2009
MUNICIPAL STATE AID STREET NEEDS REPORT

Greenwood Street Bridge
Thief River Falls

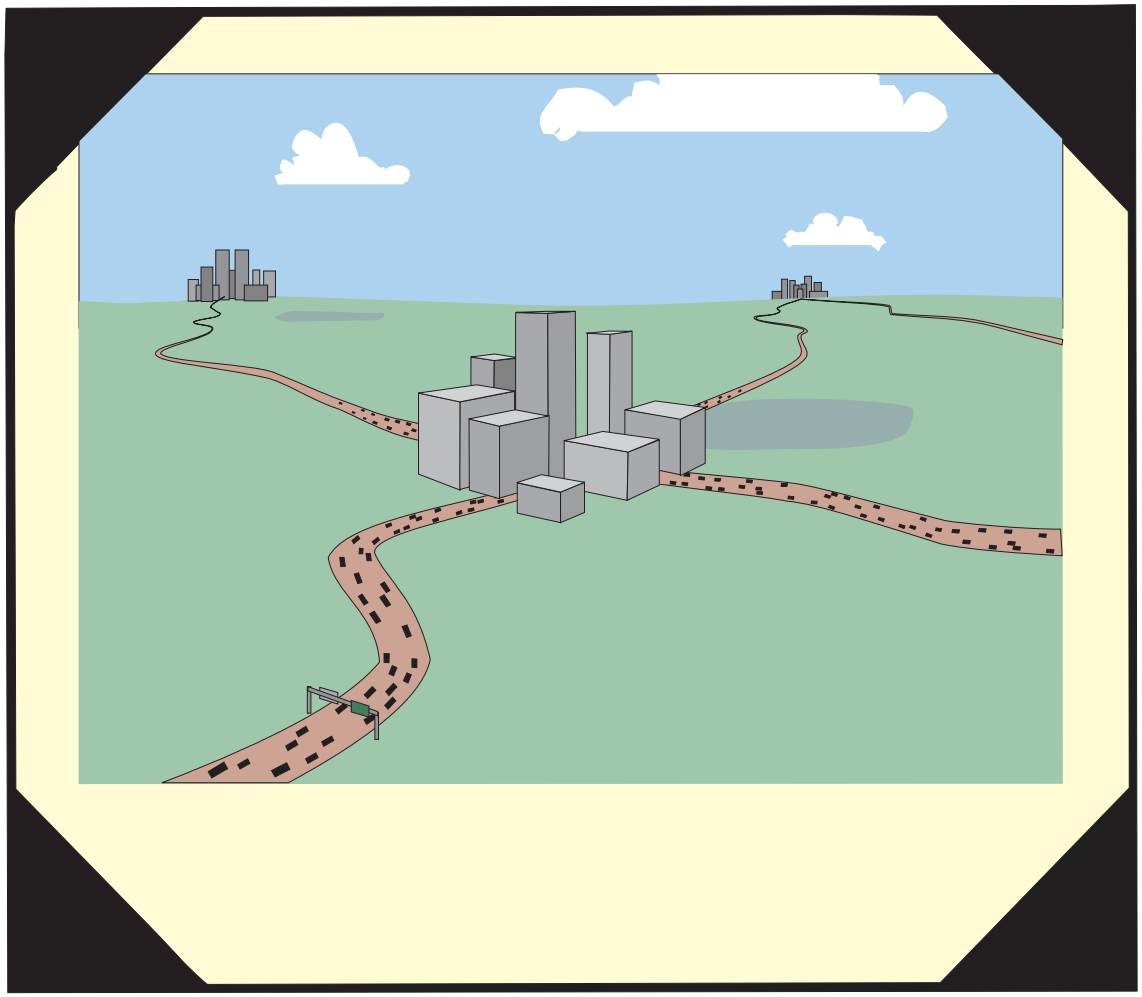
MINNESOTA DEPARTMENT OF TRANSPORTATION

October 2009

Greenwood Street Bridge – Thief River Falls

This project included constructing a new segment of Greenwood Street from Oakland Park Road to Columbia Avenue, along with a new bridge crossing (Bridge No. 57516) over the Red Lake River. Planning of the Greenwood St. MSA route began in the 1960's during the city's initial comprehensive planning process. The bridge completes the Greenwood Street corridor from 125th Ave. west of the city to Pennington Ave. in the center of the city. This will alleviate traffic congestion in the downtown on First Street, which prior to the new bridge was the most direct connection from our SE residential area to our two largest employers on the west side of the city. The bridge was designed by WSN and built by Robert R. Schroeder Construction at a cost of just over $3,000,000. Funding included Bridge Bonding, Federal Transportation Funds and Municipal State Aid Funds.

Thank you to Mark Borseth, Thief River Falls, and Lou Tasa, District 2 DSAE, for their help with providing this picture for our cover.



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

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

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

Thank you to those that have already contributed!

Minnesota Department of Transportation

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

Office Tel.: 651 366-3800
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September 22, 2009

To: **Municipal Engineers**

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

Subject: **2009 Municipal State Aid Needs Report**

Enclosed is a copy of the '2009 Municipal State Aid Needs Report' which will be reviewed by the Municipal Screening Board on October 27th and 28th to make a final determination of the annual money needs.

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

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

Introduction letter.doc

PREFACE

The "2009 Municipal State Aid Street Needs Report" is presented to the Municipal Screening Board for use in making their annual construction (money) needs recommendation to the Commissioner of Transportation.

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

The construction (money) needs data contained in this publication has been compiled from reports submitted by each municipality. The construction needs are calculated by applying the unit prices, as determined by the Municipal Screening Board at their spring meeting in June 2009, to the quantities in the appropriate design group.

The population data is combined with the Commissioner's final construction (money) needs and the result will be used to determine the 2010 allocation which will be reported in the "2010 Municipal State Aid Apportionment Data" to be published in January 2010.

The State Aid Program Mission Study

Mission Statement:

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

Program Goals:

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

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

Key Program Concepts:

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

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

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

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

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

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

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

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

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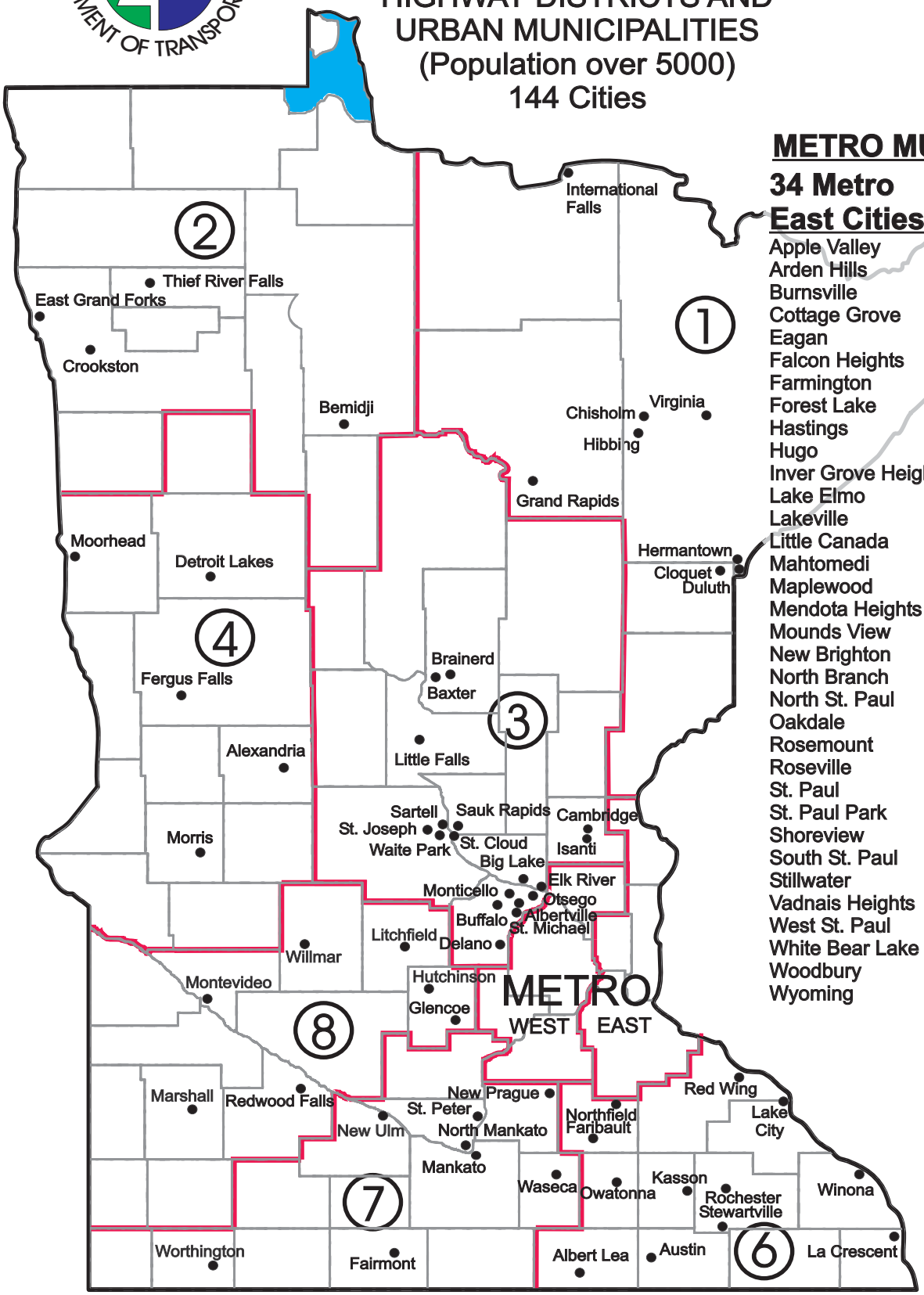
STATE OF MINNESOTA

HIGHWAY DISTRICTS AND URBAN MUNICIPALITIES (Population over 5000) 144 Cities



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METRO MUNICIPALITIES

34 Metro East Cities

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

48 Metro West Cities

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

October 2009

2009 MUNICIPAL SCREENING BOARD

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OFFICERS

Chair	Shelly Pederson	Bloomington	(952) 563-4870
Vice Chair	Jeff Hulsether	Brainerd	(218) 828-2309
Secretary	Jean Keely	Blaine	(763) 784-6700

MEMBERS

District	Years Served	Representative	City	Phone
1	2008-2010	Jim Prusak	Cloquet	(218) 879-6758
2	2009-2011	Greg Boppre	East Grand Forks	(218) 773-1185
3	2009-2011	Steve Bot	St. Michael	(763) 497-2041
4	2007-2009	Bob Zimmerman	Moorhead	(218) 299-5390
Metro-West	2007-2009	Jean Keely	Blaine	(763) 784-6700
6	2007-2009	Katy Gehler-Hess	Northfield	(507) 645-3006
7	2008-2010	Jon Rippke	Mankato	(507) 387-8631
8	2009-2011	Kent Exner	Hutchinson	(320) 234-4212
Metro-East	2008-2010	Russ Matthys	Eagan	(651) 675-5637
Cities	Permanent	Cindy Voigt	Duluth	(218) 730-5200
of the	Permanent	Don Elwood	Minneapolis	(612) 673-3622
First Class	Permanent	Paul Kurtz	Saint Paul	(651) 266-6203

ALTERNATES

District	Year Beginning		City	Phone
1	2011	David Salo	Hermantown	(218) 727-8796
2	2012	Dave Kildahl	Thief River Falls	(218) 281-6522
3	2012	Brad DeWolf	Buffalo	(320) 231-3956
4	2010	Gary Nansen	Detroit Lakes	(218) 299-5390
Metro-West	2010	Tom Mathisen	Crystal	(763) 531-1160
6	2010	David Strauss	Stewartville	(507) 288-6464
7	2011	Troy Nemmers	Fairmont	(507) 625-4171
8	2012	John Rodeberg	Glencoe	(952) 912-2600
Metro-East	2011	Mark Graham	Vadnais Heights	(651) 204-6050

03-Sep-09

2009 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
Craig Gray, Chair Bemidji (218) 759-3581 Expires after 2009	Mike Metso, Chair Past Chair (218) 727-3282 Expires after 2009
Deb Bloom Roseville (651) 792-7000 Expires after 2010	Chuck Ahl Maplewood (651) 770-4552 Expires after 2010
Terry Maurer Elk River (763) 635-1051 Expires after 2011	Mel Odens Willmar (320) 235-4202 Expires after 2011

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MUNICIPAL SCREENING BOARD REPRESENTATIVES

DISTRICTS

MSAS/excel/2009/October 2009 book/Past Screening Board Members.xls 03-Sep-09

YEAR	DISTRICT 1	DISTRICT 2	DISTRICT 3	DISTRICT 4	METRO WEST	DISTRICT 6	DISTRICT 7	DISTRICT 8	METRO EAST
1986	BUSBY Hibbing	SANDERS E. Gr. Forks	SCHWENINGER Brainerd	EDWARDS Fergus Falls	RUDRUD Bloomington	MURPHY Austin	MENK St. Peter	RODEBERG Montevideo	GATLIN White Bear Lk
1987	BUSBY	SANDERS	SCHWENINGER	EDWARDS	OTTENSMANN Coon Rapids	MURPHY	HAFFIELD Worthington	RODEBERG	SIGGERUD Burnsville
1988	BUSBY	WALKER Th River Falls	MAURER Elk River	EDWARDS	OTTENSMANN	MURPHY	HAFFIELD	BETTENDORF Litchfield	SIGGERUD
1989	DRAGISICH Virginia	WALKER	MAURER	MOEN Alexandria	OTTENSMANN	DRAKE Red Wing	HAFFIELD	BETTENDORF	SIGGERUD
1990	DRAGISICH	WALKER	MAURER	MOEN	EASTLING Richfield	DRAKE	MCCLURG New Ulm	BETTENDORF	HAIDER Maplewood
1991	PRUSAK Cloquet	KILDAHL Crookston	WILLIAMSON Sauk Rapids	MOEN	EASTLING	DRAKE	MCCLURG	SWANSON Willmar	HAIDER
1992	PRUSAK	KILDAHL	WILLIAMSON	REIMER Moorhead	EASTLING	PUTNAM Owatonna	MCCLURG	SWANSON	HAIDER
1993	PRUSAK	KILDAHL	WILLIAMSON	REIMER	ANDERSON Prior Lake	PUTNAM	SAFFERT Mankato	SWANSON	BACHMEIER Oakdale
1994	PRUSAK	BOELL Bemidji	KREKLAU Buffalo	REIMER	ANDERSON	PUTNAM	SAFFERT	VICTOR Marshall	BACHMEIER
1995	HALTER Grand Rapids	SANDERS E. Gr. Forks	KREKLAU	NANSEN Det. Lakes	ANDERSON	MALIN Winona	SAFFERT	RODEBERG Hutchinson	BACHMEIER
1996	HALTER	SANDERS	KREKLAU	NANSEN	BITTLE Champlin	MALIN	READ Fairmont	RODEBERG	JESSUP Woodbury
1997	HALTER	KILDAHL Crookston	WOTZKA Sartell,Waite Park	NANSEN	BITTLE	MALIN	READ	SARFF Litchfield	JESSUP
1998	SALO Hermantown	KILDAHL	WOTZKA	SCHOONHOVEN Alexandria	BITTLE	OLSON Albert Lea	READ	SARFF	JESSUP
1999	SALO	KILDAHL	WOTZKA	SCHOONHOVEN	GUSTAFSON Minnetonka	OLSON	KOEHLER New Ulm	SARFF	BURCH White Bear Lk
2000	SALO	METSO Bemidji	KOSHAK Otsego	SCHOONHOVEN	GUSTAFSON	OLSON	KOEHLER	ODENS Willmar	BURCH
2001	SALO Hermantown	SANDERS E. Gr. Forks	KOSHAK	EDWARDS Fergus Falls	PEDERSON Bloomington	MURRAY Faribault	KOEHLER	ODENS	BURCH
2002	SUIHKONEN Hibbing	SANDERS	WEISS Monticello	EDWARDS	PEDERSON	MURRAY	LOOSE St. Peter	ODENS	AHL Maplewood
2003	SUIHKONEN Hibbing	KILDAHL Crookston	WEISS	EDWARDS	PEDERSON	MURRAY	LOOSE	BERRYMAN Montevideo	AHL
2004	SUIHKONEN Hibbing	KILDAHL	WEISS	KUHN Morris	GRAY Anoka	JOHNSON Owatonna	LOOSE	BERRYMAN	AHL
2005	PAGEL Grand Rapids	KILDAHL	WEISS	KUHN	GRAY	JOHNSON	SALSBURY Waseca	BERRYMAN	BLOOM Roseville
2006	PAGEL	FREEBURG Bemidji	MAUER Elk River	KUHN	GRAY	JOHNSON	SALSBURY	OLSON Marshall	BLOOM
2007	PAGEL	FREEBURG	MAUER	ZIMMERMAN Moorhead	HAUKAAS/KEELY Fridley/Blaine	GEHLER-HESS Northfield	SALSBURY	OLSON	BLOOM
2008	PRUSAK Cloquet	GRAY Bemidji	MAUER	ZIMMERMAN	KEELY Blaine	GEHLER-HESS	SAFFERT Mankato	OLSON	MATTHYS Eagan
2009	PRUSAK	BOPPRE E Grand Forks	BOT St. Michael	ZIMMERMAN	KEELY	GEHLER-HESS	RIPPKE No Mankato	EXNER Hutchinson	MATTHYS

MUNICIPAL SCREENING BOARD REPRESENTATIVES

CITIES OF THE FIRST CLASS AND OFFICERS

YEAR	MPLS	ST. PAUL	DULUTH	CHAIR	VICE CHAIR	SECRETARY
1986	HOSHAW	PETERSON	CARLSON	ANDERSON Prior Lake	SAFFERT Mankato	MOORE Plymouth
1987	HOSHAW	KUHFELD	CARLSON	SAFFERT Mankato	MOORE Plymouth	RUDRUD Bloomington
1988	HOSHAW	KUHFELD	CARLSON	MOORE Plymouth	RUDRUD Bloomington	BULLERT Northfield
1989	HOSHAW	KUHFELD	LARSON	RUDRUD Bloomington	BULLERT Northfield	GRUBE St. Louis Park
1990	HOSHAW	KUHFELD	LARSON	BULLERT Northfield	GRUBE St. Louis Park	EDWARDS Fergus Falls
1991	HOSHAW	KUHFELD	LARSON	GRUBE St. Louis Park	EDWARDS Fergus Falls	GRAY Eden Prairie
1992	HOSHAW	KUHFELD	LARSON	EDWARDS Fergus Falls	GRAY Eden Prairie	LARSON Duluth
1993	SPURRIER	KUHFELD	LARSON	GRAY Eden Prairie	LARSON Duluth	SONNENBERG Minnetonka
1994	KANNANKUTTY	KUHFELD	LARSON	LARSON Duluth	SONNENBERG Minnetonka	SWANSON Willmar
1995	KANNANKUTTY	ST MARTIN	LARSON	SONNENBERG Minnetonka	SWANSON Willmar	BACHMEIER Oakdale
1996	KANNANKUTTY	ST MARTIN	LARSON	SONNENBERG BACHMEIER	BACHMEIER Oakdale	RODEBERG Hutchinson
1997	KANNANKUTTY	WARN	BEEMAN	BACHMEIER Oakdale	RODEBERG Hutchinson	ASHFELD Maple Grove
1998	KANNANKUTTY	WARN	WINSON	RODEBERG Hutchinson	ASHFELD Maple Grove	HALTER Grand Rapids
1999	KANNANKUTTY	WARN	WINSON	RODEBERG ASHFELD	VACANT	JESSUP Woodbury
2000	KANNANKUTTY SONNENBERG	WARN	BRINK	ASHFELD Maple Grove	JESSUP Woodbury	DRAKE Red Wing
2001	SONNENBERG	WARN	METSO	JESSUP Woodbury	DRAKE Red Wing	GUSTAFSON Minnetonka
2002	SONNENBERG OGREN	WARN KURTZ	METSO	DRAKE Red Wing	GUSTAFSON Minnetonka	METSO Duluth
2003	OGREN FABRY	KURTZ	METSO	GUSTAFSON Minnetonka	METSO Duluth	HAGEN St. Louis Park
2004	FABRY	KURTZ	METSO	METSO Duluth	HAGEN St. Louis Park	GAETZ St.Cloud
2005	FABRY	KURTZ	METSO	METSO Duluth	GAETZ St.Cloud	AHL Maplewood
2006	RAE	KURTZ	BENNING VOIGT	GAETZ St. Cloud	AHL Maplewood	ODENS Willmar
2007	RAE/ELWOOD	KURTZ	VOIGT	AHL Maplewood	ODENS Willmar	PEDERSON Bloomington
2008	ELWOOD	KURTZ	VOIGT	ODENS Willmar	PEDERSON Bloomington	HULSETHER Brainerd
2009	ELWOOD	KURTZ	VOIGT	PEDERSON Bloomington	HULSETHER Brainerd	KEELY Blaine

2009 MUNICIPAL SCREENING BOARD
SPRING MEETING MINUTES
May 26 & 27, 2009

Tuesday Afternoon Session, May 26, 2009

I. Opening by Municipal Screening Board Chair Shelly Pederson

The 2009 Spring Municipal Screening Board was called to order at 1:06 PM on Tuesday, May 26, 2009.

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

Shelly Pederson, Bloomington - Chair, Municipal Screening Board
Jeff Hulsether, Brainerd - Vice Chair, Municipal Screening Board
Julie Skallman, Mn\DOT – State Aid Engineer
Marshall Johnston, Mn\DOT - Manager, Municipal State Aid Needs Unit
Craig Gray, Bemidji - Chair, Needs Study Subcommittee
Mike Metso - Chair, Unencumbered Construction Funds Subcommittee (not present until Wednesday)
Chuck Ahl, Maplewood - Past Chair, Municipal Screening Board
Mel Odens, Willmar - Past Chair, Municipal Screening Board
Jean Keely, Blaine - Secretary, Municipal Screening Board

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

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

C. Recognized Screening Board Alternates:

District 4	Gary Nansen, Detroit Lakes
District 6	David Strauss, Stewartville

D. Recognized Department of Transportation personnel:

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

E. Recognized others in Attendance:

Larry Veek, Minneapolis
Jim Vanderhoof, St. Paul
Patrick Mlakar, Duluth
Shane Waterman, Marshall
Dave Sonnenberg, Chair of CEAM Legislative Committee

II. Review of the May 2009 Municipal Screening Board Data booklet.

All page numbers in these minutes refer to the above booklet.

A. The October 2008 Screening Board meeting minutes were presented for approval (Pages 14-32).

Motion by Zimmerman, seconded by Matthys to approve the minutes. Motion carried unanimously.

B. Introductory information in the booklet (Pages 1-38)

Johnston stated that the booklet was reviewed at each District meeting. There were no questions on this section of the booklet.

C. Unit Price Recommendations (Pages 39-69)

Johnston stated that there were no issues noted or major discussions at the District meetings. Craig Gray, Needs Study Subcommittee Chair was present for questions and explanations of the Subcommittee recommendations listed on Pages 41-42.

Rippke said that at the District 7 meeting, there was a question of why the railroad grade crossing costs increased. Johnston referred to the memo from the Office of Freight and Commercial Vehicle Operations on Page 63.

Johnston noted unit prices will be discussed again at tomorrow's meeting. He also referenced the handout on minor structure unit prices. The culvert costs are based on County State Aid project costs and have not yet been approved by the County Screening Board. Only minor revisions if any are anticipated at the County Screening Board meeting, therefore Municipal Screening Board approval could be based on final culvert costs approved by the County Screening Board.

D. Other Topics (Pages 85-109)

Johnston went over the following sections of the booklet:

a. State Aid Fund Advances (Pages 85-86). Talk to your DSAE on State Aid fund advances.
b. Relationship of Construction Balance to Construction Allotment (Pages 87-88). Balances have been going down except for last year.
c. 2009 Apportionment Rankings – Handout was distributed at all District meetings to replace pages in the booklet (Pages 89-91).
d. Local Road Research Board Program (Pages 92-94).
e. County Highway Turnback Policy (Pages 95-96). Talk to your DSAE if you are receiving a CSAH or County Road turnback.
f. Status of Municipal Traffic Counting (Pages 97-99). A new schedule is included based on Cities input.
g. Current Resolutions of the Municipal Screening Board (Pages 100-109). A blue handout contains a possible draft resolution that could be considered if the Board follows the Subcommittee recommendations on non-existing routes.

