,682**	21,719	18.257%
Kasson	6,022	**6,083**	124,030	**136,443**	12,413	10.008%
LaCrescent	5,000	**5,000**	**102,981**	**112,151**	9,170	8.904%
Lake City	5,063	**5,063**	104,278	**113,564**	9,286	8.905%
Lake Elmo	8,069	**8,773**	166,190	**196,780**	30,590	18.406%
Lakeville	57,048	**57,789**	1,174,967	**1,296,216**	121,249	10.319%
Lino Lakes	20,625	**20,833**	424,795	**467,287**	42,492	10.003%
Litchfield	6,726	**6,726**	138,529	**150,865**	12,336	8.905%
Little Canada	9,987	**9,962**	205,693	**223,449**	17,756	8.632%
Little Falls	8,347	**8,800**	171,916	**197,385**	25,469	14.815%
Mahtomedi	7,697	**7,871**	158,528	**176,548**	18,020	11.367%
Mankato	40,554	**40,743**	835,255	**913,872**	78,617	9.412%
Maple Grove	63,928	**63,746**	1,316,669	**1,429,833**	113,164	8.595%
Maplewood	39,065	**38,950**	804,587	**873,654**	69,067	8.584%
Marshall	13,680	**13,729**	281,755	**307,944**	26,189	9.295%
Medina	5,062	**5,309**	**104,258**	**119,082**	14,824	14.218%
Mendota Heights	11,140	**11,163**	229,441	**250,388**	20,947	9.129%
Minneapolis	392,008	**400,938**	8,073,843	**8,993,101**	919,258	11.386%
Minnetonka	50,747	**50,841**	1,045,191	**1,140,371**	95,180	9.107%
Minnetrista	6,735	**6,796**	138,715	**152,435**	13,720	9.891%
Montevideo	5,383	**5,383**	110,869	**120,742**	9,873	8.905%
Monticello	12,901	**12,993**	265,711	**291,435**	25,724	9.681%
Moorhead	38,889	**40,478**	800,962	**907,928**	106,966	13.355%
Morris	5,396	**5,382**	111,137	**120,719**	9,582	8.622%
Mound	9,210	**9,421**	189,690	**211,314**	21,624	11.400%
Mounds View	12,340	**12,314**	254,156	**276,205**	22,049	8.675%

Municipality	Population Used for 2014 Allocations	Population to be used for the 2015 Allocations	2014 Population Allocations using the 2010 Census or 2012 Estimate	Total 2015 Population Allocations using the 2010 Census or 2013 Estimate	Difference Between 2014 & 2015 Allocations	% Increase (Decrease)
New Brighton	21,996	**22,123**	$453,032	**$496,222**	$43,190	9.534%
New Hope	20,764	**20,904**	427,658	**468,880**	41,222	9.639%
New Prague	7,378	**7,419**	151,958	**166,409**	14,451	9.510%
New Ulm	13,522	**13,522**	278,501	**303,301**	24,800	8.905%
North Branch	10,125	**10,184**	208,536	**228,429**	19,893	9.539%
North Mankato	13,462	**13,520**	277,265	**303,256**	25,991	9.374%
North St. Paul	11,618	**11,951**	239,286	**268,063**	28,777	12.026%
Northfield	20,373	**20,147**	419,605	**451,900**	32,295	7.697%
Oak Grove	8,088	**8,210**	166,581	**184,152**	17,571	10.548%
Oakdale	27,699	**28,142**	570,492	**631,229**	60,737	10.646%
Orono	7,584	**7,611**	156,201	**170,716**	14,515	9.292%
Otsego	14,034	**14,457**	289,046	**324,273**	35,227	12.187%
Owatonna	25,599	**25,599**	527,240	**574,190**	46,950	8.905%
Plymouth	72,644	**72,969**	1,496,184	**1,636,706**	140,522	9.392%
Prior Lake	23,385	**24,223**	481,640	**543,326**	61,686	12.807%
Ramsey	23,946	**24,306**	493,195	**545,187**	51,992	10.542%
Red Wing	16,480	**16,488**	339,424	**369,828**	30,404	8.958%
Redwood Falls	5,256	**5,256**	108,253	**117,893**	9,640	8.905%
Richfield	35,979	**36,041**	741,028	**808,405**	67,377	9.092%
Robbinsdale	14,212	**14,445**	292,712	**324,004**	31,292	10.690%
Rochester	108,814	**110,393**	2,241,146	**2,476,132**	234,986	10.485%
Rogers	11,508	**11,981**	237,020	**268,736**	31,716	13.381%
Rosemount	22,384	**22,605**	461,023	**507,034**	46,011	9.980%
Roseville	34,486	**34,476**	710,278	**773,302**	63,024	8.873%
Sartell	16,100	**16,217**	331,597	**363,750**	32,153	9.696%
Sauk Rapids	12,894	**13,210**	265,566	**296,302**	30,736	11.574%
Savage	27,552	**28,603**	567,464	**641,570**	74,106	13.059%
Shakopee	38,252	**38,701**	787,843	**868,069**	80,226	10.183%
Shoreview	25,429	**25,630**	523,739	**574,885**	51,146	9.766%
Shorewood	7,438	**7,524**	153,194	**168,764**	15,570	10.164%
South St. Paul	20,290	**20,441**	417,895	**458,495**	40,600	9.715%
Spring Lake Park	6,427	**6,439**	132,371	**144,428**	12,057	9.108%
St. Anthony	8,417	**8,516**	173,358	**191,015**	17,657	10.185%
St. Cloud	65,842	**66,219**	1,356,090	**1,485,302**	129,212	9.528%
St. Francis	7,277	**7,240**	149,878	**162,394**	12,516	8.351%
St. Joseph	6,629	**6,787**	136,532	**152,233**	15,701	11.500%
St. Louis Park	46,230	**47,321**	952,158	**1,061,417**	109,259	11.475%
St. Michael	16,673	**16,801**	343,399	**376,849**	33,450	9.741%
St. Paul	289,270	**296,542**	5,957,839	**6,651,482**	693,643	11.643%
St. Paul Park	5,322	**5,394**	109,613	**120,988**	11,375	10.378%
St. Peter	11,503	**11,445**	236,917	**256,713**	19,796	8.356%
Stewartville	6,086	**6,189**	125,348	**138,820**	13,472	10.748%
Stillwater	18,638	**18,970**	383,870	**425,500**	41,630	10.845%

Municipality	Population Used for 2014 Allocations	Population to be used for the 2015 Allocations	2014 Population Allocations using the 2010 Census or 2012 Estimate	Total 2015 Population Allocations using the 2010 Census or 2013 Estimate	Difference Between 2014 & 2015 Allocations	% Increase (Decrease)
Thief River Falls	8,636	**8,668**	$177,868	**$194,425**	$16,557	9.308%
Vadnais Heights	12,631	**12,643**	260,150	**283,584**	23,434	9.008%
Victoria	7,793	**8,133**	160,506	**182,424**	21,918	13.656%
Virginia	8,712	**8,712**	179,433	**195,412**	15,979	8.905%
Waconia	11,065	**11,345**	227,896	**254,470**	26,574	11.661%
Waite Park	7,372	**7,372**	$151,835	**165,355**	13,520	8.904%
Waseca	9,427	**9,412**	194,160	**211,113**	16,953	8.731%
West St. Paul	19,756	**19,648**	406,897	**440,708**	33,811	8.309%
White Bear Lake	24,074	**24,100**	495,831	**540,567**	44,736	9.022%
Willmar	19,694	**19,717**	405,619	**442,255**	36,636	9.032%
Winona	27,784	**27,750**	572,242	**622,437**	50,195	8.772%
Woodbury	64,238	**65,746**	1,323,052	**1,474,693**	151,641	11.461%
Worthington	12,900	**12,974**	265,689	**291,009**	25,320	9.530%
Wyoming	7,791	**7,800**	160,463	**174,955**	14,492	9.031%
Zimmerman	5,242	**5,269**	107,964	**118,184**	10,220	9.467%
TOTAL	**3,753,499**	**3,805,152**	**$77,307,505**	**$85,350,144**	**$8,042,639**	

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

2014	$77,307,505 / 3,753,499	Equals	$20.60	Per person
2015	$85,350,144 / 3,805,152	Equals	$22.43	Per person

The population difference between 2014 and 2015 for allocation purposes is **51,653**

148 Cities Increased their population allocation. (Chisago City included in this total)
0 Cities Decreased their population allocation.

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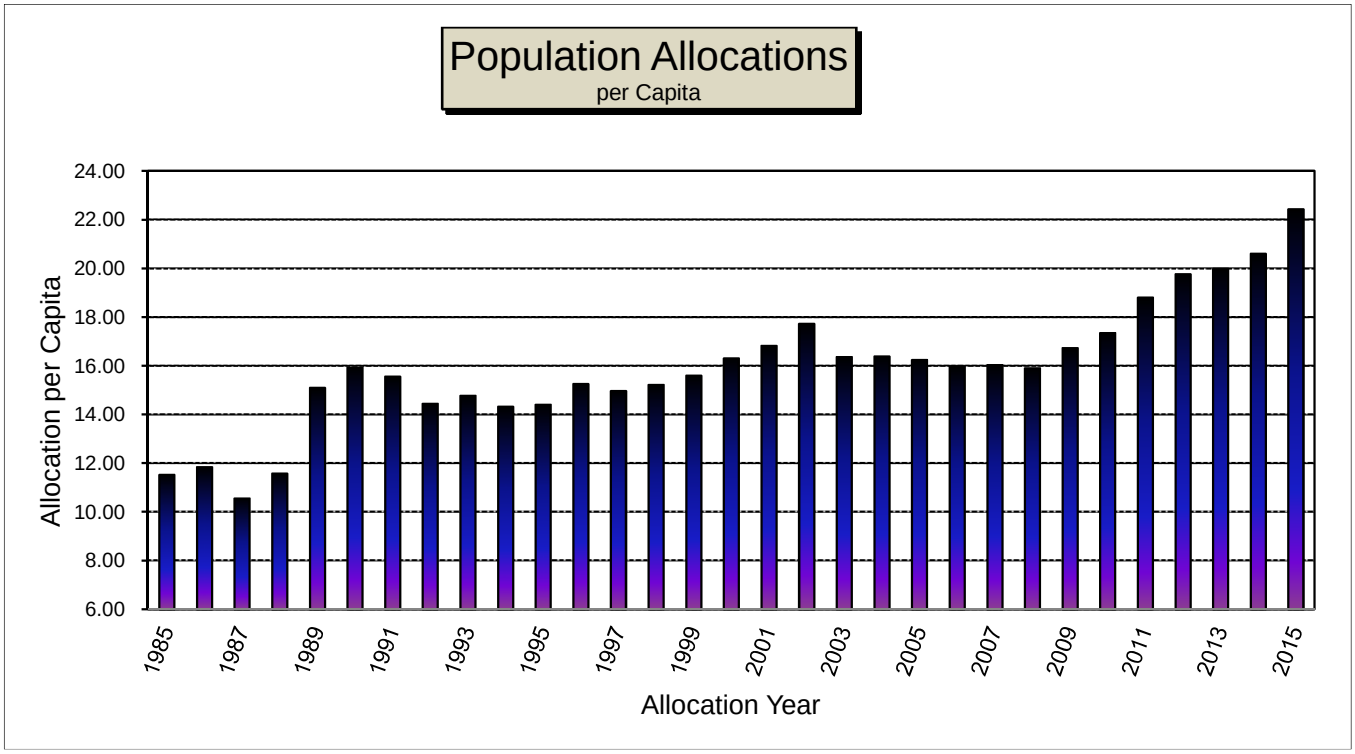

Alloc. Year	Pop Alloc. per Capita	Percent Increase from 1958	Alloc. Year	Pop Alloc. per Capita	Percent Increase from 1958	Alloc. Year	Pop Alloc. per Capita	Percent Increase from 1958
1958	$2.38		**1977**	$5.77	142.44	**1996**	$15.25	540.76
1959	2.64	10.92	**1978**	5.75	141.60	**1997**	14.96	528.57
1960	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	**2014**	20.60	765.55
						2015	22.43	842.44

Low in 1962 of $2.35 per capita
High in 2015 of $22.43 per capita

2015 MSAS CONSTRUCTION APPORTIONMENT NEEDS

2015 marks the first year that the Municipal Screening Board mandated phase in (or restriction) is being applied to each city's Total Needs. After the phase in is applied and the Restricted Needs for each city are determined, a number of adjustments are made to these Restricted Needs. These adjustments are all outlined in Screening Board Resolutions and include all 'after the fact' adjustments, as well as the Excess Balance Adjustment redistributed as Low Balance Incentive. Any other Individual Adjustments are also applied. Ultimately, each city's construction needs allocation is based on their "Adjusted Restricted Construction Needs".

50% of the total apportionment is determined on a prorated share that each city's adjusted restricted construction needs bears to the total of all the adjusted restricted 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 2015 Construction Needs Apportionment. The adjustments are listed individually in the section labeled as "Adjustments to the 25 Year Construction Needs".

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2015 RESTRICTED NEEDS (PHASE IN)

BANDWIDTH OF -5% AND +10% FROM THE STATEWIDE AVERAGE % OF CHANGE FROM PREVIOUS YEARS RESTRICTED NEEDS TO CURRENT YEARS UNADJUSTED NEEDS. AVERAGE % OF CHANGE IS 11.15, SO THE 2014 INDIVIDUAL CITIES UNADJUSTED NEEDS MUST INCREASE BY AT LEAST 6.15% BUT NOT MORE THAN 21.15% FROM THE 2013 ADJUSTED NEEDS.

60 Cities received the Lower Restriction
52 Cities received the Upper Restriction
36 Cities received No Restriction

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	ADJUSTED CONSTRUCTION NEEDS USED IN JANUARY 2013 & 2014 ALLOCATIONS	UNADJUSTED CONSTRUCTION NEEDS FOR JAN. 2015 DISTRIBUTION	PERCENT OF CHANGE FROM JAN 2013 TO JAN 2015	LOWER RESTRICTION (6.15%)	UPPER RESTRICTION (21.15%)	NO RESTRICTION	ESTIMATED RESTRICTED NEEDS FOR JAN 2015 DISTRIBUTION
Albert Lea	$42,266,747	$39,784,345	(5.8700)	$44,866,152	$0	$0	$44,866,152
Albertville	11,903,873	11,263,509	(5.3800)	12,635,961	0	0	12,635,961
Alexandria	43,662,772	51,862,445	18.7800	0	0	51,862,445	51,862,445
Andover	61,102,964	53,179,924	(12.9700)	64,860,796	0	0	64,860,796
Anoka	21,702,863	24,369,290	12.2900	0	0	24,369,290	24,369,290
Apple Valley	55,313,468	68,912,947	24.5900	0	67,012,267	0	67,012,267
Arden Hills	8,697,400	9,861,834	13.3900	0	0	9,861,834	9,861,834
Austin	47,394,051	53,999,831	13.9400	0	0	53,999,831	53,999,831
Baxter	18,817,397	26,568,164	41.1900	0	22,797,276	0	22,797,276
Belle Plaine	9,990,615	11,715,297	17.2600	0	0	11,715,297	11,715,297
Bemidji	20,577,163	29,741,592	44.5400	0	24,929,233	0	24,929,233
Big Lake	14,122,530	15,058,173	6.6300	0	0	15,058,173	15,058,173
Blaine	46,588,728	78,721,613	68.9700	0	56,442,244	0	56,442,244
Bloomington	137,602,936	153,508,597	11.5600	0	0	153,508,597	153,508,597
Brainerd	30,201,288	32,493,526	7.5900	0	0	32,493,526	32,493,526
Brooklyn Center	18,300,721	40,590,778	121.8000	0	22,171,323	0	22,171,323
Brooklyn Park	53,929,596	97,887,244	81.5100	0	65,335,705	0	65,335,705
Buffalo	30,290,232	26,013,674	(14.1200)	32,153,081	0	0	32,153,081
Burnsville	92,360,571	85,366,104	(7.5700)	98,040,746	0	0	98,040,746
Byron	5,287,200	7,396,548	39.9000	0	6,405,443	0	6,405,443
Cambridge	14,583,524	27,635,920	89.5000	0	17,667,939	0	17,667,939
Champlin	24,529,244	33,518,796	36.6500	0	29,717,179	0	29,717,179
Chanhassen	25,025,333	38,807,274	55.0700	0	30,318,191	0	30,318,191

	ADJUSTED CONSTRUCTION NEEDS USED IN JANUARY 2013 & 2014 ALLOCATIONS	UNADJUSTED CONSTRUCTION NEEDS FOR JAN. 2015 DISTRIBUTION	PERCENT OF CHANGE FROM JAN 2013 TO JAN 2015	LOWER RESTRICTION (6.15%)	UPPER RESTRICTION (21.15%)	NO RESTRICTION	ESTIMATED RESTRICTED NEEDS FOR JAN 2015 DISTRIBUTION
Chaska	$27,976,971	$34,649,931	23.8500	$0	$33,894,101	$0	$33,894,101
Chisago City	0	10,447,280	0.0000	0	0	10,447,280	10,447,280
Chisholm	13,106,709	11,063,694	(15.5900)	13,912,772	0	0	13,912,772
Circle Pines	4,673,571	4,784,207	2.3700	4,960,996	0	0	4,960,996
Cloquet	30,008,006	30,757,794	2.5000	31,853,498	0	0	31,853,498
Columbia Heights	21,623,899	18,513,030	(14.3900)	22,953,769	0	0	22,953,769
Coon Rapids	71,824,010	80,506,694	12.0900	0	0	80,506,694	80,506,694
Corcoran	18,933,420	16,656,543	(12.0300)	20,097,825	0	0	20,097,825
Cottage Grove	57,344,702	54,236,003	(5.4200)	60,871,401	0	0	60,871,401
Crookston	27,939,114	20,159,373	(27.8500)	29,657,370	0	0	29,657,370
Crystal	16,426,579	24,771,397	50.8000	0	19,900,800	0	19,900,800
Dayton	7,826,416	10,032,014	28.1800	0	9,481,703	0	9,481,703
Delano	12,390,813	9,168,880	(26.0000)	13,152,848	0	0	13,152,848
Detroit Lakes	23,903,357	37,185,731	55.5700	0	28,958,917	0	28,958,917
Duluth	256,995,366	213,727,953	(16.8400)	272,800,581	0	0	272,800,581
Eagan	101,693,302	85,271,518	(16.1500)	107,947,440	0	0	107,947,440
East Bethel	38,506,951	31,337,272	(18.6200)	40,875,128	0	0	40,875,128
East Grand Forks	30,143,113	32,396,612	7.4800	0	0	32,396,612	32,396,612
Eden Prairie	68,672,622	85,967,957	25.1900	0	83,196,881	0	83,196,881
Edina	54,458,383	77,510,592	42.3300	0	65,976,331	0	65,976,331
Elk River	53,215,195	62,127,121	16.7500	0	0	62,127,121	62,127,121
Fairmont	33,497,078	32,450,934	(3.1200)	35,557,149	0	0	35,557,149
Falcon Heights	3,706,075	4,426,803	19.4500	0	0	4,426,803	4,426,803
Faribault	41,751,370	43,944,253	5.2500	44,319,079	0	0	44,319,079
Farmington	27,406,075	26,855,312	(2.0100)	29,091,549	0	0	29,091,549
Fergus Falls	49,452,280	47,917,786	(3.1000)	52,493,595	0	0	52,493,595
Forest Lake	56,726,214	47,678,714	(15.9500)	60,214,876	0	0	60,214,876
Fridley	35,547,707	32,867,122	(7.5400)	37,733,891	0	0	37,733,891
Glencoe	12,406,341	11,457,369	(7.6500)	13,169,331	0	0	13,169,331
Golden Valley	32,837,229	41,632,750	26.7900	0	39,782,303	0	39,782,303
Grand Rapids	50,664,586	38,074,234	(24.8500)	53,780,458	0	0	53,780,458
Ham Lake	31,307,541	39,509,406	26.2000	0	37,929,086	0	37,929,086
Hastings	16,425,980	34,999,021	113.0700	0	19,900,075	0	19,900,075
Hermantown	31,225,712	28,691,870	(8.1100)	33,146,094	0	0	33,146,094

	ADJUSTED CONSTRUCTION NEEDS USED IN JANUARY 2013 & 2014 ALLOCATIONS	UNADJUSTED CONSTRUCTION NEEDS FOR JAN. 2015 DISTRIBUTION	PERCENT OF CHANGE FROM JAN 2013 TO JAN 2015	LOWER RESTRICTION (6.15%)	UPPER RESTRICTION (21.15%)	NO RESTRICTION	ESTIMATED RESTRICTED NEEDS FOR JAN 2015 DISTRIBUTION
Hibbing	$66,370,197	$70,780,169	6.6400	$0	$0	$70,780,169	$70,780,169
Hopkins	15,395,926	19,327,371	25.5400	0	18,652,164	0	18,652,164
Hugo	20,862,684	25,610,576	22.7600	0	25,275,141	0	25,275,141
Hutchinson	21,690,066	33,347,739	53.7500	0.0000	26,277,515	0	26,277,515
International Falls	9,853,039	8,920,161	(9.4700)	10,459,001	0	0	10,459,001
Inver Grove Heights	56,733,626	52,338,187	(7.7500)	60,222,744	0	0	60,222,744
Isanti	7,817,499	8,475,206	8.4100	0	0	8,475,206	8,475,206
Jordan	10,776,152	8,784,117	(18.4900)	11,438,885	0	0	11,438,885
Kasson	9,038,128	8,521,611	(5.7100)	9,593,973	0	0	9,593,973
La Crescent	8,461,322	7,301,746	(13.7000)	8,981,693	0	0	8,981,693
Lake City	8,299,102	10,718,854	29.1600	0	10,054,362	0	10,054,362
Lake Elmo	17,512,982	22,118,248	26.3000	0	21,216,978	0	21,216,978
Lakeville	86,486,868	94,650,198	9.4400	0	0	94,650,198	94,650,198
Lino Lakes	39,242,817	28,705,980	(26.8500)	41,656,250	0	0	41,656,250
Litchfield	14,967,367	11,463,943	(23.4100)	15,887,860	0	0	15,887,860
Little Canada	14,813,802	16,884,683	13.9800	0	0	16,884,683	16,884,683
Little Falls	28,956,170	29,333,677	1.3000	30,736,974	0	0	30,736,974
Mahtomedi	7,112,357	12,442,666	74.9400	0	8,616,621	0	8,616,621
Mankato	62,495,672	75,210,996	20.3500	0	0	75,210,996	75,210,996
Maple Grove	105,260,288	95,183,764	(9.5700)	111,733,795	0	0	111,733,795
Maplewood	63,215,609	58,540,150	(7.4000)	67,103,368	0	0	67,103,368
Marshall	28,916,359	30,383,310	5.0700	30,694,715	0	0	30,694,715
Medina	7,943,046	14,728,235	85.4200	0	9,623,000	0	9,623,000
Mendota Heights	23,271,835	21,541,788	(7.4300)	24,703,053	0	0	24,703,053
Minneapolis	442,501,415	498,373,094	12.6300	0	0	498,373,094	498,373,094
Minnetonka	86,807,969	82,804,333	(4.6100)	92,146,659	0	0	92,146,659
Minnetrista	19,472,327	14,060,144	(27.7900)	20,669,875	0	0	20,669,875
Montevideo	9,495,575	11,988,224	26.2500	0	11,503,889	0	11,503,889
Monticello	13,059,300	18,308,330	40.1900	0	15,821,342	0	15,821,342
Moorhead	75,678,898	97,166,406	28.3900	0	91,684,985	0	91,684,985
Morris	10,927,926	12,370,981	13.2100	0	0	12,370,981	12,370,981
Mound	14,548,701	10,571,548	(27.3400)	15,443,446	0	0	15,443,446
Mounds View	13,255,082	17,171,404	29.5500	0	16,058,532	0	16,058,532
New Brighton	23,474,462	21,006,926	(10.5100)	24,918,142	0	0	24,918,142