E. Review and discussion of Joint Subcommittee minutes and recommendations (Pages 73-77)

The Needs Study Subcommittee (NSS) and Unencumbered Construction Funds Subcommittee (UCFS) held a joint meeting on April 17, 2009. The primary topic of discussion was non-existing road segments on the MSAS system. The minutes from this joint meeting start on page 73 and conclude on page 75 with two motions. There was a lot of discussion on this topic at all of the District meetings. Johnston stated that Ahl and Gray are available to share the discussion from the joint meeting.

Chuck Ahl (UCFS) explained the discussion from the joint Subcommittees meeting. He said that the topic of non-existing segments has been discussed at several previous meetings and was sent to the Subcommittees for review. He stated that some believe we should not have any non-existing routes. Ahl said that our MSA system is set up for 20% of our system to be existing streets. If a City has non-existing routes, they are not hitting that 20% of their streets are up to State Aid standards. Developing Cities live by comprehensive plans and plan for streets that fill in their system. With non-existing streets, Cities not only need to decide whether or not to have them, but also how to treat them as needs. As a Screening Board, we should be aware that the needs are 50% of the distribution. The discussion was whether 20 years or 40 years should be considered as the limit for needs on

non-existing routes. The compromise of the Subcommittees was 30 years which was placed in the first motion (page 75) that passed as a recommendation to the Screening Board. Additional discussion involved why the District State Aid Engineers (DSAE) were not policing the non-existing routes. Some Cities may never build some of their non-existing routes, but there may be circumstances that justify the segment. We keep the DSAEs busy with other work and we should be self controlling and self regulating. The second motion that the Subcommittees passed (page 75) was to do an inventory and have the DSAE review the non-existing routes for status and buildability by the end of 2009. The question from this motion is what is the inventory, what is the scope of this problem, and where should we go from here?

Craig Gray (NSS Chair) said that Ahl summarized the joint meeting discussion well. He said it was a great subcommittee meeting and the motions address the inequities of the system. Some non-existing routes may be built, but others will never be built. He felt the motion of removing needs after 30 years was a good motion. A route could be built in 50 years with State Aid funds, but only draw needs for 30 years. Some of the examples of non-existing routes were through developments and it was questioned if they could realistically be built. Gray also stated that there is a difference between Metro verses out state. In out state areas, non-existing routes through homes would not be approved. Metro might not be scrutinized as hard. He felt they recommended good motions to the Screening Board.

Steve Bot, District 3 Screening Board Member (SBM) spoke for his growing District. Otsego has the highest percentage of non-existing segments. They have built almost five miles of non-existing segments with MSA dollars since becoming a Municipal State Aid City. At the current funding rate, it will take Otsego 28 years to build their non-existing routes in addition to 32 years to build their existing segments that are deficient. He said they don't have a problem with the "buildability" issue. Everyone should be able to prove the needs of these segments. Bot stated that St Michael, Otsego, and Albertville, in cooperation with Mn/DOT and FHWA, spent $200,000 on a NE Wright County transportation planning document that laid out City streets with freeway access guidelines. It will take more then 30 years to build this out. Setting a time limit of 30 years on non-existing routes will make things worse and more complicated. St Michael has a MSA project that required 17 total takes that is currently under construction. He feels that MSA is all about the money and how the dollars are being split fairly. He could have more existing segments drawing needs if he wanted more dollars, but growing Cities need to have non-existing segments on their systems and it will take time to build out. Bot stated that St Cloud has had a future bridge on their system for 40 years as a non-existing segment. Developing Cities put routes on their system according to their Transportation Plans. This is the right way to do engineering and planning. The proposed motion tells us we are doing it wrong when you can have deficient segments on the system forever. Need consistency with Districts if "buildable". What are we getting at and trying to solve? Bot asked to deal with the buildability question separate from the 30

years of needs. State Statute allows for non-existing segments to do proper planning.

Jon Rippke, District 7 SBM asked if all the non-existing routes shown for Otsego are MSA? Bot responded that some are CSAH routes.

Ahl questioned how Otsego used their MSA money and if they assess for new roads. Bot is the City Engineer for St Michael but has the information on Otsego from Otsego's City Engineer. Bot responded that Otsego uses assessments and like St Michael, developers pay for standard street construction and the City will use MSA funds to pay for the collector upgrades.

Ahl stated that Bot makes a great point, but it is planning, not what the MSA system is for. He stated that the MSA system is for 20% of existing streets to meet MSA standards. He questions a segment not being built for 100 years, but draws 100 years of needs. Ahl said this should be a 40 year plan. You can draw needs for 20 years and then build a segment at 21 years. The segment will then receive no needs for 20 years except for additional surfacing and then could be rebuilt in 20 years. This is the 40 year cycle. Ahl stated that the system should be 20 years on and 20 years off, not needs for 100 years.

MSB Chair Pederson stated that this is a controversial topic and that each Screening Board member should speak to the discussion that they heard at their Pre-screening Board meetings.

Steve Bot, District 3 SBM reiterated that he plans to build his non-existing routes and hopes it doesn't take 100 years. He emphasized St Cloud has wanted to build a bridge for over 40 years. He said that deficient segments should be rebuilt within 100 years also or be taken off the system. Don't look at these separately. There shouldn't be a 30 year time limit. Look at what fully developed Cities looked like 20 or 50 years ago. They must have had a higher percentage of their systems designated as non-existing when they were growing.

Greg Boppre, District 2 SBM stated that their district meeting discussion was very convincing to follow the Joint Subcommittee motions.

Bob Zimmerman, District 4 SBM stated that his district supported the Joint Subcommittee motions. He appreciates the planning, but maybe it shouldn't be designated yet. Question with the motion is the buildability issue and sending DSAEs out to look at non-existing routes to say they can't be built, but then saying these routes could be left on the system, but not get needs. What information are we asking the DSAEs collect? Gray responded that if DSAEs sign off on non-existing routes, what do they review them for – buildability? Zimmerman stated that if long time routes are to be reviewed in the next year and if found to be not buildable, then as a Board, are we going to ask that they be taken off the system.

Chair Pederson stated that some Cities like Bloomington know they have a route that is not buildable and it could be taken off the system and a new route designated. Tom Mathisen of Crystal spoke at the Metro District meeting of a 0.15 mile route that crosses a railroad track that he may never be able to build, but it does connect two MSA routes. He had stated that he would be ok with not drawing needs if he could keep this route for the continuity of his system. This would be his City's choice.

Paul Kurtz, St Paul SBM questioned that if you take a non-existing route off of the system, then you can't spend MSA funds to build it. Chair Pederson stated that if it can't be built, it should be taken off of the system.

Julie Skallman, State Aid Engineer, said that Steve Gaetz in St Cloud will keep his non-existing route designation because he hopes to some day build the bridge. Chair Pederson stated that she had the same situation with the America Boulevard Bridge, a non-existing route over I35W for over 40 years until it was built.

Kurtz asked that if you can take a non-existing route off the system and designate the miles else where, what are we trying to fix?

Bot, District 3 SBM said existing segments draw needs for widening. If you look at non-existing routes, you should have to look at all existing segments.

Russ Matthys, East Metro SBM stated that his District meeting discussion was to not support the 30 year motion. He asked if there was a definition of buildability. Ahl responded that the buildability definition is what DSAEs will be discussing with each City.

Jon Rippke, District 7 SBM said that they had mixed discussion at their District meeting. Good planning needs non-existing routes. Why does there have to be a term? His district felt most will be built in 20 or 30 years. If a 30 year limit, Cities could designate a new route after 30 years. They felt non-existing routes was something to live with. He felt it would be hard to see a change in the dilution of MSA funds with the proposed change. He also felt that there should be a definition of buildability so that DSAEs could use the same criteria for uniformity in review of non-existing routes. District 7 is prepared to vote yes on the first motion and no on the second motion.

Katy Gehler-Hess, District 6 SBM stated that there are two issues. Her District would support a definition of buildability, but can't support a vote on the motions before us. She felt there needs to be more information on why 20 or 30 years for loss of needs and what would the impacts be to the motions.

Jim Prusak, District 1 SBM said that his District didn't have this much discussion on this issue. The system is a redistribution of gas tax funds to the citizens who pay the tax. He said "Don't mess with my money." He said not to compromise the system – have rules in place to follow. Cloquet doesn't have enough dollars to build their MSA system today or in 30 years. They

have to wait to get enough funds and have non-existing routes on their system since 1976 that are still on the system today. These routes will be built some day because they make sense. Buildability needs to be addressed by Cities first, not the DSAEs. This is not a direction we want to go.

Cindy Voigt, Duluth SBM stated that if state law allows non-existing routes, then what authority do we have to change it. Limiting what can be on the system and limiting to 30 years will cause reporting and programming headaches. If a City Engineer knows that a route will not be built, then the City Engineer should take it off the system. The City Engineer should be self enforcing by taking a route off the system and placing it where it can be built.

Jean Keely, West Metro SBM stated that in her District meeting, she was directed to vote no on the loss of needs after 30 years and to vote yes to the first two sentences only of the Joint Subcommittees second motion to have the DSAE review all non-existing routes for status and buildability by the end of 2009 and to report the status of the review to the Spring 2010 Screening Board Meeting.

Don Elwood, Minneapolis SBM stated that he didn't feel the motions get to the question of dilution of MSA funds.

Gray stated that the motions were not a funding issue or a dilution issue because the routes would be designated somewhere else. Gray stated that Rosemount has a segment that goes thru 35 homes and when the Screening Board certifies the needs each year to the Commissioner, they are certifying that a route like Rosemount's should draw needs. Will this route ever be built and should it draw needs? Do the Cities with non-existing routes have all of their other MSA streets meeting all MSA standards? With this crisis of funding, why wouldn't Cities place their mileage on streets that need to be rebuilt?

Bot emphasized that in St Michael, if you would have looked at a non-existing route through 17 homes, the same question as Rosemount could have been raised. Someone three years ago could have said this route would never be built and it is under construction today. These are individual City issues. Why should other Cities say what one City should build or not. Every City Council chooses which routes should be designated and passes a Resolution. Each City needs to decide what makes the best sense for their City and prove the buildability question.

Ahl responded that it is not an issue of the definition of a non-existing route, but the needs for 100 years on a route they are not going to build. Otsego has half of their system as non-existing. Where other Cities have 20% of their streets meeting MSA standards, Otsego only has 10% of their streets meeting MSA standards. 30 years of needs is a long time. Should there be a maximum of 10% of the system designated as non-existing routes? The Subcommittees were trying to level the playing field for all Cities.

Chair Pederson stated that there seems to be three main themes from this discussion: 1) motions recommended from the Joint Subcommittee, 2) introduction of the theme of buildability, and 3) leave as is. She suggested that everyone give this discussion more thought tonight and review the motions that have been recommended before tomorrow's discussion and vote. A Screening Board Member could also write a new motion or there could be additional discussion tonight in the Hospitality room.

F. Review UCFS minutes and recommendations (Pages 78-82)

The UCFS met on April 17, 2009 to consider the City of Ham Lake's request for State Aid to reconsider their loss of needs due to an excess balance caused by a County project being delayed late in 2008.

Chair Pederson said that Ham Lake is the first City that has followed the formal Screening Board Resolution process to contact the State Aid Engineer and Chair of the Screening Board to have their loss of needs issue reviewed for presentation. Ham Lake did their due diligence to bring their issue forward to the Unencumbered Construction Funds Committee and Screening Board.

Chuck Ahl, Secretary of the UCFS asked the Screening Board members to look at the chart on Page 88 that shows the relationship of MSA fund balance to allotment. In 1991, we started giving positive and negative adjustments based on MSA balances. Screening Board wanted balances to go down and resolutions were passed to address this issue with adjustments. In 1997 and 1998, the fund balances were creeping back up, so in 2002 an additional resolution was passed by the Screening Board that imposed the additional adjustments for excess unencumbered construction fund balances. Cities have had 18 years of history of adjustments that have kept the balance down.

Ham Lake came forward and initially Ahl stated that he was extremely skeptical. He was prepared to give no adjustment, but listened to Ham Lake's argument to the 3X adjustment of needs they received in 2008 and felt they presented a unique circumstance. Ham Lake was prepared to spend down their funds, but Anoka County delayed a project late in 2008 that the City had cost participation in. Now in early 2009, the project has been let and is under construction. The project delay was out of the City's control and Ahl stated that he reconsidered his original decision because he felt they showed special enough circumstances. He doesn't want to undo the system.

Ahl stated that he lived through the years of high balances and feels the adjustments are appropriate, but the delay was beyond the City's control. Ham Lake could have built another project, but then they would have over spent when the County project was started. Ahl recommended leaving the adjustments stand, but to give Ham Lake a one time after the fact adjustment. This would be a one year adjustment of needs that will go back into the system. This is not a change in the system. The adjustment is in place. The City will receive the lost needs next year. The motion in the Subcommittee passed 2 to 0.

Mel Odens (UCFS) was not present at the Subcommittee meeting but stated that the vote would have been 3 to 0 in retro.

Chair Pederson stated that Tom Collins, Engineer for Ham Lake is present to answer any questions for the Screening Board as well as Ahl.

Kurtz, St Paul SBM asked Ham Lake what their annual construction allotment is. Collins stated that the annual construction allotment was $540,000 and they had a balance of $1,760,000. Kurtz asked what the City's cost participation was in the County project and Collins replied that the City's cost participation in the County project was $240,000 and with the project delay, they went over the three times allotment by $140,000.

Bot asked Collins if the City was ok with the recommendation. Collins stated that the City is and has already awarded an additional $700,000 MSA project.

Johnston stated that the proposed positive adjustment in January of 2010 would be an increase in needs of $5,142,411.

Elwood asked if the delay by another agency was a unique circumstance and Ahl stated that it was.

Matthys noted that Pages 81-82 contains Ham Lake's CIP.

Kurtz stated that Ham Lake's special circumstance was not that special. Each City has to work with the County they are in. He stated that the reason for his earlier question is that Ham Lake has a $540,000 allotment per year for construction and the County project was only $240,000 of that. Why stretch that over three years when only talking about $240,000. He can understand saving up for a County project and having a delay, but when it was only $240,000, the City could have built something else to spend down their funds. This is not an easy process and the MSB needs to be careful about setting the bar low with a $240,000 project delay with getting $540,000 a year.

Zimmerman asked if there were other projects that needed more than one year's allocation that were being saved up for to justify this high of a balance? Collins responded that they only have $1.7 million balance and need $2.1 million to reconstruct one section of road that they have been trying to figure out for years how to get reconstructed. Ham Lake is using all funds for several projects in their project projections. They have three County projects with $900,000 commitments.

Skallman stated that at the bottom of Page 81, there were others projects that spent down Ham Lake's funds at the end of 2008. In October of 2008, the County project didn't happen and it was too late in the year for Ham Lake to do another project. Ham Lake had already made significant progress in reducing their balance.

Ahl stated that the recommendation isn't going to undo the adjustment. Yes, this is precedence, but this is the first instance since 1991. This is the first one that we have done because it is unique and the Subcommittee recognized this. The City had other projects going and could have had a negative balance by the end of this year. The Subcommittee acknowledged this.

Rippke asked if the penalty was a loss of $5 million in needs for 2009. Johnston affirmed this is the third year of negative adjustment and was a three time negative adjustment of $5.1 million in January 2009. He stated that the $5.1 million is the positive adjustment proposed by the Subcommittee for 2010. If they don't get their balance down this year, they would go to a four time negative adjustment next year.

Voigt stated that she was glad that Kurtz asked about the $240,000. She said the City had warning signs since they were over the balance limitation for two years. She said that if there is a motion, that it needs to be very clear why because she is worried about other Cities coming back.

Ahl stated that this is a Screening Board decision and members have a right to go from $0 to $5 million in positive needs adjustment. Ham Lake is ok with the Subcommittee recommendation.

Kurtz asked if this shouldn't be a State Aid Variance Committee question and Skallman replied that it is not. She said that the Screening Board decision goes to the Commissioner of Transportation and doesn't feel he will have an issue with the recommendation of the Subcommittee and Screening Board.

Dave Sonnenberg asked if funds could be encumbered when there is an agreement between the City and County. An issue like Ham Lake's could be avoided in the future. Every City makes commitments to County projects that could be delayed. Skallman stated that MSA couldn't release any funds until the delay is resolved, but that the Screening Board could make a motion of how an encumbrance, based on an agreement, could be adequate for calculation of your remaining balance.

Gray stated that this could include Mn/DOT agreements also.

Sonnenberg stated that we could treat the encumbrances like we do now for Mn/DOT projects. Skallman said that if this is the direction the Screening Board is considering, it could be presented to the Subcommittee for discussion.

With no additional comments, Chair Pederson thanked Tom Collins for participating in the Ham Lake discussion.

III. Other Discussion Items

A. State Aid report – Julie Skallman and Rick Kjonaas had no additional items to report. Ahl asked if there had been any discussion on the Fall Screening

Board's Orono decision on Page 29 having been turned down by the Commissioner of Transportation. Skallman stated that this issue was discussed at each District Pre-Screening Board meeting.

B. Legislative Update - Dave Sonnenberg provided an update. Several bills were passed by the Legislature, but most were vetoed by the Governor.

Street Improvement District bill was drafted to be a local authorization to fund local street improvements and maintenance. It did make it to the Governor's desk as part of the House omnibus tax bill that was vetoed. The Governor said it was just another way to get more money.

Revisions to the Chapter 429 benefit test were not pursued this session. This issue wouldn't have gotten a lot of time due to the $5 billion dollar budget deficit. This issue will be discussed again for next year.

A Design Build pilot project was authorized. Cities and Counties can submit projects for consideration. A selection council will be appointed by August 1st of this year. There will be up to 9 projects considered. Cities can submit projects by RFQ for design build or low bid design build. Mn/DOT will hold a briefing to get Cities and Counties up to speed on the technical criteria for design build projects. The I35W bridge showed a good project delivery method. Kjonaas has spoken with Tom Raven about a class offering in Best Value Contracting.

Primary seat belt law was passed. The state will receive an additional $3.4 million in federal aid.

Capital bonding for local bridges was $10 million and $275 million for the 2010/11 biennium. The omnibus transportation funding bill was passed and signed by the Governor and included a $155 million reduction in trunk highway funds. This reflects the down turn in revenues.

Rippke asked what groups were opposed to a street improvement district. Sonnenberg stated that it was Chamber of Commerce, Builders Association, and Auto Dealers. He felt these groups hadn't read the changes made since the street utilities were based on trip generations and they don't want Cities to have more local authority.

There were no additional topics raised for discussion.

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

Meeting was adjourned at 3:18 PM.

2009 MUNICIPAL SCREENING BOARD
SPRING MEETING MINUTES
May 26 & 27, 2009

Wednesday Morning Session, May 27, 2009

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

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

A. Unit Price recommendations of the Needs Study Subcommittee on Pages 41-42.

There was no additional discussion on the unit price recommendations.

Motion by Rippke, seconded by Boppre to approve the unit price recommendations of the Needs Study Subcommittee. Motion carried unanimously.

Chair Pederson called for a motion on the handout of culvert unit prices based on the County State Aid approvals.

Motion by Zimmerman, seconded by Bot to approve the unit price recommendations of the Needs Study Subcommittee for culverts. Motion carried unanimously.

B. Joint Subcommittee Recommendations on Non-existing segments on Page 75.

Motion by Keely, seconded by Matthys to leave as is at this time and recommend that State Aid send out a letter to all Cities asking them to review all non-existing routes and make changes as appropriate. State Aid is asked to report back results of these changes to the 2010 Spring Screening Board.

Chair Pederson opened this up for discussion.

Kurtz asked what will be accomplished by asking Cities to "review" non-existing segments? Keely responded that it will give Cities a chance to be self policing and a chance to clean up their system routes. Each City knows their system the best and can identify if there are non-existing routes that they know they will not be able to build as designated. Each City can discuss their system with their DSAE and make changes. We can come back in the spring and see if this made a difference.

Chair Pederson stated that Skallman and Johnston were here for all of this discussion and know what segments need to be looked at. They will be able

to incorporate these details into a letter to all Cities that gives guidance in what to look for with the 276 miles of non-existing routes and to hopefully help reduce the mileage.

Matthys encouraged Cities to question routes that don't seem to be appropriate.

Elwood asked if there was a time limit put on this like six or twelve months. Chair Pederson responded that it was Spring 2010, so it would be in the next needs reporting cycle.

Kurtz asked if this resolution was overriding or precluding the passing of the two motions recommended by the Subcommittees. Keely responded yes, that this motion would be in lieu of the two in the manual.

Kurtz stated that all Cities should be policing themselves. If you know you won't build a non-existing route then you should be taking them off your system. He felt that you don't need a Resolution to have you look at your system.

Johnston said a motion is necessary to give the State Office direction to send out a letter. The letter would be a reminder to police your own system.

Voigt stated that a lot of smaller Cities might not know they have a problem and a letter would be a reminder. A letter might help clean things up.

Zimmerman stated that it would be better to clean up non-existing route issues then to have them lose needs in 30 years.

Bot asked if the DSAEs would be following up with each City under this motion. Pederson stated that they would not at this time.

Seeing no further discussion, the Chair called for a vote on the motion. Motion carried unanimously.

Rippke asked for a clarification of implementation. What are the DSAEs responsibilities? Pederson stated that Skallman and Johnston would send a letter to all MSA Cities asking them to look at their system non-existing segments and clean them up. We will know next spring if non-existing route miles go down. This will give everyone an opportunity to police themselves.

Rippke stated that for smaller Cities, the Engineer may not get the State Aid letter. Skallman said that the DSAE should check in with City Engineers if they got their letters. Johnston said that the letter could also go out on the CEAM email listserve.

C. Unencumbered Construction Funds Subcommittee Recommendation on Page 79.

Motion by Keely, seconded by Rippke to approve the recommended motion of the UCFS on Page 79.

Chair Pederson opened this up for discussion.

Matthys asked if a time limit should be placed on a City making a request.

Motion by Matthys to amend the original motion that a City would have to ask for an appeal within 12 months of the action they are questioning.

Skallman recommended that a 6 month period from January 1 to June 30 of the following year would be a better time frame. Matthys accepted this change to his motion.

Johnston questioned if this motion would require a change to the Excess Unencumbered Construction Fund Balance Adjustment Resolution on Page 107. Skallman said that a change in the Resolution should not be required.

Voigt said there are two issues here. One is do we want to give Ham Lake an adjustment or not and the second issue is do we want to make a policy or resolution to allow future adjustments and what that recommendation may require. As Johnston referenced in the resolution on Page 107, should the $1 million dollar cap be increased so we don't have these appeals? She recommended that this item should go back to the Subcommittee. She doesn't want a decision today to have unforeseen consequences.

Chair Pederson said that we will have to separate these into separate motions. The first motion was made by Keely to go with the recommended motion of the Subcommittee on Page 79.

Matthys removed his amendment to the original motion.

With no additional discussion, Chair Pederson called for a vote on the original motion.

Original motion carried with 9 ayes and 2 nays. Kurtz and Elwood voted no. The motion carries.

Chair Pederson stated that an additional discussion item came out of the review of the Excess Unencumbered Construction Fund Balance Adjustment Resolution on Page 107. Should the $1,000,000 included in the Resolution in two locations be increased to $2,000,000?

Motion by Keely and seconded by Bot to modify the Excess Unencumbered Construction Fund Balance Adjustment Resolution on Page 107 by increasing the $1,000,000 to $2,000,000 in two places in the Resolution.

Matthys said he would support this going back to the UCFS for a review of the proposed increase to $2,000,000 and the time period in which an appeal can be made.

Ahl stated that if this went back to the Subcommittee, it would allow each District time to discuss the issue at their next Pre-Screening Board meeting.

Gehler-Hess stated that she agrees with the proposed revision, but would like it to go back to the Subcommittee for a recommendation that can be voted on at a future Screening Board meeting.

Keely withdrew the original motion and made a new motion to send this back to the UCFS for further review, seconded by Exner.

Bot asked the UCFS to bring this back to the next Screening Board meeting.

Elwood asked why we are looking at changing the $1,000,000 in the Resolution. All Cities would be affected up to $2,000,000. This could have the effect of raising the construction balance. Need to be clear what we are asking the UCFS to review. Pederson asked if State Aid could review such a change and report to the Subcommittee the impacts of such a change.

Johnston said he can calculate the maximum amount of excess balance adjustment in a year.

Keely stated that in the discussions of the Resolution on Page 107, we knew it could allow all Cities to go from $1,000,000 to $2,000,000. We knew that if a City is trying to save enough money to do a larger project, the increase to $2,000,000 might help.

Voigt stated that we know construction costs have gone up. The history of the increase in the needs unit prices is evidence that project costs are going up. The committee can look at what increase from the $1,000,000 makes sense.

Exner agrees with Voigt. He didn't know how the $1,000,000 was originally established.

Johnston stated that in 2002, when the original Resolution was created, the $1,000,000 was used because it was the approximate cost to build one mile of a MSA road.

Rippke said that a base line could be added to the chart on Page 88 for the construction cost index. Then we wouldn't have to look back so far. Skallman said that State Aid could look at doing that and can discuss it with the Subcommittee.

Chair Pederson stated that there was a motion and second on the floor and called for a vote. Motion passed unanimously.

II. Continuation of State Aid Report and Legislative Update

A. The State Aid office had no additional information to report.

B. Sonnenberg reported that the only new information on the Legislative Update was that the Governor has asked for unallotment ideas. Unallotment ideas can be sent via email. Check the Internet for the email address.

III. Other Discussion Topics

Chair Pederson asked if there were any additional topics of discussion.

Ahl asked for the privilege of the Chair to recognize in the minutes an accomplishment that, to the knowledge of all participants, had never happened previously in Screening Board history. Ahl noted that in an after-hours golf game the previous day, Needs Subcommittee Chair Craig Gray scored a "hole-in-one" at Dutch's Legacy Golf Course on Hole Number 8, using an 8-iron at a distance of 125 yards. The momentous shot was observed by Hulsether, Odens and Ahl. Congratulations were offered to Gray!

IV. Chair Pederson thanked the following people:

A. Mn/DOT staff for everything they did for another successful Screening Board Meeting
B. Craig Gray, Chair of the Needs Study Subcommittee
C. Mike Metso, Chair of the Unencumbered Construction Funds Subcommittee
D. Chuck Ahl and Mel Odens, Past Chairs of the Municipal Screening Board
E. Screening Board members

V. Fall Screening Board meeting will be Tuesday and Wednesday, October 27 and 28 at Ruttger's Bay Lake Lodge near Deerwood.

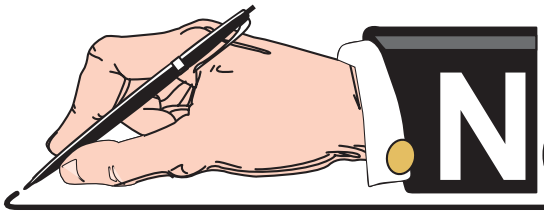
VI. Chair Pederson said she would entertain a motion for adjournment.

Motion by Matthys, seconded by Zimmerman to adjourn the meeting at 9:10 AM. Motion approved unanimously.

Respectfully submitted,

Jean M. Keely

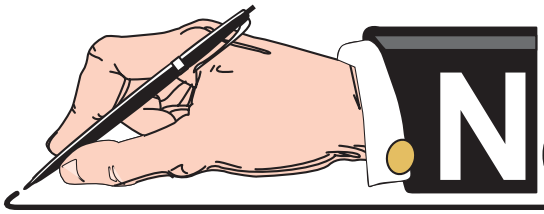
Jean M. Keely
Municipal Screening Board Secretary
Blaine City Engineer



NOTES and COMMENTS

Subcommittee

Issues



NOTES and COMMENTS

UCF SUBCOMMITTEE MEETING

Web/Teleconference
Meeting Minutes
Thursday September 17, 2009

Welcome – Mike Metso
Mike Metso, Chair of the UCFS, called the meeting to order at 9:00 am. In attendance via telephone were Chuck Ahl (DPW Maplewood), Mel Odens (DPW, Willmar), and Mike Metso, all of the UCFS. Also joining in the teleconference were Shelly Pederson, chair of the MSB, Rick Kjonaas, Marshall Johnston, Julee Puffer and Debbie Hall-Kuglin of Mn/DOT State Aid.

Purpose of the Meeting – Mike Metso, Marshall Johnston
At the Spring MSB meeting, the MSB made a motion that the UCFS review the amount a city can have in their account before receiving the Excess Unencumbered Balance adjustment.
This issue came up during the discussion on giving Ham Lake relief from the adjustment.

History of the Excess Balance Adjustment – Marshall Johnston
Marshall Johnston presented information on the history of the adjustment. The first version of the adjustment came into effect in 1978 and various versions have been implemented since then. The current version was implemented by the MSB in 2002 for the 2004 allocation. At that time, it was thought that a city should be able to save up to $1,000,000 and build about a mile of road without receiving an adjustment.

Review and Discuss effects of different options – All
Marshall reviewed several different options that he had prepared. The options were:
A construction balance of 3X and $1.5M before receiving the adjustment
3X and $2M
4X and $1M
4X and $2M
Chuck Ahl said the present adjustment has been working. In the years 2006 and 2007 smaller cities were getting adjustments and more cities started spending down their balances.
Mike Metso noted that the adjustment went into effect in 2004 with 6 cities receiving it and stated that if the adjustment had been in effect in 2003, 11 cities would have received it.
Mike asked what the cost of a mile of roadway is now, and was it close to $1.5Million?
Mel Odens stated that roadways in the outstate may not cost $1.5M, but in the Metro they could be higher.
Chuck agreed. He feels that $2M may be too high though.
All members agreed that $2M was too high. Chuck suggested raising the base a couple hundred thousand. There was then extended discussion on using either $1.5 or $1.25M for the base figure. Last year, using the current base of $1M and 3X, 6 cities received the adjustment. If the base had been $1.5M and 3X one city would have received the adjustment. If the base had been $1.25M and 3X, 3 cities would have received it.

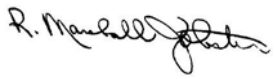
After more discussion, the UCFS focused on the $1.25M figure. Mike stated that based on where we're at now this was a good middle ground to go to. Mel said it would still get the city's attention while allowing them to accumulate more dollars before receiving the adjustment. Chuck said he thought he could build about ¾ mile of road for $1.25M. Chuck asked when this would go into effect. Marshall stated that it should not go into effect until 2010 for the 2011 allocation. That would give cities a years notice that it is changing.
After more discussion, Chuck made the motion to **increase the excess balance floor to $1,250,000:**
Mel seconded it.
Mike asked for discussion.
Marshall asked if the base would now be $1.25M and 3X. The UCFS then looked at the implications of changing the multiplier to 2X or 4X.
After more discussion, it was decided that revising the dollar figure was better than revising the multiplier.
Mike called the motion.
Motion passed unanimously.

Update on Non Existing Designations issue – Marshall Johnston
Marshall gave an update on the issue of non existing segments on the MSAS system. Per MSB direction, a letter has been sent out to all cities requesting them to review all non existing routes and possibly remove those that will not be built. A listing of all non existing segments on the MSAS system is available on the web. See the attached letter for details. A final report will be given at the Spring MSB meeting.

Call for other Discussion Items
Rick Kjonaas discussed process changes in scheduling Screening Board meetings. Gene Anderson, of the University of Minnesota, has been asked to address the meeting of the City and County executive committees that will take place at the Screening Board meetings in October. He will discuss the possibility of the U coordinating the Screening Board meetings in the future.

There being no other business, the meeting was adjourned at 9:50.

Respectfully submitted,



R. Marshall Johnston
Municipal State Aid Needs Unit
For the Unencumbered Construction Funds Subcommittee

EXCESS BALANCE COMPARISONS

JANUARY 2009 ALLOCATION

CURRENT ADJUSTMENT- 3X and $1M
6 cities had over 3X and $1M and received the adjustment.
9 cities had over 3X, but not $1M so did not receive the adjustment.
$11.1M was redistributed to the 89 cities with less than 1X in their account.

POSSIBLE ADJUSTMENT- 3X and $1.5M
1 city had over 3X and $1.5M and would have received the adjustment
14 cities had over 3X, but not $1.5M so would not have received the adjustment.
$5.1 would have been redistributed to the 89 cities with less than 1X in their account.

POSSIBLE ADJUSTMENT- 3X and $2M
0 cities had over 3X and $2M and would have received the adjustment
15 cities had over 3X, but not $2M so would not have received the adjustment.
$0 would have been redistributed to the 89 cities with less than 1X in their account.

POSSIBLE ADJUSTMENT- 4X and $1M
2 cities had over 4X and $1M and received the adjustment.
2 cities had over 4X, but not $1M so would not have received the adjustment.
$2.55M was redistributed to the 89 cities with less than 1X in their account.

POSSIBLE ADJUSTMENT- 4X and $2M
0 cities

JANUARY 2008 ALLOCATION

CURRENT ADJUSTMENT- 3X and $1M
2 cities had over 3X and $1M and received the adjustment
5 cities had over 3X, but not $1M so did not receive the adjustment.
$6.4M was redistributed to the 88 cities with less than 1X in their account.

POSSIBLE ADJUSTMENT- 3X and $1.5M
1 city had over 3X and $1.5M and would have received the adjustment
6 cities had over 3X, but not $1.5M so would not have received the adjustment.
$5.3M would have been redistributed to the 88 cities with less than 1X in their account.

POSSIBLE ADJUSTMENT- 3X and $2M
1 city had over 3X and $2M and would have received the adjustment
6 cities had over 3X, but not $2M so would not have received the adjustment.
$5.3M would have been redistributed to the 88 cities with less than 1X in their account.

POSSIBLE ADJUSTMENT- 4X and $1M
1 city had over 4X and $1M and would have received the adjustment
3 cities had over 4X, but not $1M so would not have received the adjustment.
$5.3M would have been redistributed to the 88 cities with less than 1X in their account.

POSSIBLE ADJUSTMENT- 4X and $2M
1 city had over 4X and $2M and would have received the adjustment
3 cities had over 4X, but not $2M so would not have received the adjustment.
$5.3M would have been redistributed to the 88 cities with less than 1X in their account.

JANUARY 2007 ALLOCATION

CURRENT ADJUSTMENT- 3X and $1M
3 cities had over 3X and $1M and received the adjustment
5 cities had over 3X, but not $1M so did not receive the adjustment.
$4.35M was redistributed to the 91 cities with less than 1X in their account.

POSSIBLE ADJUSTMENT- 3X and $1.5M
1 city had over 3X and $1.5M and would have received the adjustment
7 cities had over 3X, but not $1.5M so would not have received the adjustment.
$2.1M would have been redistributed to the 91 cities with less than 1X in their account.

POSSIBLE ADJUSTMENT- 3X and $2M
1 city had over 3X and $2M and would have received the adjustment
7 cities had over 3X, but not $2M so would not have received the adjustment.
$2.1M would have been redistributed to the 91 cities with less than 1X in their account.

POSSIBLE ADJUSTMENT- 4X and $1M
0 cities had over 4X and $1M and would have received the adjustment
1 city had over 4X, but not $1M so would not have received the adjustment.
$0 would have been redistributed to the 91 cities with less than 1X in their account.

POSSIBLE ADJUSTMENT- 4X and $2M
0 cities

JANUARY 2006 ALLOCATION

CURRENT ADJUSTMENT- 3X and $1M
5 cities had over 3X and $1M and received the adjustment
6 cities had over 3X, but not $1M so did not receive the adjustment.
$18.95M was redistributed to the 86 cities with less than 1X in their account.

POSSIBLE ADJUSTMENT- 3X and $1.5M
2 cities had over 3X and $1.5M and would have received the adjustment
9 cities had over 3X, but not $1.5M so would not have received the adjustment.
$10.5M would have been redistributed to the 86 cities with less than 1X in their account.

POSSIBLE ADJUSTMENT- 3X and $2M
1 city had over 3X and $2M and would have received the adjustment
10 cities had over 3X, but not $2M so would not have received the adjustment.
$4.7M would have been redistributed to the 86 cities with less than 1X in their account.

POSSIBLE ADJUSTMENT- 4X and $1M
4 cities had over 4X and $1M and would have received the adjustment
3 cities had over 4X, but not $1M so would not have received the adjustment.
$15.1M would have been redistributed to the 86 cities with less than 1X in their account.

POSSIBLE ADJUSTMENT- 4X and $2M
1 city had over 4X and $2M and would have received the adjustment
6 cities had over 4X, but not $2M so would not have received the adjustment.
$4.7M would have been redistributed to the 86 cities with less than 1X in their account.

ADJUSTMENT (Over 3X and $1M)

	2009			2008			2007			2006		
	Percent in Account	Amount in Account	Multiplier	Percent in Account	Amount in Account	Multiplier	Percent in Account	Amount in Account	Multiplier	Percent in Account	Amount in Account	Multiplier
Buffalo							3.50	1,137,971	1			
Chanhassen										3.72	1,278,893	3
Ham Lake	3.17	1,714,137	3	4.47	$2,672,772	2	3.38	$2,102,845	1			
Hopkins				3.17	1,060,755	1						
Mahtomedi	6.30	$1,176,613	1									
Mounds View	3.70	1,039,711	1									
New Ulm										4.95	2,366,595	2
Northfield	3.56	1,322,250	1				3.10	1,108,304	1			
Robbinsdale	4.01	1,374,316	1							6.80	$1,928,024	3
West St, Paul										4.00	1,395,825	1
Worthington	3.56	1,046,379	1							4.12	1,067,509	3

NO ADJUSTMENT (Over 3X Less than $1M)

	2009		2008		2007		2006	
Albertville	3.08	$656,368						
Arden Hills	3.56	689,489					3.17	$662,529
Big Lake			3.68	$690,115				
Chisholm					3.47	$531,972	5.88	869,715
Falcon Heights							3.03	394,917
Hugo							4.14	989,139
Lake City	3.09	426,579						
Litchfield	5.70	930,815	4.61	767,508	3.60	603,850		
Mahtomedi			5.11	989,854	4.01	796,172		
Minnetrista	3.02	839,657						
Monticello	3.58	832,430					3.97	801,197
New Prague	3.15	432,419	3.58	455,461				
Orono	3.12	688,074						
Rogers	4.18	639,393	4.09	486,499	3.15	367,554		
St. Paul Park					3.05	408,232		
Waconia							4.05	802,492

ADJUSTMENT (Over 3X and $1M)

	2005			2004			2003 (ADJUSTMENT NOT IN EFFECT)			2002 (ADJUSTMENT NOT IN EFFECT)		
	Percent in Account	Amount in Account	Multiplier	Percent in Account	Amount in Account	Multiplier	Percent in Account	Amount in Account	Multiplier	Percent in Account	Amount in Account	Multiplier
Brainerd							5.19	$1,614,378	**None**	6.37	$1,982,813	**None**
Champlin							3.94	1,611,170	**None**	3.38	1,380,424	**None**
Chanhassen	5.80	$2,329,378	2	4.12	$2,296,803	1	3.29	2,033,691	**None**			
East Bethel							3.36	1,183,148	**None**			
Edina							3.28	3,586,041	**None**			
Farmington	3.16	1,228,848	1									
Golden Valley										3.62	1,966,230	**None**
Lino Lakes							4.24	2,009,541	**None**	3.24	1,535,938	**None**
Marshall				3.29	1,538,905	1				3.56	1,441,629	**None**
Mound				4.51	1,129,632	1						
New Ulm	4.00	2,067,117	1									
Prior Lake							4.39	1,636,306	**None**	3.61	1,346,276	**None**
Ramsey				3.49	1,957,091	1						
Robbinsdale	5.85	1,827,500	2	4.52	1,502,146	1	3.31	1,179,332	**None**			
Sauk Rapids				4.00	1,227,471	1						
Shorewood							10.30	1,926,362	**None**	9.65	1,806,429	**None**
South St. Paul										4.28	1,846,666	**None**
Willmar							3.92	1,875,346	**None**	3.58	1,713,858	**None**
Winona	3.59	2,028,649	1									
Worthington	4.57	1,340,756	2	3.34	1,222,050		3.34	1,294,136	**None**	3.59	1,392,848	**None**

NO ADJUSTMENT (Over 3X Less than $1M)

	2005		2004		2003 (ADJUSTMENT NOT IN EFFECT)		2002 (ADJUSTMENT NOT IN EFFECT)	
Arden Hills					3.94	$805,510		
Chisholm	4.94	$721,829	3.94	$595,607				
Hugo	3.36	799,033						
Litchfield			5.28	881,258	3.57	714,249	3.03	$605,642
Little Canada	3.52	972,920						
Monticello					3.54	689,108		
Mound					3.82	924,892		
St. Paul Park					6.02	878,713	5.02	732,861
Spring Lake Park	3.30	401,286						
Waconia	3.22	619,692						
Waseca	3.60	724,770						

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Minnesota Department of Transportation

Memo

State Aid for Local Transportation
395 John Ireland Boulevard
Mail Stop 500
St. Paul, MN 55155-1899
Fax: 651 366-3801

Date: **July 16, 2009**

To: City Engineers

From: Julie Skallman
State Aid Engineer

Subject: Non Existing Segments on the MSAS system

The Joint Subcommittee of the Municipal Screening Board and the Municipal Screening Board (MSB) has been reviewing the implications of non existing routes on the MSAS system. The MSB has concluded that while non existing routes may not contribute to the dilution of the system, there are non existing routes that should not be on the MSAS system.

While State Statute allows non existing routes (Statute 162.09 subd. 8), the MSB has the authority to investigate and review the Needs submittal of each city.

At its meeting on April 17, 2009, the Joint Subcommittee passed a motion recommending that the MSB:

1) Before the 2011 allocation is calculated/distributed, remove the Needs for non existing routes that have been on the MSAS system longer than 30 years.
2) Have the DSAE review all non existing routes for the status and buildability by the end of 2009.
3) State Aid shall present the results of the DSAE review at the Spring 2010 MSB meeting.

After much discussion at the MSB meeting, the following motion was passed **in lieu of the Subcommittee recommendations**:

> **'…recommend that State Aid send out a letter to all Cities asking them to review all non-existing routes and make changes as appropriate. State Aid is asked to report back results of these changes to the 2010 Spring Screening Board.'**

The current MSB feels that each city knows its system the best and can identify if there are non existing routes that cannot be built as designated and should possibly be revoked. Some reasons for revocation would be:

1) Designations over wetlands
2) Designations through subdivisions
3) Growth patterns have changed.
4) R/W has become unreasonably expensive since designation.
5) A designation that is just a 'line on the map'.

The MSB took no position on limiting the number of years a non existing segment could draw needs. Some developing cities have regional and local Transportation Plans where the future roadway system will be constructed in phases based upon growth and may take 30 plus years to build.

There is an excel spreadsheet on the SALT website that lists all non existing routes by District then by city in that district. It can be accessed at http://www.dot.state.mn.us/stateaid/sa_msas.html .
Click on the tab with your city name on it and also the tab labeled STATISTICS for information on totals of non existing segments by age.

The MSAS system operates best when it is self policing. If you know you won't be building a non existing route, then it should be revoked. Discuss them with your DSAE if necessary. If there are routes that will not be built, please revoke them before May 1, 2010. One of the main points in the report to the MSB that State Aid was requested to present next spring will be a comparison of the non existing mileage this year to the mileage after May 1, 2010.

Thank you for your consideration.

THEORETICAL 2010 M.S.A.S. POPULATION APPORTIONMENT

The 2000 Federal Census or the State Demographer's and Metropolitan Council's 2008 population estimate, whichever is greater, will be used to allocate 50% of the funds for the 2010 apportionment.

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

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

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

Fifty percent of the total sum is distributed on a prorated share that each city population bears to the total population. Each city will earn approximately $16.60 per capita in apportionment from the 2010 population apportionment distribution. This projection will be somewhat revised when the actual revenue for the 2010 apportionment becomes available.

Any adjustments made to the 2008 population estimates will be presented in the January 2010 booklet. These adjustments could include population adjustments due to annexations and detachments and any revisions to the 2008 estimates.

Based upon the 2008 population estimates, there are no new cities with a population of over 5000. In 2010, there will continue to be 144 cities sharing in the MSAS allocation.

2010 POPULATION SUMMARY

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

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Municipality	2000 Census	2007 Population Estimates	2008 Population Estimates	Population used for 2009 Allocation	Population to be used for 2010 Allocation	Difference between Populations used in 2009 & 2010 Allocation
Albert Lea	**18,366**	18,125	**18,095**	18,366	**18,366**	0
Albertville	**3,621**	5,942	**6,103**	5,942	**6,103**	161
Alexandria	**9,115**	11,481	**12,415**	11,481	**12,415**	934
Andover	**26,588**	30,598	**31,023**	30,598	**31,023**	425
Anoka	**18,076**	18,038	**17,849**	18,076	**18,076**	0
Apple Valley	**45,527**	49,456	**49,983**	49,456	**49,983**	527
Arden Hills	**9,652**	9,985	**9,796**	9,985	**9,796**	(189)
Austin	**23,314**	23,671	**23,726**	23,671	**23,726**	55
Baxter	**5,555**	7,758	**7,827**	7,758	**7,827**	69
Belle Plaine	**3,789**	6,744	**7,148**	6,744	**7,148**	404
Bemidji	**11,931**	13,143	**13,413**	13,143	**13,413**	270
Big Lake	**6,063**	9,277	**9,446**	9,277	**9,446**	169
Blaine	**44,942**	56,575	**56,888**	56,575	**56,888**	313
Bloomington	**85,172**	85,504	**85,238**	85,504	**85,238**	(266)
Brainerd	**13,382**	13,961	**13,954**	13,961	**13,954**	(7)
Brooklyn Center	**29,172**	27,907	**30,330**	29,172	**30,330**	1,158
Brooklyn Park	**67,388**	72,724	**75,156**	72,724	**75,156**	2,432
Buffalo	**10,104**	13,950	**14,154**	13,950	**14,154**	204
Burnsville	**60,220**	61,393	**61,081**	61,393	**61,081**	(312)
Cambridge	**5,520**	7,615	**7,657**	7,615	**7,657**	42
Champlin	**22,193**	23,990	**23,983**	23,990	**23,983**	(7)
Chanhassen	**20,321**	22,395	**22,590**	22,395	**22,590**	195
Chaska	**17,449**	23,775	**24,048**	23,775	**24,048**	273
Chisholm	**4,960**	4,645	**4,629**	5,000	**5,000**	0
Circle Pines	**4,663**	5,250	**5,211**	5,250	**5,211**	(39)
Cloquet	**11,201**	11,753	**11,780**	11,753	**11,780**	27
Columbia Heights	**18,520**	18,124	**18,137**	18,520	**18,520**	0
Coon Rapids	**61,607**	63,081	**63,005**	63,081	**63,005**	(76)
Corcoran	**5,630**	5,791	**5,774**	5,791	**5,774**	(17)
Cottage Grove	**30,582**	33,788	**34,017**	33,788	**34,017**	229
Crookston	**8,192**	8,051	**8,058**	8,192	**8,192**	0
Crystal	**22,698**	22,138	**22,167**	22,698	**22,698**	0
Dayton	**4,699**	5,015	**5,019**	5,015	**5,019**	4
Delano	**3,837**	5,222	**5,359**	5,222	**5,359**	137
Detroit Lakes	**7,425**	8,478	**8,599**	8,478	**8,599**	121
Duluth	**86,319**	85,439	**85,220**	86,319	**86,319**	0