	ADJUSTED CONSTRUCTION NEEDS USED IN JANUARY 2013 & 2014 ALLOCATIONS	UNADJUSTED CONSTRUCTION NEEDS FOR JAN. 2015 DISTRIBUTION	PERCENT OF CHANGE FROM JAN 2013 TO JAN 2015	LOWER RESTRICTION (6.15%)	UPPER RESTRICTION (21.15%)	NO RESTRICTION	ESTIMATED RESTRICTED NEEDS FOR JAN 2015 DISTRIBUTION
New Hope	$19,754,953	$21,958,181	11.1500	$0	$0	$21,958,181	$21,958,181
New Prague	8,776,674	9,224,229	5.1000	9,316,440	0	0	9,316,440
New Ulm	32,146,141	28,523,742	(11.2700)	34,123,129	0	0	34,123,129
North Branch	42,413,081	33,584,403	(20.8200)	45,021,485	0	0	45,021,485
North Mankato	27,502,126	26,972,090	(1.9300)	29,193,506	0	0	29,193,506
North St. Paul	18,458,052	16,076,488	(12.9000)	19,593,222	0	0	19,593,222
Northfield	24,846,160	25,957,157	4.4700	26,374,198	0	0	26,374,198
Oak Grove	34,076,092	30,287,466	(11.1200)	36,171,771	0	0	36,171,771
Oakdale	15,734,245	33,490,518	112.8500	0	19,062,038	0	19,062,038
Orono	9,649,283	15,110,120	56.5900	0	11,690,106	0	11,690,106
Otsego	26,421,575	30,204,630	14.3200	0	0	30,204,630	30,204,630
Owatonna	46,796,114	56,806,001	21.3900	0	56,693,492	0	56,693,492
Plymouth	91,433,759	107,910,488	18.0200	0	0	107,910,488	107,910,488
Prior Lake	24,880,091	26,893,575	8.0900	0	0	26,893,575	26,893,575
Ramsey	41,220,976	47,776,925	15.9000	0	0	47,776,925	47,776,925
Red Wing	39,091,033	40,753,344	4.2500	41,495,132	0	0	41,495,132
Redwood Falls	13,379,271	13,513,118	1.0000	14,202,096	0	0	14,202,096
Richfield	40,489,765	43,768,623	8.1000	0	0	43,768,623	43,768,623
Robbinsdale	14,671,399	16,093,081	9.6900	0	0	16,093,081	16,093,081
Rochester	168,124,911	212,862,155	26.6100	0	203,683,329	0	203,683,329
Rogers	23,391,998	32,635,722	39.5200	0	28,339,406	0	28,339,406
Rosemount	45,518,541	40,582,919	(10.8400)	48,317,932	0	0	48,317,932
Roseville	36,508,095	41,412,879	13.4300	0	0	41,412,879	41,412,879
Sartell	21,847,614	31,612,813	44.7000	0	26,468,385	0	26,468,385
Sauk Rapids	18,377,900	29,201,243	58.8900	0	22,264,825	0	22,264,825
Savage	27,344,085	41,344,522	51.2000	0	33,127,359	0	33,127,359
Shakopee	38,997,612	59,070,579	51.4700	0	47,245,607	0	47,245,607
Shoreview	25,190,604	28,635,969	13.6800	0	0	28,635,969	28,635,969
Shorewood	10,303,181	13,440,345	30.4500	0	12,482,304	0	12,482,304
South St. Paul	22,488,102	25,818,113	14.8100	0	0	25,818,113	25,818,113
Spring Lake Park	4,917,335	8,827,034	79.5100	0	5,957,351	0	5,957,351
St. Anthony	9,727,697	10,943,275	12.5000	0	0	10,943,275	10,943,275
St. Cloud	107,212,923	129,156,786	20.4700	0	0	129,156,786	129,156,786
St. Francis	23,383,132	16,868,498	(27.8600)	24,821,195	0	0	24,821,195

	ADJUSTED CONSTRUCTION NEEDS USED IN JANUARY 2013 & 2014 ALLOCATIONS	UNADJUSTED CONSTRUCTION NEEDS FOR JAN. 2015 DISTRIBUTION	PERCENT OF CHANGE FROM JAN 2013 TO JAN 2015	LOWER RESTRICTION (6.15%)	UPPER RESTRICTION (21.15%)	NO RESTRICTION	ESTIMATED RESTRICTED NEEDS FOR JAN 2015 DISTRIBUTION
St. Joseph	$2,520,904	$6,627,070	162.8800	$0	$3,054,075	$0	$3,054,075
St. Louis Park	45,473,274	63,586,074	39.8300	0	55,090,871	0	55,090,871
St. Michael	44,086,290	30,471,447	(30.8800)	46,797,596	0	0	46,797,596
St. Paul	342,414,248	387,303,630	13.1100	0	0	387,303,630	387,303,630
St. Paul Park	6,506,251	9,664,596	48.5400	0	7,882,323	0	7,882,323
St. Peter	25,954,080	22,568,183	(13.0500)	27,550,256	0	0	27,550,256
Stewartville	5,812,799	5,852,432	0.6800	6,170,286	0	0	6,170,286
Stillwater	24,511,153	28,036,609	14.3800	0	0	28,036,609	28,036,609
Thief River Falls	37,158,013	26,961,462	(27.4400)	39,443,231	0	0	39,443,231
Vadnais Heights	9,019,485	13,483,983	49.5000	0	10,927,106	0	10,927,106
Victoria	6,338,686	9,539,684	50.5000	0	7,679,318	0	7,679,318
Virginia	23,931,878	24,999,225	4.4600	25,403,688	0	0	25,403,688
Waconia	14,944,899	15,840,057	5.9900	15,864,010	0	0	15,864,010
Waite Park	7,075,642	12,389,355	75.1000	0	8,572,140	0	8,572,140
Waseca	11,690,578	11,070,923	(5.3000)	12,409,549	0	0	12,409,549
West St. Paul	13,721,258	21,687,489	58.0600	0	16,623,304	0	16,623,304
White Bear Lake	18,815,384	31,266,886	66.1800	0	22,794,837	0	22,794,837
Willmar	42,483,077	50,225,093	18.2200	0	0	50,225,093	50,225,093
Winona	30,313,739	40,402,456	33.2800	0	36,725,095	0	36,725,095
Woodbury	79,970,061	99,900,148	24.9200	0	96,883,729	0	96,883,729
Worthington	15,640,436	17,235,330	10.2000	0	0	17,235,330	17,235,330
Wyoming	15,945,637	21,140,811	32.5800	0	19,318,139	0	19,318,139
Zimmerman	8,329,181	8,047,580	(3.3800)	8,841,426	0	0	8,841,426
TOTAL	**$5,627,313,935**	**$6,254,786,914**	**11.15%**	**$2,318,646,967**	**$1,689,166,664**	**$2,332,892,017**	**$6,340,705,648**

2014 ADJUSTED CONSTRUCTION NEEDS

for January 2015 apportionment

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Municipality	RESTRICTED (PHASE IN) NEEDS FOR JAN 2015 DISTRIBUTION	Excess Balance Adjustment redistributed as Low Balance Incentive	(+) After the Fact Railroad Bridge over MSAS Route	(+) After the Fact Right of Way Adjustment	(+) After the Fact Retaining Wall Adjustment	After the Fact Railroad Crossing Adjustment	Total Affect Of Adjustments	Adjusted Restricted Construction Needs
Albert Lea	$44,866,152				$67,342		$67,342	$44,933,494
Albertville	12,635,961						0	12,635,961
Alexandria	51,862,445			$367,593	25,633		393,226	52,255,671
Andover	64,860,796			1,016	20,197		21,213	64,882,009
Anoka	24,369,290						0	24,369,290
Apple Valley	67,012,267			126,066			126,066	67,138,333
Arden Hills	9,861,834						0	9,861,834
Austin	53,999,831			85,837			85,837	54,085,668
Baxter	22,797,276			468,225			468,225	23,265,501
Belle Plaine	11,715,297						0	11,715,297
Bemidji	24,929,233			56,122			56,122	24,985,355
Big Lake	15,058,173						0	15,058,173
Blaine	56,442,244			5,237,117			5,237,117	61,679,361
Bloomington	153,508,597			6,400,845	55,013		6,455,858	159,964,455
Brainerd	32,493,526			1,269,506	188,352		1,457,858	33,951,384
Brooklyn Center	22,171,323			16,570			16,570	22,187,893
Brooklyn Park	65,335,705			62,393			62,393	65,398,098
Buffalo	32,153,081			1,524,485	18,499		1,542,984	33,696,065
Burnsville	98,040,746						0	98,040,746
Byron	6,405,443						0	6,405,443
Cambridge	17,667,939						0	17,667,939
Champlin	29,717,179			72,191			72,191	29,789,370
Chanhassen	30,318,191						0	30,318,191
Chaska	33,894,101						0	33,894,101
Chisago City	10,447,280						0	10,447,280
Chisholm	13,912,772						0	13,912,772
Circle Pines	4,960,996			82,365			82,365	5,043,361
Cloquet	31,853,498						0	31,853,498
Columbia Heights	22,953,769						0	22,953,769
Coon Rapids	80,506,694			2,469,664			2,469,664	82,976,358
Corcoran	20,097,825						0	20,097,825
Cottage Grove	60,871,401			492,450			492,450	61,363,851
Crookston	29,657,370						0	29,657,370
Crystal	19,900,800				42,510		42,510	19,943,310
Dayton	9,481,703						0	9,481,703
Delano	13,152,848						0	13,152,848
Detroit Lakes	28,958,917			51,476			51,476	29,010,393
Duluth	272,800,581			2,570,118	594,891		3,165,009	275,965,590
Eagan	107,947,440			4,632,321			4,632,321	112,579,761

Municipality	RESTRICTED (PHASE IN) NEEDS FOR JAN 2015 DISTRIBUTION	Excess Balance Adjustment redistributed as Low Balance Incentive	(+) After the Fact Railroad Bridge over MSAS Route	(+) After the Fact Right of Way Adjustment	(+) After the Fact Retaining Wall Adjustment	After the Fact Railroad Crossing Adjustment	Total Affect Of Adjustments	Adjusted Restricted Construction Needs
East Bethel	$40,875,128			$150,055			$150,055	$41,025,183
East Grand Forks	32,396,612			141,624			141,624	32,538,236
Eden Prairie	83,196,881						0	83,196,881
Edina	65,976,331			138,273			138,273	66,114,604
Elk River	62,127,121			2,341,754			2,341,754	64,468,875
Fairmont	35,557,149						0	35,557,149
Falcon Heights	4,426,803						0	4,426,803
Faribault	44,319,079			298,486			298,486	44,617,565
Farmington	29,091,549						0	29,091,549
Fergus Falls	52,493,595			381,276		$299,555	680,831	53,174,426
Forest Lake	60,214,876			14,872			14,872	60,229,748
Fridley	37,733,891						0	37,733,891
Glencoe	13,169,331						0	13,169,331
Golden Valley	39,782,303						0	39,782,303
Grand Rapids	53,780,458			2,386,592			2,386,592	56,167,050
Ham Lake	37,929,086			820,610			820,610	38,749,696
Hastings	19,900,075						0	19,900,075
Hermantown	33,146,094			252,025			252,025	33,398,119
Hibbing	70,780,169						0	70,780,169
Hopkins	18,652,164						0	18,652,164
Hugo	25,275,141			4,500			4,500	25,279,641
Hutchinson	26,277,515						0	26,277,515
International Falls	10,459,001						0	10,459,001
Inver Grove Heights	60,222,744			776,192			776,192	60,998,936
Isanti	8,475,206						0	8,475,206
Jordan	11,438,885						0	11,438,885
Kasson	9,593,973				$35,640		35,640	9,629,613
La Crescent	8,981,693			25,000	8,624		33,624	9,015,317
Lake City	10,054,362			7,000			7,000	10,061,362
Lake Elmo	21,216,978						0	21,216,978
Lakeville	94,650,198			1,097,097	118,042		1,215,139	95,865,337
Lino Lakes	41,656,250			360,549			360,549	42,016,799
Litchfield	15,887,860						0	15,887,860
Little Canada	16,884,683						0	16,884,683
Little Falls	30,736,974			1,333,864			1,333,864	32,070,838
Mahtomedi	8,616,621						0	8,616,621
Mankato	75,210,996			360,355			360,355	75,571,351
Maple Grove	111,733,795			2,316,666			2,316,666	114,050,461
Maplewood	67,103,368			5,279,548			5,279,548	72,382,916
Marshall	30,694,715			302,397	514,325		816,722	31,511,437
Medina	9,623,000						0	9,623,000
Mendota Heights	24,703,053			61,140			61,140	24,764,193
Minneapolis	498,373,094			326,344			326,344	498,699,438
Minnetonka	92,146,659			824,096	37,913		862,009	93,008,668
Minnetrista	20,669,875			145,293			145,293	20,815,168

Municipality	RESTRICTED (PHASE IN) NEEDS FOR JAN 2015 DISTRIBUTION	Excess Balance Adjustment redistributed as Low Balance Incentive	(+) After the Fact Railroad Bridge over MSAS Route	(+) After the Fact Right of Way Adjustment	(+) After the Fact Retaining Wall Adjustment	After the Fact Railroad Crossing Adjustment	Total Affect Of Adjustments	Adjusted Restricted Construction Needs
Montevideo	$11,503,889			$13,949			$13,949	$11,517,838
Monticello	15,821,342						0	15,821,342
Moorhead	91,684,985			4,004,566	$93,402		4,097,968	95,782,953
Morris	12,370,981			10,500			10,500	12,381,481
Mound	15,443,446			4,505			4,505	15,447,951
Mounds View	16,058,532				13,419		13,419	16,071,951
New Brighton	24,918,142						0	24,918,142
New Hope	21,958,181				32,400		32,400	21,990,581
New Prague	9,316,440			6,287			6,287	9,322,727
New Ulm	34,123,129						0	34,123,129
North Branch	45,021,485			38,362			38,362	45,059,847
North Mankato	29,193,506			64,226			64,226	29,257,732
North St. Paul	19,593,222			448,302			448,302	20,041,524
Northfield	26,374,198						0	26,374,198
Oak Grove	36,171,771			627,181			627,181	36,798,952
Oakdale	19,062,038			430,454	20,658		451,112	19,513,150
Orono	11,690,106						0	11,690,106
Otsego	30,204,630			293,120			293,120	30,497,750
Owatonna	56,693,492			119,703			119,703	56,813,195
Plymouth	107,910,488			520,884	64,144		585,028	108,495,516
Prior Lake	26,893,575			423,682			423,682	27,317,257
Ramsey	47,776,925			207,749			207,749	47,984,674
Red Wing	41,495,132			763,877			763,877	42,259,009
Redwood Falls	14,202,096						0	14,202,096
Richfield	43,768,623			9,850,822			9,850,822	53,619,445
Robbinsdale	16,093,081						0	16,093,081
Rochester	203,683,329			2,571,811			2,571,811	206,255,140
Rogers	28,339,406						0	28,339,406
Rosemount	48,317,932			389,000			389,000	48,706,932
Roseville	41,412,879			91,009	34,400		125,409	41,538,288
Sartell	26,468,385			979,198	6,000		985,198	27,453,583
Sauk Rapids	22,264,825			407,639			407,639	22,672,464
Savage	33,127,359			400,000			400,000	33,527,359
Shakopee	47,245,607						0	47,245,607
Shoreview	28,635,969			9,775			9,775	28,645,744
Shorewood	12,482,304			203,488			203,488	12,685,792
South St. Paul	25,818,113						0	25,818,113
Spring Lake Park	5,957,351			55,361			55,361	6,012,712
St. Anthony	10,943,275						0	10,943,275
St. Cloud	129,156,786			874,982			874,982	130,031,768
St. Francis	24,821,195			14,990			14,990	24,836,185
St. Joseph	3,054,075						0	3,054,075
St. Louis Park	55,090,871			181,215			181,215	55,272,086
St. Michael	46,797,596			86,132			86,132	46,883,728
St. Paul	387,303,630			18,977,416	51,542		19,028,958	406,332,588
St. Paul Park	7,882,323			65,293			65,293	7,947,616
St. Peter	27,550,256			1,019,684			1,019,684	28,569,940

Municipality	RESTRICTED (PHASE IN) NEEDS FOR JAN 2015 DISTRIBUTION	Excess Balance Adjustment redistributed as Low Balance Incentive	(+) After the Fact Railroad Bridge over MSAS Route	(+) After the Fact Right of Way Adjustment	(+) After the Fact Retaining Wall Adjustment	After the Fact Railroad Crossing Adjustment	Total Affect Of Adjustments	Adjusted Restricted Construction Needs
Stewartville	$6,170,286						$0	$6,170,286
Stillwater	28,036,609						0	28,036,609
Thief River Falls	39,443,231		$378,684	$386,329	$296,422		1,061,435	40,504,666
Vadnais Heights	10,927,106			17,096			17,096	10,944,202
Victoria	7,679,318						0	7,679,318
Virginia	25,403,688						0	25,403,688
Waconia	15,864,010						0	15,864,010
Waite Park	8,572,140			1,055,734			1,055,734	9,627,874
Waseca	12,409,549			213,261			213,261	12,622,810
West St. Paul	16,623,304						0	16,623,304
White Bear Lake	22,794,837						0	22,794,837
Willmar	50,225,093						0	50,225,093
Winona	36,725,095			8,000			8,000	36,733,095
Woodbury	96,883,729			6,915,192			6,915,192	103,798,921
Worthington	17,235,330			491			491	17,235,821
Wyoming	19,318,139						0	19,318,139
Zimmerman	8,841,426						0	8,841,426
STATE TOTAL	$6,340,705,648	$0	$378,684	$98,883,233	$2,339,368	$299,555	$101,900,840	$6,442,606,488

2015 CONSTRUCTION NEEDS ALLOCATIONS

Needs Value: $1,000 in Construction Needs = approximately $13.25 in apportionment

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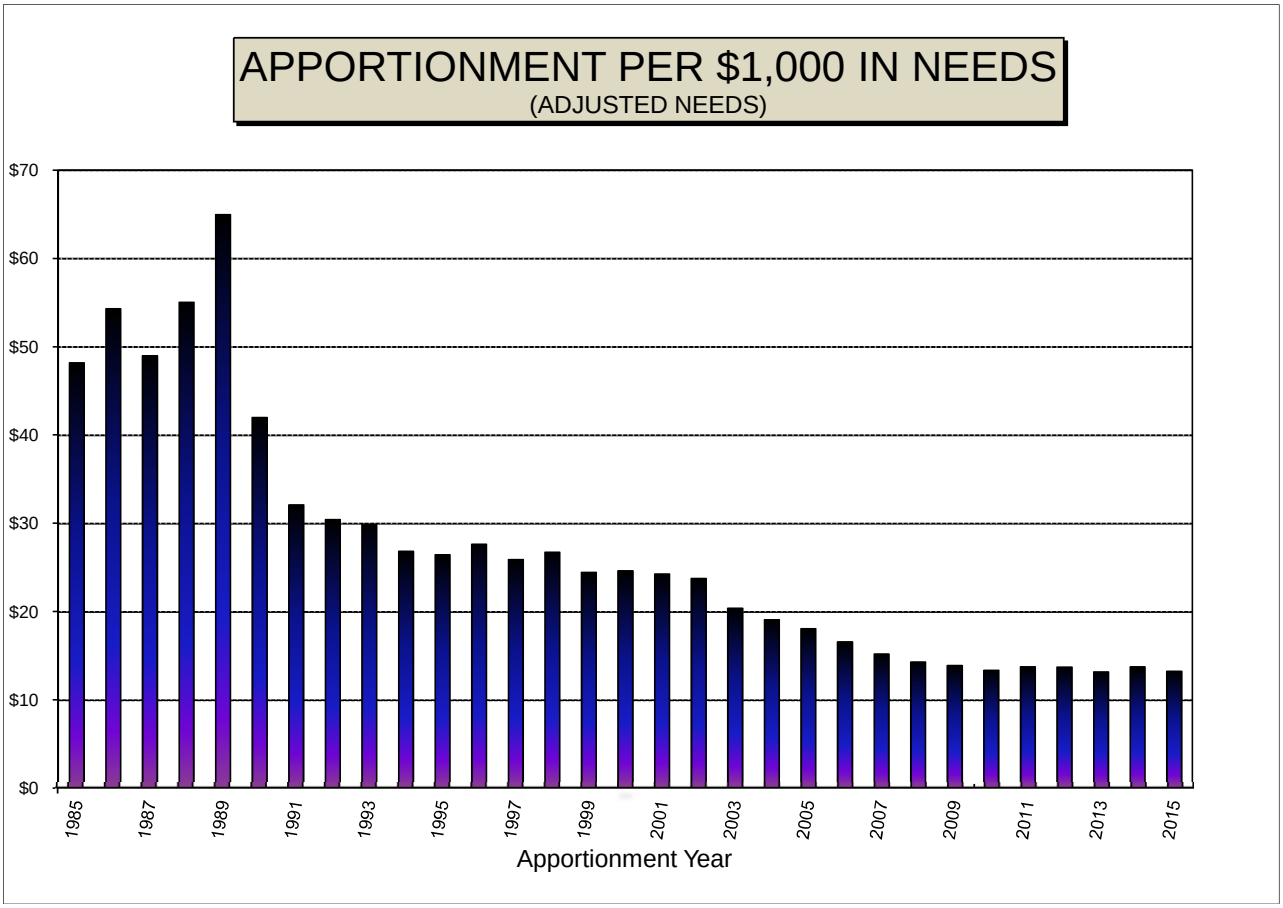
Municipality	ADJUSTED RESTRICTED CONSTRUCTION NEEDS	Construction Needs Apportion-ment Minus Turnback Maintenance	(+) TH Turnback Main-tenance Allowance	2015 Construction Needs Allocations	% Of Total Dist.
Albert Lea	$44,933,494	$595,268		$595,268	0.697
Albertville	12,635,961	167,398		167,398	0.196
Alexandria	52,255,671	692,271		692,271	0.811
Andover	64,882,009	859,542		859,542	1.007
Anoka	24,369,290	322,839		322,839	0.378
Apple Valley	67,138,333	889,433		889,433	1.042
Arden Hills	9,861,834	130,647		130,647	0.153
Austin	54,085,668	716,514		716,514	0.839
Baxter	23,265,501	308,216		308,216	0.361
Belle Plaine	11,715,297	155,202		155,202	0.182
Bemidji	24,985,355	331,000		331,000	0.388
Big Lake	15,058,173	199,487		199,487	0.234
Blaine	61,679,361	817,114		817,114	0.957
Bloomington	159,964,455	2,119,172		2,119,172	2.483
Brainerd	33,951,384	449,780		449,780	0.527
Brooklyn Center	22,187,893	293,940		293,940	0.344
Brooklyn Park	65,398,098	866,379		866,379	1.015
Buffalo	33,696,065	446,398		446,398	0.523
Burnsville	98,040,746	1,298,821		1,298,821	1.522
Byron	6,405,443	84,858		84,858	0.099
Cambridge	17,667,939	234,061		234,061	0.274
Champlin	29,789,370	394,643		394,643	0.462
Chanhassen	30,318,191	401,648		401,648	0.471
Chaska	33,894,101	449,021		449,021	0.526
Chisago City	10,447,280	138,403		138,403	0.162
Chisholm	13,912,772	184,313		184,313	0.216
Circle Pines	5,043,361	66,813		66,813	0.078
Cloquet	31,853,498	421,988		421,988	0.494
Columbia Heights	22,953,769	304,086		304,086	0.356
Coon Rapids	82,976,358	1,099,251		1,099,251	1.288
Corcoran	20,097,825	266,251		266,251	0.312
Cottage Grove	61,363,851	812,934		812,934	0.952
Crookston	29,657,370	392,894		392,894	0.460
Crystal	19,943,310	264,204		264,204	0.310
Dayton	9,481,703	125,611		125,611	0.147
Delano	13,152,848	174,246		174,246	0.204
Detroit Lakes	29,010,393	384,323		384,323	0.450
Duluth	275,965,590	3,655,928		3,655,928	4.283
Eagan	112,579,761	1,491,430		1,491,430	1.747
East Bethel	41,025,183	543,492		543,492	0.637
East Grand Forks	32,538,236	431,059		431,059	0.505
Eden Prairie	83,196,881	1,102,173		1,102,173	1.291
Edina	66,114,604	875,871		875,871	1.026
Elk River	64,468,875	854,069		854,069	1.001
Fairmont	35,557,149	471,053		471,053	0.552
Falcon Heights	4,426,803	58,645		58,645	0.069
Faribault	44,617,565	591,083		591,083	0.693
Farmington	29,091,549	385,398		385,398	0.452
Fergus Falls	53,174,426	704,442		704,442	0.825
Forest Lake	60,229,748	797,910		797,910	0.935
Fridley	37,733,891	499,890		499,890	0.586
Glencoe	13,169,331	174,464		174,464	0.204
Golden Valley	39,782,303	527,027		527,027	0.617
Grand Rapids	56,167,050	744,088		744,088	0.872