Municipality	2000 Census	2007 Population Estimates	2008 Population Estimates	Population used for 2009 Allocation	Population to be used for 2010 Allocation	Difference between Populations used in 2009 & 2010 Allocation
Eagan	**63,557**	67,106	**65,847**	67,106	**65,847**	(1,259)
East Bethel	**10,941**	12,124	**12,130**	12,124	**12,130**	6
East Grand Forks	**7,501**	7,879	**7,893**	7,879	**7,893**	14
Eden Prairie	**54,901**	62,090	**62,610**	62,090	**62,610**	520
Edina	**47,425**	47,090	**48,169**	47,425	**48,169**	744
Elk River	**16,447**	23,187	**23,888**	23,187	**23,888**	701
Fairmont	**10,889**	10,675	**10,686**	10,889	**10,889**	0
Falcon Heights	**5,572**	5,709	**5,746**	5,709	**5,746**	37
Faribault	**20,835**	22,798	**22,818**	22,798	**22,818**	20
Farmington	**12,382**	18,589	**18,735**	18,589	**18,735**	146
Fergus Falls	**13,620**	13,971	**13,813**	13,971	**13,813**	(158)
Forest Lake	**14,440**	17,494	**17,417**	17,494	**17,417**	(77)
Fridley	**27,449**	26,459	**26,422**	27,449	**27,449**	0
Glencoe	**5,453**	5,751	**5,760**	5,751	**5,760**	9
Golden Valley	**20,281**	20,362	**20,326**	20,362	**20,326**	(36)
Grand Rapids	**7,892**	9,713	**9,690**	9,713	**9,690**	(23)
Ham Lake	**12,710**	15,290	**15,148**	15,290	**15,148**	(142)
Hastings	**18,204**	22,439	**22,491**	22,439	**22,491**	52
Hermantown	**8,047**	9,269	**9,318**	9,269	**9,318**	49
Hibbing	**17,071**	16,170	**16,120**	17,071	**17,071**	0
Hopkins	**17,145**	17,526	**17,481**	17,526	**17,481**	(45)
Hugo	**6,363**	12,022	**12,573**	12,022	**12,573**	551
Hutchinson	**13,081**	14,021	**14,134**	14,021	**14,134**	113
International Falls	**6,707**	6,283	**6,179**	6,707	**6,707**	0
Inver Grove Heights	**29,751**	33,608	**33,917**	33,608	**33,917**	309
Isanti	**2,324**	5,485	**5,556**	5,485	**5,556**	71
Jordan	**3,833**	5,316	**5,418**	5,316	**5,418**	102
Kasson	**4,398**	5,522	**5,542**	5,522	**5,542**	20
LaCrescent	**4,923**	5,157	**5,132**	5,157	**5,132**	(25)
Lake City	**5,054**	5,317	**5,303**	5,317	**5,303**	(14)
Lake Elmo	**6,863**	8,182	**8,389**	8,182	**8,389**	207
Lakeville	**43,128**	53,829	**54,328**	53,829	**54,328**	499
Lino Lakes	**16,791**	19,851	**19,987**	19,851	**19,987**	136
Litchfield	**6,562**	6,871	**6,845**	6,871	**6,845**	(26)
Little Canada	**9,771**	10,157	**10,043**	10,157	**10,043**	(114)
Little Falls	**7,723**	8,430	**8,418**	8,430	**8,418**	(12)
Mahtomedi	**7,563**	8,005	**8,048**	8,005	**8,048**	43
Mankato	**32,427**	36,245	**36,659**	36,245	**36,659**	414
Maple Grove	**50,365**	59,458	**59,932**	59,458	**59,932**	474
Maplewood	**34,947**	36,663	**36,717**	36,663	**36,717**	54
Marshall	**12,717**	13,040	**13,141**	13,040	**13,141**	101

Municipality	2000 Census	2007 Population Estimates	2008 Population Estimates	Population used for 2009 Allocation	Population to be used for 2010 Allocation	Difference between Populations used in 2009 & 2010 Allocation
Mendota Heights	**11,434**	11,752	**11,749**	11,752	**11,749**	(3)
Minneapolis	**382,618**	388,020	**390,131**	388,020	**390,131**	2,111
Minnetonka	**51,301**	51,499	**51,756**	51,499	**51,756**	257
Minnetrista	**4,358**	6,234	**6,189**	6,234	**6,189**	(45)
Montevideo	**5,346**	5,467	**5,436**	5,467	**5,436**	(31)
Monticello	**7,868**	11,253	**11,366**	11,253	**11,366**	113
Moorhead	**32,179**	35,853	**36,226**	35,853	**36,226**	373
Morris	**5,173**	5,223	**5,205**	5,223	**5,205**	(18)
Mound	**9,435**	9,753	**9,769**	9,753	**9,769**	16
Mounds View	**12,738**	12,634	**12,641**	12,738	**12,738**	0
New Brighton	**22,206**	22,391	**22,511**	22,391	**22,511**	120
New Hope	**20,873**	20,824	**20,860**	20,873	**20,873**	0
New Prague	**4,559**	7,007	**7,006**	7,007	**7,006**	(1)
New Ulm	**13,594**	13,568	**13,473**	13,594	**13,594**	0
North Branch	**8,023**	10,462	**10,370**	10,462	**10,370**	(92)
North Mankato	**11,800**	12,935	**13,003**	12,935	**13,003**	68
North St. Paul	**11,929**	11,695	**11,600**	11,929	**11,929**	0
Northfield	**17,147**	19,859	**19,839**	19,859	**19,839**	(20)
Oak Grove	**6,903**	8,433	**8,504**	8,433	**8,504**	71
Oakdale	**26,653**	27,518	**27,230**	27,518	**27,230**	(288)
Orono	**7,538**	7,841	**7,896**	7,841	**7,896**	55
Otsego	**6,389**	12,499	**13,319**	12,499	**13,319**	820
Owatonna	**22,436**	25,090	**25,381**	25,090	**25,381**	291
Plymouth	**65,894**	71,147	**71,536**	71,147	**71,536**	389
Prior Lake	**15,917**	22,111	**22,917**	22,111	**22,917**	806
Ramsey	**18,510**	22,408	**23,445**	22,408	**23,445**	1,037
Red Wing	**16,116**	16,338	**16,300**	16,338	**16,300**	(38)
Redwood Falls	**5,459**	5,277	**5,247**	5,459	**5,459**	0
Richfield	**34,439**	33,107	**33,676**	34,439	**34,439**	0
Robbinsdale	**14,123**	13,551	**13,598**	14,123	**14,123**	0
Rochester	**86,806**	100,845	**102,437**	100,845	**102,437**	1,592
Rogers	**3,588**	6,971	**7,200**	6,971	**7,200**	229
Rosemount	**14,619**	20,917	**20,956**	20,917	**20,956**	39
Roseville	**33,690**	34,099	**34,345**	34,099	**34,345**	246
Saint Anthony	**8,102**	8,500	**8,437**	8,500	**8,437**	(63)
Saint Cloud	**59,111**	65,246	**65,650**	65,246	**65,650**	404
Saint Francis	**4,910**	7,473	**7,404**	7,473	**7,404**	(69)
Saint Joseph	**4,681**	6,066	**6,156**	6,066	**6,156**	90
Saint Louis Park	**44,126**	45,216	**47,221**	45,216	**47,221**	2,005
Saint Michael	**9,099**	14,883	**15,110**	14,883	**15,110**	227
Saint Paul	**287,151**	287,669	**288,055**	287,669	**288,055**	386

Municipality	2000 Census	2007 Population Estimates	2008 Population Estimates	Population used for 2009 Allocation	Population to be used for 2010 Allocation	Difference between Populations used in 2009 & 2010 Allocation
Saint Paul Park	**5,070**	5,344	**5,293**	5,344	**5,293**	(51)
Saint Peter	**9,747**	10,966	**10,884**	10,966	**10,884**	(82)
Sartell	**9,666**	14,259	**14,512**	14,259	**14,512**	253
Sauk Rapids	**10,221**	12,886	**13,083**	12,886	**13,083**	197
Savage	**21,115**	25,293	**26,852**	25,293	**26,852**	1,559
Shakopee	**20,570**	32,567	**33,969**	32,567	**33,969**	1,402
Shoreview	**25,924**	26,159	**26,036**	26,159	**26,036**	(123)
Shorewood	**7,400**	7,611	**7,582**	7,611	**7,582**	(29)
South St. Paul	**20,167**	20,135	**20,250**	20,167	**20,250**	83
Spring Lake Park	**6,772**	6,690	**6,678**	6,772	**6,772**	0
Stewartville	**5,431**	5,784	**5,842**	5,784	**5,842**	58
Stillwater	**15,143**	18,112	**17,953**	18,112	**17,953**	(159)
Thief River Falls	**8,410**	8,515	**8,483**	8,515	**8,483**	(32)
Vadnais Heights	**13,069**	13,038	**13,081**	13,069	**13,081**	12
Victoria	**4,025**	6,330	**6,665**	6,330	**6,665**	335
Virginia	**9,157**	8,732	**8,707**	9,157	**9,157**	0
Waconia	**6,821**	9,717	**9,960**	9,717	**9,960**	243
Waite Park	**6,568**	6,731	**6,731**	6,731	**6,731**	0
Waseca	**9,617**	9,827	**9,789**	9,827	**9,789**	(38)
West St. Paul	**19,405**	18,914	**19,002**	19,405	**19,405**	0
White Bear Lake	**24,325**	24,776	**24,679**	24,776	**24,679**	(97)
Willmar	**18,488**	19,040	**19,130**	19,040	**19,130**	90
Winona	**27,069**	27,458	**27,582**	27,458	**27,582**	124
Woodbury	**46,463**	57,279	**58,430**	57,279	**58,430**	1,151
Worthington	**11,287**	11,379	**11,392**	11,379	**11,392**	13
Wyoming	**3,048**	6,914	**6,940**	6,914	**6,940**	26
TOTAL	**3,339,665**	**3,630,025**	**3,658,302**	**3,640,325**	**3,667,034**	**26,709**

2010 TENATIVE POPULATION APPORTIONMENT

N:\MSAS\EXCEL\2009\OCTOBER 2009 BOOK\ TENATIVE POPULATION APPORTIONMENT FOR 2010.XLS

Municipality	Population Used for 2009 Allocation	Population to be used for 2010 Allocation	2009 Apport. Using 2000 Census or 07 Estimate	2010 Apport. Using 2000 Census or 08 Estimate	Difference Between 2009 & 10 Apport.	% Increase (Decrease)
Albert Lea	18,366	18,366	$307,152	**$304,915**	($2,237)	-0.73%
Albertville	5,942	6,103	99,374	**101,323**	1,949	1.96%
Alexandria	11,481	12,415	192,008	**206,116**	14,108	7.35%
Andover	30,598	31,023	511,719	**515,048**	3,329	0.65%
Anoka	18,076	18,076	302,302	**300,100**	(2,202)	-0.73%
Apple Valley	49,456	49,983	827,100	**829,825**	2,725	0.33%
Arden Hills	9,985	9,796	166,989	**162,635**	(4,354)	-2.61%
Austin	23,671	23,726	395,873	**393,902**	(1,971)	-0.50%
Baxter	7,758	7,827	129,744	**129,945**	201	0.15%
Belle Plaine	6,744	7,148	112,786	**118,672**	5,886	5.22%
Bemidji	13,143	13,413	219,803	**222,685**	2,882	1.31%
Big Lake	9,277	9,446	155,148	**156,824**	1,676	1.08%
Blaine	56,575	56,888	946,157	**944,463**	(1,694)	-0.18%
Bloomington	85,504	85,238	1,429,965	**1,415,133**	(14,832)	-1.04%
Brainerd	13,961	13,954	233,483	**231,666**	(1,817)	-0.78%
Brooklyn Center	29,172	30,330	487,871	**503,543**	15,672	3.21%
Brooklyn Park	72,724	75,156	1,216,233	**1,247,750**	31,517	2.59%
Buffalo	13,950	14,154	233,299	**234,987**	1,688	0.72%
Burnsville	61,393	61,081	1,026,733	**1,014,075**	(12,658)	-1.23%
Cambridge	7,615	7,657	127,353	**127,123**	(230)	-0.18%
Champlin	23,990	23,983	401,208	**398,169**	(3,039)	-0.76%
Chanhassen	22,395	22,590	374,533	**375,042**	509	0.14%
Chaska	23,775	24,048	397,612	**399,248**	1,636	0.41%
Chisholm	5,000	5,000	83,620	**83,011**	(609)	-0.73%
Circle Pines	5,250	5,211	87,801	**86,514**	(1,287)	-1.47%
Cloquet	11,753	11,780	196,557	**195,573**	(984)	-0.50%
Columbia Heights	18,520	18,520	309,728	**307,472**	(2,256)	-0.73%
Coon Rapids	63,081	63,005	1,054,964	**1,046,018**	(8,946)	-0.85%
Corcoran	5,791	5,774	96,848	**95,861**	(987)	-1.02%
Cottage Grove	33,788	34,017	565,069	**564,755**	(314)	-0.06%
Crookston	8,192	8,192	137,003	**136,005**	(998)	-0.73%
Crystal	22,698	22,698	379,600	**376,835**	(2,765)	-0.73%
Dayton	5,015	5,019	83,871	**83,326**	(545)	-0.65%
Delano	5,222	5,359	87,332	**88,971**	1,639	1.88%
Detroit Lakes	8,478	8,599	141,786	**142,762**	976	0.69%
Duluth	86,319	86,319	1,443,595	**1,433,080**	(10,515)	-0.73%
Eagan	67,106	65,847	1,122,277	**1,093,201**	(29,076)	-2.59%
East Bethel	12,124	12,130	202,761	**201,384**	(1,377)	-0.68%
East Grand Forks	7,879	7,893	131,768	**131,041**	(727)	-0.55%
Eden Prairie	62,090	62,610	1,038,390	**1,039,460**	1,070	0.10%

Municipality	Population Used for 2009 Allocation	Population to be used for 2010 Allocation	2009 Apport. Using 2000 Census or 07 Estimate	2010 Apport. Using 2000 Census or 08 Estimate	Difference Between 2009 & 10 Apport.	% Increase (Decrease)
Edina	47,425	48,169	$793,133	**$799,709**	$6,576	0.83%
Elk River	23,187	23,888	387,778	**396,592**	8,814	2.27%
Fairmont	10,889	10,889	182,107	**180,781**	(1,326)	-0.73%
Falcon Heights	5,709	5,746	95,477	**95,396**	(81)	-0.08%
Faribault	22,798	22,818	381,273	**378,828**	(2,445)	-0.64%
Farmington	18,589	18,735	310,882	**311,041**	159	0.05%
Fergus Falls	13,971	13,813	233,650	**229,325**	(4,325)	-1.85%
Forest Lake	17,494	17,417	292,569	**289,159**	(3,410)	-1.17%
Fridley	27,449	27,449	459,056	**455,712**	(3,344)	-0.73%
Glencoe	5,751	5,760	96,179	**95,628**	(551)	-0.57%
Golden Valley	20,362	20,326	340,533	**337,455**	(3,078)	-0.90%
Grand Rapids	9,713	9,690	162,440	**160,875**	(1,565)	-0.96%
Ham Lake	15,290	15,148	255,709	**251,489**	(4,220)	-1.65%
Hastings	22,439	22,491	375,269	**373,399**	(1,870)	-0.50%
Hermantown	9,269	9,318	155,014	**154,699**	(315)	-0.20%
Hibbing	17,071	17,071	285,495	**283,415**	(2,080)	-0.73%
Hopkins	17,526	17,481	293,104	**290,222**	(2,882)	-0.98%
Hugo	12,022	12,573	201,055	**208,739**	7,684	3.82%
Hutchinson	14,021	14,134	234,487	**234,655**	168	0.07%
International Falls	6,707	6,707	112,168	**111,351**	(817)	-0.73%
Inver Grove Heights	33,608	33,917	562,059	**563,095**	1,036	0.18%
Isanti	5,485	5,556	91,731	**92,241**	510	0.56%
Jordan	5,316	5,418	88,905	**89,950**	1,045	1.18%
Kasson	5,522	5,542	92,350	**92,009**	(341)	-0.37%
La Crescent	5,157	5,132	86,245	**85,202**	(1,043)	-1.21%
Lake City	5,317	5,303	88,921	**88,041**	(880)	-0.99%
Lake Elmo	8,182	8,389	136,835	**139,275**	2,440	1.78%
Lakeville	53,829	54,328	900,234	**901,961**	1,727	0.19%
Lino Lakes	19,851	19,987	331,987	**331,827**	(160)	-0.05%
Litchfield	6,871	6,845	114,910	**113,642**	(1,268)	-1.10%
Little Canada	10,157	10,043	169,865	**166,735**	(3,130)	-1.84%
Little Falls	8,430	8,418	140,983	**139,757**	(1,226)	-0.87%
Mahtomedi	8,005	8,048	133,875	**133,614**	(261)	-0.19%
Mankato	36,245	36,659	606,160	**608,618**	2,458	0.41%
Maple Grove	59,458	59,932	994,373	**995,000**	627	0.06%
Maplewood	36,663	36,717	613,150	**609,581**	(3,569)	-0.58%
Marshall	13,040	13,141	218,080	**218,169**	89	0.04%
Mendota Heights	11,752	11,749	196,540	**195,059**	(1,481)	-0.75%
Minneapolis	388,020	390,131	6,489,227	**6,477,010**	(12,217)	-0.19%
Minnetonka	51,499	51,756	861,267	**859,260**	(2,007)	-0.23%
Minnetrista	6,234	6,189	104,257	**102,751**	(1,506)	-1.44%
Montevideo	5,467	5,436	91,430	**90,249**	(1,181)	-1.29%
Monticello	11,253	11,366	188,195	**188,700**	505	0.27%
Moorhead	35,853	36,226	599,604	**601,429**	1,825	0.30%
Morris	5,223	5,205	87,349	**86,414**	(935)	-1.07%
Mound	9,753	9,769	163,109	**162,186**	(923)	-0.57%
Mounds View	12,738	12,738	213,030	**211,478**	(1,552)	-0.73%
New Brighton	22,391	22,511	374,466	**373,731**	(735)	-0.20%

Municipality	Population Used for 2009 Allocation	Population to be used for 2010 Allocation	2009 Apport. Using 2000 Census or 07 Estimate	2010 Apport. Using 2000 Census or 08 Estimate	Difference Between 2009 & 10 Apport.	% Increase (Decrease)
New Hope	20,873	20,873	$349,079	**$346,536**	($2,543)	-0.73%
New Prague	7,007	7,006	117,185	**116,315**	(870)	-0.74%
New Ulm	13,594	13,594	227,345	**225,690**	(1,655)	-0.73%
North Branch	10,462	10,370	174,966	**172,164**	(2,802)	-1.60%
North Mankato	12,935	13,003	216,324	**215,878**	(446)	-0.21%
North St. Paul	11,929	11,929	199,500	**198,047**	(1,453)	-0.73%
Northfield	19,859	19,839	332,121	**329,370**	(2,751)	-0.83%
Oak Grove	8,433	8,504	141,033	**141,185**	152	0.11%
Oakdale	27,518	27,230	460,210	**452,076**	(8,134)	-1.77%
Orono	7,841	7,896	131,132	**131,091**	(41)	-0.03%
Otsego	12,499	13,319	209,033	**221,124**	12,091	5.78%
Owatonna	25,090	25,381	419,604	**421,379**	1,775	0.42%
Plymouth	71,147	71,536	1,189,859	**1,187,651**	(2,208)	-0.19%
Prior Lake	22,111	22,917	369,783	**380,471**	10,688	2.89%
Ramsey	22,408	23,445	374,750	**389,237**	14,487	3.87%
Red Wing	16,338	16,300	273,236	**270,615**	(2,621)	-0.96%
Redwood Falls	5,459	5,459	91,296	**90,631**	(665)	-0.73%
Richfield	34,439	34,439	575,956	**571,761**	(4,195)	-0.73%
Robbinsdale	14,123	14,123	236,192	**234,472**	(1,720)	-0.73%
Rochester	100,845	102,437	1,686,527	**1,700,674**	14,147	0.84%
Rogers	6,971	7,200	116,583	**119,535**	2,952	2.53%
Rosemount	20,917	20,956	349,815	**347,914**	(1,901)	-0.54%
Roseville	34,099	34,345	570,270	**570,201**	(69)	-0.01%
St. Anthony	8,500	8,437	142,154	**140,072**	(2,082)	-1.46%
St. Cloud	65,246	65,650	1,091,171	**1,089,931**	(1,240)	-0.11%
St. Francis	7,473	7,404	124,978	**122,922**	(2,056)	-1.65%
St. Joseph	6,066	6,156	101,447	**102,203**	756	0.75%
St. Louis Park	45,216	47,221	756,190	**783,970**	27,780	3.67%
St. Michael	14,883	15,110	248,903	**250,858**	1,955	0.79%
St. Paul	287,669	288,055	4,810,962	**4,782,330**	(28,632)	-0.60%
St. Paul Park	5,344	5,293	89,373	**87,875**	(1,498)	-1.68%
St. Peter	10,966	10,884	183,395	**180,698**	(2,697)	-1.47%
Sartell	14,259	14,512	238,467	**240,930**	2,463	1.03%
Sauk Rapids	12,886	13,083	215,505	**217,206**	1,701	0.79%
Savage	25,293	26,852	422,999	**445,801**	22,802	5.39%
Shakopee	32,567	33,969	544,649	**563,958**	19,309	3.55%
Shoreview	26,159	26,036	437,482	**432,253**	(5,229)	-1.20%
Shorewood	7,611	7,582	127,286	**125,877**	(1,409)	-1.11%
South St. Paul	20,167	20,250	337,272	**336,193**	(1,079)	-0.32%
Spring Lake Park	6,772	6,772	113,255	**112,430**	(825)	-0.73%
Stewartville	5,784	5,842	96,731	**96,990**	259	0.27%
Stillwater	18,112	17,953	302,904	**298,058**	(4,846)	-1.60%
Thief River Falls	8,515	8,483	142,404	**140,836**	(1,568)	-1.10%
Vadnais Heights	13,069	13,081	218,565	**217,173**	(1,392)	-0.64%
Victoria	6,330	6,665	105,863	**110,653**	4,790	4.52%
Virginia	9,157	9,157	153,141	**152,026**	(1,115)	-0.73%
Waconia	9,717	9,960	162,507	**165,357**	2,850	1.75%

Municipality	Population Used for 2009 Allocation	Population to be used for 2010 Allocation	2009 Apport. Using 2000 Census or 07 Estimate	2010 Apport. Using 2000 Census or 08 Estimate	Difference Between 2009 & 10 Apport.	% Increase (Decrease)
Waite Park	6,731	6,731	$112,569	**$111,749**	($820)	-0.73%
Waseca	9,827	9,789	164,346	**162,518**	(1,828)	-1.11%
West St. Paul	19,405	19,405	324,528	**322,165**	(2,363)	-0.73%
White Bear Lake	24,776	24,679	414,353	**409,724**	(4,629)	-1.12%
Willmar	19,040	19,130	318,423	**317,599**	(824)	-0.26%
Winona	27,458	27,582	459,205	**457,919**	(1,286)	-0.28%
Woodbury	57,279	58,430	957,930	**970,063**	12,133	1.27%
Worthington	11,379	11,392	190,301	**189,131**	(1,170)	-0.61%
Wyoming	6,914	6,940	115,628	**115,218**	(410)	-0.35%
TOTAL	**3,640,325**	**3,667,034**	**$60,880,615**	**$60,880,615**	**$0**	

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

2009	$60,880,615 / 3,640,325	Equals	$16.7240	Per person
2010	$60,880,615 / 3,667,034	Equals	$16.6021	Per person

The population difference between 2009 and 2010 for allocation purposes is 26,709

49 Cities Increased their estimated population allocation.
95 Cities Decreased their estimated population allocation.

Effects of the 2009 Needs Study Update

The following tabulation reflects the total difference between the 2008 and the 2009 25-year construction (money) needs study. This update was accomplished in four phases to measure the effect each type of revision has to the total needs.

1. **Accomplishments and system revisions -- Reflects need changes due to construction, the addition of 20 year reinstatement and the addition of needs for new street designations or a reduction for revocations. This is called the Normal Needs Update.**

2. **Traffic Count Update -- is the result of the 2008 traffic counts updated in 2009. Traffic Data Management Services completed traffic maps of 29 municipalities whose traffic was counted in 2008.**

3. **Roadway Unit Cost Revisions -- measures the effect on the needs between last year's roadway unit prices to the unit prices approved by the Screening Board at the 2009 Spring Meeting.**

4. **Structure and Railroad Cost Revisions -- measures the effect on the needs between last year's structure and railroad unit prices to the unit prices approved by the Screening Board at the 2009 Spring Meeting.**

The resulting 2008 Unadjusted Construction Needs as adjusted in the "Tentative 2010 Adjusted Construction Needs Apportionment" spreadsheet in this booklet will be used in computing the 2010 Construction (money) needs apportionment.