Municipality	ADJUSTED RESTRICTED CONSTRUCTION NEEDS	Construction Needs Apportion-ment Minus Turnback Maintenance	(+) TH Turnback Main-tenance Allowance	2015 Construction Needs Allocations	% Of Total Dist.
Ham Lake	$38,749,696	$513,347		$513,347	0.601
Hastings	19,900,075	263,632		263,632	0.309
Hermantown	33,398,119	442,450		442,450	0.518
Hibbing	70,780,169	937,679		937,679	1.099
Hopkins	18,652,164	247,100		247,100	0.290
Hugo	25,279,641	334,899		334,899	0.392
Hutchinson	26,277,515	348,118		348,118	0.408
International Falls	10,459,001	138,558		138,558	0.162
Inver Grove Heights	60,998,936	808,100		808,100	0.947
Isanti	8,475,206	112,278		112,278	0.132
Jordan	11,438,885	151,540		151,540	0.178
Kasson	9,629,613	127,571		127,571	0.149
La Crescent	9,015,317	119,433		119,433	0.140
Lake City	10,061,362	133,291		133,291	0.156
Lake Elmo	21,216,978	281,078		281,078	0.329
Lakeville	95,865,337	1,270,002		1,270,002	1.488
Lino Lakes	42,016,799	556,629		556,629	0.652
Litchfield	15,887,860	210,479		210,479	0.247
Little Canada	16,884,683	223,684		223,684	0.262
Little Falls	32,070,838	424,867		424,867	0.498
Mahtomedi	8,616,621	114,151		114,151	0.134
Mankato	75,571,351	1,001,152		1,001,152	1.173
Maple Grove	114,050,461	1,510,914		1,510,914	1.770
Maplewood	72,382,916	958,912		958,912	1.124
Marshall	31,511,437	417,456		417,456	0.489
Medina	9,623,000	127,483		127,483	0.149
Mendota Heights	24,764,193	328,070		328,070	0.384
Minneapolis	498,699,438	6,606,654		6,606,654	7.741
Minnetonka	93,008,668	1,232,157		1,232,157	1.444
Minnetrista	20,815,168	275,754		275,754	0.323
Montevideo	11,517,838	152,586		152,586	0.179
Monticello	15,821,342	209,597		209,597	0.246
Moorhead	95,782,953	1,268,910		1,268,910	1.487
Morris	12,381,481	164,027		164,027	0.192
Mound	15,447,951	204,651		204,651	0.240
Mounds View	16,071,951	212,917		212,917	0.249
New Brighton	24,918,142	330,110		330,110	0.387
New Hope	21,990,581	291,326		291,326	0.341
New Prague	9,322,727	123,505		123,505	0.145
New Ulm	34,123,129	452,055		452,055	0.530
North Branch	45,059,847	596,942		596,942	0.699
North Mankato	29,257,732	387,600		387,600	0.454
North St. Paul	20,041,524	265,505		265,505	0.311
Northfield	26,374,198	349,399		349,399	0.409
Oak Grove	36,798,952	487,504		487,504	0.571
Oakdale	19,513,150	258,506		258,506	0.303
Orono	11,690,106	154,868		154,868	0.181
Otsego	30,497,750	404,027		404,027	0.473
Owatonna	56,813,195	752,648		752,648	0.882
Plymouth	108,495,516	1,437,323		1,437,323	1.684
Prior Lake	27,317,257	361,893		361,893	0.424
Ramsey	47,984,674	635,690		635,690	0.745
Red Wing	42,259,009	559,837		559,837	0.656
Redwood Falls	14,202,096	188,146		188,146	0.220
Richfield	53,619,445	710,338		710,338	0.832
Robbinsdale	16,093,081	213,197		213,197	0.250
Rochester	206,255,140	2,732,420		2,732,420	3.201
Rogers	28,339,406	375,434		375,434	0.440
Rosemount	48,706,932	645,258		645,258	0.756
Roseville	41,538,288	550,290		550,290	0.645

Municipality	ADJUSTED RESTRICTED CONSTRUCTION NEEDS	Construction Needs Apportion-ment Minus Turnback Maintenance	(+) TH Turnback Main-tenance Allowance	2015 Construction Needs Allocations	% Of Total Dist.
Sartell	$27,453,583	$363,699		$363,699	0.426
Sauk Rapids	22,672,464	300,360		300,360	0.352
Savage	33,527,359	444,163		444,163	0.520
Shakopee	47,245,607	625,899		625,899	0.733
Shoreview	28,645,744	379,492		379,492	0.445
Shorewood	12,685,792	168,058		168,058	0.197
South St. Paul	25,818,113	342,032		342,032	0.401
Spring Lake Park	6,012,712	79,655		79,655	0.093
St. Anthony	10,943,275	144,974		144,974	0.170
St. Cloud	130,031,768	1,722,630		1,722,630	2.018
St. Francis	24,836,185	329,024		329,024	0.385
St. Joseph	3,054,075	40,460		40,460	0.047
St. Louis Park	55,272,086	732,232		732,232	0.858
St. Michael	46,883,728	621,105		621,105	0.728
St. Paul	406,332,588	5,382,999		5,382,999	6.307
St. Paul Park	7,947,616	105,288		105,288	0.123
St. Peter	28,569,940	378,488		378,488	0.443
Stewartville	6,170,286	81,743		81,743	0.096
Stillwater	28,036,609	371,422		371,422	0.435
Thief River Falls	40,504,666	536,596		536,596	0.629
Vadnais Heights	10,944,202	144,986		144,986	0.170
Victoria	7,679,318	101,734		101,734	0.119
Virginia	25,403,688	336,542		336,542	0.394
Waconia	15,864,010	210,163		210,163	0.246
Waite Park	9,627,874	127,548		127,548	0.149
Waseca	12,622,810	167,224		167,224	0.196
West St. Paul	16,623,304	220,222		220,222	0.258
White Bear Lake	22,794,837	301,981		301,981	0.354
Willmar	50,225,093	665,370		665,370	0.780
Winona	36,733,095	486,631		486,631	0.570
Woodbury	103,798,921	1,375,103		1,375,103	1.611
Worthington	17,235,821	228,335		228,335	0.268
Wyoming	19,318,139	255,921		255,921	0.300
Zimmerman	8,841,426	117,128		117,128	0.137
STATE TOTAL	$6,442,606,488	$85,350,145	$0	$85,350,145	100.0000

Construction Needs Apportionment = $85,350,145/ $6442,606,488=0.013247
x City's Adjusted Restricted Construction Needs + Actual Dollar Adjustments + TH Turnback Maintenance Allowance



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	**2014**	13.74	(28.20)
						2015	13.25	(30.76)

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

COMPARISON OF 2014 to 2015
CONSTRUCTION NEEDS ALLOCATIONS

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Municipality	2014 Construction Needs Allocations	2015 Construction Needs Allocations	Increase (Decrease) Amount	% Increase (Decrease)
Albert Lea	$580,657	$595,268	**$14,611**	2.516
Albertville	163,534	167,398	**3,864**	2.363
Alexandria	599,835	692,271	**92,436**	15.410
Andover	839,427	859,542	**20,115**	2.396
Anoka	298,152	322,839	**24,687**	8.280
Apple Valley	759,891	889,433	**129,542**	17.047
Arden Hills	119,484	130,647	**11,163**	9.343
Austin	651,095	716,514	**65,419**	10.048
Baxter	258,512	308,216	**49,704**	19.227
Belle Plaine	137,251	155,202	**17,951**	13.079
Bemidji	282,687	331,000	**48,313**	17.091
Big Lake	194,014	199,487	**5,473**	2.821
Blaine	640,032	817,114	**177,082**	27.668
Bloomington	1,890,376	2,119,172	**228,796**	12.103
Brainerd	414,902	449,780	**34,878**	8.406
Brooklyn Center	251,414	293,940	**42,526**	16.915
Brooklyn Park	740,879	866,379	**125,500**	16.939
Buffalo	416,125	446,398	**30,273**	7.275
Burnsville	1,268,841	1,298,821	**29,980**	2.363
Byron	72,635	84,858	**12,223**	16.828
Cambridge	200,347	234,061	**33,714**	16.828
Champlin	336,980	394,643	**57,663**	17.112
Chanhassen	343,795	401,648	**57,853**	16.828
Chaska	384,345	449,021	**64,676**	16.828
Chisago City	0	138,403	**138,403**	N/A
Chisholm	180,059	184,313	**4,254**	2.363
Circle Pines	64,205	66,813	**2,608**	4.062
Cloquet	412,247	421,988	**9,741**	2.363
Columbia Heights	297,067	304,086	**7,019**	2.363
Coon Rapids	986,711	1,099,251	**112,540**	11.406
Corcoran	260,106	266,251	**6,145**	2.362
Cottage Grove	787,796	812,934	**25,138**	3.191
Crookston	383,825	392,894	**9,069**	2.363
Crystal	225,667	264,204	**38,537**	17.077
Dayton	107,519	125,611	**18,092**	16.827
Delano	170,224	174,246	**4,022**	2.363
Detroit Lakes	328,382	384,323	**55,941**	17.035
Duluth	3,530,578	3,655,928	**125,350**	3.550
Eagan	1,397,053	1,491,430	**94,377**	6.755
East Bethel	529,005	543,492	**14,487**	2.739
East Grand Forks	414,103	431,059	**16,956**	4.095
Eden Prairie	943,417	1,102,173	**158,756**	16.828
Edina	748,144	875,871	**127,727**	17.073
Elk River	731,066	854,069	**123,003**	16.825
Fairmont	460,180	471,053	**10,873**	2.363
Falcon Heights	50,914	58,645	**7,731**	15.184
Faribault	573,577	591,083	**17,506**	3.052

Municipality	2014 Construction Needs Allocations	2015 Construction Needs Allocations	Increase (Decrease) Amount	% Increase (Decrease)
Farmington	$376,502	$385,398	**$8,896**	2.363
Fergus Falls	679,371	704,442	**25,071**	3.690
Forest Lake	779,300	797,910	**18,610**	2.388
Fridley	488,351	499,890	**11,539**	2.363
Glencoe	170,437	174,464	**4,027**	2.363
Golden Valley	451,115	527,027	**75,912**	16.828
Grand Rapids	696,025	744,088	**48,063**	6.905
Ham Lake	430,100	513,347	**83,247**	19.355
Hastings	225,658	263,632	**37,974**	16.828
Hermantown	428,976	442,450	**13,474**	3.141
Hibbing	911,788	937,679	**25,891**	2.840
Hopkins	211,507	247,100	**35,593**	16.828
Hugo	286,610	334,899	**48,289**	16.848
Hutchinson	297,976	348,118	**50,142**	16.828
International Falls	135,360	138,558	**3,198**	2.363
Inver Grove Heights	779,401	808,100	**28,699**	3.682
Isanti	107,396	112,278	**4,882**	4.546
Jordan	148,042	151,540	**3,498**	2.363
Kasson	124,165	127,571	**3,406**	2.743
La Crescent	116,241	119,433	**3,192**	2.746
Lake City	114,012	133,291	**19,279**	16.910
Lake Elmo	240,592	281,078	**40,486**	16.828
Lakeville	1,188,149	1,270,002	**81,853**	6.889
Lino Lakes	539,114	556,629	**17,515**	3.249
Litchfield	205,621	210,479	**4,858**	2.363
Little Canada	203,511	223,684	**20,173**	9.912
Little Falls	397,797	424,867	**27,070**	6.805
Mahtomedi	97,709	114,151	**16,442**	16.828
Mankato	858,560	1,001,152	**142,592**	16.608
Maple Grove	1,446,056	1,510,914	**64,858**	4.485
Maplewood	868,450	958,912	**90,462**	10.416
Marshall	397,251	417,456	**20,205**	5.086
Medina	109,120	127,483	**18,363**	16.828
Mendota Heights	319,706	328,070	**8,364**	2.616
Minneapolis	6,079,043	6,606,654	**527,611**	8.679
Minnetonka	1,192,559	1,232,157	**39,598**	3.320
Minnetrista	267,509	275,754	**8,245**	3.082
Montevideo	130,450	152,586	**22,136**	16.969
Monticello	179,407	209,597	**30,190**	16.828
Moorhead	1,039,669	1,268,910	**229,241**	22.049
Morris	150,127	164,027	**13,900**	9.259
Mound	199,868	204,651	**4,783**	2.393
Mounds View	182,097	212,917	**30,820**	16.925
New Brighton	322,490	330,110	**7,620**	2.363
New Hope	271,392	291,326	**19,934**	7.345
New Prague	120,573	123,505	**2,932**	2.432
New Ulm	441,621	452,055	**10,434**	2.363
North Branch	582,667	596,942	**14,275**	2.450
North Mankato	377,822	387,600	**9,778**	2.588
North Saint Paul	253,575	265,505	**11,930**	4.705
Northfield	341,334	349,399	**8,065**	2.363
Oak Grove	468,134	487,504	**19,370**	4.138
Oakdale	216,156	258,506	**42,350**	19.592

Municipality	2014 Construction Needs Allocations	2015 Construction Needs Allocations	Increase (Decrease) Amount	% Increase (Decrease)
Orono	$132,561	$154,868	**$22,307**	16.828
Otsego	362,977	404,027	**41,050**	11.309
Owatonna	642,880	752,648	**109,768**	17.074
Plymouth	1,256,108	1,437,323	**181,215**	14.427
Prior Lake	341,801	361,893	**20,092**	5.878
Ramsey	566,289	635,690	**69,401**	12.255
Red Wing	537,029	559,837	**22,808**	4.247
Redwood Falls	183,804	188,146	**4,342**	2.362
Richfield	556,245	710,338	**154,093**	27.702
Robbinsdale	201,555	213,197	**11,642**	5.776
Rochester	2,309,684	2,732,420	**422,736**	18.303
Rogers	321,357	375,434	**54,077**	16.828
Rosemount	625,329	645,258	**19,929**	3.187
Roseville	501,544	550,290	**48,746**	9.719
Sartell	300,141	363,699	**63,558**	21.176
Sauk Rapids	252,474	300,360	**47,886**	18.967
Savage	375,650	444,163	**68,513**	18.239
Shakopee	535,745	625,899	**90,154**	16.828
Shoreview	346,066	379,492	**33,426**	9.659
Shorewood	141,544	168,058	**26,514**	18.732
South Saint Paul	308,939	342,032	**33,093**	10.712
Spring Lake Park	67,553	79,655	**12,102**	17.915
Saint Anthony	133,638	144,974	**11,336**	8.483
Saint Cloud	1,472,881	1,722,630	**249,749**	16.956
Saint Francis	321,235	329,024	**7,789**	2.425
Saint Joseph	34,632	40,460	**5,828**	16.828
Saint Louis Park	624,708	732,232	**107,524**	17.212
Saint Michael	605,654	621,105	**15,451**	2.551
Saint Paul	4,704,054	5,382,999	**678,945**	14.433
Saint Paul Park	89,382	105,288	**15,906**	17.796
Saint Peter	356,554	378,488	**21,934**	6.152
Stewartville	79,856	81,743	**1,887**	2.363
Stillwater	336,732	371,422	**34,690**	10.302
Thief River Falls	510,473	536,596	**26,123**	5.117
Vadnais Heights	123,909	144,986	**21,077**	17.010
Victoria	87,081	101,734	**14,653**	16.827
Virginia	328,774	336,542	**7,768**	2.363
Waconia	205,311	210,163	**4,852**	2.363
Waite Park	97,204	127,548	**30,344**	31.217
Waseca	160,604	167,224	**6,620**	4.122
West St. Paul	188,501	220,222	**31,721**	16.828
White Bear Lake	258,484	301,981	**43,497**	16.828
Willmar	583,629	665,370	**81,741**	14.006
Winona	416,446	486,631	**70,185**	16.853
Woodbury	1,098,621	1,375,103	**276,482**	25.166
Worthington	214,867	228,335	**13,468**	6.268
Wyoming	219,059	255,921	**36,862**	16.827
Zimmerman	114,425	117,128	**2,703**	2.362
TOTAL	**$77,307,506**	**$85,350,145**	**$8,042,639**	**10.403**

2015 M.S.A.S. TOTAL ALLOCATIONS

N/MSAS/Books/2015 January Book/Adjusted Construction Needs 2015 (Old Book File A & B).xlsx 27-Jan-15

Municipality	2015 Population Allocations using the 2010 Census or 2013 Estimate	2015 Construction Needs Allocations	2015 Total Allocations	Distribution Percentage
Albert Lea	$404,102	$595,268	$999,370	0.5855
Albertville	161,744	167,398	329,142	0.1928
Alexandria	292,601	692,271	984,872	0.5770
Andover	710,856	859,542	1,570,398	0.9200
Anoka	387,660	322,839	710,499	0.4162
Apple Valley	1,128,820	889,433	2,018,253	1.1823
Arden Hills	214,253	130,647	344,900	0.2020
Austin	560,373	716,514	1,276,887	0.7480
Baxter	173,766	308,216	481,982	0.2824
Belle Plaine	149,923	155,202	305,125	0.1787
Bemidji	323,241	331,000	654,241	0.3833
Big Lake	233,318	199,487	432,805	0.2535
Blaine	1,391,073	817,114	2,208,187	1.2936
Bloomington	1,927,535	2,119,172	4,046,707	2.3707
Brainerd	306,441	449,780	756,221	0.4430
Brooklyn Center	682,460	293,940	976,400	0.5720
Brooklyn Park	1,749,305	866,379	2,615,684	1.5323
Buffalo	354,666	446,398	801,064	0.4693
Burnsville	1,374,968	1,298,821	2,673,789	1.5664
Byron	115,224	84,858	200,082	0.1172
Cambridge	185,565	234,061	419,626	0.2458
Champlin	527,086	394,643	921,729	0.5400
Chanhassen	541,800	401,648	943,448	0.5527
Chaska	556,515	449,021	1,005,536	0.5891
Chisago City	112,151	138,403	250,554	0.1468
Chisholm	112,958	184,313	297,271	0.1741
Circle Pines	112,465	66,813	179,278	0.1050
Cloquet	273,199	421,988	695,187	0.4073
Columbia Heights	443,175	304,086	747,261	0.4378
Coon Rapids	1,406,012	1,099,251	2,505,263	1.4676
Corcoran	122,715	266,251	388,966	0.2279
Cottage Grove	794,095	812,934	1,607,029	0.9414
Crookston	178,634	392,894	571,528	0.3348
Crystal	507,931	264,204	772,135	0.4523
Dayton	112,151	125,611	237,762	0.1393
Delano	126,461	174,246	300,707	0.1762
Detroit Lakes	199,763	384,323	584,086	0.3422
Duluth	1,934,937	3,655,928	5,590,865	3.2753
Eagan	1,487,142	1,491,430	2,978,572	1.7449
East Bethel	260,773	543,492	804,265	0.4712
East Grand Forks	193,797	431,059	624,856	0.3661
Eden Prairie	1,407,021	1,102,173	2,509,194	1.4699
Edina	1,103,922	875,871	1,979,793	1.1598
Elk River	524,193	854,069	1,378,262	0.8074
Fairmont	239,240	471,053	710,293	0.4161
Falcon Heights	122,132	58,645	180,777	0.1059
Faribault	526,593	591,083	1,117,676	0.6548

Municipality	2015 Population Allocations using the 2010 Census or 2013 Estimate	2015 Construction Needs Allocations	2015 Total Allocations	Distribution Percentage
Farmington	$494,607	$385,398	$880,005	0.5155
Fergus Falls	298,209	704,442	1,002,651	0.5874
Forest Lake	427,429	797,910	1,225,339	0.7178
Fridley	625,016	499,890	1,124,906	0.6590
Glencoe	126,304	174,464	300,768	0.1762
Golden Valley	463,923	527,027	990,950	0.5805
Grand Rapids	246,597	744,088	990,685	0.5804
Ham Lake	351,032	513,347	864,379	0.5064
Hastings	506,742	263,632	770,374	0.4513
Hermantown	215,890	442,450	658,340	0.3857
Hibbing	366,980	937,679	1,304,659	0.7643
Hopkins	413,006	247,100	660,106	0.3867
Hugo	311,286	334,899	646,185	0.3785
Hutchinson	318,060	348,118	666,178	0.3903
International Falls	144,091	138,558	282,649	0.1656
Inver Grove Heights	772,898	808,100	1,580,998	0.9262
Isanti	120,786	112,278	233,064	0.1365
Jordan	140,682	151,540	292,222	0.1712
Kasson	136,443	127,571	264,014	0.1547
La Crescent	112,151	119,433	231,584	0.1357
Lake City	113,564	133,291	246,855	0.1446
Lake Elmo	196,780	281,078	477,858	0.2799
Lakeville	1,296,216	1,270,002	2,566,218	1.5033
Lino Lakes	467,287	556,629	1,023,916	0.5998
Litchfield	150,865	210,479	361,344	0.2117
Little Canada	223,449	223,684	447,133	0.2619
Little Falls	197,385	424,867	622,252	0.3645
Mahtomedi	176,548	114,151	290,699	0.1703
Mankato	913,872	1,001,152	1,915,024	1.1219
Maple Grove	1,429,833	1,510,914	2,940,747	1.7228
Maplewood	873,654	958,912	1,832,566	1.0736
Marshall	307,944	417,456	725,400	0.4250
Medina	119,082	127,483	246,565	0.1444
Mendota Heights	250,388	328,070	578,458	0.3389
Minneapolis	8,993,101	6,606,654	15,599,755	9.1387
Minnetonka	1,140,371	1,232,157	2,372,528	1.3899
Minnetrista	152,435	275,754	428,189	0.2508
Montevideo	120,742	152,586	273,328	0.1601
Monticello	291,435	209,597	501,032	0.2935
Moorhead	907,928	1,268,910	2,176,838	1.2752
Morris	120,719	164,027	284,746	0.1668
Mound	211,314	204,651	415,965	0.2437
Mounds View	276,205	212,917	489,122	0.2865
New Brighton	496,222	330,110	826,332	0.4841
New Hope	468,880	291,326	760,206	0.4453
New Prague	166,409	123,505	289,914	0.1698
New Ulm	303,301	452,055	755,356	0.4425
North Branch	228,429	596,942	825,371	0.4835
North Mankato	303,256	387,600	690,856	0.4047
North St. Paul	268,063	265,505	533,568	0.3126
Northfield	451,900	349,399	801,299	0.4694
Oak Grove	184,152	487,504	671,656	0.3935
Oakdale	631,229	258,506	889,735	0.5212
Orono	170,716	154,868	325,584	0.1907