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04-Sep-09

EFFECTS OF THE 2009 M.S.A.S NEEDS STUDY UPDATE

EFFECTS OF THE REVISIONS TO THE 2008 NEEDS, UPDATED IN 2009 FOR THE JANUARY 2010 APPORTIONMENT

Municipality	2007 Unadjusted Construction Needs	Effect of Normal Update	Percent change	Effect of Traffic Update	Percent Change	Effect of Roadway Unit Cost Update	Percent change	Effect of Structure and Railroad Update	Percent Change	2008 Unadjusted Construction Needs	Net Change	Percent of change 2008 to 2009
Albert Lea	$31,581,261	$1,085,091	3.44%	$0		$1,644,305	5.21%	$769,820	2.44%	$35,080,477	$3,499,216	11.08%
Albertville	10,753,829	No Updates	0.00%	71,201	0.66%	557,048	5.18%	61,488	0.57%	11,443,566	689,737	6.41%
Alexandria	34,367,471	903,368	2.63%	0		2,078,175	6.05%	245,952	0.72%	37,594,966	3,227,495	9.39%
Andover	41,603,509	9,003,766	21.64%	0		2,855,155	6.86%	77,592	0.19%	53,540,022	11,936,513	28.69%
Anoka	15,120,082	808,663	5.35%	14,235	0.09%	1,048,874	6.94%	0		16,991,854	1,871,772	12.38%
Apple Valley	43,034,251	90,441	0.21%	0		2,868,648	6.67%	0		45,993,340	2,959,089	6.88%
Arden Hills	8,137,177	No Updates	0.00%	0		457,112	5.62%	93,696	1.15%	8,687,985	550,808	6.77%
Austin	42,874,030	(1,524,938)	-3.56%	(570)	0.00%	1,780,625	4.15%	808,848	1.89%	43,937,995	1,063,965	2.48%
Baxter	13,296,985	(2,191,310)	-16.48%	0		790,757	5.95%	62,952	0.47%	11,959,384	(1,337,601)	-10.06%
Belle Plaine	9,247,613	304,842	3.30%	0		551,602	5.96%	0		10,104,057	856,444	9.26%
Bemidji	16,473,498	679,285	4.12%	0		1,087,134	6.60%	187,392	1.14%	18,427,309	1,953,811	11.86%
Big Lake	9,434,991	2,070,243	21.94%	0		669,876	7.10%	0		12,175,110	2,740,119	29.04%
Blaine	37,746,747	357,788	0.95%	0		2,523,015	6.68%	0		40,627,550	2,880,803	7.63%
Bloomington	115,545,455	3,254,677	2.82%	(672,760)	-0.58%	7,492,787	6.48%	913,218	0.79%	126,533,377	10,987,922	9.51%
Brainerd	16,408,082	5,001,566	30.48%	0		1,339,308	8.16%	155,184	0.95%	22,904,140	6,496,058	39.59%
Brooklyn Center	16,967,058	(636,771)	-3.75%	0		1,238,494	7.30%	0		17,568,781	601,723	3.55%
Brooklyn Park	44,493,240	(2,071,973)	-4.66%	0		3,446,753	7.75%	26,108	0.06%	45,894,128	1,400,888	3.15%
Buffalo	23,636,151	(315,041)	-1.33%	(45,967)	-0.19%	1,233,291	5.22%	191,784	0.81%	24,700,218	1,064,067	4.50%
Burnsville	66,910,515	1,652,802	2.47%	0		4,335,274	6.48%	176,168	0.26%	73,074,759	6,164,244	9.21%
Cambridge	7,428,272	1,194,176	16.08%	(8,914)	-0.12%	559,303	7.53%	60,976	0.82%	9,233,813	1,805,541	24.31%
Champlin	19,115,851	171,544	0.90%	0		1,285,473	6.72%	0		20,572,868	1,457,017	7.62%
Chanhassen	17,857,485	2,195,675	12.30%	0		1,327,380	7.43%	(147,571)	-0.83%	21,232,969	3,375,484	18.90%
Chaska	23,642,263	539,484	2.28%	0		1,208,951	5.11%	250,961	1.06%	25,641,659	1,999,396	8.46%
Chisholm	10,223,195	793,951	7.77%	0		589,217	5.76%	(11,041)	-0.11%	11,595,322	1,372,127	13.42%
Circle Pines	4,019,413	(824,530)	-20.51%	0		203,011	5.05%	0		3,397,894	(621,519)	-15.46%
Cloquet	24,525,149	234,250	0.96%	0		1,404,923	5.73%	193,736	0.79%	26,358,058	1,832,909	7.47%
Columbia Heights	18,179,930	308,399	1.70%	75,971	0.42%	1,016,448	5.59%	30,744	0.17%	19,611,492	1,431,562	7.87%
Coon Rapids	56,155,877	1,951,873	3.48%	196,241	0.35%	3,202,921	5.70%	168,360	0.30%	61,675,272	5,519,395	9.83%
Corcoran	8,627,523	No Updates	0.00%	0		649,865	7.53%	0		9,277,388	649,865	7.53%
Cottage Grove	48,753,927	1,040,921	2.14%	0		2,836,825	5.82%	0		52,631,673	3,877,746	7.95%
Crookston	22,230,650	2,238,187	10.07%	0		706,043	3.18%	211,889	0.95%	25,386,769	3,156,119	14.20%
Crystal	17,436,478	(830,243)	-4.76%	(210,304)	-1.21%	1,014,669	5.82%	152,988	0.88%	17,563,588	127,110	0.73%
Dayton	7,425,856	(276,127)	-3.72%	0		447,568	6.03%	0		7,597,297	171,441	2.31%
Delano	11,711,552	(80,393)	-0.69%	(4,572)	-0.04%	523,229	4.47%	68,320	0.58%	12,218,136	506,584	4.33%
Detroit Lakes	17,309,555	(775,985)	-4.48%	(130,019)	-0.75%	1,189,709	6.87%	207,888	1.20%	17,801,148	491,593	2.84%
Duluth	166,201,626	(111,285)	-0.07%	0		9,116,049	5.48%	(1,090,533)	-0.66%	174,115,857	7,914,231	4.76%
Eagan	52,204,648	5,180,213	9.92%	0		3,718,196	7.12%	500,688	0.96%	61,603,745	9,399,097	18.00%
East Bethel	33,016,474	(466,051)	-1.41%	0		1,924,184	5.83%	0		34,474,607	1,458,133	4.42%
East Grand Forks	20,103,868	141,697	0.70%	0		1,235,813	6.15%	(281,332)	-1.40%	21,200,046	1,096,178	5.45%
Eden Prairie	61,496,608	(3,707,954)	-6.03%	0		3,182,945	5.18%	0		60,971,599	(525,009)	-0.85%
Edina	46,604,577	400,613	0.86%	0		3,035,993	6.51%	140,502	0.30%	50,181,685	3,577,108	7.68%
Elk River	38,640,842	1,981,646	5.13%	0		2,432,020	6.29%	211,182	0.55%	43,265,690	4,624,848	11.97%
Fairmont	28,667,824	(846,528)	-2.95%	0		1,494,486	5.21%	143,594	0.50%	29,459,376	791,552	2.76%
Falcon Heights	2,743,597	No Updates	0.00%	0		158,032	5.76%	0		2,901,629	158,032	5.76%
Faribault	34,448,136	(259,535)	-0.75%	66,275	0.19%	1,792,473	5.20%	557,576	1.62%	36,604,925	2,156,789	6.26%
Farmington	22,830,497	(1,516,060)	-6.64%	0		1,187,112	5.20%	125,513	0.55%	22,627,062	(203,435)	-0.89%
Fergus Falls	37,469,669	783,604	2.09%	0		2,263,498	6.04%	988,237	2.64%	41,505,008	4,035,339	10.77%
Forest Lake	33,995,154	No Updates	0.00%	0		1,760,902	5.18%	0		35,756,056	1,760,902	5.18%
Fridley	28,197,349	329,060	1.17%	0		1,685,324	5.98%	108,336	0.38%	30,320,069	2,122,720	7.53%
Glencoe	9,674,929	No Updates	0.00%	0		548,640	5.67%	0		10,223,569	548,640	5.67%
Golden Valley	24,523,635	(18,972)	-0.08%	0		1,406,777	5.74%	582,482	2.38%	26,493,922	1,970,287	8.03%

Municipality	2007 Unadjusted Construction Needs	Effect of Normal Update	Percent change	Effect of Traffic Update	Percent Change	Effect of Roadway Unit Cost Update	Percent change	Effect of Structure and Railroad Update	Percent Change	2008 Unadjusted Construction Needs	Net Change	Percent of change 2008 to 2009
Grand Rapids	$23,083,998	$10,360,874	44.88%	$0		$1,780,319	7.71%	$155,184	0.67%	$35,380,375	$12,296,377	53.27%
Ham Lake	26,804,626	(1,401,975)	-5.23%	0		1,879,122	7.01%	0		27,281,773	477,147	1.78%
Hastings	16,223,050	579,703	3.57%	0		1,180,482	7.28%	0		17,983,235	1,760,185	10.85%
Hermantown	20,547,975	4,109,659	20.00%	0		1,253,344	6.10%	0		25,910,978	5,363,003	26.10%
Hibbing	56,211,839	193,875	0.34%	0		3,656,592	6.51%	468,480	0.83%	60,530,786	4,318,947	7.68%
Hopkins	13,466,470	(393,807)	-2.92%	(114,192)	-0.85%	748,817	5.56%	0		13,707,288	240,818	1.79%
Hugo	18,470,687	No Updates	0.00%	0		1,125,929	6.10%	0		19,596,616	1,125,929	6.10%
Hutchinson	20,114,757	117,388	0.58%	0		1,212,283	6.03%	242,109	1.20%	21,686,537	1,571,780	7.81%
International Falls	9,634,597	No Updates	0.00%	864	0.01%	546,040	5.67%	0		10,181,501	546,904	5.68%
Inver Grove Heights	49,624,039	(1,138,445)	-2.29%	0		2,783,581	5.61%	0		51,269,175	1,645,136	3.32%
Isanti	5,233,922	1,152,469	22.02%	0		340,368	6.50%	186,904	3.57%	6,913,663	1,679,741	32.09%
Jordan	8,892,844	(45,661)	-0.51%	0		410,362	4.61%	215,574	2.42%	9,473,119	580,275	6.53%
Kasson	6,466,167	(276,879)	-4.28%	0		365,558	5.65%	0		6,554,846	88,679	1.37%
La Crescent	8,457,871	(219,328)	-2.59%	5,467	0.06%	458,996	5.43%	0		8,703,006	245,135	2.90%
Lake City	8,486,183	No Updates	0.00%	0		512,823	6.04%	0		8,999,006	512,823	6.04%
Lake Elmo	11,060,231	444,511	4.02%	0		795,245	7.19%	1,098	0.01%	12,301,085	1,240,854	11.22%
Lakeville	64,527,879	1,322,448	2.05%	0		3,952,614	6.13%	262,056	0.41%	70,064,997	5,537,118	8.58%
Lino Lakes	27,129,567	(117,584)	-0.43%	0		1,562,212	5.76%	0		28,574,195	1,444,628	5.32%
Litchfield	11,409,998	788,858	6.91%	0		639,655	5.61%	194,712	1.71%	13,033,223	1,623,225	14.23%
Little Canada	11,865,419	329,113	2.77%	0		578,844	4.88%	40,992	0.35%	12,814,368	948,949	8.00%
Little Falls	22,204,894	882,889	3.98%	0		1,355,362	6.10%	94,794	0.43%	24,537,939	2,333,045	10.51%
Mahtomedi	6,519,480	633,710	9.72%	0		362,395	5.56%	0		7,515,585	996,105	15.28%
Mankato	40,671,008	3,336,902	8.20%	0		2,770,082	6.81%	124,793	0.31%	46,902,785	6,231,777	15.32%
Maple Grove	71,747,956	3,012,505	4.20%	0		4,830,858	6.73%	323,544	0.45%	79,914,863	8,166,907	11.38%
Maplewood	44,016,827	(1,369,077)	-3.11%	0		2,585,050	5.87%	0		45,232,800	1,215,973	2.76%
Marshall	23,793,971	(1,346,349)	-5.66%	0		1,346,721	5.66%	20,203	0.08%	23,814,546	20,575	0.09%
Mendota Heights	18,704,233	No Updates	0.00%	0		1,086,740	5.81%	0		19,790,973	1,086,740	5.81%
Minneapolis	344,066,888	10,797,930	3.14%	608,729	0.18%	16,696,687	4.85%	2,366,113	0.69%	374,536,347	30,469,459	8.86%
Minnetonka	62,639,584	1,743,729	2.78%	0		3,691,949	5.89%	169,824	0.27%	68,245,086	5,605,502	8.95%
Minnetrista	17,305,078	(2,234,371)	-12.91%	0		871,995	5.04%	0		15,942,702	(1,362,376)	-7.87%
Montevideo	7,898,963	(32,871)	-0.42%	(1,189)	-0.02%	480,921	6.09%	0		8,345,824	446,861	5.66%
Monticello	11,711,013	(5,237)	-0.04%	120,411	1.03%	675,986	5.77%	0		12,502,173	791,160	6.76%
Moorhead	60,471,527	1,495,377	2.47%	0		3,038,898	5.03%	1,002,243	1.66%	66,008,045	5,536,518	9.16%
Morris	7,461,191	1,175,824	15.76%	0		535,435	7.18%	0		9,172,450	1,711,259	22.94%
Mound	13,230,393	44,549	0.34%	(190,398)	-1.44%	665,755	5.03%	0		13,750,299	519,906	3.93%
Mounds View	13,878,770	370,104	2.67%	0		732,910	5.28%	0		14,981,784	1,103,014	7.95%
New Brighton	20,385,552	(13,780)	-0.07%	0		1,038,503	5.09%	681,431	3.34%	22,091,706	1,706,154	8.37%
New Hope	17,160,402	(511,404)	-2.98%	0		894,889	5.21%	157,624	0.92%	17,701,511	541,109	3.15%
New Prague	6,170,737	(797,366)	-12.92%	0		330,714	5.36%	0		5,704,085	(466,652)	-7.56%
New Ulm	23,481,624	60,956	0.26%	0		1,103,609	4.70%	654,042	2.79%	25,300,231	1,818,607	7.74%
North Branch	17,177,423	10,774,017	62.72%	0		1,551,016	9.03%	8,369	0.05%	29,510,825	12,333,402	71.80%
North Mankato	19,153,622	2,335,501	12.19%	0		1,418,183	7.40%	0		22,907,306	3,753,684	19.60%
North Saint Paul	14,439,358	485,707	3.36%	0		823,961	5.71%	0		15,749,026	1,309,668	9.07%
Northfield	19,967,375	504,869	2.53%	(105,110)	-0.53%	1,032,868	5.17%	389,375	1.95%	21,789,377	1,822,002	9.12%
Oak Grove	29,283,572	(2,511,923)	-8.58%	0		1,629,743	5.57%	0		28,401,392	(882,180)	-3.01%
Oakdale	10,369,974	428,730	4.13%	0		869,276	8.38%	0		11,667,980	1,298,006	12.52%
Orono	9,027,848	No Updates	0.00%	0		556,785	6.17%	0		9,584,633	556,785	6.17%
Otsego	23,213,307	(550,871)	-2.37%	27,755	0.12%	1,381,072	5.95%	0		24,071,263	857,956	3.70%
Owatonna	35,418,785	2,787,362	7.87%	0		1,934,687	5.46%	333,011	0.94%	40,473,845	5,055,060	14.27%
Plymouth	65,236,225	866,695	1.33%	0		4,783,882	7.33%	33,770	0.05%	70,920,572	5,684,347	8.71%
Prior Lake	20,551,058	(65,306)	-0.32%	0		1,189,502	5.79%	0		21,675,254	1,124,196	5.47%
Ramsey	40,443,316	(1,558,242)	-3.85%	0		2,342,701	5.79%	0		41,227,775	784,459	1.94%
Red Wing	32,765,200	2,222	0.01%	0		1,766,171	5.39%	247,538	0.76%	34,781,131	2,015,931	6.15%
Redwood Falls	11,571,671	369,845	3.20%	0		650,827	5.62%	0		12,592,343	1,020,672	8.82%
Richfield	30,173,422	312,137	1.03%	0		1,702,860	5.64%	371,856	1.23%	32,560,275	2,386,853	7.91%

Municipality	2007 Unadjusted Construction Needs	Effect of Normal Update	Percent change	Effect of Traffic Update	Percent Change	Effect of Roadway Unit Cost Update	Percent change	Effect of Structure and Railroad Update	Percent Change	2008 Unadjusted Construction Needs	Net Change	Percent of change 2008 to 2009
Robbinsdale	$12,672,220	$89,828	0.71%	0		$747,743	5.90%	$125,538	0.99%	$13,635,329	$963,109	7.60%
Rochester	100,663,548	1,335,762	1.33%	($188,917)	-0.19%	6,374,012	6.33%	980,965	0.97%	109,165,370	8,501,822	8.45%
Rogers	8,206,140	413,444	5.04%	0		629,008	7.67%	0		9,248,592	1,042,452	12.70%
Rosemount	34,098,701	1,802,180	5.29%	0		2,134,870	6.26%	276,696	0.81%	38,312,447	4,213,746	12.36%
Roseville	29,438,202	979,361	3.33%	0		1,729,763	5.88%	57,096	0.19%	32,204,422	2,766,220	9.40%
St Anthony	7,255,722	1,237,373	17.05%	0		479,276	6.61%	0		8,972,371	1,716,649	23.66%
St Cloud	91,417,375	620,688	0.68%	0		5,396,603	5.90%	972,974	1.06%	98,407,640	6,990,265	7.65%
St Francis	18,136,193	(600,646)	-3.31%	0		1,053,630	5.81%	0		18,589,177	452,984	2.50%
St Joseph	5,199,197	(306,717)	-5.90%	0		320,621	6.17%	0		5,213,101	13,904	0.27%
St Louis Park	39,773,269	98,610	0.25%	0		2,363,767	5.94%	116,449	0.29%	42,352,095	2,578,826	6.48%
St Michael	38,225,249	933,149	2.44%	5,418	0.01%	2,129,619	5.57%	0		41,293,435	3,068,186	8.03%
St Paul	272,218,223	3,387,267	1.24%	(302,189)	-0.11%	13,028,803	4.79%	3,752,441	1.38%	292,084,545	19,866,322	7.30%
St Paul Park	6,782,408	No Updates	0.00%	0		407,183	6.00%	20,130	0.30%	7,209,721	427,313	6.30%
St Peter	19,982,582	1,630,536	8.16%	0		1,276,216	6.39%	0		22,889,334	2,906,752	14.55%
Sartell	19,141,990	No Updates	0.00%	0		1,153,907	6.03%	0		20,295,897	1,153,907	6.03%
Sauk Rapids	14,503,702	426,621	2.94%	0		983,407	6.78%	32,696	0.23%	15,946,426	1,442,724	9.95%
Savage	22,189,167	1,106,553	4.99%	0		1,557,906	7.02%	(152,842)	-0.69%	24,700,784	2,511,617	11.32%
Shakopee	30,392,211	894,698	2.94%	0		2,146,510	7.06%	465,552	1.53%	33,898,971	3,506,760	11.54%
Shoreview	21,247,927	No Updates	0.00%	0		1,114,124	5.24%	0		22,362,051	1,114,124	5.24%
Shorewood	8,522,675	No Updates	0.00%	0		507,631	5.96%	0		9,030,306	507,631	5.96%
South St Paul	17,984,368	187,117	1.04%	613	0.00%	1,189,967	6.62%	0		19,362,065	1,377,697	7.66%
Spring Lake Park	4,085,965	No Updates	0.00%	(6,741)	-0.16%	274,493	6.72%	0		4,353,717	267,752	6.55%
Stewartville	5,505,680	(152,908)	-2.78%	0		320,327	5.82%	0		5,673,099	167,419	3.04%
Stillwater	15,931,251	5,453,574	34.23%	0		1,278,324	8.02%	152,256	0.96%	22,815,405	6,884,154	43.21%
Thief River Falls	25,058,063	401,702	1.60%	0		1,292,196	5.16%	610,561	2.44%	27,362,522	2,304,459	9.20%
Vadnais Heights	8,019,392	208,453	2.60%	0		502,652	6.27%	0		8,730,497	711,105	8.87%
Victoria	5,916,967	(198,606)	-3.36%	0		343,752	5.81%	0		6,062,113	145,146	2.45%
Virginia	19,077,289	1,836,219	9.63%	0		1,221,169	6.40%	0		22,134,677	3,057,388	16.03%
Waconia	11,484,275	970,547	8.45%	0		730,234	6.36%	0		13,185,056	1,700,781	14.81%
Waite Park	6,395,678	(1,203,101)	-18.81%	0		406,345	6.35%	152,988	2.39%	5,751,910	(643,768)	-10.07%
Waseca	9,340,302	No Updates	0.00%	0		493,262	5.28%	184,342	1.97%	10,017,906	677,604	7.25%
West St Paul	13,331,094	891,580	6.69%	0		845,592	6.34%	0		15,068,266	1,737,172	13.03%
White Bear Lake	17,707,601	(230,472)	-1.30%	0		1,169,152	6.60%	158,112	0.89%	18,804,393	1,096,792	6.19%
Willmar	29,667,532	180,606	0.61%	0		1,860,690	6.27%	305,000	1.03%	32,013,828	2,346,296	7.91%
Winona	25,058,503	128,171	0.51%	0		1,779,210	7.10%	0		26,965,884	1,907,381	7.61%
Woodbury	53,876,294	(653,004)	-1.21%	0		3,434,144	6.37%	0		56,657,434	2,781,140	5.16%
Worthington	13,727,072	270,778	1.97%	0		809,147	5.89%	23,912	0.17%	14,830,909	1,103,837	8.04%
Wyoming	12,002,770	No Updates		0		774,999	6.46%	0		12,777,769	774,999	6.46%
STATE TOTAL	$4,277,355,517	$97,613,474	2.28%	($788,662)	-0.02%	$251,878,645	5.89%	$23,924,202	0.56%	$4,649,983,176	$372,627,659	8.71%

MILEAGE, NEEDS AND APPORTIONMENT

The amount to be allocated in 2010 is unknown at this time so an estimated amount of $121,761,230 is used in this report. This is the amount that was allocated for the 2009 apportionment. The actual amount will be announced in January 2010 when the Commissioner of Transportation makes a determination of the 2010 apportionment.

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

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

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M.S.A.S. Mileage, Needs and Apportionment 1958 to 2009

Appt. Year	Number of of Munici-palities	Needs Mileage	Actual 25 Year Construc-tion Needs	Total Apportion-ment	Adjusted 25 Year Construc-tion Needs	Total Apportion-ment Per Needs Mileage	Apportion-ment Per $1000 of Adjusted Needs
1958	58	920.40	$190,373,337	$7,286,074	$190,373,337	$7,916.20	$19.1363
1959	59	938.36	195,749,800	8,108,428	195,749,800	8,641.06	20.7112
1960	59	968.82	214,494,178	8,370,596	197,971,488	8,639.99	21.1409
1961	77	1131.78	233,276,540	9,185,862	233,833,072	8,116.30	19.6419
1962	77	1140.83	223,014,549	9,037,698	225,687,087	7,922.04	20.0226
1963	77	1161.06	221,458,428	9,451,125	222,770,204	8,140.08	21.2127
1964	77	1177.11	218,487,546	10,967,128	221,441,346	9,317.00	24.7631
1965	77	1208.81	218,760,538	11,370,240	221,140,776	9,406.14	25.7081
1966	80	1271.87	221,992,032	11,662,274	218,982,273	9,169.39	26.6284
1967	80	1309.93	213,883,059	12,442,900	213,808,290	9,498.90	29.0983
1968	84	1372.36	215,390,936	14,287,775	215,206,878	10,411.10	33.1954
1969	86	1412.57	209,136,115	15,121,277	210,803,850	10,704.80	35.8658
1970	86	1427.59	205,103,671	16,490,064	206,350,399	11,550.98	39.9565
1971	90	1467.30	204,854,564	18,090,833	204,327,997	12,329.33	44.2691
1972	92	1521.41	217,915,457	18,338,440	217,235,062	12,053.58	42.2087
1973	94	1580.45	311,183,279	18,648,610	309,052,410	11,799.56	30.1706
1974	95	1608.06	324,787,253	21,728,373	321,833,693	13,512.17	33.7571
1975	99	1629.30	422,560,903	22,841,302	418,577,904	14,019.09	27.2844
1976	101	1718.92	449,383,835	22,793,386	444,038,715	13,260.29	25.6660
1977	101	1748.55	488,779,846	27,595,966	483,467,326	15,782.20	28.5396
1978	104	1807.94	494,433,948	27,865,892	490,165,460	15,413.06	28.3785
1979	106	1853.71	529,996,431	30,846,555	523,460,762	16,640.44	29.4188
1980	106	1889.03	623,880,689	34,012,618	609,591,579	18,005.34	27.8609
1981	109	1933.64	695,487,179	35,567,962	695,478,283	18,394.30	25.5442
1982	105	1976.17	705,647,888	41,819,275	692,987,088	21,161.78	30.2978
1983	106	2022.37	651,402,395	46,306,272	631,554,858	22,897.03	36.5498
1984	106	2047.23	635,420,700	48,580,190	613,448,456	23,729.72	39.7013
1985	107	2110.52	618,275,930	56,711,674	589,857,835	26,870.95	48.1983
1986	107	2139.42	552,944,830	59,097,819	543,890,225	27,623.29	54.3012
1987	107	2148.07	551,850,149	53,101,745	541,972,837	24,720.68	48.9738
1988	108	2171.89	545,457,364	58,381,022	529,946,820	26,880.28	55.0588
1989	109	2205.05	586,716,169	76,501,442	588,403,918	34,693.74	64.9777
1990	112	2265.64	969,735,729	81,517,107	969,162,426	35,979.73	41.9909
1991	113	2330.30	1,289,813,259	79,773,732	1,240,127,592	34,233.25	32.1058
1992	116	2376.79	1,374,092,030	81,109,752	1,330,349,165	34,125.75	30.4150
1993	116	2410.53	1,458,214,849	82,954,222	1,385,096,428	34,413.27	29.8910
1994	117	2471.04	1,547,661,937	80,787,856	1,502,960,398	32,693.87	26.8269
1995	118	2526.39	1,582,491,280	81,718,700	1,541,396,875	32,346.04	26.4612
1996	119	2614.71	1,652,360,408	90,740,650	1,638,227,013	34,703.91	27.6275
1997	122	2740.46	1,722,973,258	90,608,066	1,738,998,615	33,063.09	25.9148
1998	125	2815.99	1,705,411,076	93,828,258	1,746,270,860	33,319.81	26.7316

Appt. Year	Number of of Municipalities	Needs Mileage	Actual 25 Year Construction Needs	Total Apportionment	Adjusted 25 Year Construction Needs	Total Apportionment Per Needs Mileage	Apportionment Per $1000 of Adjusted Needs
1999	126	2859.05	$1,927,808,456	$97,457,150	$1,981,933,166	$34,087.25	24.4674
2000	127	2910.87	2,042,921,321	103,202,769	2,084,650,298	35,454.27	24.6423
2001	129	2972.16	2,212,783,436	108,558,171	2,228,893,216	36,525.01	24.2606
2002	130	3020.39	2,432,537,238	116,434,082	2,441,083,093	38,549.35	23.7741
2003	131	3080.67	2,677,069,498	108,992,464	2,663,903,876	35,379.47	20.3866
2004	133	3116.44	2,823,888,537	110,890,581	2,898,358,498	35,582.45	19.0811
2005	136	3190.82	2,986,013,788	111,823,549	3,086,369,911	35,045.40	18.0717
2006	138	3291.64	3,272,908,979	111,487,130	3,356,466,332	33,869.78	16.5713
2007	142	3382.28	3,663,172,809	114,419,009	3,760,234,514	33,828.96	15.1929
2008	143	3453.10	3,896,589,388	114,398,269	4,005,371,748	33,129.15	14.2871
2009	144	3504.00	4,277,355,517	121,761,230	4,375,100,368	34,749.21	13.9113
2010	144	3533.69	4,649,983,176	121,761,230	4,724,827,452	34,457.25	12.8858

The figures for 2010 are estimates

MSAS NEEDS MILEAGE COMPARISON

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CITY	2008 MSAS NEEDS MILEAGE	2009 MSAS NEEDS MILEAGE	DIFFERENCE IN MILEAGE
ALBERT LEA	23.40	23.40	
ALBERTVILLE	7.15	7.15	
ALEXANDRIA	23.17	23.17	
ANDOVER	42.08	43.07	0.99
ANOKA	13.14	13.14	
APPLE VALLEY	36.91	36.91	
ARDEN HILLS	7.53	7.53	
AUSTIN	28.62	29.18	0.56
BAXTER	16.48	16.48	
BELLE PLAINE	8.46	8.46	
BEMIDJI	16.64	16.66	0.02
BIG LAKE	10.65	11.52	0.87
BLAINE	47.87	48.71	0.84
BLOOMINGTON	72.54	73.94	1.40
BRAINERD	16.56	19.17	2.61
BROOKLYN CENTER	21.40	21.40	
BROOKLYN PARK	59.36	59.36	
BUFFALO	17.08	17.19	0.11
BURNSVILLE	45.04	45.04	
CAMBRIDGE	13.08	13.08	
CHAMPLIN	19.92	19.92	
CHANHASSEN	21.47	21.47	
CHASKA	20.47	20.47	
CHISHOLM	7.99	8.39	0.40
CIRCLE PINES	3.53	3.53	
CLOQUET	21.67	21.67	
COLUMBIA HEIGHTS	12.50	12.50	
COON RAPIDS	41.83	41.83	
CORCORAN	14.80	14.80	
COTTAGE GROVE	35.51	35.51	
CROOKSTON	11.65	11.65	
CRYSTAL	17.88	17.94	0.06
DAYTON	9.72	9.72	
DELANO	6.11	6.11	
DETROIT LAKES	22.05	22.35	0.30
DULUTH	114.84	114.84	
EAGAN	47.63	47.72	0.09
EAST BETHEL	28.85	28.78	(0.07)
EAST GRAND FORKS	16.01	16.82	0.81
EDEN PRAIRIE	47.08	47.08	
EDINA	40.27	40.27	
ELK RIVER	36.36	36.36	
FAIRMONT	19.70	19.70	
FALCON HEIGHTS	3.29	3.29	
FARIBAULT	23.60	24.27	0.67
FARMINGTON	16.23	16.24	0.01
FERGUS FALLS	24.67	24.67	
FOREST LAKE	24.08	24.08	

CITY	2008 MSAS NEEDS MILEAGE	2009 MSAS NEEDS MILEAGE	DIFFERENCE IN MILEAGE
FRIDLEY	22.87	22.87	
GLENCOE	8.02	8.02	
GOLDEN VALLEY	23.57	23.57	
GRAND RAPIDS	17.00	22.72	5.72
HAM LAKE	31.24	32.12	0.88
HASTINGS	21.24	21.24	
HERMANTOWN	15.50	15.50	
HIBBING	53.74	53.74	
HOPKINS	9.99	9.99	
HUGO	20.61	20.61	
HUTCHINSON	19.10	18.70	(0.40)
INTERNATIONAL FALLS	8.06	8.06	
INVER GROVE HEIGHTS	32.51	32.51	
ISANTI	6.79	6.89	0.10
JORDAN	5.89	5.89	
KASSON	5.08	5.08	
LA CRESCENT	5.84	5.84	
LAKE CITY	8.39	8.39	
LAKE ELMO	14.38	14.39	0.01
LAKEVILLE	60.02	60.02	
LINO LAKES	23.09	23.09	
LITCHFIELD	8.77	8.77	
LITTLE CANADA	11.25	11.25	
LITTLE FALLS	18.34	18.34	
MAHTOMEDI	8.62	8.61	(0.01)
MANKATO	33.31	33.31	
MAPLE GROVE	55.75	56.25	0.50
MAPLEWOOD	35.73	36.16	0.43
MARSHALL	18.47	18.47	
MENDOTA HEIGHTS	14.67	14.67	
MINNEAPOLIS	207.88	206.01	(1.87)
MINNETONKA	50.86	50.86	
MINNETRISTA	12.71	12.71	
MONTEVIDEO	8.55	8.55	
MONTICELLO	12.08	12.08	
MOORHEAD	43.61	44.38	0.77
MORRIS	9.03	9.03	
MOUND	8.17	8.17	
MOUNDS VIEW	12.43	12.43	
NEW BRIGHTON	15.26	15.26	
NEW HOPE	12.70	12.70	
NEW PRAGUE	6.95	6.95	
NEW ULM	16.11	16.11	
NORTH BRANCH	22.53	23.93	1.40
NORTH MANKATO	15.07	15.07	
NORTH ST PAUL	11.40	11.39	(0.01)
NORTHFIELD	17.06	17.06	
OAK GROVE	24.56	24.52	(0.04)

CITY	2008 MSAS NEEDS MILEAGE	2009 MSAS NEEDS MILEAGE	DIFFERENCE IN MILEAGE
OAKDALE	19.30	19.30	
ORONO	9.45	9.45	
OTSEGO	22.41	22.51	0.10
OWATONNA	26.25	28.35	2.10
PLYMOUTH	57.80	58.40	0.60
PRIOR LAKE	20.16	20.49	0.33
RAMSEY	37.47	38.15	0.68
RED WING	24.65	24.65	
REDWOOD FALLS	8.20	8.50	0.30
RICHFIELD	25.11	25.17	0.06
ROBBINSDALE	10.11	10.11	
ROCHESTER	84.55	85.45	0.90
ROGERS	11.72	11.84	0.12
ROSEMOUNT	30.96	30.96	
ROSEVILLE	29.12	29.12	
ST ANTHONY	5.95	5.95	
ST CLOUD	64.78	64.78	
ST FRANCIS	11.94	11.94	
ST JOSEPH	5.52	5.52	
ST LOUIS PARK	31.38	31.45	0.07
ST MICHAEL	22.92	22.92	
ST PAUL	164.81	164.74	(0.07)
ST PAUL PARK	6.08	6.08	
ST PETER	15.26	15.24	(0.02)
SARTELL	17.97	17.97	
SAUK RAPIDS	14.01	14.01	
SAVAGE	26.13	27.01	0.88
SHAKOPEE	35.80	36.77	0.97
SHOREVIEW	19.52	19.52	
SHOREWOOD	8.61	8.61	
SOUTH ST PAUL	16.82	16.82	
SPRING LAKE PARK	5.82	5.82	
STEWARTVILLE	4.59	4.63	0.04
STILLWATER	16.51	17.68	1.17
THIEF RIVER FALLS	15.50	15.78	0.28
VADNAIS HEIGHTS	8.45	9.17	0.72
VICTORIA	6.44	6.44	
VIRGINIA	15.91	17.14	1.23
WACONIA	10.12	10.74	0.62
WAITE PARK	6.12	6.12	
WASECA	7.61	7.61	
WEST ST PAUL	13.54	13.54	
WHITE BEAR LAKE	20.35	20.35	
WILLMAR	25.70	26.73	1.03
WINONA	22.29	22.29	
WOODBURY	53.78	54.21	0.43
WORTHINGTON	11.39	11.39	
WYOMING	13.45	13.45	
TOTAL	**3,504.00**	**3,533.69**	**29.69**

2009 Itemized Tabulation of Needs

The 2009 money needs reflects an increase due to the updating of the needs, new designations and an increase in unit prices. See the Screening Board Resolutions in the back of this book for the unit prices used in the 2009 needs computation.

The 2009 itemized tabulation of needs on the following page shows all the construction items except the "after the fact needs" used in the Municipal State Aid Needs Study. The tabulation is provided to give each municipality the opportunity to compare its needs of the individual construction items to that of other cities.

The overall average cost per mile is $1,242,445. Oakdale has the lowest cost per mile with $604,559 while Crookston has the highest cost with $2,179,122 per mile.

The seven cities that exceed $1,700,000 per mile are listed alphabetically as follows: Bloomington, Crookston, Delano, Minneapolis, Saint Michael, Saint Paul, and Thief River Falls. The nine cities that are less than $800,000 per mile are: Baxter, Brooklyn Park, Cambridge, Corcoran, Dayton, Detroit Lakes, Oakdale, Rogers, and Spring Lake Park.

2009 Item By Item Tabulation of Needs

MUNICIPALITY	CITY NUMBER	GRADING	COMPLETE STORM SEWER	PARTIAL STORM SEWER	BASE	SURFACE	CURB AND GUTTER	SIDEWALK	SIGNALS	LIGHTING	STRUCTURES	RAILROAD CROSSINGS	ENGINEERING	MAINTENANCE	TOTAL NEEDS	TOTAL MILEAGE	COST PER MILE	MUNICIPALITY
ALBERT LEA	101	$3,522,672	$2,291,256	$677,440	$7,863,953	$3,342,570	$1,750,780	$2,440,557	$1,167,400	$1,654,000	$920,000	$2,935,700	$6,284,596	$229,553	$35,080,477	23.40	$1,499,166	ALBERT LEA
ALBERTVILLE	242	1,315,634	873,686	300,672	2,905,462	1,042,910	707,274	991,170	322,075	626,000	0	251,500	2,054,004	53,179	11,443,566	7.15	1,600,499	ALBERTVILLE
ALEXANDRIA	102	4,069,377	3,729,077	541,952	9,565,933	3,918,585	2,083,601	2,605,635	1,411,800	1,712,000	0	1,006,000	6,741,672	209,334	37,594,966	23.17	1,622,571	ALEXANDRIA
ANDOVER	198	4,854,808	8,262,408	262,624	10,540,654	6,065,565	3,565,995	4,972,104	1,829,750	2,995,000	0	308,700	9,604,677	277,737	53,540,022	43.07	1,243,093	ANDOVER
ANOKA	103	1,634,980	2,166,857	159,616	3,846,877	2,001,010	1,090,235	1,303,857	652,925	971,000	0	0	3,042,024	122,473	16,991,854	13.14	1,293,140	ANOKA
APPLE VALLEY	186	5,071,791	1,507,253	1,591,520	12,214,368	6,081,460	2,299,238	3,102,111	3,097,575	2,398,000	0	0	8,219,936	410,088	45,993,340	36.91	1,246,094	APPLE VALLEY
ARDEN HILLS	187	819,794	948,904	148,480	1,778,594	1,045,440	550,022	695,682	288,600	434,000	0	365,900	1,556,594	55,975	8,687,985	7.53	1,153,783	ARDEN HILLS
AUSTIN	104	3,139,753	1,999,063	605,056	7,083,322	4,203,100	1,528,681	1,880,631	1,642,225	1,483,000	10,857,970	1,344,000	7,868,704	302,490	43,937,995	29.18	1,505,757	AUSTIN
BAXTER	230	833,958	1,119,591	200,448	1,860,321	2,443,375	641,786	854,685	1,093,950	393,000	0	240,150	2,129,881	148,239	11,959,384	16.48	725,691	BAXTER
BELLE PLAINE	239	1,075,773	879,472	264,480	2,341,637	1,205,765	665,423	932,067	274,950	589,000	0	0	1,810,285	65,205	10,104,057	8.46	1,194,333	BELLE PLAINE
BEMIDJI	105	1,845,405	763,752	571,648	4,220,961	2,469,335	1,016,756	1,240,137	1,100,125	1,007,000	0	731,800	3,292,727	167,663	18,427,309	16.66	1,106,081	BEMIDJI
BIG LAKE	232	1,265,098	1,730,014	19,488	2,786,751	1,480,160	700,531	981,153	382,525	577,000	0	0	2,182,999	69,391	12,175,110	11.52	1,056,867	BIG LAKE
BLAINE	106	3,447,842	4,570,940	522,464	7,495,798	6,177,105	2,365,655	2,627,829	3,320,850	2,445,000	0	0	7,254,172	399,895	40,627,550	48.71	834,070	BLAINE
BLOOMINGTON	107	12,138,756	6,584,468	3,570,944	30,447,353	13,585,880	8,915,038	9,698,103	6,113,900	6,124,000	2,712,620	3,005,500	22,637,250	999,565	126,533,377	73.94	1,711,298	BLOOMINGTON
BRAINERD	108	2,463,710	720,357	860,256	5,577,477	2,902,735	1,495,580	1,675,323	1,067,300	1,243,000	0	617,400	4,097,096	183,906	22,904,140	19.17	1,194,791	BRAINERD
BROOKLYN CENTER	109	1,542,719	636,460	646,816	3,712,006	3,053,985	987,120	1,047,546	1,599,325	983,000	0	0	3,125,975	233,829	17,568,781	21.40	820,971	BROOKLYN CENTER
BROOKLYN PARK	110	4,664,187	2,531,375	1,023,584	10,690,696	8,333,655	1,336,013	1,613,844	3,984,175	2,860,000	0	92,500	8,168,610	595,489	45,894,128	59.36	773,149	BROOKLYN PARK
BUFFALO	213	2,678,496	2,728,099	277,472	5,925,631	2,429,460	1,403,747	1,963,602	728,650	1,252,000	0	747,400	4,429,603	136,058	24,700,218	17.19	1,436,895	BUFFALO
BURNSVILLE	179	8,907,569	2,730,992	1,831,872	21,823,146	7,208,905	4,406,899	4,652,775	3,575,975	3,645,000	0	666,700	13,078,963	545,963	73,074,759	45.04	1,622,441	BURNSVILLE
CAMBRIDGE	218	602,411	538,098	145,696	1,273,767	1,796,795	375,058	492,480	747,500	351,000	1,149,540	0	1,643,921	117,547	9,233,813	13.08	705,949	CAMBRIDGE
CHAMPLIN	193	2,230,583	1,643,224	173,536	4,936,956	2,867,425	1,074,892	1,300,995	1,171,625	1,305,000	0	0	3,674,941	193,691	20,572,868	19.92	1,032,774	CHAMPLIN
CHANHASSEN	194	2,149,278	1,055,945	777,664	4,989,210	3,247,200	1,430,346	1,357,182	1,339,000	899,000	0	0	3,793,861	194,283	21,232,969	21.47	988,960	CHANHASSEN
CHASKA	196	2,574,817	2,945,074	170,752	5,158,902	2,587,750	1,298,394	1,817,181	1,005,225	1,341,000	1,826,890	164,200	4,595,841	155,633	25,641,659	20.47	1,252,646	CHASKA
CHISHOLM	111	1,373,833	815,826	283,968	3,094,542	1,203,895	692,513	970,920	291,525	553,000	169,000	0	2,078,787	67,513	11,595,322	8.39	1,382,041	CHISHOLM
CIRCLE PINES	244	402,778	138,864	157,760	882,262	427,570	246,335	172,665	117,000	218,000	0	0	607,911	26,749	3,397,894	3.53	962,576	CIRCLE PINES
CLOQUET	112	2,784,910	2,794,638	279,328	6,319,756	2,856,260	1,534,254	1,788,615	888,550	1,501,000	0	729,100	4,724,813	156,834	26,358,058	21.67	1,216,339	CLOQUET
COLUMBIA HEIGHTS	113	2,392,517	1,232,418	514,112	5,387,177	1,795,420	1,203,076	1,569,672	624,325	1,143,000	0	113,250	3,514,495	122,030	19,611,492	12.50	1,568,919	COLUMBIA HEIGHTS
COON RAPIDS	114	5,157,125	454,201	2,786,784	12,456,930	6,688,770	3,585,541	4,746,465	3,278,925	3,032,000	7,977,120	0	11,036,048	475,363	61,675,272	41.83	1,474,427	COON RAPIDS
CORCORAN	215	1,573,170	309,551	0	2,613,299	1,235,850	120,899	169,479	481,000	1,044,000	0	0	1,660,396	69,744	9,277,388	14.80	626,851	CORCORAN
COTTAGE GROVE	180	5,468,934	5,097,466	653,312	12,977,593	5,351,665	3,384,112	3,786,912	2,412,800	2,589,000	1,162,800	0	9,434,611	312,468	52,631,673	35.51	1,482,165	COTTAGE GROVE
CROOKSTON	115	1,485,752	613,316	321,088	3,319,955	1,627,670	706,704	923,886	455,000	627,000	10,637,940	3,500	4,558,801	106,157	25,386,769	11.65	2,179,122	CROOKSTON
CRYSTAL	116	1,591,943	2,146,606	109,504	3,576,860	2,477,310	934,206	1,349,298	741,650	764,000	0	597,100	3,143,469	131,642	17,563,588	17.94	979,018	CRYSTAL
DAYTON	229	697,172	1,079,089	0	1,765,281	837,234	628,240	295,434	315,900	570,000	0	0	1,361,439	47,508	7,597,297	9.72	781,615	DAYTON
DELANO	247	1,238,931	1,420,463	75,168	2,737,918	881,265	646,238	905,850	203,125	586,000	1,288,000	0	2,196,252	38,926	12,218,136	6.11	1,999,695	DELANO
DETROIT LAKES	117	1,827,534	1,362,603	219,008	3,567,037	3,128,070	994,021	715,581	886,600	958,000	0	770,800	3,174,438	197,456	17,801,148	22.35	796,472	DETROIT LAKES
DULUTH	118	18,781,043	5,545,881	4,735,584	49,370,556	15,246,385	7,858,998	9,220,662	6,785,350	9,334,000	13,860,040	1,068,000	31,197,441	1,111,917	174,115,857	114.84	1,516,160	DULUTH
EAGAN	195	7,533,508	969,155	2,332,992	17,857,918	7,020,420	1,887,084	3,274,398	3,794,050	3,430,000	0	1,977,000	11,016,841	510,379	61,603,745	47.72	1,290,942	EAGAN
EAST BETHEL	203	3,398,790	5,230,544	412,032	6,082,179	4,328,720	2,556,889	3,566,943	990,925	1,564,000	0	0	6,188,828	154,757	34,474,607	28.78	1,197,867	EAST BETHEL
EAST GRAND FORKS	119	2,428,569	1,058,838	64,960	5,515,032	2,433,475	1,048,417	169,047	802,750	1,036,000	2,443,750	255,000	3,796,284	147,924	21,200,046	16.82	1,260,407	EAST GRAND FORKS
EDEN PRAIRIE	181	5,883,017	3,726,184	2,130,688	13,945,906	6,126,615	4,191,147	5,006,259	3,565,900	3,629,000	1,407,600	0	10,914,714	444,569	60,971,599	47.08	1,295,064	EDEN PRAIRIE
EDINA	120	5,479,341	2,129,248	1,108,960	12,944,543	5,637,610	2,666,229	2,091,852	3,210,025	3,065,000	2,426,795	48,300	8,977,741	396,041	50,181,685	40.27	1,246,131	EDINA
ELK RIVER	204	4,210,413	5,392,552	226,432	8,928,326	5,518,535	2,443,275	3,389,715	2,087,475	2,217,000	0	815,900	7,750,519	285,548	43,265,690	36.36	1,189,925	ELK RIVER
FAIRMONT	123	3,321,810	3,410,847	126,208	7,474,652	2,946,570	1,490,181	2,118,690	1,244,100	1,338,000	0	517,500	5,277,494	193,324	29,459,376	19.70	1,495,400	FAIRMONT
FALCON HEIGHTS	124	310,413	159,115	75,168	678,256	393,195	158,285	267,624	135,850	179,000	0	0	518,521	26,202	2,901,629	3.29	881,954	FALCON HEIGHTS
FARIBAULT	125	3,587,482	2,198,680	425,952	8,350,462	3,560,370	1,815,323	2,228,391	1,523,600	1,617,000	2,838,290	1,667,700	6,558,919	232,756	36,604,925	24.27	1,508,238	FARIBAULT
FARMINGTON	212	3,233,403	2,632,630	8,352	5,386,682	2,210,945	1,063,314	1,243,215	774,475	1,183,000	296,240	423,100	4,060,180	111,526	22,627,062	16.24	1,393,292	FARMINGTON
FERGUS FALLS	126	4,296,807	1,403,105	798,080	10,981,429	3,929,090	1,784,060	1,649,052	1,600,300	2,068,000	1,891,290	3,417,100	7,440,036	246,659	41,505,008	24.67	1,682,408	FERGUS FALLS
FOREST LAKE	214	3,880,636	5,571,918	60,320	9,042,358	2,969,835	2,149,111	2,652,831	888,225	1,973,000	0	0	6,421,414	146,408	35,756,056	24.08	1,484,886	FOREST LAKE
FRIDLEY	127	3,407,881	1,698,191	1,003,168	7,689,818	3,407,085	1,651,722	2,513,565	1,114,100	1,775,000	0	409,450	5,427,392	222,697	30,320,069	22.87	1,325,757	FRIDLEY
GLENCOE	226	1,151,687	922,867	151,264	2,543,524	1,162,755	619,115	846,504	375,050	548,000	0	0	1,830,568	72,235	10,223,569	8.02	1,274,759	GLENCOE
GOLDEN VALLEY	128	2,633,276	1,313,422	684,864	5,975,617	3,191,485	1,451,586	1,506,249	1,313,975	1,220,000	128,000	2,114,200	4,737,187	224,061	26,493,922	23.57	1,124,053	GOLDEN VALLEY
GRAND RAPIDS	129	3,790,609	4,756,092	140,128	8,435,816	3,388,880	1,996,989	2,842,641	1,087,125	1,795,000	0	617,400	6,347,148	182,547	35,380,375	22.72	1,557,235	GRAND RAPIDS
HAM LAKE	197	2,429,464	5,091,680	53,824	5,467,308	3,745,225	2,126,000	235,980	1,093,625	1,968,000	0	0	4,886,454	184,213	27,281,773	32.12	849,370	HAM LAKE
HASTINGS	130	1,934,532	442,629	270,048	4,367,924	2,969,230	1,079,652	1,242,864	1,251,250	1,017,000	0	0	3,206,528	201,578	17,983,235	21.24	846,668	HASTINGS
HERMANTOWN	202	2,870,727	3,934,480	18,560	6,378,955	2,282,995	1,557,652	1,987,362	1,022,775	1,095,000	0	0	4,652,672	109,800	25,910,978	15.50	1,671,676	HERMANTOWN
HIBBING	131	6,793,217	4,880,491	489,984	17,627,991	6,400,892	2,549,156	2,465,910	2,158,975	4,016,000	32,000	1,870,700	10,842,769	402,701	60,530,786	53.74	1,126,364	HIBBING
HOPKINS	132	1,576,750	963,369	368,416	3,575,465	1,470,150	751,367	1,035,909	678,600	730,000	0	0	2,453,005	104,257	13,707,288	9.99	1,372,101	HOPKINS
HUGO	224	3,276,268	1,900,701	0	4,889,892	2,069,320	742,325	876,150	716,300	1,498,000	0	0	3,513,170	114,490	19,596,616	20.61	950,830	HUGO
HUTCHINSON	133	2,235,831	986,513	642,176	4,998,911	2,614,810	1,263,650	1,184,058	1,005,225	1,134,000	879,750	691,800	3,880,083	169,730	21,686,537	18.70	1,159,708	HUTCHINSON
INTERNATIONAL FALLS	134	1,324,179	156,222	372,128	2,966,347	1,167,155	610,058	854,928	299,325	540,000	0	0	1,823,878	67,281	10,181,501	8.06	1,263,214	INTERNATIONAL FALLS
INVER GROVE HEIGHTS	178	5,708,836	5,181,363	762,816	13,360,881	5,192,385	3,025,277	4,217,805	1,865,175	2,470,000	0	0	9,192,605	292,032	51,269,175	32.51	1,577,028	INVER GROVE HEIGHTS
ISANTI	245	581,906	636,460	27,840	1,271,854	897,325	401,104	562,221	223,925	283,000	72,000	672,000	1,238,517	45,511	6,913,663	6.89	1,003,434	ISANTI
JORDAN	246	817,639	1,003,871	89,088	1,794,317	890,450	500,536	701,703	231,075	360,000	586,500	754,500	1,700,529	42,911	9,473,119	5.89	1,608,339	JORDAN
KASSON	240	720,985	847,649	34,336	1,588,003	753,555	413,544	463,779	181,675	335,000	0	0	1,174,476	41,844	6,554,846	5.08	1,290,324	KASSON
LA CRESCENT	236	1,109,282	653,818	216,224	2,483,023	847,715	518,598	610,254	194,025	459,000	0	0	1,560,224	50,843	8,703,006	5.84	1,490,241	LA CRESCENT
LAKE CITY	234	940,801	164,901	506,688	1,998,811	1,187,175	679,204	909,819	293,475	632,000	0	0	1,608,832	77,300	8,999,006	8.39	1,072,587	LAKE CITY
LAKE ELMO	206	1,075,257	1,290,278	43,616	3,358,466	1,618,925	557,054	780,948	468,975	819,000	0	3,500	2,203,525	81,541	12,301,085	14.39	854,836	LAKE ELMO
LAKEVILLE	188	7,577,307	5,389,659	1,495,008	16,737,538	8,625,925	4,487,775	4,675,536	3,348,475	3,701,000	0	963,200	12,540,323	523,251	70,064,997	60.02	1,167,361	LAKEVILLE
LINO LAKES	210	3,263,866	4,235,352	20,416	6,813,712	3,155,790	1,611,946	1,880,793	774,150	1,553,000	0	0	5,127,991	137,179	28,574,195	23.09	1,237,514	LINO LAKES
LITCHFIELD	135	1,335,745	1,559,327	163,328	2,933,304	1,262,635	805,592	972,297	285,025	616,000	0	690,900	2,337,310	71,760	13,033,223	8.77	1,486,114	LITCHFIELD
LITTLE CANADA	200	1,179,695	810,040	296,032	2,578,141	1,346,840	754,864	1,049,490	495,625	674,000	1,101,600	144,900	2,294,872	88,269	12,814,368	11.25	1,139,055	LITTLE CANADA
LITTLE FALLS	136	2,494,305	2,621,058	280,256	5,636,683	2,802,800	1,496,153	2,084,940	855,075	1,331,000	0	369,400	4,393,766	172,503	24,537,939	18.34	1,337,947	LITTLE FALLS
MAHTOMEDI	219	609,335	798,468	228,288	1,302,187	997,425	589,805	826,794	420,875	339,000	0	0	1,344,681	58,727	7,515,585	8.61	872,890	MAHTOMEDI
MANKATO	137	5,327,512	1,501,467	1,262,080	13,298,276	5,190,680	2,424,800	3,445,983	2,883,725	2,181,000	496,510	115,900	8,388,147	386,705	46,902,785	33.31	1,408,069	MANKATO
MAPLE GROVE	189	9,219,064	5,181,363	1,400,352	21,878,524	9,712,725	4,445,361	4,346,001	4,166,500	3,446,000	0	1,281,600	14,317,048	520,325	79,914,863	56.25	1,420,709	MAPLE GROVE
MAPLEWOOD	138	4,875,034	4,293,212	747,040	11,075,336	5,346,990	2,617,361	3,463,830	2,063,425	2,319,000	0	0	8,096,273	335,299	45,232,800	36.16	1,250,907	MAPLEWOOD
MARSHALL	139	2,744,824	2,427,227	308,096	6,119,293	2,797,410	1,204,726	1,388,880	818,350	1,172,000	380,880	0	4,259,572	193,288	23,814,546	18.47	1,289,364	MARSHALL