Municipality	2015 Population Allocations using the 2010 Census or 2013 Estimate	2015 Construction Needs Allocations	2015 Total Allocations	Distribution Percentage
Otsego	**$324,273**	**$404,027**	**$728,300**	0.4267
Owatonna	**574,190**	**752,648**	**1,326,838**	0.7773
Plymouth	**1,636,706**	**1,437,323**	**3,074,029**	1.8008
Prior Lake	**543,326**	**361,893**	**905,219**	0.5303
Ramsey	**545,187**	**635,690**	**1,180,877**	0.6918
Red Wing	**369,828**	**559,837**	**929,665**	0.5446
Redwood Falls	**117,893**	**188,146**	**306,039**	0.1793
Richfield	**808,405**	**710,338**	**1,518,743**	0.8897
Robbinsdale	**324,004**	**213,197**	**537,201**	0.3147
Rochester	**2,476,132**	**2,732,420**	**5,208,552**	3.0513
Rogers	**268,736**	**375,434**	**644,170**	0.3774
Rosemount	**507,034**	**645,258**	**1,152,292**	0.6750
Roseville	**773,302**	**550,290**	**1,323,592**	0.7754
Sartell	**363,750**	**363,699**	**727,449**	0.4262
Sauk Rapids	**296,302**	**300,360**	**596,662**	0.3495
Savage	**641,570**	**444,163**	**1,085,733**	0.6360
Shakopee	**868,069**	**625,899**	**1,493,968**	0.8752
Shoreview	**574,885**	**379,492**	**954,377**	0.5591
Shorewood	**168,764**	**168,058**	**336,822**	0.1973
South St. Paul	**458,495**	**342,032**	**800,527**	0.4690
Spring Lake Park	**144,428**	**79,655**	**224,083**	0.1313
St. Anthony	**191,015**	**144,974**	**335,989**	0.1968
St. Cloud	**1,485,302**	**1,722,630**	**3,207,932**	1.8793
St. Francis	**162,394**	**329,024**	**491,418**	0.2879
St. Joseph	**152,233**	**40,460**	**192,693**	0.1129
St. Louis Park	**1,061,417**	**732,232**	**1,793,649**	1.0508
St. Michael	**376,849**	**621,105**	**997,954**	0.5846
St. Paul	**6,651,482**	**5,382,999**	**12,034,481**	7.0501
St. Paul Park	**120,988**	**105,288**	**226,276**	0.1326
St. Peter	**256,713**	**378,488**	**635,201**	0.3721
Stewartville	**138,820**	**81,743**	**220,563**	0.1292
Stillwater	**425,500**	**371,422**	**796,922**	0.4669
Thief River Falls	**194,425**	**536,596**	**731,021**	0.4282
Vadnais Heights	**283,584**	**144,986**	**428,570**	0.2511
Victoria	**182,424**	**101,734**	**284,158**	0.1665
Virginia	**195,412**	**336,542**	**531,954**	0.3116
Waconia	**254,470**	**210,163**	**464,633**	0.2722
Waite Park	**165,355**	**127,548**	**292,903**	0.1716
Waseca	**211,113**	**167,224**	**378,337**	0.2216
West St. Paul	**440,708**	**220,222**	**660,930**	0.3872
White Bear Lake	**540,567**	**301,981**	**842,548**	0.4936
Willmar	**442,255**	**665,370**	**1,107,625**	0.6489
Winona	**622,437**	**486,631**	**1,109,068**	0.6497
Woodbury	**1,474,693**	**1,375,103**	**2,849,796**	1.6695
Worthington	**291,009**	**228,335**	**519,344**	0.3042
Wyoming	**174,955**	**255,921**	**430,876**	0.2524
Zimmerman	**118,184**	**117,128**	**235,312**	0.1379
TOTAL	**$85,350,144**	**$85,350,145**	**$170,700,289**	100.0000

COMPARISON OF THE 2014 TO 2015 TOTAL ALLOCATIONS

N:\MSAS\Books\2015 January Book\Adjusted Construction Needs 2015 (Old Book File A & B).xls 1/27/2015

Municipality	2014 Total Allocations	2015 Total Allocations	Increase (Decrease) Amount	% Increase (Decrease)
Albert Lea	$951,717	$999,370	$47,653	5.007
Albertville	310,982	329,142	18,160	5.840
Alexandria	867,852	984,872	117,020	13.484
Andover	1,480,481	1,570,398	89,917	6.074
Anoka	655,392	710,499	55,107	8.408
Apple Valley	1,787,534	2,018,253	230,719	12.907
Arden Hills	317,145	344,900	27,755	8.751
Austin	1,163,032	1,276,887	113,855	9.789
Baxter	416,299	481,982	65,683	15.778
Belle Plaine	274,442	305,125	30,683	11.180
Bemidji	561,970	654,241	92,271	16.419
Big Lake	406,854	432,805	25,951	6.379
Blaine	1,879,898	2,208,187	328,289	17.463
Bloomington	3,654,063	4,046,707	392,644	10.745
Brainerd	695,442	756,221	60,779	8.740
Brooklyn Center	881,017	976,400	95,383	10.826
Brooklyn Park	2,335,966	2,615,684	279,718	11.974
Buffalo	738,784	801,064	62,280	8.430
Burnsville	2,526,461	2,673,789	147,328	5.831
Byron	176,419	200,082	23,663	13.413
Cambridge	369,977	419,626	49,649	13.419
Champlin	821,730	921,729	99,999	12.169
Chanhassen	833,550	943,448	109,898	13.184
Chaska	883,039	1,005,536	122,497	13.872
Chisago City	0	250,554	250,700	NA
Chisholm	283,554	297,271	13,717	4.838
Circle Pines	167,556	179,278	11,722	6.996
Cloquet	662,613	695,187	32,574	4.916
Columbia Heights	702,316	747,261	44,945	6.400
Coon Rapids	2,260,581	2,505,263	244,682	10.824
Corcoran	372,767	388,966	16,199	4.346
Cottage Grove	1,512,512	1,607,029	94,517	6.249
Crookston	546,349	571,528	25,179	4.609
Crystal	687,370	772,135	84,765	12.332
Dayton	210,500	237,762	27,262	12.951
Delano	284,491	300,707	16,216	5.700
Detroit Lakes	508,866	584,086	75,220	14.782
Duluth	5,307,302	5,590,865	283,563	5.343
Eagan	2,735,224	2,978,572	243,348	8.897
East Bethel	768,455	804,265	35,810	4.660
East Grand Forks	591,250	624,856	33,606	5.684
Eden Prairie	2,220,459	2,509,194	288,735	13.003
Edina	1,753,832	1,979,793	225,961	12.884
Elk River	1,207,804	1,378,262	170,458	14.113
Fairmont	679,858	710,293	30,435	4.477
Falcon Heights	162,669	180,777	18,108	11.132
Faribault	1,056,268	1,117,676	61,408	5.814
Farmington	825,333	880,005	54,672	6.624
Fergus Falls	951,816	1,002,651	50,835	5.341
Forest Lake	1,166,322	1,225,339	59,017	5.060

Municipality	2014 Total Allocations	2015 Total Allocations	Increase (Decrease) Amount	% Increase (Decrease)
Fridley	$1,056,618	$1,124,906	$68,288	6.463
Glencoe	286,414	300,768	14,354	5.012
Golden Valley	876,260	990,950	114,690	13.089
Grand Rapids	920,646	990,685	70,039	7.608
Ham Lake	748,557	864,379	115,822	15.473
Hastings	685,755	770,374	84,619	12.340
Hermantown	626,822	658,340	31,518	5.028
Hibbing	1,248,761	1,304,659	55,898	4.476
Hopkins	580,981	660,106	79,125	13.619
Hugo	569,580	646,185	76,605	13.449
Hutchinson	590,029	666,178	76,149	12.906
International Falls	267,669	282,649	14,980	5.597
Inver Grove Heights	1,483,562	1,580,998	97,436	6.568
Isanti	217,977	233,064	15,087	6.922
Jordan	267,005	292,222	25,217	9.444
Kasson	248,195	264,014	15,819	6.373
La Crescent	219,222	231,584	12,362	5.639
Lake City	218,290	246,855	28,565	13.086
Lake Elmo	406,782	477,858	71,076	17.473
Lakeville	2,363,116	2,566,218	203,102	8.595
Lino Lakes	963,909	1,023,916	60,007	6.225
Litchfield	344,150	361,344	17,194	4.996
Little Canada	409,204	447,133	37,929	9.269
Little Falls	569,713	622,252	52,539	9.222
Mahtomedi	256,237	290,699	34,462	13.449
Mankato	1,693,815	1,915,024	221,209	13.060
Maple Grove	2,762,725	2,940,747	178,022	6.444
Maplewood	1,673,037	1,832,566	159,529	9.535
Marshall	679,006	725,400	46,394	6.833
Medina	213,378	246,565	33,187	15.553
Mendota Heights	549,147	578,458	29,311	5.338
Minneapolis	14,152,886	15,599,755	1,446,869	10.223
Minnetonka	2,237,750	2,372,528	134,778	6.023
Minnetrista	406,224	428,189	21,965	5.407
Montevideo	241,319	273,328	32,009	13.264
Monticello	445,118	501,032	55,914	12.562
Moorhead	1,840,631	2,176,838	336,207	18.266
Morris	261,264	284,746	23,482	8.988
Mound	389,558	415,965	26,407	6.779
Mounds View	436,253	489,122	52,869	12.119
New Brighton	775,522	826,332	50,810	6.552
New Hope	699,050	760,206	61,156	8.748
New Prague	272,531	289,914	17,383	6.378
New Ulm	720,122	755,356	35,234	4.893
North Branch	791,203	825,371	34,168	4.318
North Mankato	655,087	690,856	35,769	5.460
North St. Paul	492,861	533,568	40,707	8.259
Northfield	760,939	801,299	40,360	5.304
Oak Grove	634,715	671,656	36,941	5.820
Oakdale	786,648	889,735	103,087	13.105
Orono	288,762	325,584	36,822	12.752
Otsego	652,023	728,300	76,277	11.698
Owatonna	1,170,120	1,326,838	156,718	13.393
Plymouth	2,752,292	3,074,029	321,737	11.690
Prior Lake	823,441	905,219	81,778	9.931
Ramsey	1,059,484	1,180,877	121,393	11.458
Red Wing	876,453	929,665	53,212	6.071
Redwood Falls	292,057	306,039	13,982	4.787

Municipality	2014 Total Allocations	2015 Total Allocations	Increase (Decrease) Amount	% Increase (Decrease)
Richfield	$1,297,273	$1,518,743	$221,470	17.072
Robbinsdale	494,267	537,201	42,934	8.686
Rochester	4,550,830	5,208,552	657,722	14.453
Rogers	558,377	644,170	85,793	15.365
Rosemount	1,086,352	1,152,292	65,940	6.070
Roseville	1,211,822	1,323,592	111,770	9.223
Sartell	631,738	727,449	95,711	15.150
Sauk Rapids	518,040	596,662	78,622	15.177
Savage	943,114	1,085,733	142,619	15.122
Shakopee	1,323,588	1,493,968	170,380	12.873
Shoreview	869,805	954,377	84,572	9.723
Shorewood	294,738	336,822	42,084	14.279
South St. Paul	726,834	800,527	73,693	10.139
Spring Lake Park	199,924	224,083	24,159	12.084
St. Anthony	306,996	335,989	28,993	9.444
St. Cloud	2,828,971	3,207,932	378,961	13.396
St. Francis	471,113	491,418	20,305	4.310
St. Joseph	171,164	192,693	21,529	12.578
St. Louis Park	1,576,866	1,793,649	216,783	13.748
St. Michael	949,053	997,954	48,901	5.153
St. Paul	10,661,893	12,034,481	1,372,588	12.874
St. Paul Park	198,995	226,276	27,281	13.710
St. Peter	593,471	635,201	41,730	7.032
Stewartville	205,204	220,563	15,359	7.485
Stillwater	720,602	796,922	76,320	10.591
Thief River Falls	688,341	731,021	42,680	6.200
Vadnais Heights	384,059	428,570	44,511	11.590
Victoria	247,587	284,158	36,571	14.771
Virginia	508,207	531,954	23,747	4.673
Waconia	433,207	464,633	31,426	7.254
Waite Park	249,039	292,903	43,864	17.613
Waseca	354,764	378,337	23,573	6.645
West St. Paul	595,398	660,930	65,532	11.006
White Bear Lake	754,315	842,548	88,233	11.697
Willmar	989,248	1,107,625	118,377	11.966
Winona	988,688	1,109,068	120,380	12.176
Woodbury	2,421,673	2,849,796	428,123	17.679
Worthington	480,556	519,344	38,788	8.071
Wyoming	379,522	430,876	51,354	13.531
Zimmerman	222,389	235,312	12,923	5.811
TOTAL	**$154,615,011**	**$170,700,289**	**$16,085,424**	**10.404**

First Allocation for Chisago City

148 Cities Increased Their Estimated Total Allocation

0 Cities Decreased Their Estimated 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.

A city may request its General Maintenance Allotment be calculated using one of the following methods:

1) $1500 per improved mile
2) 25% of its Total Apportionment
3) 35% of its Total Apportionment
4) A Lump Sum dollar amount greater than $1500 per improved mile and less than 35% of its Total Apportionment

Bond interest due in the current year is not added to General Maintenance Allotments

The General Maintenance Allotment may not exceed 35% of the Total Apportionment minus Trunk Highway Turnback Maintenance Allowance.

Total Maintenance Allotment

The Total Maintenance Allotment is the General Maintenance Allotment plus Trunk Highway Turnback Maintenance Allowance plus Bond Interest due, if any.

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 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 2015 are:

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

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

2015 CONSTRUCTION AND MAINTENANCE ALLOTMENTS

JANUARY 2015 BOOK/2015 MAINTENANCE & CONSTRUCTION ALLOTMENTS.XLS 27-Jan-15

MUNICIPALITY	TOTAL APPORTIONMENT	TRUNK HIGHWAY TURNBACK MAINTENANCE ALLOWANCE	CITY REQUESTED AMOUNT FOR GENERAL MAINTENANCE ALLOTMENT	GENERAL MAINTENANCE ALLOTMENT	AMOUNT OF BOND INTEREST APPLIED TO GENERAL MAINTENANCE ALLOTMENT	TOTAL MAINTENANCE ALLOTMENT	CONSTRUCTION ALLOTMENT
Albert Lea	$999,370		25%	$249,842		**$249,842**	**$749,528**
Albertville	329,142		$1500/improved mile	10,725		**10,725**	**318,417**
Alexandria	984,872		25%	246,218		**246,218**	**738,654**
Andover	1,570,398		25%	392,600		**392,600**	**1,177,798**
Anoka	710,499		25%	177,625		**177,625**	**532,874**
Apple Valley	2,018,253		25%	504,563	$35,550	**540,113**	**1,478,140**
Arden Hills	344,900		25%	86,225		**86,225**	**258,675**
Austin	1,276,887		Lump Sum	95,000		**95,000**	**1,181,887**
Baxter	481,982		25%	120,496		**120,496**	**361,486**
Belle Plaine	305,125		$1500/improved mile	11,850		**11,850**	**293,275**
Bemidji	654,241		25%	163,560		**163,560**	**490,681**
Big Lake	432,805		25%	108,201	33,553	**141,754**	**291,051**
Blaine	2,208,187		25%	552,047		**552,047**	**1,656,140**
Bloomington	4,046,707		35%	1,416,348		**1,416,348**	**2,630,359**
Brainerd	756,221		$1500/improved mile	27,495		**27,495**	**728,726**
Brooklyn Center	976,400		Lump Sum	110,000		**110,000**	**866,400**
Brooklyn Park	2,615,684		25%	653,921	46,350	**700,271**	**1,915,413**
Buffalo	801,064		25%	200,266	4,725	**204,991**	**596,073**
Burnsville	2,673,789		25%	668,447		**668,447**	**2,005,342**
Byron	200,082		$1500/improved mile	7,965		**7,965**	**192,117**
Cambridge	419,626		Lump Sum	25,000		**25,000**	**394,626**
Champlin	921,729		25%	230,432		**230,432**	**691,297**
Chanhassen	943,448		Lump Sum	100,000		**100,000**	**843,448**
Chaska	1,005,536		25%	251,384		**251,384**	**754,152**
Chisago City	250,554		25%	62,638		**62,638**	**187,916**
Chisholm	297,271		25%	74,318		**74,318**	**222,953**
Circle Pines	179,278		$1500/improved mile	4,860	29,195	**34,055**	**145,223**
Cloquet	695,187		35%	243,316		**243,316**	**451,871**
Columbia Heights	747,261		35%	261,541		**261,541**	**485,720**
Coon Rapids	2,505,263		Lump Sum	122,745	7,100	**129,845**	**2,375,418**
Corcoran	388,966		35%	136,138		**136,138**	**252,828**
Cottage Grove	1,607,029		$1500/improved mile	43,245		**43,245**	**1,563,784**
Crookston	571,528		25%	142,882		**142,882**	**428,646**
Crystal	772,135		25%	193,034		**193,034**	**579,101**
Dayton	237,762		25%	59,440		**59,440**	**178,322**
Delano	300,707		25%	75,177	13,132	**88,309**	**212,398**
Detroit Lakes	584,086		25%	146,021		**146,021**	**438,065**

MUNICIPALITY	TOTAL APPORTIONMENT	TRUNK HIGHWAY TURNBACK MAINTENANCE ALLOWANCE	CITY REQUESTED AMOUNT FOR GENERAL MAINTENANCE ALLOTMENT	GENERAL MAINTENANCE ALLOTMENT	AMOUNT OF BOND INTEREST APPLIED TO GENERAL MAINTENANCE ALLOTMENT	TOTAL MAINTENANCE ALLOTMENT	CONSTRUCTION ALLOTMENT
Duluth	$5,590,865		Lump Sum	$1,533,400		**$1,533,400**	**$4,057,465**
Eagan	2,978,572		$1500/improved mile	70,620	$122,805	**193,425**	**2,785,147**
East Bethel	804,265		25%	201,066		**201,066**	**603,199**
East Grand Forks	624,856		25%	156,214	113,578	**269,792**	**355,064**
Eden Prairie	2,509,194		$1500/improved mile	68,865		**68,865**	**2,440,329**
Edina	1,979,793		25%	494,948		**494,948**	**1,484,845**
Elk River	1,378,262		25%	344,565		**344,565**	**1,033,697**
Fairmont	710,293		25%	177,573		**177,573**	**532,720**
Falcon Heights	180,777		35%	63,272		**63,272**	**117,505**
Faribault	1,117,676		25%	279,419		**279,419**	**838,257**
Farmington	880,005		25%	220,001		**220,001**	**660,004**
Fergus Falls	1,002,651		25%	250,663		**250,663**	**751,988**
Forest Lake	1,225,339		25%	306,335		**306,335**	**919,004**
Fridley	1,124,906		35%	393,717		**393,717**	**731,189**
Glencoe	300,768		25%	75,192		**75,192**	**225,576**
Golden Valley	990,950		25%	247,737	73,931	**321,668**	**669,282**
Grand Rapids	990,685		25%	247,671	86,655	**334,326**	**656,359**
Ham Lake	864,379		25%	216,095		**216,095**	**648,284**
Hastings	770,374		35%	269,631		**269,631**	**500,743**
Hermantown	658,340		Lump Sum	65,000		**65,000**	**593,340**
Hibbing	1,304,659		25%	326,165	112,469	**438,634**	**866,025**
Hopkins	660,106		25%	165,027		**165,027**	**495,079**
Hugo	646,185		25%	161,546		**161,546**	**484,639**
Hutchinson	666,178		$1500/improved mile	27,735		**27,735**	**638,443**
International Falls	282,649		$1500/improved mile	10,680		**10,680**	**271,969**
Inver Grove Heights	1,580,998		25%	395,250		**395,250**	**1,185,748**
Isanti	233,064		25%	58,266		**58,266**	**174,798**
Jordan	292,222		25%	73,055		**73,055**	**219,167**
Kasson	264,014		$1500/improved mile	8,580		**8,580**	**255,434**
LaCrescent	231,584		$1500/improved mile	8,760		**8,760**	**222,824**
Lake City	246,855		25%	61,714		**61,714**	**185,141**
Lake Elmo	477,858		25%	119,464	4,550	**124,014**	**353,844**
Lakeville	2,566,218		Lump Sum	120,000	116,401	**236,401**	**2,329,817**
Lino Lakes	1,023,916		25%	255,979		**255,979**	**767,937**
Litchfield	361,344		25%	90,336		**90,336**	**271,008**
Little Canada	447,133		25%	111,783		**111,783**	**335,350**
Little Falls	622,252		$1500/improved mile	32,175		**32,175**	**590,077**
Mahtomedi	290,699		25%	72,675		**72,675**	**218,024**
Mankato	1,915,024		25%	478,756		**478,756**	**1,436,268**
Maple Grove	2,940,747		25%	735,187		**735,187**	**2,205,560**
Maplewood	1,832,566		Lump Sum	275,000	186,369	**461,369**	**1,371,197**

MUNICIPALITY	TOTAL APPORTIONMENT	TRUNK HIGHWAY TURNBACK MAINTENANCE ALLOWANCE	CITY REQUESTED AMOUNT FOR GENERAL MAINTENANCE ALLOTMENT	GENERAL MAINTENANCE ALLOTMENT	AMOUNT OF BOND INTEREST APPLIED TO GENERAL MAINTENANCE ALLOTMENT	TOTAL MAINTENANCE ALLOTMENT	CONSTRUCTION ALLOTMENT
Marshall	$725,400		$1500/improved mile	$27,030		**$27,030**	**$698,370**
Medina	246,565		25%	61,641		**61,641**	**184,924**
Mendota Heights	578,458		25%	144,614		**144,614**	**433,844**
Minneapolis	15,599,755		35%	5,459,914		**5,459,914**	**10,139,841**
Minnetonka	2,372,528		$1500/improved mile	76,650	$53,369	**130,019**	**2,242,509**
Minnetrista	428,189		25%	107,047		**107,047**	**321,142**
Montevideo	273,328		$1500/improved mile	13,245		**13,245**	**260,083**
Monticello	501,032		25%	125,258		**125,258**	**375,774**
Moorhead	2,176,838		25%	544,209		**544,209**	**1,632,629**
Morris	284,746		25%	71,187		**71,187**	**213,559**
Mound	415,965		25%	103,991		**103,991**	**311,974**
Mounds View	489,122		25%	122,280		**122,280**	**366,842**
New Brighton	826,332		25%	206,583		**206,583**	**619,749**
New Hope	760,206		25%	190,051		**190,051**	**570,155**
New Prague	289,914		25%	72,479		**72,479**	**217,435**
New Ulm	755,356		$1500/improved mile	25,650		**25,650**	**729,706**
North Branch	825,371		25%	206,343	8,470	**214,813**	**610,558**
North Mankato	690,856		25%	172,714	83,725	**256,439**	**434,417**
North St. Paul	533,568		25%	133,392		**133,392**	**400,176**
Northfield	801,299		25%	200,325		**200,325**	**600,974**
Oak Grove	671,656		25%	167,914		**167,914**	**503,742**
Oakdale	889,735		25%	222,434		**222,434**	**667,301**
Orono	325,584		25%	81,396	42,437	**123,833**	**201,751**
Otsego	728,300		25%	182,075		**182,075**	**546,225**
Owatonna	1,326,838		$1500/improved mile	51,390		**51,390**	**1,275,448**
Plymouth	3,074,029		25%	768,507		**768,507**	**2,305,522**
Prior Lake	905,219		35%	316,827		**316,827**	**588,392**
Ramsey	1,180,877		35%	413,307	68,600	**481,907**	**698,970**
Red Wing	929,665		35%	325,383		**325,383**	**604,282**
Redwood Falls	306,039		25%	76,510		**76,510**	**229,529**
Richfield	1,518,743		Lump Sum	315,000		**315,000**	**1,203,743**
Robbinsdale	537,201		$1500/improved mile	15,075		**15,075**	**522,126**
Rochester	5,208,552		Lump Sum	900,000		**900,000**	**4,308,552**
Rogers	644,170		25%	161,042		**161,042**	**483,128**
Rosemount	1,152,292		$1500/improved mile	41,235		**41,235**	**1,111,057**
Roseville	1,323,592		25%	330,898		**330,898**	**992,694**
Sartell	727,449		$1500/improved mile	28,680	15,938	**44,618**	**682,831**
Sauk Rapids	596,662		$1500/improved mile	20,850		**20,850**	**575,812**
Savage	1,085,733		$1500/improved mile	36,870	4,038	**40,908**	**1,044,825**