MENDOTA HEIGHTS	140	2,146,262	1,290,278	592,064	5,241,006	2,127,400	1,224,659	1,716,957	695,825	1,084,000	0	0	3,546,059	126,463	19,790,973	14.67	1,349,078	MENDOTA HEIGHTS
MINNEAPOLIS	141	35,551,665	9,376,213	12,473,248	84,505,240	30,452,565	18,920,279	26,267,112	16,466,775	16,851,000	47,652,000	6,476,900	67,098,472	2,444,878	374,536,347	206.01	1,818,049	MINNEAPOLIS
MINNETONKA	142	7,641,933	5,407,017	1,007,808	17,513,633	7,175,300	4,153,004	4,979,340	2,970,500	3,473,000	612,000	669,400	12,232,645	409,506	68,245,086	50.86	1,341,822	MINNETONKA
MINNETRISTA	243	2,591,910	2,192,894	10,208	3,815,995	1,428,240	868,905	609,012	413,075	1,089,000	0	0	2,864,233	59,230	15,942,702	12.71	1,254,343	MINNETRISTA
MONTEVIDEO	143	964,990	326,909	195,808	2,125,593	1,135,640	540,130	668,061	325,000	495,000	0	0	1,490,971	77,722	8,345,824	8.55	976,120	MONTEVIDEO
MONTICELLO	222	1,232,780	1,628,759	106,720	2,252,415	1,783,815	769,322	1,044,036	650,325	687,000	0	0	2,234,139	112,862	12,502,173	12.08	1,034,948	MONTICELLO
MOORHEAD	144	5,999,743	1,631,652	1,006,880	14,454,580	6,316,200	2,712,431	2,892,267	2,801,175	2,304,000	11,715,730	1,882,450	11,817,768	473,169	66,008,045	44.38	1,487,338	MOORHEAD
MORRIS	190	1,007,969	1,076,196	24,128	2,253,571	1,256,970	482,324	625,860	293,475	427,000	0	0	1,638,451	86,506	9,172,450	9.03	1,015,775	MORRIS
MOUND	145	1,613,414	1,426,249	269,120	3,550,547	1,149,940	895,890	1,217,727	306,475	794,000	0	0	2,469,138	57,799	13,750,299	8.17	1,683,023	MOUND
MOUNDS VIEW	146	1,522,421	1,680,833	179,104	3,297,761	1,517,175	1,074,495	1,499,958	477,425	951,000	0	0	2,684,038	97,574	14,981,784	12.43	1,205,292	MOUNDS VIEW
NEW BRIGHTON	147	1,971,953	1,839,948	357,280	4,689,517	2,130,755	1,160,502	1,562,841	678,925	1,029,000	186,000	2,400,700	3,961,631	122,654	22,091,706	15.26	1,447,687	NEW BRIGHTON
NEW HOPE	182	1,752,004	89,683	811,072	4,014,670	1,850,640	982,946	1,280,961	819,000	905,000	1,285,200	609,050	3,168,048	133,237	17,701,511	12.70	1,393,820	NEW HOPE
NEW PRAGUE	237	578,543	326,909	187,456	1,268,346	869,660	355,966	498,987	225,875	316,000	0	0	1,018,103	58,240	5,704,085	6.95	820,732	NEW PRAGUE
NEW ULM	148	2,511,833	676,962	661,664	5,563,218	2,379,245	1,292,578	1,804,410	758,550	1,149,000	1,305,600	2,495,600	4,531,707	169,864	25,300,231	16.11	1,570,467	NEW ULM
NORTH BRANCH	225	3,639,511	870,793	32,480	8,084,520	3,351,040	2,040,269	2,834,406	860,925	1,756,000	184,400	423,100	5,297,039	136,342	29,510,825	23.93	1,233,215	NORTH BRANCH
NORTH MANKATO	150	2,814,442	778,217	635,680	7,032,765	2,578,235	1,257,410	1,510,974	1,078,025	954,000	0	0	4,100,747	166,811	22,907,306	15.07	1,520,060	NORTH MANKATO
NORTH ST PAUL	151	1,876,817	856,328	470,496	4,216,396	1,610,455	994,268	1,393,875	530,725	880,000	0	0	2,822,456	97,210	15,749,026	11.39	1,382,706	NORTH ST PAUL
NORTHFIELD	149	1,910,565	1,455,179	366,560	4,300,482	2,412,850	1,000,466	1,440,585	750,100	920,000	2,119,680	1,057,500	3,901,475	153,935	21,789,377	17.06	1,277,220	NORTHFIELD
OAK GROVE	223	2,796,115	4,194,850	0	7,017,086	3,084,904	1,697,202	2,086,182	796,900	1,501,000	0	0	5,098,333	128,820	28,401,392	24.52	1,158,295	OAK GROVE
OAKDALE	185	1,079,943	766,645	184,672	2,431,061	2,504,975	224,015	290,655	1,388,725	551,000	0	0	2,072,774	173,515	11,667,980	19.30	604,559	OAKDALE
ORONO	152	845,666	1,388,640	0	2,252,609	1,149,940	542,362	674,757	389,025	559,000	0	0	1,716,442	66,192	9,584,633	9.45	1,014,247	ORONO
OTSEGO	217	2,463,385	3,381,917	0	5,435,847	3,206,445	1,328,769	1,857,303	754,325	1,176,000	0	0	4,312,878	154,394	24,071,263	22.51	1,069,359	OTSEGO
OWATONNA	153	3,559,204	2,140,820	573,504	8,755,427	4,081,495	1,708,781	2,414,880	1,698,125	1,921,000	4,995,480	1,111,700	7,251,297	262,132	40,473,845	28.35	1,427,649	OWATONNA
PLYMOUTH	155	9,215,859	3,509,209	1,134,016	21,673,502	8,759,685	2,168,078	1,640,763	4,709,900	4,247,000	0	575,600	12,679,403	607,557	70,920,572	58.40	1,214,393	PLYMOUTH
PRIOR LAKE	201	2,321,600	2,317,293	195,808	5,062,672	2,616,625	1,454,270	1,618,866	824,850	1,228,000	0	0	3,880,796	154,474	21,675,254	20.49	1,057,845	PRIOR LAKE
RAMSEY	199	3,699,815	5,525,630	561,440	7,953,571	5,422,505	2,682,062	3,923,532	1,300,325	2,492,000	0	0	7,383,393	283,502	41,227,775	38.15	1,080,676	RAMSEY
RED WING	156	3,653,424	3,885,299	343,360	8,100,868	3,607,340	1,931,865	2,689,254	1,463,150	1,713,000	0	944,800	6,233,126	215,645	34,781,131	24.65	1,410,999	RED WING
REDWOOD FALLS	207	1,597,759	1,029,908	248,704	3,577,978	1,195,865	741,076	946,026	276,250	656,000	0	0	2,259,306	63,471	12,592,343	8.50	1,481,452	REDWOOD FALLS
RICHFIELD	157	3,067,502	1,703,977	995,744	6,451,768	3,946,250	2,266,132	3,136,023	1,492,075	2,016,000	0	1,386,300	5,821,586	276,918	32,560,275	25.17	1,293,614	RICHFIELD
ROBBINSDALE	158	1,506,070	720,357	373,984	3,405,485	1,502,215	850,672	998,838	514,475	743,000	0	482,650	2,441,507	96,076	13,635,329	10.11	1,348,697	ROBBINSDALE
ROCHESTER	159	11,080,499	4,929,672	1,775,264	27,301,150	12,905,695	4,379,591	4,987,737	6,796,725	4,969,000	7,416,810	2,184,500	19,519,867	918,860	109,165,370	85.45	1,277,535	ROCHESTER
ROGERS	238	803,528	966,262	25,984	1,740,683	1,876,490	482,424	592,407	676,975	328,000	0	0	1,648,405	107,434	9,248,592	11.84	781,131	ROGERS
ROSEMOUNT	208	3,946,991	4,785,022	193,024	8,744,959	4,589,420	1,982,943	2,554,119	1,376,050	1,952,000	0	1,090,200	6,867,245	230,474	38,312,447	30.96	1,237,482	ROSEMOUNT
ROSEVILLE	160	3,578,048	1,307,636	1,195,264	8,194,777	3,696,165	1,442,671	2,555,847	1,199,575	1,903,000	0	1,132,500	5,765,211	233,728	32,204,422	29.12	1,105,921	ROSEVILLE
SARTELL	220	2,009,961	2,583,449	131,776	4,367,315	2,626,910	1,259,884	1,667,088	754,325	1,115,000	0	0	3,633,459	146,730	20,295,897	17.97	1,129,432	SARTELL
SAUK RAPIDS	191	1,675,277	1,229,525	396,256	3,853,247	2,066,185	1,033,825	1,041,120	687,050	852,000	0	115,900	2,849,085	146,956	15,946,426	14.01	1,138,217	SAUK RAPIDS
SAVAGE	211	2,636,923	1,967,240	102,080	5,457,616	3,825,140	1,121,910	896,886	1,666,600	1,226,000	1,142,400	0	4,409,417	248,572	24,700,784	27.01	914,505	SAVAGE
SHAKOPEE	166	2,991,591	2,479,301	368,416	7,659,337	5,225,913	1,618,824	1,826,253	1,932,775	1,613,000	0	1,777,200	6,048,377	357,984	33,898,971	36.77	921,919	SHAKOPEE
SHOREVIEW	167	3,966,198	1,356,817	800,864	3,990,135	2,807,695	1,473,007	2,068,227	830,375	904,000	0	0	4,003,412	161,321	22,362,051	19.52	1,145,597	SHOREVIEW
SHOREWOOD	216	952,885	1,585,364	39,904	2,076,915	857,010	605,931	217,728	431,600	593,000	0	0	1,619,277	50,692	9,030,306	8.61	1,048,816	SHOREWOOD
SOUTH ST PAUL	168	2,603,431	350,053	365,632	5,917,006	2,353,340	892,070	1,176,363	826,150	1,253,000	0	0	3,462,157	162,863	19,362,065	16.82	1,151,133	SOUTH ST PAUL
SPRING LAKE PARK	183	425,715	0	190,240	945,213	716,210	231,624	415,962	280,475	320,000	0	0	775,598	52,680	4,353,717	5.82	748,061	SPRING LAKE PARK
ST ANTHONY	161	1,048,970	442,629	313,664	2,438,391	870,595	558,413	761,049	382,850	491,000	0	0	1,607,665	57,145	8,972,371	5.95	1,507,962	ST ANTHONY
ST CLOUD	162	8,533,464	7,961,536	1,186,912	21,184,061	11,052,525	5,407,862	6,383,880	5,281,250	3,663,000	7,206,360	2,279,550	17,630,892	636,348	98,407,640	64.78	1,519,105	ST CLOUD
ST FRANCIS	235	1,630,896	2,878,535	0	4,781,185	1,687,290	1,124,241	1,575,936	516,100	995,000	0	0	3,341,619	58,375	18,589,177	11.94	1,556,882	ST FRANCIS
ST JOSEPH	233	517,344	494,703	66,816	1,135,810	812,625	423,688	349,380	211,900	227,000	0	0	932,642	41,193	5,213,101	5.52	944,402	ST JOSEPH
ST LOUIS PARK	163	4,434,289	639,353	1,509,856	10,171,038	4,768,940	2,457,223	2,092,743	2,338,375	2,197,000	3,615,150	179,800	7,568,836	379,492	42,352,095	31.45	1,346,648	ST LOUIS PARK
ST MICHAEL	227	4,840,594	5,794,679	0	11,110,304	3,475,615	2,443,976	3,127,977	947,700	2,003,000	0	0	7,423,649	125,941	41,293,435	22.92	1,801,633	ST MICHAEL
ST PAUL	164	28,019,897	1,666,368	11,474,720	66,431,464	23,801,690	15,134,887	17,677,413	12,515,425	12,941,000	39,573,910	8,706,900	52,347,613	1,793,258	292,084,545	164.74	1,773,003	ST PAUL
ST PAUL PARK	184	779,221	630,674	97,440	1,769,722	877,965	415,696	550,611	304,850	368,000	0	71,100	1,290,362	54,080	7,209,721	6.08	1,185,809	ST PAUL PARK
ST PETER	165	2,614,701	2,482,194	239,424	6,115,733	2,343,000	1,258,353	1,753,353	733,200	1,108,000	0	0	4,102,552	138,824	22,889,334	15.24	1,501,925	ST PETER
STEWARTVILLE	228	705,713	324,016	168,896	1,573,198	670,175	333,584	389,907	150,475	301,000	0	0	1,015,732	40,403	5,673,099	4.63	1,225,291	STEWARTVILLE
STILLWATER	169	2,394,516	1,547,755	509,472	5,843,281	2,502,060	1,351,142	1,716,579	1,016,925	1,084,000	0	607,000	4,086,005	156,670	22,815,405	17.68	1,290,464	STILLWATER
THIEF RIVER FALLS	170	2,857,052	2,195,787	147,552	6,475,721	2,331,725	1,242,282	990,252	817,700	1,156,000	2,181,780	1,906,200	4,906,452	154,019	27,362,522	15.78	1,734,000	THIEF RIVER FALLS
VADNAIS HEIGHTS	209	813,812	595,958	115,072	2,156,210	1,122,660	533,278	797,121	411,125	554,000	0	0	1,561,835	69,426	8,730,497	9.17	952,072	VADNAIS HEIGHTS
VICTORIA	241	633,057	619,102	11,136	1,394,266	839,575	368,349	516,375	270,075	284,000	0	0	1,085,904	40,274	6,062,113	6.44	941,322	VICTORIA
VIRGINIA	171	3,315,175	1,426,249	338,720	6,050,099	2,414,830	969,412	1,359,018	1,050,075	1,096,000	0	0	3,964,312	150,787	22,134,677	17.14	1,291,405	VIRGINIA
WACONIA	231	1,453,912	1,478,323	173,536	3,201,784	1,546,710	788,454	992,601	390,325	698,000	0	0	2,359,204	102,207	13,185,056	10.74	1,227,659	WACONIA
WAITE PARK	221	415,274	170,687	83,520	1,149,922	1,068,540	179,642	231,228	598,650	149,000	0	609,600	1,024,336	71,511	5,751,910	6.12	939,855	WAITE PARK
WASECA	172	1,095,037	526,526	154,976	2,410,666	1,057,595	614,651	817,182	262,925	544,000	0	670,500	1,793,894	69,954	10,017,906	7.61	1,316,413	WASECA
WEST ST PAUL	173	1,513,310	972,048	456,576	3,618,350	1,921,150	963,728	1,308,798	759,200	728,000	0	0	2,693,056	134,050	15,068,266	13.54	1,112,870	WEST ST PAUL
WHITE BEAR LAKE	174	1,955,266	1,675,047	290,464	4,423,251	2,642,695	912,197	821,691	982,475	966,000	0	602,800	3,359,819	172,688	18,804,393	20.35	924,049	WHITE BEAR LAKE
WILLMAR	175	3,317,141	2,676,025	384,192	7,657,214	4,168,010	1,593,320	1,952,532	1,610,375	1,517,000	0	1,115,500	5,718,092	304,427	32,013,828	26.73	1,197,674	WILLMAR
WINONA	176	2,829,630	1,070,410	569,792	6,825,889	3,550,690	1,694,468	1,859,976	1,737,775	1,767,000	0	0	4,819,246	241,008	26,965,884	22.29	1,209,775	WINONA
WOODBURY	192	5,425,660	4,677,981	859,328	12,711,374	8,259,295	3,447,574	3,980,826	4,120,025	2,503,000	0	0	10,116,716	555,655	56,657,434	54.21	1,045,147	WOODBURY
WORTHINGTON	177	1,626,122	112,827	283,040	3,582,952	1,562,055	802,765	6,615	479,050	808,000	2,807,000	0	2,655,495	104,988	14,830,909	11.39	1,302,099	WORTHINGTON
WYOMING	248	1,059,053	3,052,115	9,280	2,205,405	1,529,165	1,203,324	220,158	462,475	662,000	0	0	2,288,654	86,140	12,777,769	13.45	950,020	WYOMING
TOTAL		**$481,830,306**	**$308,639,705**	**$94,354,400**	**$1,110,406,373**	**$509,847,363**	**$251,478,829**	**$302,850,684**	**$210,223,000**	**$234,236,000**	**$201,542,625**	**$79,145,250**	**$832,602,322**	**$32,826,319**	**$4,649,983,176**	**3,533.69**	**$1,242,445**	**TOTAL**

Percent of Total Needs - 2009	10.36%	6.64%	2.03%	23.88%	10.96%	5.41%	6.51%	4.52%	5.04%	4.33%	1.70%	17.91%	0.71%	100.00%
Percent of Total Needs - 2008	11.79%	6.91%	2.03%	22.00%	9.67%	5.57%	7.34%	4.89%	5.35%	4.36%	1.44%	17.90%	0.74%	100.00%
Difference	-1.43%	-0.27%	0.00%	1.88%	1.29%	-0.16%	-0.83%	-0.37%	-0.31%	-0.03%	0.26%	0.01%	-0.03%	

04-Sep-09

COMPARISON OF NEEDS BETWEEN 2008 AND 2009

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Needs Year	Grading	Complete Storm Sewer	Storm Sewer Adjustment	Base Needs	Surface Needs	Curb & Gutter Construction
2008	$503,388,460	$295,155,380	$86,793,720	$939,080,664	$412,824,045	$237,946,717
2009	$481,830,306	$308,639,705	$94,354,400	$1,110,406,373	$509,847,363	$251,478,829
Difference	($21,558,154)	$13,484,325	$7,560,680	$171,325,709	$97,023,318	$13,532,112
%	-4.28%	4.57%	8.71%	18.24%	23.50%	5.69%

Needs Year	Sidewalk Construction	Traffic Signal Construction	Street Lighting Construction	Total Structure Needs	Railroad Crossing Needs	Engineering	Total Maintenance Needs
2008	$313,221,953	$208,743,275	$228,606,000	$186,151,319	$61,349,550	$764,117,645	$31,707,498
2009	$302,850,684	$210,223,000	$234,236,000	$201,542,625	$79,145,250	$832,602,322	$32,826,319
Difference	($10,371,269)	$1,479,725	$5,630,000	$15,391,306	$17,795,700	$68,484,677	$1,118,821
%	-3.31%	0.71%	2.46%	8.27%	29.01%	8.96%	3.53%

Needs Year	Total Money Needs	Total Mileage	After the fact Retaining Wall Needs	After the fact Right of way Needs	After the fact Bridge Needs	Overall Apportionment Needs	Needs To Apport. Ratio
2008	$4,269,086,226	3504.00	$244,794	$86,546,496	$38,047,087	$4,393,679,809	36.0844
2009	$4,649,983,176	3533.69	$276,427	$93,125,043	$39,843,350	$4,783,227,996	39.2837
Difference	$380,896,950	29.69	$31,633	$6,578,547	$1,796,263	$389,548,187	3.1993
%	8.92%	0.85%	12.92%	7.60%	4.72%	8.87%	

TENTATIVE 2010 CONSTRUCTION NEEDS and CONSTRUCTION NEEDS APPORTIONMENT

These tabulations show each municipality's tentative adjusted construction needs and tentative construction needs apportionment based on a projected apportionment amount. The actual amount of the road user fund for distribution to the Municipal State Aid Account will not be available until January 2010.

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

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

The September 1, 2009 unencumbered construction fund balance was used as the adjustment in this report. The unencumbered balance as of December 31, 2009 will be used for the 2010 January apportionment.

This summary provides specific data and shows the impact of the adjustments to each municipality for the Screening Board's use in establishing the 2010 Tentative Construction Needs Apportionment Determination.