MUNICIPALITY	TOTAL APPORTIONMENT	TRUNK HIGHWAY TURNBACK MAINTENANCE ALLOWANCE	CITY REQUESTED AMOUNT FOR GENERAL MAINTENANCE ALLOTMENT	GENERAL MAINTENANCE ALLOTMENT	AMOUNT OF BOND INTEREST APPLIED TO GENERAL MAINTENANCE ALLOTMENT	TOTAL MAINTENANCE ALLOTMENT	CONSTRUCTION ALLOTMENT
Shakopee	$1,493,968		35%	$522,889		**$522,889**	**$971,079**
Shoreview	954,377		25%	238,594		**238,594**	**715,783**
Shorewood	336,822		25%	84,206		**84,206**	**252,616**
South St. Paul	800,527		25%	200,132		**200,132**	**600,395**
Spring Lake Park	224,083		25%	56,021		**56,021**	**168,062**
St. Anthony	335,989		25%	83,997		**83,997**	**251,992**
St. Cloud	3,207,932		25%	801,983		**801,983**	**2,405,949**
St. Francis	491,418		25%	122,855		**122,855**	**368,563**
St. Joseph	192,693		25%	48,173		**48,173**	**144,520**
St. Louis Park	1,793,649		35%	627,777		**627,777**	**1,165,872**
St. Michael	997,954		25%	249,489		**249,489**	**748,465**
St. Paul	12,034,481		Lump Sum	3,198,568		**3,198,568**	**8,835,913**
St. Paul Park	226,276		25%	56,569	$1,590	**58,159**	**168,117**
St. Peter	635,201		$1500/improved mile	22,740	112,063	**134,803**	**500,398**
Stewartville	220,563		25%	55,141		**55,141**	**165,422**
Stillwater	796,922		25%	199,231		**199,231**	**597,691**
Thief River Falls	731,021		25%	182,755	23,538	**206,293**	**524,728**
Vadnais Heights	428,570		35%	150,000		**150,000**	**278,570**
Victoria	284,158		25%	71,040		**71,040**	**213,118**
Virginia	531,954		25%	132,988		**132,988**	**398,966**
Waconia	464,633		$1500/improved mile	15,975		**15,975**	**448,658**
Waite Park	292,903		$1500/improved mile	8,865		**8,865**	**284,038**
Waseca	378,337		25%	94,584	1,520	**96,104**	**282,233**
West St. Paul	660,930		25%	165,232		**165,232**	**495,698**
White Bear Lake	842,548		25%	210,637		**210,637**	**631,911**
Willmar	1,107,625		25%	276,906		**276,906**	**830,719**
Winona	1,109,068		25%	277,267		**277,267**	**831,801**
Woodbury	2,849,796		25%	712,449	3,295	**715,744**	**2,134,052**
Worthington	519,344		25%	129,836		**129,836**	**389,508**
Wyoming	430,876		$1500/improved mile	23,550		**23,550**	**407,326**
Zimmerman	235,312		$1500/improved mile	8,385		**8,385**	**226,927**
TOTAL	**$170,700,289**	**$0**		**$38,794,512**	**$1,404,946**	**$40,199,458**	**$130,500,831**

GENERAL MAINTENANCE ALLOTMENT OPTIONS:

28 Cities requested $1,500 per Improved Mile

94 Cities requested 25% of Total Allotment MINUS THTB Maintenance Allowance

14 Cities requested 35% of Total Allotment MINUS THTB Miantenance Allowance (WILL require a Maintenance Expenditure Report)

12 Cities requested a Lump Sum amount > $1,500/ Improved Mile and < 35% of Total Allotment (MAY require a Maintenance Expenditure Report)

TOTAL MAINTENANCE ALLOTMENT:

The General Maintenance Allotment Option selected by the city, plus THTB Maintenance Allowance and bond interest due, if any

MAINTENANCE ALLOCATION REVISIONS RECEIVED IN 2014
For the 2015 Allocation

January 2015 Book\2015 Maintenance Revisions.xls

	City	2014 Maintenance Allocation	2015 Maintenance Allocation	2014 Maintenance Allocation	2015 Maintenance Allocation	Difference
1	Apple Valley	$1500 per improved mile	25% of Total Allotment	$102,375	$540,113	$437,738
2	Chisago City	na	25% of Total Allotment	0	62,638	62,638
3	Richfield	25% of Total Allotment	Lump Sum amount	324,318	315,000	(9,318)
4	St. Joseph	$1500 per improved mile	25% of Total Allotment	7,545	48,173	40,628
			TOTAL	**$434,238**	**$965,924**	**$531,686**

Type of Maintenance Allocation	Number of Cities
35% =	**14**
25% =	**94**
$1500 per Improved Mile =	**28**
Lump Sum =	**12**
TOTAL	**148**

2014 IMPROVED MILEAGE RECORD

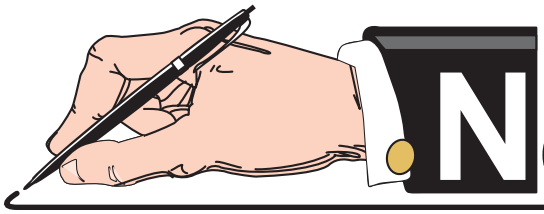
(MILEAGE USED FOR MINIMUM MAINTENANCE ALLOCATION)

used for the January 2015 allocation

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

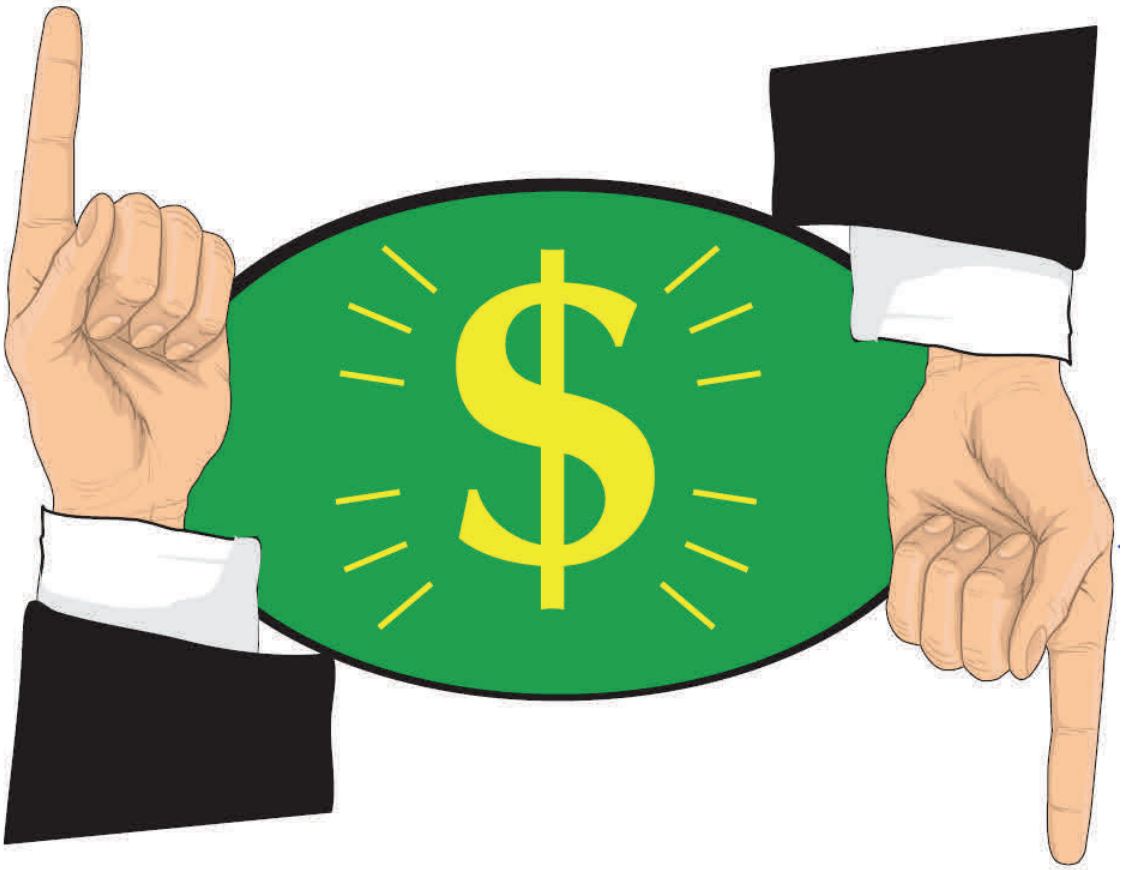
MUNICIPALITY	IMPROVED MILEAGE	MUNICIPALITY	IMPROVED MILEAGE	MUNICIPALITY	IMPROVED MILEAGE	MUNICIPALITY	IMPROVED MILEAGE
Albert Lea	24.31	Duluth	116.51	Mahtomedi	9.53	Rogers	20.58
Albertville	7.15	Eagan	47.08	Mankato	38.22	Rosemount	27.49
Alexandria	32.95	East Bethel	22.21	Maple Grove	49.41	Roseville	27.55
Andover	30.82	East Grand Forks	17.08	Maplewood	36.68	Sartell	19.12
Anoka	14.73	Eden Prairie	45.91	Marshall	18.02	Sauk Rapids	13.90
Apple Valley	34.17	Edina	40.27	Medina	11.36	Savage	24.58
Arden Hills	6.66	Elk River	36.94	Mendota Heights	14.57	Shakopee	35.42
Austin	29.88	Fairmont	20.01	Minneapolis	203.64	Shoreview	18.58
Baxter	16.15	Falcon Heights	3.29	Minnetonka	51.10	Shorewood	9.20
Belle Plaine	7.90	Faribault	24.05	Minnetrista	12.98	South St. Paul	17.46
Bemidji	17.85	Farmington	12.56	Montevideo	8.83	Spring Lake Park	5.82
Big Lake	11.48	Fergus Falls	25.47	Monticello	11.97	St. Anthony	5.95
Blaine	42.30	Forest Lake	32.97	Moorhead	47.32	St. Cloud	57.06
Bloomington	75.75	Fridley	22.87	Morris	9.09	St. Francis	13.35
Brainerd	18.33	Glencoe	8.25	Mound	7.71	St. Joseph	5.03
Brooklyn Center	21.34	Golden Valley	23.74	Mounds View	12.43	St. Louis Park	31.46
Brooklyn Park	53.07	Grand Rapids	25.05	New Brighton	12.83	St. Michael	22.56
Buffalo	17.03	Ham Lake	24.31	New Hope	12.86	St. Paul	161.05
Burnsville	44.65	Hastings	21.25	New Prague	6.86	St. Paul Park	6.06
Byron	5.31	Hermantown	18.65	New Ulm	17.10	St. Peter	15.16
Cambridge	16.12	Hibbing	53.38	North Branch	27.18	Stewartville	4.49
Champlin	19.62	Hopkins	9.92	North Mankato	15.77	Stillwater	17.73
Chanhassen	22.35	Hugo	20.19	North St. Paul	11.22	Thief River Falls	16.02
Chaska	19.71	Hutchinson	18.49	Northfield	16.53	Vadnais Heights	8.60
Chisago City	8.10	International Falls	7.12	Oak Grove	21.13	Victoria	6.11
Chisholm	8.39	Inver Grove Heights	33.64	Oakdale	19.39	Virginia	15.63
Circle Pines	3.24	Isanti	6.83	Orono	9.45	Waconia	10.65
Cloquet	22.08	Jordan	6.07	Otsego	20.74	Waite Park	5.91
Columbia Heights	12.50	Kasson	5.72	Owatonna	34.26	Waseca	7.71
Coon Rapids	43.23	LaCrescent	5.84	Plymouth	60.08	West St. Paul	13.58
Corcoran	15.08	Lake City	8.39	Prior Lake	17.03	White Bear Lake	20.95
Cottage Grove	28.83	Lake Elmo	16.30	Ramsey	31.95	Willmar	27.87
Crookston	11.58	Lakeville	59.23	Red Wing	24.26	Winona	21.26
Crystal	17.79	Lino Lakes	19.88	Redwood Falls	9.75	Woodbury	52.71
Dayton	8.44	Litchfield	8.77	Richfield	24.58	Worthington	11.34
Delano	6.21	Little Canada	11.35	Robbinsdale	10.05	Wyoming	15.70
Detroit Lakes	24.52	Little Falls	21.45	Rochester	97.70	Zimmerman	5.59
						TOTAL	**3543.47**

MSAS\Books\2015 January book\IMPROVED MILEAGE RECORD.XLS



NOTES and COMMENTS

Adjustments to the Construction Needs



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

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.

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

Needs were valued at $13.18 per $1000 of needs, so this was 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.

FOR THE JANUARY 2014 ALLOCATION

In 2014 the Needs were frozen due to the development of the new Needs Update program. Each city received the same percentage of the total Adjusted Needs as it was received in 2013. Therefore, this adjustment was not calculated.

FOR THE JANUARY 2015 ALLOCATION

No city met the criteria of having an excess balance for this adjustment (3 times the annual construction allotment and $1,500,000 in its account). Therefore, this adjustment was not applied.

EXCESS BALANCE ADJUSTMENT REDISTRIBUTED AS LOW BALANCE INCENTIVE

This adjustment was not calculated in 2014

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Municipalities	January 2014 Construction Allotment	Unencumbered Balance Available as of 12/31/2014	Ratio bet. Balance & City's 2014 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	RESTRICTED NEEDS FOR JAN 2015 DISTRIBUTION	Low Balance Incentive Factor	Low Balance Incentive
Albert Lea	$713,788	$1,452,848	2.035						
Albertville	302,792	1,392,491	4.599			No Adjustment			
Alexandria	650,889	(1,372,184)	(2.108)						
Andover	1,108,681	(1,709,624)	(1.542)						
Anoka	491,544	(2,431,180)	(4.946)						
Apple Valley	1,685,159	0	0.000						
Arden Hills	237,859	166,986	0.702						
Austin	1,068,032	2,586,565	2.422						
Baxter	312,224	858,987	2.751						
Belle Plaine	263,327	139,760	0.531						
Bemidji	421,477	636,405	1.510						
Big Lake	269,567	455,843	1.691						
Blaine	1,409,923	1,028,699	0.730						
Bloomington	2,375,141	5,908,853	2.488						
Brainerd	667,947	(2,165,853)	(3.243)						
Brooklyn Center	771,017	(788,604)	(1.023)						
Brooklyn Park	1,698,874	0	0.000						
Buffalo	546,738	272,383	0.498						
Burnsville	1,894,846	3,731	0.002						
Byron	168,319	(131,681)	(0.782)						
Cambridge	344,977	0	0.000						
Champlin	616,297	0	0.000						
Chanhassen	733,550	(387,672)	(0.528)						
Chaska	662,279	0	0.000						
Chisago City	0	0	NA						
Chisholm	212,665	0	0.000						
Circle Pines	97,489	146,769	1.505						
Cloquet	430,698	60,650	0.141						
Columbia Heights	456,505	14,387	0.032						
Coon Rapids	2,116,536	(2,733,025)	(1.291)						
Corcoran	242,299	883,650	3.647			No Adjustment			
Cottage Grove	1,467,797	0	0.000						
Crookston	409,762	11,130	0.027						
Crystal	515,527	0	0.000						
Dayton	157,875	157,875	1.000						
Delano	196,665	(263,731)	(1.341)						

Municipalities	January 2014 Construction Allotment	Unencumbered Balance Available as of 12/31/2014	Ratio bet. Balance & City's 2014 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	RESTRICTED NEEDS FOR JAN 2015 DISTRIBUTION	Low Balance Incentive Factor	Low Balance Incentive
Detroit Lakes	$381,649	($319,091)	(0.836)						
Duluth	3,773,902	1,238,615	0.328						
Eagan	2,534,498	(2,965,000)	(1.170)						
East Bethel	576,341	936,257	1.624						
East Grand Forks	326,852	(146,059)	(0.447)						
Eden Prairie	2,151,594	2,320,023	1.078						
Edina	1,315,374	2,710,069	2.060						
Elk River	905,853	1,614,101	1.782						
Fairmont	509,893	(711,383)	(1.395)						
Falcon Heights	105,735	33,094	0.313						
Faribault	792,201	0	0.000						
Farmington	619,000	532,375	0.860						
Fergus Falls	713,862	(581,888)	(0.815)						
Forest Lake	874,741	362,609	0.415						
Fridley	686,802	6,934	0.010						
Glencoe	214,810	4,926	0.023						
Golden Valley	578,764	1,529,507	2.643						
Grand Rapids	594,927	362,701	0.610						
Ham Lake	561,418	1,500,559	2.673						
Hastings	445,741	762,491	1.711						
Hermantown	561,822	(200,232)	(0.356)						
Hibbing	840,430	727,190	0.865						
Hopkins	435,736	(1,586,466)	(3.641)						
Hugo	427,185	0	0.000						
Hutchinson	562,669	751,205	1.335						
International Falls	256,989	785,366	3.056			No Adjustment			
Inver Grove Heights	1,112,671	0	0.000						
Isanti	163,483	(735,906)	(4.501)						
Jordan	200,254	173,325	0.866						
Kasson	239,555	469,670	1.961						
LaCrescent	210,462	308,134	1.464						
Lake City	163,717	0	0.000						
Lake Elmo	298,436	370,694	1.242						
Lakeville	1,851,438	1,968,748	1.063						
Lino Lakes	722,932	(1,858,908)	(2.571)						
Litchfield	258,112	971,864	3.765			No Adjustment			
Little Canada	306,903	95,483	0.311						
Little Falls	545,413	(967,667)	(1.774)						
Mahtomedi	192,178	1,337,426	6.959			No Adjustment			

Municipalities	January 2014 Construction Allotment	Unencumbered Balance Available as of 12/31/2014	Ratio bet. Balance & City's 2014 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	RESTRICTED NEEDS FOR JAN 2015 DISTRIBUTION	Low Balance Incentive Factor	Low Balance Incentive
Mankato	$1,270,361	($1,308,876)	(1.030)						
Maple Grove	2,072,044	378,127	0.182						
Maplewood	1,163,112	(3,283,693)	(2.823)						
Marshall	651,946	(694,075)	(1.065)						
Medina	160,033	618,371	3.864			No Adjustment			
Mendota Heights	411,860	1,102,503	2.677						
Minneapolis	9,199,376	23,253,206	2.528						
Minnetonka	2,108,696	2,313,585	1.097						
Minnetrista	304,668	981,658	3.222			No Adjustment			
Montevideo	228,074	83,178	0.365						
Monticello	333,838	635,022	1.902						
Moorhead	1,380,473	1,372,934	0.995						
Morris	195,948	435,395	2.222						
Mound	292,168	593,023	2.030						
Mounds View	327,190	0	0.000						
New Brighton	581,641	0	0.000						
New Hope	524,287	(1,721,243)	(3.283)						
New Prague	204,398	(412,675)	(2.019)						
New Ulm	694,472	(226,847)	(0.327)						
North Branch	584,492	547,101	0.936						
North Mankato	403,134	(430,217)	(1.067)						
North St. Paul	369,646	297,024	0.804						
Northfield	570,704	0	0.000						
Oak Grove	476,036	0	0.000						
Oakdale	589,986	495,671	0.840						
Orono	171,133	867,755	5.071			No Adjustment			
Otsego	489,017	1,421,360	2.907						
Owatonna	1,125,765	165,139	0.147						
Plymouth	2,064,219	(2,390,067)	(1.158)						
Prior Lake	535,237	(682,271)	(1.275)						
Ramsey	610,905	167,675	0.274						
Red Wing	569,694	1,277,984	2.243						
Redwood Falls	219,043	(61,094)	(0.279)						
Richfield	972,955	1,204,924	1.238						
Robbinsdale	479,192	942,985	1.968						
Rochester	3,650,830	0	0.000						
Rogers	418,783	832,774	1.989						
Rosemount	1,053,562	0	0.000						
Roseville	908,866	658,320	0.724						

Municipalities	January 2014 Construction Allotment	Unencumbered Balance Available as of 12/31/2014	Ratio bet. Balance & City's 2014 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	RESTRICTED NEEDS FOR JAN 2015 DISTRIBUTION	Low Balance Incentive Factor	Low Balance Incentive
Sartell	$595,358	($1,985,057)	(3.334)						
Sauk Rapids	497,025	220,801	0.444						
Savage	899,679	2,149,661	2.389						
Shakopee	860,332	0	0.000						
Shoreview	652,354	(1,700,000)	(2.606)						
Shorewood	221,053	0	0.000						
South Saint Paul	545,125	33,981	0.062						
Spring Lake Park	149,943	0	0.000						
St. Anthony	228,447	(513,088)	(2.246)						
St Cloud	2,121,728	850,293	0.401						
St Francis	353,335	1,327,784	3.758			No Adjustment			
St Joseph	163,619	1,307,254	7.990			No Adjustment			
St Louis Park	1,024,963	2,019,436	1.970						
St Michael	711,790	(381,969)	(0.537)						
St Paul	7,591,266	8,307,471	1.094						
St Paul Park	144,896	29,896	0.206						
St Peter	423,153	0	0.000						
Stewartville	153,903	(91,299)	(0.593)						
Stillwater	540,451	0	0.000						
Thief River Falls	486,737	(961,685)	(1.976)						
Vadnais Heights	249,638	(472,689)	(1.893)						
Victoria	185,690	641,063	3.452			No Adjustment			
Virginia	381,155	823,645	2.161						
Waconia	417,232	(174,184)	(0.417)						
Waite Park	239,859	(758,323)	(3.162)						
Waseca	261,553	698,048	2.669						
West St Paul	446,548	1,448,925	3.245						
White Bear Lake	565,736	0	0.000						
Willmar	741,936	597,155	0.805						
Winona	741,516	1,261,853	1.702						
Woodbury	1,806,504	3,740,078	2.070						
Worthington	360,417	854,177	2.370						
Wyoming	355,897	(281,574)	(0.791)						
Zimmerman	214,004	12,820	0.060						
TOTAL	**$117,434,033**	**$64,434,354**				**$0**			**$0**

27-Jan-15

PROJECT LISTING OF RIGHT-OF-WAY ACQUISITION

Payment requested in 2013 and 2014

books\2015 January Book\Adjusted Constructuin Needs 2015 (Old Book File A & B).xlsx Right of Way- New Projects.xlsx

MUNICIPALITY	PROJECT	PROJECT AMOUNT	TOTAL ADJUSTMENT
Alexandria	102-110-006	$27,000	**$27,000**
Andover	198-109-004	927	**927**
Brainerd	108-123-012	374,681	**374,681**
Buffalo	213-117-001	97,700	**97,700**
Coon Rapids	Administrative Adjustment	9,006	**9,006**
Duluth	118-198-003	75,768	**75,768**
Ham Lake	197-103-002	16,832	
	197-124-002	106,198	
	197-125-002	387,333	
	197-124-002	4,983	
	197-125-002	19,172	**534,518**
Moorhead	144-116-010	688,089	
	144-116-011	19,245	**707,334**
North Branch	225-103-004	24,824	**24,824**
Prior Lake	201-103-001	422,979	
	201-133-001	70	**423,049**
Richfield	157-363-026	200,000	
	157-370-002	170,569	
	157-370-002	287,310	**657,879**
Rochester	159-114-007	22,645	**22,645**
Sartell	220-117-002	900,825	**900,825**
St. Paul	164-179-012	64,265	
	164-297-002	109,532	
	164-297-001	3,844,234	
	164-297-001	143,593	
	164-297-002	47,866	
	164-303-001	868,070	
	164-304-001	289,357	
	Administrative Adjustment	79,084	**5,446,001**
St. Peter	165-126-005	3,480	
	165-126-005	434,945	
	165-126-005	545,733	**984,158**
Thief River Falls	170-115-012	305,213	**305,213**
Vadnais Heights	209-105-002	17,096	**17,096**
Woodbury	Administrative Adjustment	1,750,399	**1,750,399**
Total			**$12,359,023**

NEEDS ADJUSTMENT FOR RIGHT-OF-WAY ACQUISITION

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

MSAS\books\2015 January Book\Adjusted Construction Needs 2015 (Old Book File A & B) Right of Way Adjustment 2015.xls 27-Jan-15

MUNICIPALITY	1999-2012 RIGHT-OF-WAY EXPENDITURES	+	2013 RIGHT-OF-WAY EXPENDITURES	-	EXPIRED RIGHT-OF-WAY EXPENDITURES	=	TOTAL RIGHT-OF-WAY ADJUSTMENT FOR 2015 ALLOCATIONS
Albert Lea							**$0**
Albertville							**0**
Alexandria	$340,593		$27,000				**367,593**
Andover	1,778		927		($1,689)		**1,016**
Anoka	4,650				(4,650)		**0**
Apple Valley	126,066						**126,066**
Arden Hills							**0**
Austin	301,895				(216,058)		**85,837**
Baxter	468,225						**468,225**
Belle Plaine							**0**
Bemidji	56,122						**56,122**
Big Lake							**0**
Blaine	5,431,275				(194,158)		**5,237,117**
Bloomington	7,288,037				(887,192)		**6,400,845**
Brainerd	1,110,025		374,681		(215,200)		**1,269,506**
Brooklyn Center	1,309,990				(1,293,420)		**16,570**
Brooklyn Park	364,734				(302,341)		**62,393**
Buffalo	1,426,785		97,700				**1,524,485**
Burnsville							**0**
Byron							**0**
Cambridge							**0**
Champlin	72,191						**72,191**
Chanhassen							**0**
Chaska							**0**
Chisago City							**0**
Chisholm							**0**
Circle Pines	82,365						**82,365**
Cloquet							**0**
Columbia Heights	3,130				(3,130)		**0**
Coon Rapids	2,460,658		9,006				**2,469,664**
Corcoran	19,296				(19,296)		**0**
Cottage Grove	492,450						**492,450**
Crookston							**0**
Crystal							**0**
Dayton							**0**
Delano							**0**
Detroit Lakes	51,476						**51,476**
Duluth	2,721,999		75,768		(227,649)		**2,570,118**
Eagan	4,632,321						**4,632,321**
East Bethel	150,055						**150,055**
East Grand Forks	141,624						**141,624**
Eden Prairie							**0**
Edina	138,273						**138,273**
Elk River	2,402,967				(61,213)		**2,341,754**
Fairmont							**0**
Falcon Heights							**0**
Faribault	298,486						**298,486**
Farmington							**0**

MUNICIPALITY	1999-2012 RIGHT-OF-WAY EXPENDITURES	+	2013 RIGHT-OF-WAY EXPENDITURES	-	EXPIRED RIGHT-OF-WAY EXPENDITURES	=	TOTAL RIGHT-OF-WAY ADJUSTMENT FOR 2015 ALLOCATIONS
Fergus Falls	$413,322				($32,046)		**$381,276**
Forest Lake	14,872						**14,872**
Fridley							**0**
Glencoe							**0**
Golden Valley							**0**
Grand Rapids	2,386,592						**2,386,592**
Ham Lake	358,949		$534,518		(72,857)		**820,610**
Hastings							**0**
Hermantown	279,651				(27,626)		**252,025**
Hibbing	6,665				(6,665)		**0**
Hopkins	1,000				(1,000)		**0**
Hugo	125,690				(121,190)		**4,500**
Hutchinson	166,250				(166,250)		**0**
International Falls							**0**
Inver Grove Heights	776,192						**776,192**
Isanti							**0**
Jordan							**0**
Kasson							**0**
La Crescent	25,000						**25,000**
Lake City	7,000						**7,000**
Lake Elmo							**0**
Lakeville	3,237,327				(2,140,230)		**1,097,097**
Lino Lakes	412,101				(51,552)		**360,549**
Litchfield							**0**
Little Canada							**0**
Little Falls	1,338,940				(5,076)		**1,333,864**
Mahtomedi							**0**
Mankato	460,261				(99,906)		**360,355**
Maple Grove	3,498,494				(1,181,828)		**2,316,666**
Maplewood	5,279,548						**5,279,548**
Marshall	302,397						**302,397**
Medina							**0**
Mendota Heights	61,140						**61,140**
Minneapolis	689,669				(363,325)		**326,344**
Minnetonka	1,464,983				(640,887)		**824,096**
Minnetrista	145,293						**145,293**
Montevideo	13,949						**13,949**
Monticello							**0**
Moorhead	3,299,608		707,334		(2,376)		**4,004,566**
Morris	10,500						**10,500**
Mound	821,384				(816,879)		**4,505**
Mounds View							**0**
New Brighton							**0**
New Hope							**0**
New Prague	6,287						**6,287**
New Ulm							**0**
North Branch	13,538		24,824				**38,362**
North Mankato	64,226						**64,226**
North St. Paul	461,369				(13,067)		**448,302**
Northfield							**0**
Oak Grove	639,506				(12,325)		**627,181**
Oakdale	430,454						**430,454**
Orono	12,187				(12,187)		**0**
Otsego	293,120						**293,120**

MUNICIPALITY	1999-2012 RIGHT-OF-WAY EXPENDITURES	+	2013 RIGHT-OF-WAY EXPENDITURES	-	EXPIRED RIGHT-OF-WAY EXPENDITURES	=	TOTAL RIGHT-OF-WAY ADJUSTMENT FOR 2015 ALLOCATIONS
Owatonna	$119,703						**$119,703**
Plymouth	520,884						**520,884**
Prior Lake	633		$423,049				**423,682**
Ramsey	207,749						**207,749**
Red Wing	763,877						**763,877**
Redwood Falls							**0**
Richfield	9,454,909		657,879		($261,966)		**9,850,822**
Robbinsdale							**0**
Rochester	2,563,752		22,645		(14,586)		**2,571,811**
Rogers							**0**
Rosemount	389,000						**389,000**
Roseville	91,009						**91,009**
Sartell	78,373		900,825				**979,198**
Sauk Rapids	441,264				(33,625)		**407,639**
Savage	400,000						**400,000**
Shakopee							**0**
Shoreview	19,587				(9,812)		**9,775**
Shorewood	203,488						**203,488**
South St. Paul							**0**
Spring Lake Park	58,655				(3,294)		**55,361**
St Anthony							**0**
St Cloud	1,852,532				(977,550)		**874,982**
St Francis	14,990						**14,990**
St Joseph							**0**
St Louis Park	218,625				(37,410)		**181,215**
St Michael	86,132						**86,132**
St Paul	14,380,980		5,446,001		(849,565)		**18,977,416**
St Paul Park	65,293						**65,293**
St Peter	35,526		984,158				**1,019,684**
Stewartville							**0**
Stillwater							**0**
Thief River Falls	140,516		305,213		(59,400)		**386,329**
Vadnais Heights			17,096				**17,096**
Victoria							**0**
Virginia							**0**
Waconia							**0**
Waite Park	1,055,734						**1,055,734**
Waseca	213,261						**213,261**
West St. Paul							**0**
White Bear Lake							**0**
Willmar	167,616				(167,616)		**0**
Winona	8,000						**8,000**
Woodbury	6,633,202		1,750,399		(1,468,409)		**6,915,192**
Worthington	491						**491**
Wyoming							**0**
Zimmerman							**0**
TOTAL	**$99,600,711**		**$12,359,023**		**($13,076,501)**		**$98,883,233**

AFTER THE FACT RETAINING WALL ADJUSTMENT

Amount as of December 31, 2014

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.

N:MSAS/BOOKS/2015 January Book/Adjusted Construction Needs 2015 (Old Bookfile A & B).xlsx Ret Wall for book

Municipality	Previous Eligible Retaining Wall Expenditures	2014 Eliglble Retaining Wall Expenditures	Expired Retaining Wall Expenditures	Total Retaining Wall Adjustment for 2015 Allocations
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
Brainerd	0	188,352	0	188,352
Buffalo	18,499	0	0	18,499
Crystal	42,510	0	0	42,510
Duluth	594,891	0	0	594,891
Kasson	35,640	0	0	35,640
La Crescent	0	8,624	0	8,624
Lakeville	118,042	0	0	118,042
Marshall	0	514,325	0	514,325
Minnetonka	37,913	0	0	37,913
Moorhead	93,402	0	0	93,402
Mounds View	13,419	0	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	34,400	0	0	34,400
Sartell	6,000	0	0	6,000
St. Paul	51,542	0	0	51,542
Thief River Falls	0	296,422	0	296,422
TOTAL	**$1,331,645**	**$1,007,723**	**$0**	**$2,339,368**

PROJECT LISTING OF RETAINING WALL CONSTRUCTION

Payment requested in 2013 and 2014

MUNICIPALITY	PROJECT OR ROUTE NUMBER	LOCAL AMOUNT	SA PROJECT AMOUNT	TOTAL ADJUSTMENT
Brainerd	108-126-012		$46,413	
	108-090-001		141,939	
Brainerd Total				**$188,352**
La Crescent	236-124-001		8,624	**8,624**
Marshall	139-112-005		514,325	**514,325**
Thief River Falls	170-115-012		296,422	**296,422**
TOTAL		**$0**	**$1,007,723**	**$1,007,723**

AFTER THE FACT RAILROAD CROSSING ADJUSTMENT

That any Railroad Crossing improvements shall not be included in the Needs Calculations until the project has been completed 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) to the annual Construction Needs for a 15 year period. Only State Aid eligible items are allowed to be included in this adjustment, and all Railroad Crossing Needs adjustments must be input by the city and approved by the District State Aid Engineer.

(One city has entered this adjustment)

Municipality	Previous Eligible Railroad Crossing Expenditures	2014 Eliglble Railroad Crossing Expenditures	Expired Railroad Crossing Expenditures	Total Railroad Crossing Adjustment for 2015 Apportionment
Fergus Falls	NA	$299,555	NA	$299,555
TOTAL	**NA**	**$299,555**	**NA**	**$299,555**

AFTER THE FACT RAILROAD BRIDGE OVER MSAS ADJUSTMENT

RR Bridge over MSAS Route Rehabilitation

That any structure that has been rehabilitated (Minnesota Administrative Rules, CHAPTER 8820, 8820.0200 DEFINITIONS, Subp. 8. Bridge rehabilitation) shall not be included in the Needs calculations until the rehabilitation project has been completed 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 State Aid eligible items are allowed to be included in this adjustment and all structure rehabilitation Needs adjustments must be input by the city and approved by the DSAE.

RR Bridge over MSAS Route Construction/Reconstruction

That any structure that has been constructed/reconstructed (Minnesota Administrative Rules, CHAPTER 8820, 8820.0200 DEFINITIONS, Subp. 31. Reconstruction) shall not be included in the Needs calculations until the project has been completed 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 35-year period. Only State Aid eligible items are allowed to be included in this adjustment and all structure construction/reconstruction Needs adjustments must be input by the city and approved by the District State Aid Engineer

(One city has entered this adjustment)

Municipality	Previous Eligible Railroad Bridge over MSAS Expenditures	2014 Eliglble Railroad Bridge over MSAS Expenditures	Type of Construction	Expired Railroad Bridge over MSAS Expenditures	Total Railroad Bridge over MSAS Adjustment for 2015 Apportionment
Thief River Falls	NA	$378,684	Construction/ Reconstruction	NA	$378,684
TOTAL		**$378,684**		**$0**	**$378,684**

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

October 22, 2014

Charlie Zelle, Commissioner
Mail Stop 100
395 John Ireland Blvd.
St. Paul, MN 55155

Dear Commissioner Zelle:

We, the undersigned, as members of the 2014 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 2015 Apportionment Sum as provided by Minnesota Statutes, Chapter 162.13, Subdivision 1.

Steve Bot St. Michael Chair	Klayton Eckles Woodbury Vice Chair	Jeff Johnson Mankato Secretary
Jesse Story Hibbing District 1	Rich Clauson Crookston District 2	Justin Femrite (Alternate) Elk River District 3
Jon Pratt Detroit Lakes District 4	Rod Rue Eden Prairie Metro West	Steve Lang Austin District 6
Jeff Johnson Mankato District 7	John Rodeberg Glencoe District 8	Klayton Eckles Woodbury Metro East
Cindy Voigt Duluth	Don Elwood Minneapolis	Paul Kurtz Saint Paul
Richard Freese Rochester		

An Equal Opportunity Employer

2014 ADJUSTED RESTRICTED CONSTRUCTION NEEDS RECOMMENDATIONS

for the 2015 Distribution

N:\MSAS\BOOKS\2015 JANUARY BOOK\2014 Adjusted Construction 2015 (Old Book File A & B).xls *4-Feb-15*

Municipality	Adjusted Restricted Construction Needs	Municipality	Adjusted Restricted Construction Needs
Albert Lea	$44,933,494	Forest Lake	$60,229,748
Albertville	12,635,961	Fridley	37,733,891
Alexandria	52,255,671	Glencoe	13,169,331
Andover	64,882,009	Golden Valley	39,782,303
Anoka	24,369,290	Grand Rapids	56,167,050
Apple Valley	67,138,333	Ham Lake	38,749,696
Arden Hills	9,861,834	Hastings	19,900,075
Austin	54,085,668	Hermantown	33,398,119
Baxter	23,265,501	Hibbing	70,780,169
Belle Plaine	11,715,297	Hopkins	18,652,164
Bemidji	24,985,355	Hugo	25,279,641
Big Lake	15,058,173	Hutchinson	26,277,515
Blaine	61,679,361	International Falls	10,459,001
Bloomington	159,964,455	Inver Grove Heights	60,998,936
Brainerd	33,951,384	Isanti	8,475,206
Brooklyn Center	22,187,893	Jordan	11,438,885
Brooklyn Park	65,398,098	Kasson	9,629,613
Buffalo	33,696,065	La Crescent	9,015,317
Burnsville	98,040,746	Lake City	10,061,362
Byron	6,405,443	Lake Elmo	21,216,978
Cambridge	17,667,939	Lakeville	95,865,337
Champlin	29,789,370	Lino Lakes	42,016,799
Chanhassen	30,318,191	Litchfield	15,887,860
Chaska	33,894,101	Little Canada	16,884,683
Chisago City	10,447,280	Little Falls	32,070,838
Chisholm	13,912,772	Mahtomedi	8,616,621
Circle Pines	5,043,361	Mankato	75,571,351
Cloquet	31,853,498	Maple Grove	114,050,461
Columbia Heights	22,953,769	Maplewood	72,382,916
Coon Rapids	82,976,358	Marshall	31,511,437
Corcoran	20,097,825	Medina	9,623,000
Cottage Grove	61,363,851	Mendota Heights	24,764,193
Crookston	29,657,370	Minneapolis	498,699,438
Crystal	19,943,310	Minnetonka	93,008,668
Dayton	9,481,703	Minnetrista	20,815,168
Delano	13,152,848	Montevideo	11,517,838
Detroit Lakes	29,010,393	Monticello	15,821,342
Duluth	275,965,590	Moorhead	95,782,953
Eagan	112,579,761	Morris	12,381,481
East Bethel	41,025,183	Mound	15,447,951
East Grand Forks	32,538,236	Mounds View	16,071,951
Eden Prairie	83,196,881	New Brighton	24,918,142
Edina	66,114,604	New Hope	21,990,581
Elk River	64,468,875	New Prague	9,322,727
Fairmont	35,557,149	New Ulm	34,123,129
Falcon Heights	4,426,803	North Branch	45,059,847
Faribault	44,617,565	North Mankato	29,257,732
Farmington	29,091,549	North St. Paul	20,041,524

Municipality	Adjusted Restricted Construction Needs	Municipality	Adjusted Restricted Construction Needs
Fergus Falls	$53,174,426	St. Anthony	$10,943,275
Northfield	26,374,198	St. Cloud	130,031,768
Oak Grove	36,798,952	St. Francis	24,836,185
Oakdale	19,513,150	St. Joseph	3,054,075
Orono	11,690,106	St. Louis Park	55,272,086
Otsego	30,497,750	St. Michael	46,883,728
Owatonna	56,813,195	St. Paul	406,332,588
Plymouth	108,495,516	St. Paul Park	7,947,616
Prior Lake	27,317,257	St. Peter	28,569,940
Ramsey	47,984,674	Stewartville	6,170,286
Red Wing	42,259,009	Stillwater	28,036,609
Redwood Falls	14,202,096	Thief River Falls	40,504,666
Richfield	53,619,445	Vadnais Heights	10,944,202
Robbinsdale	16,093,081	Victoria	7,679,318
Rochester	206,255,140	Virginia	25,403,688
Rogers	28,339,406	Waconia	15,864,010
Rosemount	48,706,932	Waite Park	9,627,874
Roseville	41,538,288	Waseca	12,622,810
Sartell	27,453,583	West St. Paul	16,623,304
Sauk Rapids	22,672,464	White Bear Lake	22,794,837
Savage	33,527,359	Willmar	50,225,093
Shakopee	47,245,607	Winona	36,733,095
Shoreview	28,645,744	Woodbury	103,798,921
Shorewood	12,685,792	Worthington	17,235,821
South St. Paul	25,818,113	Wyoming	19,318,139
Spring Lake Park	6,012,712	Zimmerman	8,841,426
		STATE TOTAL	$6,442,606,488

TRUNK HIGHWAY TURNBACK MAINTENANCE ALLOWANCE

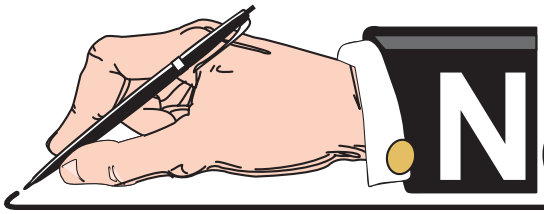
The following tabulation shows the Trunk Highway Turnback Maintenance allowance for the 2015 Apportionment. All turnbacks eligible for maintenance payments as of December 31, 2014 are included in this tabulation. The total turnback maintenance apportionment has been computed in accordance with the 1967 Screening Board Resolution. (See Trunk Highway Turnback resolution.)

There are no THTB's eligible for Turnback Maintenance this year.

MSAS\Books\2015 JANUARY Book\Turnback Maintenance Allowance 2015.xls 27-Jan-15

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
TOTAL				0.00	0.00	0.00			$0

Reference Materials



NOTES and COMMENTS

M.S.A.S. Mileage, Needs and Apportionment 1958 to 2015

Appt. Year	Number of of Munici-palities	Needs Mileage	Actual Construc-tion Needs	Total Apportion-ment	Adjusted 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 Munici-palities	Needs Mileage	Actual Construc-tion Needs	Total Apportion-ment	Adjusted Construc-tion Needs	Total Apportion-ment Per Needs Mileage	Apportion-ment 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	5,175,814,620	144,682,808	5,271,923,162	40,496.43	13.72
2013	147	3598.04	5,476,951,484	147,468,798	5,593,122,380	40,985.87	13.18
2014	147	3633.04	**5,476,951,484	154,615,011	5,627,313,935	42,558.03	13.74
2015	148	3682.39	6,244,717,460	170,700,289	***6,442,606,488**	46,355.84	13.25

*** This amount reflects the new Adjusted Restricted Construction Needs dollars.**

** 2013 and 2014 are the same because the needs were frozen in 2013.

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%
2014	3,753,499	20.60	765.5%	13.74	-28.2%
2015	3,805,152	22.43	842.4%	13.25	-30.8%

* Used estimate and census beginning in 1996.

2014 TOTAL NEEDS MILES

For the January 2015 Allocation

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Municipality	2013	2014	INCREASE (DECREASE)
ALBERT LEA	24.19	24.31	0.12
ALBERTVILLE	7.15	7.15	0.00
ALEXANDRIA	25.10	32.95	7.85
ANDOVER	42.60	42.75	0.15
ANOKA	14.73	14.73	0.00
APPLE VALLEY	37.31	37.31	0.00
ARDEN HILLS	7.53	7.53	0.00
AUSTIN	30.21	30.21	0.00
BAXTER	17.05	17.05	0.00
BELLE PLAINE	8.46	8.68	0.22
BEMIDJI	17.65	17.85	0.20
BIG LAKE	11.51	11.48	(0.03)
BLAINE	48.71	48.67	(0.04)
BLOOMINGTON	74.85	75.75	0.90
BRAINERD	19.16	19.16	0.00
BROOKLYN CENTER	21.35	21.34	(0.01)
BROOKLYN PARK	59.47	59.47	0.00
BUFFALO	17.19	17.17	(0.02)
BURNSVILLE	45.19	45.11	(0.08)
BYRON	0.00	5.31	5.31
CAMBRIDGE	16.37	16.37	0.00
CHAMPLIN	20.00	19.92	(0.08)
CHANHASSEN	22.19	22.76	0.57
CHASKA	20.47	20.96	0.49
CHISAGO CITY	0.00	8.10	8.10
CHISHOLM	8.39	8.39	0.00
CIRCLE PINES	0.00	3.60	3.60
CLOQUET	21.67	22.20	0.53
COLUMBIA HEIGHTS	12.50	12.50	0.00
COON RAPIDS	41.83	43.23	1.40
CORCORAN	15.53	15.53	0.00
COTTAGE GROVE	35.35	35.31	(0.04)
CROOKSTON	11.65	11.58	(0.07)
CRYSTAL	17.79	17.79	0.00
DAYTON	0.00	9.72	9.72
DELANO	6.12	6.21	0.09
DETROIT LAKES	22.35	24.52	2.17
DULUTH	114.92	116.51	1.59
EAGAN	48.00	48.32	0.32
EAST BETHEL	28.78	28.78	0.00
EAST GRAND FORKS	17.14	17.08	(0.06)
EDEN PRAIRIE	47.08	47.08	0.00
EDINA	40.27	40.27	0.00
ELK RIVER	36.33	38.27	1.94
FAIRMONT	20.13	20.12	(0.01)
FALCON HEIGHTS	3.29	3.29	0.00
FARIBAULT	24.27	24.05	(0.22)
FARMINGTON	16.24	16.24	0.00
FERGUS FALLS	25.76	25.76	0.00
FOREST LAKE	32.25	33.83	1.58
FRIDLEY	22.87	22.87	0.00
GLENCOE	8.33	8.39	0.06
GOLDEN VALLEY	23.57	23.90	0.33
GRAND RAPIDS	25.71	25.74	0.03
HAM LAKE	32.39	33.49	1.10
HASTINGS	21.24	21.25	0.01
HERMANTOWN	16.54	18.65	2.11
HIBBING	53.17	54.07	0.90
HOPKINS	9.99	9.99	0.00
HUGO	20.61	20.70	0.09
HUTCHINSON	18.70	18.49	(0.21)

Municipality	2013	2014	INCREASE (DECREASE)
INTERNATIONAL FALLS	7.12	7.12	0.00
INVER GROVE HEIGHTS	33.30	33.64	0.34
ISANTI	6.89	6.89	0.00
JORDAN	6.03	6.09	0.06
KASSON	5.76	6.20	0.44
LA CRESCENT	0.00	5.84	5.84
LAKE CITY	8.39	8.39	0.00
LAKE ELMO	16.22	16.30	0.08
LAKEVILLE	60.02	63.01	2.99
LINO LAKES	23.63	23.71	0.08
LITCHFIELD	8.77	8.77	0.00
LITTLE CANADA	11.35	11.35	0.00
LITTLE FALLS	18.34	21.75	3.41
MAHTOMEDI	8.83	9.53	0.70
MANKATO	38.20	37.90	(0.30)
MAPLE GROVE	56.88	57.01	0.13
MAPLEWOOD	36.20	36.68	0.48
MARSHALL	18.80	18.78	(0.02)
MEDINA	0.00	12.36	12.36
MENDOTA HEIGHTS	15.50	14.57	(0.93)
MINNEAPOLIS	206.64	206.66	0.02
MINNETONKA	50.92	51.10	0.18
MINNETRISTA	12.92	12.98	0.06
MONTEVIDEO	8.83	8.83	0.00
MONTICELLO	12.14	12.19	0.05
MOORHEAD	45.25	45.72	0.47
MORRIS	9.03	9.09	0.06
MOUND	7.94	7.94	0.00
MOUNDS VIEW	12.43	12.43	0.00
NEW BRIGHTON	15.26	15.22	(0.04)
NEW HOPE	12.73	12.86	0.13
NEW PRAGUE	7.76	7.76	0.00
NEW ULM	17.68	17.68	0.00
NORTH BRANCH	27.66	27.81	0.15
NORTH MANKATO	15.57	15.77	0.20
NORTH ST PAUL	11.38	11.34	(0.04)
NORTHFIELD	17.06	17.06	0.00
OAK GROVE	26.15	26.15	0.00
OAKDALE	19.30	19.39	0.09
ORONO	9.45	9.45	0.00
OTSEGO	22.52	22.47	(0.05)
OWATONNA	29.62	34.26	4.64
PLYMOUTH	59.80	60.81	1.01
PRIOR LAKE	20.43	20.44	0.01
RAMSEY	38.16	37.86	(0.30)
RED WING	25.05	24.87	(0.18)
REDWOOD FALLS	8.50	10.52	2.02
RICHFIELD	24.58	24.58	0.00
ROBBINSDALE	10.05	10.05	0.00
ROCHESTER	94.35	101.45	7.10
ROGERS	21.07	21.15	0.08
ROSEMOUNT	30.96	28.31	(2.65)
ROSEVILLE	29.12	29.12	0.00
ST ANTHONY	5.95	5.95	0.00
ST CLOUD	64.41	64.30	(0.11)
ST FRANCIS	13.16	13.35	0.19
ST JOSEPH	5.53	5.53	0.00
ST LOUIS PARK	31.58	31.92	0.34
ST MICHAEL	22.43	22.56	0.13
ST PAUL	164.73	164.73	0.00
ST PAUL PARK	6.08	6.06	(0.02)

2014 TOTAL NEEDS MILES

For the January 2015 Allocation

Municipality	2013	2014	INCREASE (DECREASE)
ST PETER	15.78	15.78	0.00
SARTELL	17.87	19.12	1.25
SAUK RAPIDS	14.01	14.21	0.20
SAVAGE	26.98	27.07	0.09
SHAKOPEE	37.02	37.49	0.47
SHOREVIEW	19.64	19.69	0.05
SHOREWOOD	8.96	9.20	0.24
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	18.25	0.57
THIEF RIVER FALLS	16.09	16.15	0.06
VADNAIS HEIGHTS	9.17	9.17	0.00

Municipality	2013	2014	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	6.54	(0.14)
WASECA	7.61	7.71	0.10
WEST ST PAUL	13.58	13.58	0.00
WHITE BEAR LAKE	21.03	21.02	(0.01)
WILLMAR	27.87	27.87	0.00
WINONA	21.76	21.76	0.00
WOODBURY	54.60	55.40	0.80
WORTHINGTON	11.44	11.34	(0.10)
WYOMING	15.92	15.92	0.00
ZIMMERMAN	6.50	6.50	0.00
TOTAL	**3,597.10**	**3,690.49**	**93.39**

HISTORY OF INDIVIDUAL ADJUSTMENTS

From 2000 to 2015

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

2014 None

2015 None

2015 ALLOCATION RANKINGS

Rankings are from highest allocation per Needs mile to lowest.

MSAS\Books\2015 January Book\2015 Allocation Rankings

Municipality	2014 Total Needs Mileage	2015 Population Allocation Per Need Mile
Minneapolis	206.66	$43,516
Hopkins	9.99	41,342
St. Paul	164.73	40,378
Falcon Heights	3.29	37,122
New Hope	12.86	36,460
Columbia Heights	12.50	35,454
St. Louis Park	31.92	33,252
Richfield	24.58	32,889
New Brighton	15.22	32,603
Oakdale	19.39	32,554
Coon Rapids	43.23	32,524
West St. Paul	13.58	32,453
Robbinsdale	10.05	32,239
St. Anthony	5.95	32,103
Brooklyn Center	21.34	31,980
Circle Pines	3.60	31,240
Vadnais Heights	9.17	30,925
Eagan	48.32	30,777
Burnsville	45.11	30,480
Farmington	16.24	30,456
Apple Valley	37.31	30,255
Eden Prairie	47.08	29,886
Stewartville	4.71	29,474
Brooklyn Park	59.47	29,415
Shoreview	19.69	29,197
Winona	21.76	28,605
Blaine	48.67	28,582
Crystal	17.79	28,551
Arden Hills	7.53	28,453
St. Joseph	5.53	27,529
Edina	40.27	27,413
Waseca	7.71	27,382
Fridley	22.87	27,329
Plymouth	60.81	26,915
Woodbury	55.40	26,619

Municipality	2014 Total Needs Mileage	2015 Money Needs Allocation Per Need Mile
Crookston	11.58	$33,929
Thief River Falls	16.15	33,226
St. Paul	164.73	32,678
Minneapolis	206.66	31,969
Duluth	116.51	31,379
Eagan	48.32	30,866
Grand Rapids	25.74	28,908
Richfield	24.58	28,899
Burnsville	45.11	28,792
Delano	6.21	28,059
Bloomington	75.75	27,976
Moorhead	45.72	27,754
St. Michael	22.56	27,531
Fergus Falls	25.76	27,346
Rochester	101.45	26,934
St. Cloud	64.30	26,791
Maple Grove	57.01	26,503
Mankato	37.90	26,416
Maplewood	36.68	26,143
Buffalo	17.17	25,999
Mound	7.94	25,775
New Ulm	17.68	25,569
Coon Rapids	43.23	25,428
East Grand Forks	17.08	25,238
Jordan	6.09	24,883
Woodbury	55.40	24,821
Hopkins	9.99	24,735
St. Francis	13.35	24,646
North Mankato	15.77	24,578
Faribault	24.05	24,577
Albert Lea	24.31	24,487
St. Anthony	5.95	24,365
Columbia Heights	12.50	24,327
Minnetonka	51.10	24,113
Inver Grove Heights	33.64	24,022

Municipality	2014 Total Needs Mileage	2015 Total Allocation Per Need Mile
Minneapolis	206.66	$75,485
St. Paul	164.73	73,056
Hopkins	9.99	66,077
Richfield	24.58	61,788
Eagan	48.32	61,643
Columbia Heights	12.50	59,781
Burnsville	45.11	59,273
New Hope	12.86	59,114
Coon Rapids	43.23	57,952
St. Anthony	5.95	56,469
St. Louis Park	31.92	56,192
Falcon Heights	3.29	54,947
New Brighton	15.22	54,293
Farmington	16.24	54,188
Apple Valley	37.31	54,094
Robbinsdale	10.05	53,453
Bloomington	75.75	53,422
Eden Prairie	47.08	53,296
Mound	7.94	52,389
Maple Grove	57.01	51,583
Woodbury	55.40	51,440
Rochester	101.45	51,341
Winona	21.76	50,968
Plymouth	60.81	50,551
Mankato	37.90	50,528
Maplewood	36.68	49,961
St. Cloud	64.30	49,890
Circle Pines	3.60	49,799
Crookston	11.58	49,355
Fridley	22.87	49,187
Edina	40.27	49,163
Waseca	7.71	49,071
West St. Paul	13.58	48,669
Shoreview	19.69	48,470
Delano	6.21	48,423

Municipality	2014 Total Needs Mileage	2015 Population Allocation Per Need Mile
Mound	7.94	$26,614
Prior Lake	20.44	26,581
Roseville	29.12	26,556
Chaska	20.96	26,551
Northfield	17.06	26,489
Champlin	19.92	26,460
Anoka	14.73	26,318
South St. Paul	17.46	26,260
White Bear Lake	21.02	25,717
Worthington	11.34	25,662
Bloomington	75.75	25,446
Waite Park	6.54	25,284
Maple Grove	57.01	25,080
Spring Lake Park	5.82	24,816
Victoria	7.43	24,552
Rochester	101.45	24,407
Mankato	37.90	24,113
Monticello	12.19	23,908
Hastings	21.25	23,847
Maplewood	36.68	23,818
Chanhassen	22.76	23,805
Savage	27.07	23,700
Waconia	10.74	23,694
North St. Paul	11.34	23,639
Stillwater	18.25	23,315
Shakopee	37.49	23,155
Jordan	6.09	23,100
St. Cloud	64.30	23,100
Inver Grove Heights	33.64	22,976
Albertville	7.15	22,622
Cottage Grove	35.31	22,489
Minnetonka	51.10	22,316
Mounds View	12.43	22,221
Kasson	6.20	22,007
Faribault	24.05	21,896
Byron	5.31	21,699
New Prague	7.76	21,444
Sauk Rapids	14.21	20,852

Municipality	2014 Total Needs Mileage	2015 Money Needs Allocation Per Need Mile
Litchfield	8.77	$24,000
St. Peter	15.78	23,985
Willmar	27.87	23,874
Apple Valley	37.31	23,839
Farmington	16.24	23,731
Hermantown	18.65	23,724
Austin	30.21	23,718
Plymouth	60.81	23,636
Forest Lake	33.83	23,586
Lino Lakes	23.71	23,477
Brainerd	19.16	23,475
North St. Paul	11.34	23,413
Albertville	7.15	23,412
Fairmont	20.12	23,412
Eden Prairie	47.08	23,411
Cottage Grove	35.31	23,023
St. Louis Park	31.92	22,940
Rosemount	28.31	22,793
New Hope	12.86	22,654
Mendota Heights	14.57	22,517
Red Wing	24.87	22,511
Winona	21.76	22,364
Elk River	38.27	22,317
Marshall	18.78	22,229
Golden Valley	23.90	22,051
Owatonna	34.26	21,969
Chisholm	8.39	21,968
Anoka	14.73	21,917
Fridley	22.87	21,858
Edina	40.27	21,750
Waseca	7.71	21,689
New Brighton	15.22	21,689
North Branch	27.81	21,465
Chaska	20.96	21,423
Minnetrista	12.98	21,245
Robbinsdale	10.05	21,214
Sauk Rapids	14.21	21,137
Alexandria	32.95	21,010

Municipality	2014 Total Needs Mileage	2015 Total Allocation Per Need Mile
Anoka	14.73	$48,235
Duluth	116.51	47,986
Jordan	6.09	47,984
Chaska	20.96	47,974
Moorhead	45.72	47,612
North St. Paul	11.34	47,052
Inver Grove Heights	33.64	46,998
Northfield	17.06	46,969
Stewartville	4.71	46,829
Vadnais Heights	9.17	46,736
Buffalo	17.17	46,655
Faribault	24.05	46,473
Minnetonka	51.10	46,429
Champlin	19.92	46,272
Albertville	7.15	46,034
Oakdale	19.39	45,886
South St. Paul	17.46	45,849
Arden Hills	7.53	45,803
Worthington	11.34	45,798
Brooklyn Center	21.34	45,754
Cottage Grove	35.31	45,512
Roseville	29.12	45,453
Blaine	48.67	45,371
Thief River Falls	16.15	45,264
Waite Park	6.54	44,786
Prior Lake	20.44	44,287
St. Michael	22.56	44,236
Brooklyn Park	59.47	43,983
North Mankato	15.77	43,808
Stillwater	18.25	43,667
Crystal	17.79	43,403
Waconia	10.74	43,262
Lino Lakes	23.71	43,185
New Ulm	17.68	42,724
Kasson	6.20	42,583
Austin	30.21	42,267
Sauk Rapids	14.21	41,989
Golden Valley	23.90	41,462

Municipality	2014 Total Needs Mileage	2015 Population Allocation Per Need Mile
Buffalo	17.17	$20,656
Lakeville	63.01	20,572
Delano	6.21	20,364
Big Lake	11.48	20,324
International Falls	7.12	20,238
St. Paul Park	6.06	19,965
Moorhead	45.72	19,858
Lino Lakes	23.71	19,708
Little Canada	11.35	19,687
Golden Valley	23.90	19,411
North Mankato	15.77	19,230
La Crescent	5.84	19,204
Sartell	19.12	19,025
Austin	30.21	18,549
Mahtomedi	9.53	18,525
Shorewood	9.20	18,344
Zimmerman	6.50	18,182
Bemidji	17.85	18,109
Orono	9.45	18,065
Rosemount	28.31	17,910
Isanti	6.89	17,531
Belle Plaine	8.68	17,272
Litchfield	8.77	17,202
Hutchinson	18.49	17,202
Mendota Heights	14.57	17,185
New Ulm	17.68	17,155
Owatonna	34.26	16,760
St. Michael	22.56	16,704
Andover	42.75	16,628
Albert Lea	24.31	16,623
Duluth	116.51	16,607
Marshall	18.78	16,397
St. Peter	15.78	16,268
Brainerd	19.16	15,994
Willmar	27.87	15,869
Crookston	11.58	15,426
Glencoe	8.39	15,054
Hugo	20.70	15,038
Red Wing	24.87	14,870

Municipality	2014 Total Needs Mileage	2015 Money Needs Allocation Per Need Mile
Glencoe	8.39	$20,794
Kasson	6.20	20,576
Northfield	17.06	20,481
La Crescent	5.84	20,451
Stillwater	18.25	20,352
Lakeville	63.01	20,156
Worthington	11.34	20,135
Andover	42.75	20,106
Champlin	19.92	19,811
Little Canada	11.35	19,708
Virginia	17.14	19,635
South St. Paul	17.46	19,589
Waconia	10.74	19,568
Little Falls	21.75	19,534
Waite Park	6.54	19,503
International Falls	7.12	19,460
Shoreview	19.69	19,273
Sartell	19.12	19,022
Cloquet	22.20	19,008
Roseville	29.12	18,897
East Bethel	28.78	18,884
Hutchinson	18.49	18,827
Oak Grove	26.15	18,643
Circle Pines	3.60	18,559
Bemidji	17.85	18,543
Shorewood	9.20	18,267
Baxter	17.05	18,077
Morris	9.09	18,045
Zimmerman	6.50	18,020
Otsego	22.47	17,981
Redwood Falls	10.52	17,885
Belle Plaine	8.68	17,880
Falcon Heights	3.29	17,825
Rogers	21.15	17,751
Prior Lake	20.44	17,705
Chanhassen	22.76	17,647
Big Lake	11.48	17,377
St. Paul Park	6.06	17,374
Stewartville	4.71	17,355

Municipality	2014 Total Needs Mileage	2015 Total Allocation Per Need Mile
Chanhassen	22.76	$41,452
Litchfield	8.77	41,202
Albert Lea	24.31	41,109
Monticello	12.19	41,102
Lakeville	63.01	40,727
Rosemount	28.31	40,703
St. Peter	15.78	40,254
Savage	27.07	40,108
White Bear Lake	21.02	40,083
Shakopee	37.49	39,850
Willmar	27.87	39,743
Mendota Heights	14.57	39,702
International Falls	7.12	39,698
La Crescent	5.84	39,655
Brainerd	19.16	39,469
Little Canada	11.35	39,395
Mounds View	12.43	39,350
Fergus Falls	25.76	38,923
Owatonna	34.26	38,728
Marshall	18.78	38,626
Spring Lake Park	5.82	38,502
Grand Rapids	25.74	38,488
Victoria	7.43	38,245
Sartell	19.12	38,046
Big Lake	11.48	37,701
Byron	5.31	37,680
Red Wing	24.87	37,381
New Prague	7.76	37,360
St. Paul Park	6.06	37,339
St. Francis	13.35	36,810
Andover	42.75	36,734
Bemidji	17.85	36,652
Shorewood	9.20	36,611
East Grand Forks	17.08	36,584
Hastings	21.25	36,253
Forest Lake	33.83	36,220
Zimmerman	6.50	36,202
Hutchinson	18.49	36,029
Elk River	38.27	36,014

Municipality	2014 Total Needs Mileage	2015 Population Allocation Per Need Mile
Otsego	22.47	$14,431
Ramsey	37.86	14,400
Chisago City	8.10	13,846
Elk River	38.27	13,697
Montevideo	8.83	13,674
Lake City	8.39	13,536
Chisholm	8.39	13,463
Morris	9.09	13,280
Rogers	21.15	12,706
Forest Lake	33.83	12,635
Cloquet	22.20	12,306
St. Francis	13.35	12,164
Lake Elmo	16.30	12,072
Thief River Falls	16.15	12,039
Fairmont	20.12	11,891
Minnetrista	12.98	11,744
Fergus Falls	25.76	11,576
Hermantown	18.65	11,576
Dayton	9.72	11,538
Virginia	17.14	11,401
East Grand Forks	17.08	11,346
Cambridge	16.37	11,336
Redwood Falls	10.52	11,207
Wyoming	15.92	10,990
Ham Lake	33.49	10,482
Baxter	17.05	10,192
Medina	12.36	9,634
Grand Rapids	25.74	9,580
Little Falls	21.75	9,075
East Bethel	28.78	9,061
Alexandria	32.95	8,880
North Branch	27.81	8,214
Detroit Lakes	24.52	8,147
Corcoran	15.53	7,902
Oak Grove	26.15	7,042
Hibbing	54.07	6,787
TOTAL		**$21,111**

Municipality	2014 Total Needs Mileage	2015 Money Needs Allocation Per Need Mile
Arden Hills	7.53	$17,350
Hibbing	54.07	17,342
Montevideo	8.83	17,280
Lake Elmo	16.30	17,244
Monticello	12.19	17,194
Corcoran	15.53	17,144
Mounds View	12.43	17,129
Chisago City	8.10	17,087
Ramsey	37.86	16,791
Blaine	48.67	16,789
Shakopee	37.49	16,695
Savage	27.07	16,408
Orono	9.45	16,388
Isanti	6.89	16,296
West St. Paul	13.58	16,217
Hugo	20.70	16,179
Wyoming	15.92	16,075
Byron	5.31	15,981
New Prague	7.76	15,916
Lake City	8.39	15,887
Vadnais Heights	9.17	15,811
Detroit Lakes	24.52	15,674
Ham Lake	33.49	15,328
Crystal	17.79	14,851
Brooklyn Park	59.47	14,568
White Bear Lake	21.02	14,366
Cambridge	16.37	14,298
Brooklyn Center	21.34	13,774
Victoria	7.43	13,692
Spring Lake Park	5.82	13,686
Oakdale	19.39	13,332
Dayton	9.72	12,923
Hastings	21.25	12,406
Mahtomedi	9.53	11,978
Medina	12.36	10,314
St. Joseph	5.53	7,316
		$20,922

Municipality	2014 Total Needs Mileage	2015 Total Allocation Per Need Mile
Glencoe	8.39	$35,848
Chisholm	8.39	35,432
Fairmont	20.12	35,303
Hermantown	18.65	35,300
Belle Plaine	8.68	35,153
St. Joseph	5.53	34,845
Orono	9.45	34,453
Isanti	6.89	33,826
Minnetrista	12.98	32,988
Otsego	22.47	32,412
Morris	9.09	31,325
Cloquet	22.20	31,315
Hugo	20.70	31,217
Ramsey	37.86	31,191
Virginia	17.14	31,036
Montevideo	8.83	30,954
Chisago City	8.10	30,933
Mahtomedi	9.53	30,504
Rogers	21.15	30,457
Alexandria	32.95	29,890
North Branch	27.81	29,679
Lake City	8.39	29,423
Lake Elmo	16.30	29,316
Redwood Falls	10.52	29,091
Little Falls	21.75	28,609
Baxter	17.05	28,269
East Bethel	28.78	27,945
Wyoming	15.92	27,065
Ham Lake	33.49	25,810
Oak Grove	26.15	25,685
Cambridge	16.37	25,634
Corcoran	15.53	25,046
Dayton	9.72	24,461
Hibbing	54.07	24,129
Detroit Lakes	24.52	23,821
Medina	12.36	19,949
		$42,033

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 allocation. The beginning construction account figure for this calculation shall be the amount of the current year's 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 allocation is of the total allocation. This percent is then multiplied times the construction allotment. This is the amount of the construction allotment that is generated by the population allocation. Only its construction allotment is used because the city has already received its maintenance allotment.
>
> Population Allocation / Total Allocation * Construction Allotment = Local Amount Available.

LOCAL AMOUNT AVAILABLE AFTER JANUARY 2015 ALLOCATION

Prepared for the January 2015 booklet

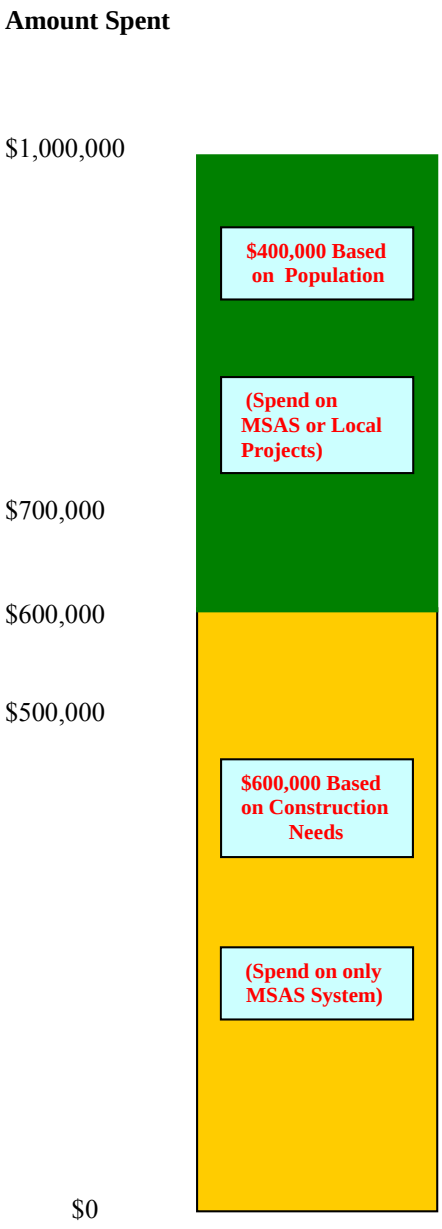
The Maximum Local Amount Available may change upon receipt of any payment request.

n:/msas/books/2015 January book/Certified Complete for January books.xlsx

	Fridley	Columbia Heights	Falcon Heights	South St. Paul	Crookston
Total Construction Allotment received in January 2015	$731,189	$485,720	$117,505	$600,395	$428,646
Amount of 2015 Construction Allotment based on Population	406,261	288,064	79,386	343,871	133,975
Local Unencumbered Amount Remaining from 2014	0	352,226	428,554	974,628	0
Maximum Local Unemcumbered Amount Available after January 2015 Allocation	$406,261	$640,290	$507,940	$1,318,499	$133,975

This is the amount available to spend on city streets after the 2015 allotments have been received. To find out how much is available for spending on local streets as of a specific date, please log on to SAAS Reports, select State Aid County and Municipality Report, then select SAAS Status and then select your city and the Reporting Year/Month. The report numbered 90p- Muni Const Pop is the amount available for local projects.

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

ADVANCE STATUS IS CURRENTLY CODE GREEN

State Aid Advances

M.S. 162.14, Subd 6 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 cash 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 construction cash balance, expenditures trends, repayments and the $20,000,000 recommended threshold in MSAS construction. The threshold can be administratively adjusted by the Chief Financial Officer 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 - http://www.dot.state.mn.us/safinance/advances/advances.html.

State Aid Advance Code Levels

Guidelines for advances are determined by the following codes.

SEVERE

Code RED - SEVERE – Construction cash balance too low. NO MORE ADVANCES - NO EXCEPTIONS

GUARDED

Code YELLOW - GUARDED – Construction cash balance low; balances reviewed monthly. Advancing money may not meet the anticipated needs. Priority system will be used. Resolution required. Reserve option is available only prior to bid advertisement.

LOW

Code GREEN - LOW – Construction cash balance at acceptable level to approve anticipated advances. Advances approved on first-come, first-serve basis while funds are available. Resolution required. High priority projects are reserved; others optional.

General Guidelines for State Aid & Federal Aid Advance Construction

If a City requests an advance on future allotments they need to submit an Advance Resolution authorizing the advance by the board. This will "earmark" the funding for that City, but it will

NOT hold the funds. Advanced funds will be paid out on a first come first serve basis as the construction accounts are spent down to zero. The correct resolution must be used for each advance type and there is a sample resolution for each on the State Aid Finance webpage. **Requests are good only for the year requested (cannot be summited for multiple years) and void at 12/31 of that year.**

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. Advances are repaid from next year's allocation until fully repaid.

Advance funding is not guaranteed. If the City finds they need a guarantee that the funds will be held specifically for them they can submit a "Request to Reserve Funds" to ensure funds will be available for their project. Once approved, a signed copy will be returned to the County. **Requests are good only for the year requested (cannot be summited for multiple years) and void at 12/31 of that year.**

Sample Advance Resolutions and a - Request to Reserve Funds can be obtained from SAF website - http://www.dot.state.mn.us/safinance/formsandresolutions.html.
E-mail completed forms to Sandra Martinez in State Aid Finance and your DSAE for review.

Priority System

A Priority System will be required if the construction cash balances drop below an acceptable level which is Code Yellow. This process starts in early October 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. Advance amount will be reduced by any similar outstanding obligations and/or bond principle payments due. The limit can be administratively adjusted by the Chief Financial Officer.

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.

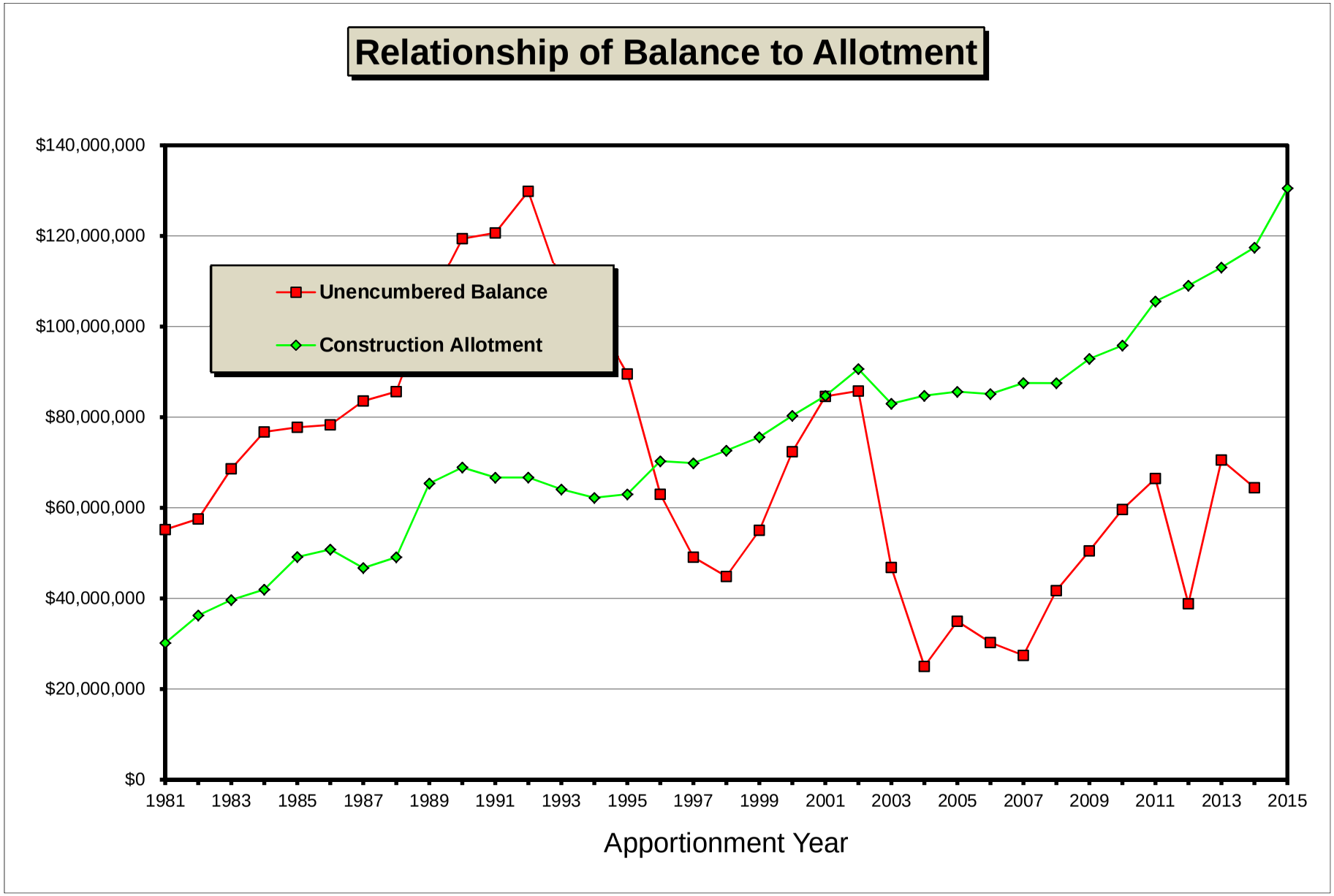
JANUARY 2015 BOOK/RELATIONSHIP OF CONSTRUCTION BALANCE TO ALLOTMENT.XLS 27-Jan-15

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
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	70,546,089	81,340,510	0.6240	0.7195
2014		147	3597.10	117,434,033	64,434,354	123,545,768	0.5487	1.0520
2015		148	3690.49	130,500,831				

* 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 2015 BOOK/CONSTRUCTION BALANCE TO ALLOTMENT GRAPH.XLS



COUNTY HIGHWAY TURNBACK POLICY

Definitions:

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

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

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

MILEAGE CONSIDERATIONS

County State Aid Highway Turnbacks

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

County Road Turnbacks

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

Jurisdictional Exchanges

County Road for MSAS

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

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

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

CSAH for MSAS

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

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

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

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

MSAS designation on a County Road

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

MISCELLANEOUS

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

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

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

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

CURRENT RESOLUTIONS
OF THE
MUNICIPAL SCREENING BOARD

January 2015

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)

The Commissioner of Mn/DOT will annually 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)

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 will 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)

The Screening Board Chair will 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 will be made at the annual winter meeting of the City's Engineers Association. The appointed subcommittee person will serve as chair of the subcommittee in the third year of the appointment.

Appointment to Unencumbered Construction Funds Subcommittee – (Revised June 1979, May 2014)

The Screening Board past Chair will be appointed to serve a minimum three-year term on the Unencumbered Construction Fund Subcommittee. This appointment will continue to maintain an experienced group to follow a program of accomplishments. The most senior member will serve as chair of the subcommittee.

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

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, will

send such request in writing to the State Aid Engineer. The State Aid Engineer with concurrence of the Chair of the Screening Board will determine which requests are to be referredto 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

The Screening Board Chair, with the assistance of the State Aid Engineer, will determine the dates and locations for Screening Board meetings.

Research Account - Oct. 1961

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.

Population Apportionment - October 1994, 1996

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

Improper Needs Report - Oct. 1961

The State Aid Engineer and the District State Aid Engineer (DSAE) 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, May 2014)

Any new city having determined its eligible mileage, but has not submitted its Needs to the DSAE by December 1, will have its Needs based upon zero ADT assigned to the eligible mileage until the DSAE approves the traffic counts.

Certified Complete Cities – May 2014 (Revised October 2014)
State Aid Operational Rule 8820.18 subp.2 allows cities to spend the population based portion of their Construction Allotment on non MSAS city streets if its MSAS system has been Certified Complete.

At the city's request, the District State Aid Engineer will review the MSAS system in that city and if the system has been completely built, may certify it complete for a period of two years. The same proportion of a city's total allocation based on population will be used to compute the population portion of its Construction Allotment.

If a payment request for a project on the MSAS system is greater than the amount available in the Needs based account, the remainder will come from the population based account, thereby reducing the amount available for non MSAS city streets.

A city may carry over any remaining amount in its population based account from year to year. However if a payment request for a project on a non MSAS city street is greater than the amount available in the population based account, the population based account will be reduced to zero and the city will be responsible for the remaining amount.

Construction Needs Components – May 2014

For Construction Needs purposes, all roadways on the MSAS system will be considered as being built to Urban standards.
All segments on the MSAS system will generate continuous Construction Needs on the following items:
Excavation/Grading
Gravel Base
Bituminous
Curb and Gutter Construction
Sidewalk Construction
Storm Sewer Construction
Street Lighting
Traffic Signals
Engineering
Structures

Unit Price Study- Oct. 2006 (Revised May, 2014)

The Needs Study Subcommittee will annually review the Unit Prices for the Needs components used in the Needs Study. The Subcommittee will make its recommendation to the Municipal Screening board at its annual spring meeting.

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 on all items where a Unit Price is not estimated and provided by other MnDOT offices. The Screening Board may request a Unit Price Study on individual items in the 'off years' if it is deemed necessary.

Unit Costs – May 2014

The quantities which the Unit Costs for Excavation/Grading, Gravel Base, and Bituminous are based upon will be determined by using the roadway cross sections and structural sections in each of the ADT groups as determined by the Municipal Screening Board and shown in the following table 'MSAS Urban ADT Groups for Needs Purposes'.

MSAS URBAN ADT GROUPS FOR NEEDS PURPOSES

Quantities Based on a One Mile Section

EXISTING ADT	NEEDS WIDTH	NEEDS GENERATION DATA	GRADING DEPTH (inches)	GRADING QUANTITY (cubic yards)	CLASS 5 GRAVEL BASE DEPTH (inches)	CLASS 5 GRAVEL BASE QUANTITY (Tons)	TOTAL BITUMINOUS QUANTITY (TONS)
0 EXISTING ADT & NON EXISTING	26 FOOT ROADBED WIDTH	2- 11' TRAFFIC LANES 0 PARKING LANES 2- 2' CURB REACTION	22 INCHES	**11,655**	6 INCHES	**4,346**	**2,917** 4 INCHES
1-499 EXISTING ADT	28' FOOT ROADBED WIDTH	2- 12' TRAFFIC LANES 0 PARKING LANES 2- 2' CURB REACTION	22 INCHES	**12,496**	6 INCHES	**4,691**	**3,182** 4 INCHES
500-1999 EXISTING ADT	34 FOOT ROADBED WIDTH	2- 12' TRAFFIC LANES 1- 8' PARKING LANE 1- 2' CURB REACTION	26 INCHES	**17,698**	10 INCHES	**10,176**	**3,978** 4 INCHES
2000-4999 EXISTING ADT	40 FOOT ROADBED WIDTH	2-12' TRAFFIC LANES 2- 8' PARKING LANE	32 INCHES	**25,188**	16 INCHES	**19,628**	**4,773** 4 INCHES
5000-8999 EXISTING ADT	48 FOOT ROADBED WIDTH	4-11' TRAFFIC LANES 2- 2' CURB REACTION	35 INCHES	**32,795**	19 INCHES	**27,907**	**5,834** 4 INCHES
9000-13,999 EXISTING ADT	54 FOOT ROADBED WIDTH	4-11' TRAFFIC LANES 1- 8' PARKING LANE 1- 2' CURB REACTION	36 INCHES	**37,918**	19 INCHES	**31,460**	**8,287** 5 INCHES
14,000-24,999 EXISTING ADT	62 FOOT ROADBED WIDTH	4-11' TRAFFIC LANES 1- 14' CENTER TURN 2- 2' CURB REACTION	38 INCHES	**45,838**	20 INCHES	**38,049**	**11,535** 6 INCHES
GT 25,000 EXISTING ADT	70 FOOT ROADBED WIDTH	6-11' TRAFFIC LANES 0 PARKING LANES 2- 2' CURB REACTION	39 INCHES	**53,172**	21 INCHES	**44,776**	**13,126** 6 INCHES

The quantity used for Curb and Gutter Construction will be determined by multiplying the segment length times two if it is an undivided roadway and by four if it is divided.
This quantity will then be multiplied by the Municipal Screening Board approved Unit Price to determine the Curb and Gutter Construction Needs.

The quantity used for Sidewalk Construction will be determined by multiplying the segment length times 26,400 (a five foot wide sidewalk on one side of a mile of roadway) in the lower two ADT groups (less than 500 ADT) and by 52,800 (two five foot wide sidewalks on a mile of roadway) in the upper ADT groups.
This quantity will then be multiplied by the Municipal Screening Board approved Unit Price to determine the Sidewalk Construction Needs.

The Unit Cost per mile of Storm Sewer for the highest MSAS Urban ADT Group for Needs Purposes will be based on the average costs of all Storm Sewer Construction on the MSAS system in the previous year. To determine the Unit Cost for the highest ADT Group, average costs for Complete Storm Sewer projects and Partial Storm Sewer projects will be provided to State Aid by the MnDOT Hydraulics Office and then added together and divided by two to calculate a statewide average Unit Cost for all Storm Sewer Construction.
The Unit Cost per mile for Storm Sewer Construction will be calculated for the highest MSAS Urban ADT Group and be prorated downward for the other ADT Groups. This proration has been determined based upon an engineering study requested by the Municipal Screening Board in 2011 and will be the basis for the Needs calculations.

Complete Storm Sewer Cost from Hydraulics Specialist	$319,711	
Partial Storm Sewer Cost from Hydraulics Specialist	$99,942	
Average SS Cost = ($319,711 + $99,942)/2=		$209,827
MSB Approved Unit Cost for 2014		**$210,000**

NSS recommended Storm Sewer Costs for 2014

for the January 2015 distribution

Needs Width of MSAS Urban ADT Groups for Needs Purposes	Cost difference from 70' section	MSB approved percent cost difference from 70' section	Cost based on % of Cost of highest Typical Section
26	$ (61,900)	-29.5%	$ 148,100
28	$ (59,100)	-28.1%	$ 150,900
34	$ (50,600)	-24.1%	$ 159,400
40	$ (42,200)	-20.1%	$ 167,800
48	$ (30,900)	-14.7%	$ 179,100
54	$ (22,500)	-10.7%	$ 187,500
62	$ (11,300)	-5.4%	$ 198,700
70	$ -	0.0%	$ 210,000

The Unit Cost for Street Lighting will be determined by multiplying the Unit Price per mile by the segment length.

The Unit Cost for Traffic Signals will be determined by the recommendation by the SALT Program Support Engineer and approved by the MSB.
The Unit Cost for traffic signals will be based on a cost per signal leg, and for Needs purposes a signal leg will be defined as ¼ of the signal cost.
Only signal legs on designated MSAS routes will be included in the Needs study.
Stand alone pedestrian crossing signals will not be included in the Needs study.

The area in square feet used for Structure Needs (Bridges and Box Culverts) will be determined by multiplying the centerline length of the bridge, or the culvert width of the box culvert, times the Needs Width from the appropriate MSAS Urban ADT Group. This quantity will then be multiplied by the Municipal Screening Board Unit Price to determine the Structure Needs.
The Unit Price for Structures will be determined by using one-half of the approved unit cost provided by the MnDOT State Aid Bridge Office.

The Unit Cost for Engineering will be determined by adding together all other Unit Costs and multiplying them by the MSB approved percentage. The result is added to the other Unit Costs.

2014 UNIT PRICE RECOMMENDATIONS
for the January 2015 distribution

Needs Item		Used for Distribution in the Old Application 2012 Needs Prices used for 2013 Distribution	Subcommittee Recommended Prices in 2013 for 2014 Distribution that we did not use	Unit Costs used for the 2014 Estimate from the new application used for test purposes	2.7% ENR Construction Cost Index for 2013	Subcommittee Recommended Prices in 2014 for the 2015 Distribution	Screening Board Approved Prices for 2015 Distribution
Grading (Excavation)	Cu. Yd.	$6.60	**$6.75**	**$6.75**	**$6.93**	**$7.00**	**$7.00**
Aggregate Base	Ton	10.65	**10.90**	**10.90**	**11.19**	**11.25**	**11.25**
All Bituminous	Ton	58.00	**59.50**	**59.50**	**61.11**	**61.25**	**61.25**
Sidewalk Construction	Sq. Ft.	2.83	**3.25**	**3.25**	**3.34**	**3.50**	**3.50**
Curb and Gutter Construction	Lin.Ft.	11.15	**11.45**	**11.45**	**11.76**	**11.75**	**11.75**
Street Lighting	Mile	100,000	**100,000**	**100,000**	**NA**	**100,000.00**	**100,000.00**
Traffic Signals	Per Sig	140,000	**225,000**	**225,000**	**NA**	**205,000.00**	**205,000.00**
Engineering	Percent	22	**22**	**22**	**NA**	**22**	**22**
All Structures (includes both bridges and box culverts)							
0 to 149 Ft.	Sq. Ft.	125.00	**120.00**	**60.00**	**NA**	**72.00**	**72.00**
150 to 499 Ft.	Sq. Ft.	125.00	**120.00**	**60.00**	**NA**	**72.00**	**72.00**
500 Ft. and over	Sq. Ft.	125.00	**120.00**	**60.00**	**NA**	**72.00**	**72.00**

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

The maximum mileage for Municipal State Aid Street designation will 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, May 2014)

That the maximum mileage for State Aid designation may be exceeded to designate trunk highway turnbacks released to the Municipality after July 1, 1965.
The maximum mileage for State Aid designation may also be exceeded to designate both County Road and County State Aid Highways released to the Municipality after May 11th, 1994.

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

The maximum mileage for Municipal State Aid Street designation will 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 will not be permitted. Frontage roads not designated Trunk Highway, Trunk Highway Turnback or County State Aid Highways will 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 will be included in the municipality's basic street mileage. Any State Aid Street that is on the boundary of two adjoining urban municipalities will be considered as one-half mileage for each municipality.

All mileage on the MSAS system will accrue Needs in accordance with current rules and resolutions.

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

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)

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.

All Municipal Screening Board 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 Adjustments

Phase In (Restriction) May 2014

The method of computing Needs is to be phased in over a period of seven years. This seven year period will begin with the January 2015 allocation and go through the January 2021 allocation.

The phase in will be reviewed annually by the Municipal Screening Board to determine if the Phase In period should be revised.

During the seven year period the phase in is being applied, a city's Restricted Needs will be computed using the following steps:

1) Compare the current years Unadjusted Needs to the previous years Restricted Needs. In the first year of the phase in, the current years Unadjusted Needs will be compared to the previous years Unadjusted Needs.
2) Compute the Statewide Average Percent of Change between the two totals.
3) Determine each individual city's Percent of Change between last years Restricted Needs and this years Unadjusted Needs.
4) If an individual city's Percent of Change is greater than 5 Percentage Points less than the Statewide Average Percent of Change, increase this year's Unadjusted Needs to 5 Percentage Points less than the Statewide Average Percent of Change.
5) If an individual city's Percent of Change is greater than 10 Percentage Points more than the Statewide Average Percent of Change, decrease this year's Unadjusted Needs to 10 Percentage Points more than the Statewide Average Percent of Change.
6) If an individual city's Percent of Change is between 5 Percentage Points less and 10 Percentage Points more than the Statewide Average Percent of Change, no restriction is made and the current year's Unadjusted Needs will be used as its Restricted Needs.

All Needs adjustments will be applied to the city's Restricted Needs.

In the event that an MSAS route earning "After the Fact" Needs is removed from the MSAS system, the "After the Fact" Needs will then 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.

Excess Unencumbered Construction Fund Balance Adjustment – Oct. 2002, (Revised Jan. 2010, May 2014)

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

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 negative 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 negative 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 will start over with one.

Low Balance Incentive – Oct. 2003 (Revised May, 2014)

The amount of the Excess Unencumbered Construction Fund Balance Adjustment will be redistributed as a positive adjustment 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**.**

After the Fact Right of Way Adjustment - Oct. 1965 (Revised June 1986, 2000, May 2014)

Right of Way Needs will not be included in the Needs calculations until the right of way is acquired and the actual cost established. At that time a Construction Needs adjustment will 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 funding will be included in the right-of-way Construction Needs adjustment. This Directive is to exclude all Federal or State grants.
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 District State Aid Engineer. The City Engineer will input the data into the Needs Update program and the data will be approved by the DSAE.

After the Fact Railroad Bridge over MSAS Route Adjustment – May 2014

RR Bridge over MSAS Route Rehabilitation
Any structure that has been rehabilitated (Minnesota Administrative Rules, CHAPTER 8820, 8820.0200 DEFINITIONS, Subp. 8. Bridge rehabilitation) will not be included in the Needs calculations until the rehabilitation project has been completed and the actual cost established. At that time a Construction Needs adjustment will 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 State Aid eligible items are allowed to be included in this adjustment and all structure rehabilitation Needs adjustments must be input by the city and approved by the DSAE.

RR Bridge over MSAS Route Construction/Reconstruction
Any structure that has been constructed/reconstructed (Minnesota Administrative Rules, CHAPTER 8820, 8820.0200 DEFINITIONS, Subp. 31. Reconstruction) will not be included in the Needs calculations until the project has been completed and the actual cost established. At that time a Construction Needs adjustment will be made by annually adding the local cost (which is the total cost less county or trunk highway participation) for a 35-year period. Only State Aid eligible items are allowed to be included in this adjustment and all structure construction/reconstruction Needs adjustments must be input by the city and approved by the District State Aid Engineer.

After the Fact Railroad Crossing Adjustment

Any Railroad Crossing improvements will not be included in the Needs Calculations until the project has been completed and the actual cost established. At that time a Construction Needs adjustment will be made by annually adding the local cost (which is the total cost less county or trunk highway participation) to the annual Construction Needs for a 15 year period. Only State Aid eligible items are allowed to be included in this adjustment, and all Railroad Crossing Needs adjustments must be input by the city and approved by the District State Aid Engineer.

Excess Maintenance Account – June 2006

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 will 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 (Revised May 2014)

Retaining wall Needs will 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 will 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 will begin effective for all projects awarded after January 1, 2006. All Retaining Wall adjustments must be input by the city and approved by the District State Aid Engineer.

Trunk Highway Turnback - Oct. 1967 (Revised June 1989, May 2014)

Any trunk highway turnback which reverts directly to the municipality and becomes part of the Municipal State Aid Street system will 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, to the municipality imposed by the turnback will be computed on the basis of the current year's apportionment data and will be accomplished in the following manner.
The initial turnback maintenance adjustment when for less than 12 full months will 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.

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

Trunk Highway Turnback adjustments will terminate at the end of the calendar year during which a construction contract has been awarded that fulfills the Municipal Turnback Account Payment provisions.

TRAFFIC - June 1971 (Revised May 2014)

Beginning in 1965 and for all future Municipal State Aid Street Needs Studies, the Needs Study procedure will utilize traffic data developed according the Traffic Forecasting and Analysis web site at http://www.dot.state.mn.us/traffic/data/coll-methods.html#TCS

Traffic Counting - Sept. 1973 (Revised June 1987, 1997, 1999, Oct. 2014)

Traffic data for State Aid Needs Studies will 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.
4) On new MSAS routes, the ADT will be determined by the City with the concurrence of the District State Aid Engineer until such time the roadway is counted in the standard MnDOT count rotation.

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