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

2009 ADJUSTED CONSTRUCTION NEEDS

Estimate for January 2010 apportionment

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Municipality	2008 Unadjusted 25-Year Construction Needs	(+ or -) Unencumbered Construction Fund Balance Adjustment	Excess Balance Adjustment to Low Balance Incentive	(+ or -) Bond Account Adjustment	(+) After the Fact Non-Existing Bridge Adjustment	(+) After the Fact R/W Acquisition Adjustment	(+) After the Fact Retaining Wall Adjustment	(+ or -) Individual Adjustments	Total Affect Of Adjustments	2009 Adjusted Construction Needs
Albert Lea	$35,080,477	($1,445,900)				$5,875		$78,400	($1,361,625)	$33,718,852
Albertville	11,443,566	(888,020)						4,400	(883,620)	10,559,946
Alexandria	37,594,966	(486,088)	$411,883				$25,633		(48,572)	37,546,394
Andover	53,540,022	0	586,574	$1,600,000		5,296	20,197	8,800	2,220,867	55,760,889
Anoka	16,991,854	(1,373,220)	(1,373,220)			4,650			(2,741,790)	14,250,064
Apple Valley	45,993,340	(203,319)	503,894	(1,695,000)		126,066			(1,268,359)	44,724,981
Arden Hills	8,687,985	(892,436)						8,800	(883,636)	7,804,349
Austin	43,937,995	(2,518,936)				301,895		26,000	(2,191,041)	41,746,954
Baxter	11,959,384	40,644	131,025			468,225		28,800	668,694	12,628,078
Belle Plaine	10,104,057	(455,003)							(455,003)	9,649,054
Bemidji	18,427,309	(539,197)				56,122		17,600	(465,475)	17,961,834
Big Lake	12,175,110	(139,696)	133,388						(6,308)	12,168,802
Blaine	40,627,550	(3,727,171)	(3,727,171)			387,004			(7,067,338)	33,560,212
Bloomington	126,533,377	(4,098,041)				15,405,559	55,013	61,400	11,423,931	137,957,308
Brainerd	22,904,140	(1,215,728)				640,266		8,800	(566,662)	22,337,478
Brooklyn Center	17,568,781	0	192,480			1,309,990			1,502,470	19,071,251
Brooklyn Park	45,894,128	425,997	502,807	(370,000)		592,746		12,000	1,163,550	47,057,678
Buffalo	24,700,218	352,074	270,611	(285,000)		1,426,785		27,600	1,792,069	26,492,287
Burnsville	73,074,759	(256,836)	800,593			6,260		14,400	564,417	73,639,176
Cambridge	9,233,813	0	101,164	91,142					192,306	9,426,119
Champlin	20,572,868	(153,450)	225,392			72,191			144,133	20,717,001
Chanhassen	21,232,969	509,221	232,624						741,845	21,974,814
Chaska	25,641,659	0	280,925		$408,699			16,600	706,224	26,347,883
Chisholm	11,595,322	0	127,036						127,036	11,722,358
Circle Pines	3,397,894	(28,560)	37,227	1,011,592		82,365			1,102,624	4,500,518
Cloquet	26,358,058	(216,327)	288,774					38,400	110,847	26,468,905
Columbia Heights	19,611,492	(82,952)	214,860			3,130			135,038	19,746,530
Coon Rapids	61,675,272	(286,578)	675,702	2,485,000	1,050,431	2,290,994			6,215,549	67,890,821
Corcoran	9,277,388	0	101,641			19,296			120,937	9,398,325
Cottage Grove	52,631,673	(1,241,512)			51,603	525,651			(664,258)	51,967,415
Crookston	25,386,769	100,000	278,132						378,132	25,764,901
Crystal	17,563,588	0	192,423					13,200	205,623	17,769,211
Dayton	7,597,297	0	83,234			5,281			88,515	7,685,812
Delano	12,218,136	(269,637)							(269,637)	11,948,499
Detroit Lakes	17,801,148	0	195,026			49,614		39,600	284,240	18,085,388
Duluth	174,115,857	0	1,907,579			2,899,505		28,000	4,835,084	178,950,941
Eagan	61,603,745	1,169,712	674,919	3,961,220		4,114,225		44,400	9,964,475	71,568,220
East Bethel	34,474,607	(1,434,743)				94,298			(1,340,445)	33,134,162
East Grand Forks	21,200,046	(555,582)							(555,582)	20,644,464
Eden Prairie	60,971,599	(4,801,782)			336,529				(4,465,253)	56,506,346
Edina	50,181,685	(1,021,840)	549,781		1,107,123	398,370		3,600	1,037,034	51,218,719
Elk River	43,265,690	0	474,010			2,168,748		23,800	2,666,558	45,932,248
Fairmont	29,459,376	(492,913)	322,751					23,200	(146,962)	29,312,414
Falcon Heights	2,901,629	(190,837)		(27,988)					(218,825)	2,682,804
Faribault	36,604,925	581,243	401,036			298,486		4,400	1,285,166	37,890,091
Farmington	22,627,062	0	247,898		1,271,879			13,200	1,532,977	24,160,039
Fergus Falls	41,505,008	(1,091,020)				94,773		57,800	(938,447)	40,566,561
Forest Lake	35,756,056	(1,610,455)				51,755			(1,558,700)	34,197,356

Municipality	2008 Unadjusted 25-Year Construction Needs	(+ or -) Unencumbered Construction Fund Balance Adjustment	Excess Balance Adjustment to Low Balance Incentive	(+ or -) Bond Account Adjustment	(+) After the Fact Non-Existing Bridge Adjustment	(+) After the Fact R/W Acquisition Adjustment	(+) After the Fact Retaining Wall Adjustment	(+ or -) Individual Adjustments	Total Affect Of Adjustments	2009 Adjusted Construction Needs
Fridley	$30,320,069	($716,669)						$8,800	($707,869)	$29,612,200
Glencoe	10,223,569	405,407	$112,007	($478,000)					39,414	10,262,983
Golden Valley	26,493,922	(1,208,013)		(85,000)				13,400	(1,279,613)	25,214,309
Grand Rapids	35,380,375	(388,048)		715,000		$1,842,235		13,200	2,182,387	37,562,762
Ham Lake	27,281,773	(1,568,098)	(6,272,394)			424,607		5,142,111	(2,273,774)	25,007,999
Hastings	17,983,235	(148,249)	197,021						48,771	18,032,006
Hermantown	25,910,978	298,210	283,876			314,097			896,182	26,807,160
Hibbing	60,530,786	(329,244)	663,163			133,300		10,400	477,620	61,008,406
Hopkins	13,707,288	0	150,174			1,000			151,174	13,858,462
Hugo	19,596,616	0	214,697			125,690			340,387	19,937,003
Hutchinson	21,686,537	(593,521)		(520,000)	$829,686	341,250		51,600	109,015	21,795,552
International Falls	10,181,501	(231,441)	111,547						(119,894)	10,061,607
Inver Grove Heights	51,269,175	(1,560,802)				791,192			(769,610)	50,499,565
Isanti	6,913,663	(343,847)						13,000	(330,847)	6,582,816
Jordan	9,473,119	(458,063)						4,400	(453,663)	9,019,456
Kasson	6,554,846	(175,670)							(175,670)	6,379,176
La Crescent	8,703,006	142,877	95,348						238,225	8,941,231
Lake City	8,999,006	(577,432)				7,000			(570,432)	8,428,574
Lake Elmo	12,301,085	(569,945)		525,000		6,310			(38,635)	12,262,450
Lakeville	70,064,997	902,448	767,618	3,900,000	959,382	3,773,131	$118,042	4,400	10,425,021	80,490,018
Lino Lakes	28,574,195	0	313,053			412,101			725,154	29,299,349
Litchfield	13,033,223	(1,100,263)	(1,100,263)					52,800	(2,147,726)	10,885,497
Little Canada	12,814,368	(175,274)	140,392	(15,000)				10,800	(39,082)	12,775,286
Little Falls	24,537,939	986,141	268,833			1,435,391		8,800	2,699,165	27,237,104
Mahtomedi	7,515,585	(1,320,488)	(2,640,976)						(3,961,464)	3,554,121
Mankato	46,902,785	(722,008)	513,858			408,064		8,800	208,713	47,111,498
Maple Grove	79,914,863	(433,303)	875,532		10,833,248	4,341,965		23,200	15,640,642	95,555,505
Maplewood	45,232,800	751,863	495,562	4,275,000		4,738,115			10,260,540	55,493,340
Marshall	23,814,546	793,723	260,907			155,153			1,209,784	25,024,330
Mendota Heights	19,790,973	(660,556)				44,304			(616,252)	19,174,721
Minneapolis	374,536,347	(13,423,100)			1,918,503	2,849,562		300,900	(8,354,135)	366,182,212
Minnetonka	68,245,086	0	747,680			2,094,013		13,200	2,854,893	71,099,979
Minnetrista	15,942,702	(1,154,084)	(1,154,084)						(2,308,168)	13,634,534
Montevideo	8,345,824	161,346	91,435			31,070			283,851	8,629,675
Monticello	12,502,173	(1,088,637)	(1,088,637)						(2,177,274)	10,324,899
Moorhead	66,008,045	(3,136,781)			1,149,085	822,238		39,200	(1,126,258)	64,881,787
Morris	9,172,450	14,786	100,492			10,500			125,778	9,298,228
Mound	13,750,299	0	150,646			1,309,579			1,460,225	15,210,524
Mounds View	14,981,784	(110,016)	164,137						54,122	15,035,906
New Brighton	22,091,706	(221,206)	242,032					70,400	91,227	22,182,933
New Hope	17,701,511	(1,272,307)						22,000	(1,250,307)	16,451,204
New Prague	5,704,085	(317,106)							(317,106)	5,386,979
New Ulm	25,300,231	727,643	277,184					77,200	1,082,028	26,382,259
North Branch	29,510,825	(433,629)		(698,210)		13,538		13,200	(1,105,101)	28,405,724
North Mankato	22,907,306	0	250,968	785,000					1,035,968	23,943,274
North St. Paul	15,749,026	1,257,360	172,543			461,369			1,891,273	17,640,299
Northfield	21,789,377	(1,766,570)	(3,533,141)					25,000	(5,274,711)	16,514,666
Oak Grove	28,401,392	804,631	311,160			450,730			1,566,521	29,967,913
Oakdale	11,667,980	470,670	127,832			452,854			1,051,356	12,719,336
Orono	9,584,633	(847,617)				41,351			(806,266)	8,778,367
Otsego	24,071,263	(268,493)	263,720			293,120			288,347	24,359,610
Owatonna	40,473,845	(248,216)	443,423			119,703		48,400	363,311	40,837,156
Plymouth	70,920,572	(1,562,524)	776,992		3,688,316	528,821		9,200	3,440,805	74,361,377
Prior Lake	21,675,254	(427,583)				72,533			(355,050)	21,320,204
Ramsey	41,227,775	(674,935)			437,787	500			(236,648)	40,991,127

Municipality	2008 Unadjusted 25-Year Construction Needs	(+ or -) Unencumbered Construction Fund Balance Adjustment	Excess Balance Adjustment to Low Balance Incentive	(+ or -) Bond Account Adjustment	(+) After the Fact Non-Existing Bridge Adjustment	(+) After the Fact R/W Acquisition Adjustment	(+) After the Fact Retaining Wall Adjustment	(+ or -) Individual Adjustments	Total Affect Of Adjustments	2009 Adjusted Construction Needs
Red Wing	$34,781,131	($580,965)				$774,553		$33,600	$227,188	$35,008,319
Redwood Falls	12,592,343	(101,295)	$137,959	($94,375)					(57,710)	12,534,633
Richfield	32,560,275	(733,196)	356,724			3,035,607		17,600	2,676,735	35,237,010
Robbinsdale	13,635,329	(1,733,453)	(3,466,906)					8,800	(5,191,559)	8,443,770
Rochester	109,165,370	0	1,195,994			512,108		59,000	1,767,102	110,932,472
Rogers	9,248,592	(805,777)							(805,777)	8,442,815
Rosemount	38,312,447	(1,250,774)			$1,756,490	389,000		8,400	903,116	39,215,563
Roseville	32,204,422	(31,352)	352,825			91,009			412,483	32,616,905
Saint Anthony	8,972,371	0	98,300	(490,000)				4,400	(387,300)	8,585,071
Saint Cloud	98,407,640	(2,908,226)				2,166,361		84,600	(657,265)	97,750,375
Saint Francis	18,589,177	(14,259)	203,659						189,400	18,778,577
Saint Joseph	5,213,101	(464,262)							(464,262)	4,748,839
Saint Louis Park	42,352,095	(1,665,665)				474,738		13,600	(1,177,327)	41,174,768
Saint Michael	41,293,435	(266,887)	452,403			86,132			271,648	41,565,083
Saint Paul	292,084,545	(8,747,885)			3,256,020	13,549,324	$51,542	240,800	8,349,801	300,434,346
Saint Paul Park	7,209,721	0	78,988		671,027	65,293		5,200	820,508	8,030,229
Saint Peter	22,889,334	(18,393)	250,771			31,826			264,204	23,153,538
Sartell	20,295,897	209,706	222,358	970,000		193,878	6,000		1,601,942	21,897,839
Sauk Rapids	15,946,426	1,236,573	174,706			445,208		8,800	1,865,287	17,811,713
Savage	24,700,784	(1,623,868)		(366,949)		400,000			(1,590,817)	23,109,967
Shakopee	33,898,971	839,102	371,390					26,800	1,237,293	35,136,264
Shoreview	22,362,051	0	244,994			34,532			279,526	22,641,577
Shorewood	9,030,306	(362,721)				181,002			(181,719)	8,848,587
South St. Paul	19,362,065	(707,973)							(707,973)	18,654,092
Spring Lake Park	4,353,717	0	47,698			188,005			235,703	4,589,420
Stewartville	5,673,099	207,715	62,153						269,868	5,942,967
Stillwater	22,815,405	(5,866)	249,961			19,061		8,000	271,156	23,086,561
Thief River Falls	27,362,522	(64,496)	299,778	49,547	1,796,263	109,283		34,400	2,224,775	29,587,297
Vadnais Heights	8,730,497	(443,846)							(443,846)	8,286,651
Victoria	6,062,113	(281,206)							(281,206)	5,780,907
Virginia	22,134,677	0	242,503						242,503	22,377,180
Waconia	13,185,056	(440,688)							(440,688)	12,744,368
Waite Park	5,751,910	0	63,017			687,300		8,200	758,517	6,510,427
Waseca	10,017,906	(444,933)		(245,000)				16,500	(673,433)	9,344,473
West St. Paul	15,068,266	(448,765)							(448,765)	14,619,501
White Bear Lake	18,804,393	0	206,017					9,600	215,617	19,020,010
Willmar	32,013,828	(722,461)				167,616		66,000	(488,845)	31,524,983
Winona	26,965,884	0	295,433		2,549,303	8,000			2,852,736	29,818,620
Woodbury	56,657,434	1,991,244	620,728	2,365,000	5,771,976	6,762,909			17,511,857	74,169,291
Worthington	14,830,909	(1,300,396)	(2,600,792)			491			(3,900,697)	10,930,212
Wyoming	12,777,769	(264,648)							(264,648)	12,513,121
STATE TOTAL	$4,649,983,176	($83,005,434)	$0	$17,362,979	$39,843,350	$93,125,043	$276,427	$7,241,911	$74,844,276	$4,724,827,452

TENTATIVE 2010 ADJUSTED CONSTRUCTION NEEDS APPORTIONMENT

Needs Value: $1,000 in construction needs = approximately $12.89 in apportionment

N:\MSAS\EXCEL\2009\OCTOBER 2009 BOOK\ADJUSTED CONSTRUCTION NEEDS APPORTIONMENT 2010 (Old Book File B).XLS

Municipality	2008 Adjusted Construction Needs	Construction Needs Apportion-ment Minus Turnback Maintenance	Actual Dollar Adjustment (Not Needs)	(+) TH Turnback Main-tenance Allowance	2009 Construction Needs Apportion-ment	% Of Total Dist.
Albert Lea	$33,718,852	$434,494			$434,494	0.7137
Albertville	10,559,946	136,073			136,073	0.2235
Alexandria	37,546,394	483,814			483,814	0.7947
Andover	55,760,889	718,522			718,522	1.1802
Anoka	14,250,064	183,623			183,623	0.3016
Apple Valley	44,724,981	576,316			576,316	0.9466
Arden Hills	7,804,349	100,565			100,565	0.1652
Austin	41,746,954	537,942			537,942	0.8836
Baxter	12,628,078	162,723			162,723	0.2673
Belle Plaine	9,649,054	124,336			124,336	0.2042
Bemidji	17,961,834	231,452			231,452	0.3802
Big Lake	12,168,802	156,804			156,804	0.2576
Blaine	33,560,212	432,449			432,449	0.7103
Bloomington	137,957,308	1,777,687			1,777,687	2.9200
Brainerd	22,337,478	287,836		$2,664	290,500	0.4772
Brooklyn Center	19,071,251	245,748			245,748	0.4037
Brooklyn Park	47,057,678	606,375			606,375	0.9960
Buffalo	26,492,287	341,374			341,374	0.5607
Burnsville	73,639,176	948,898			948,898	1.5586
Cambridge	9,426,119	121,463			121,463	0.1995
Champlin	20,717,001	266,955			266,955	0.4385
Chanhassen	21,974,814	283,163			283,163	0.4651
Chaska	26,347,883	339,513			339,513	0.5577
Chisholm	11,722,358	151,052			151,052	0.2481
Circle Pines	4,500,518	57,993			57,993	0.0953
Cloquet	26,468,905	341,072			341,072	0.5602
Columbia Heights	19,746,530	254,449			254,449	0.4179
Coon Rapids	67,890,821	874,826			874,826	1.4370
Corcoran	9,398,325	121,105			121,105	0.1989
Cottage Grove	51,967,415	669,641			669,641	1.0999
Crookston	25,764,901	332,001			332,001	0.5453
Crystal	17,769,211	228,970			228,970	0.3761
Dayton	7,685,812	99,038			99,038	0.1627
Delano	11,948,499	153,966			153,966	0.2529
Detroit Lakes	18,085,388	233,044			233,044	0.3828
Duluth	178,950,941	2,305,922		19,728	2,325,650	3.8200
Eagan	71,568,220	922,212			922,212	1.5148
East Bethel	33,134,162	426,959			426,959	0.7013
East Grand Forks	20,644,464	266,020			266,020	0.4370
Eden Prairie	56,506,346	728,128			728,128	1.1960
Edina	51,218,719	659,993			659,993	1.0841
Elk River	45,932,248	591,873			591,873	0.9722
Fairmont	29,312,414	377,713			377,713	0.6204
Falcon Heights	2,682,804	34,570			34,570	0.0568
Faribault	37,890,091	488,243			488,243	0.8020
Farmington	24,160,039	311,321			311,321	0.5114
Fergus Falls	40,566,561	522,732			522,732	0.8586
Forest Lake	34,197,356	440,659			440,659	0.7238
Fridley	29,612,200	381,576			381,576	0.6268
Glencoe	10,262,983	132,247			132,247	0.2172
Golden Valley	25,214,309	324,906			324,906	0.5337
Grand Rapids	37,562,762	484,025			484,025	0.7950

Municipality	2008 Adjusted Construction Needs	Construction Needs Apportion-ment Minus Turnback Maintenance	Actual Dollar Adjustment (Not Needs)	(+) TH Turnback Main-tenance Allowance	2009 Construction Needs Apportion-ment	% Of Total Dist.
Ham Lake	$25,007,999	$322,247			$322,247	0.5293
Hastings	18,032,006	232,356			232,356	0.3817
Hermantown	26,807,160	345,431			345,431	0.5674
Hibbing	61,008,406	786,141			786,141	1.2913
Hopkins	13,858,462	178,577			178,577	0.2933
Hugo	19,937,003	256,904			256,904	0.4220
Hutchinson	21,795,552	280,853		$1,512	282,365	0.4638
International Falls	10,061,607	129,652			129,652	0.2130
Inver Grove Heights	50,499,565	650,726			650,726	1.0689
Isanti	6,582,816	84,825			84,825	0.1393
Jordan	9,019,456	116,223			116,223	0.1909
Kasson	6,379,176	82,201			82,201	0.1350
La Crescent	8,941,231	115,215			115,215	0.1892
Lake City	8,428,574	108,609			108,609	0.1784
Lake Elmo	12,262,450	158,011			158,011	0.2595
Lakeville	80,490,018	1,037,176			1,037,176	1.7036
Lino Lakes	29,299,349	377,545		2,016	379,561	0.6235
Litchfield	10,885,497	140,268			140,268	0.2304
Little Canada	12,775,286	164,619			164,619	0.2704
Little Falls	27,237,104	350,971			350,971	0.5765
Mahtomedi	3,554,121	45,798			45,798	0.0752
Mankato	47,111,498	607,068			607,068	0.9971
Maple Grove	95,555,505	1,231,307			1,231,307	2.0225
Maplewood	55,493,340	715,075			715,075	1.1746
Marshall	25,024,330	322,458			322,458	0.5297
Mendota Heights	19,174,721	247,081			247,081	0.4058
Minneapolis	366,182,212	4,718,542			4,718,542	7.7505
Minnetonka	71,099,979	916,178			916,178	1.5049
Minnetrista	13,634,534	175,692			175,692	0.2886
Montevideo	8,629,675	111,200			111,200	0.1827
Monticello	10,324,899	133,044			133,044	0.2185
Moorhead	64,881,787	836,052			836,052	1.3733
Morris	9,298,228	119,815			119,815	0.1968
Mound	15,210,524	195,999			195,999	0.3219
Mounds View	15,035,906	193,749			193,749	0.3182
New Brighton	22,182,933	285,844			285,844	0.4695
New Hope	16,451,204	211,987			211,987	0.3482
New Prague	5,386,979	69,415			69,415	0.1140
New Ulm	26,382,259	339,956			339,956	0.5584
North Branch	28,405,724	366,030			366,030	0.6012
North Mankato	23,943,274	308,528			308,528	0.5068
North St. Paul	17,640,299	227,309			227,309	0.3734
Northfield	16,514,666	212,804			212,804	0.3495
Oak Grove	29,967,913	386,160			386,160	0.6343
Oakdale	12,719,336	163,899			163,899	0.2692
Orono	8,778,367	113,116	($35,000)		78,116	0.1283
Otsego	24,359,610	313,892			313,892	0.5156
Owatonna	40,837,156	526,218			526,218	0.8643
Plymouth	74,361,377	958,204			958,204	1.5739
Prior Lake	21,320,204	274,727			274,727	0.4513
Ramsey	40,991,127	528,203			528,203	0.8676
Red Wing	35,008,319	451,109			451,109	0.7410
Redwood Falls	12,534,633	161,518			161,518	0.2653
Richfield	35,237,010	454,056			454,056	0.7458
Robbinsdale	8,443,770	108,805			108,805	0.1787
Rochester	110,932,472	1,429,451			1,429,451	2.3480
Rogers	8,442,815	108,792			108,792	0.1787
Rosemount	39,215,563	505,323			505,323	0.8300
Roseville	32,616,905	420,294			420,294	0.6904

Municipality	2008 Adjusted Construction Needs	Construction Needs Apportion-ment Minus Turnback Maintenance	Actual Dollar Adjustment (Not Needs)	(+) TH Turnback Main-tenance Allowance	2009 Construction Needs Apportion-ment	% Of Total Dist.
Saint Anthony	$8,585,071	$110,625			$110,625	0.1817
Saint Cloud	97,750,375	1,259,589			1,259,589	2.0689
Saint Francis	18,778,577	241,977			241,977	0.3975
Saint Joseph	4,748,839	61,192			61,192	0.1005
Saint Louis Park	41,174,768	530,569			530,569	0.8715
Saint Michael	41,565,083	535,598			535,598	0.8798
Saint Paul	300,434,346	3,871,330			3,871,330	6.3589
Saint Paul Park	8,030,229	103,476			103,476	0.1700
Saint Peter	23,153,538	298,351			298,351	0.4901
Sartell	21,897,839	282,171			282,171	0.4635
Sauk Rapids	17,811,713	229,518			229,518	0.3770
Savage	23,109,967	297,790			297,790	0.4891
Shakopee	35,136,264	452,758		$6,624	459,382	0.7546
Shoreview	22,641,577	291,754			291,754	0.4792
Shorewood	8,848,587	114,021			114,021	0.1873
South St. Paul	18,654,092	240,372			240,372	0.3948
Spring Lake Park	4,589,420	59,138			59,138	0.0971
Stewartville	5,942,967	76,580			76,580	0.1258
Stillwater	23,086,561	297,488			297,488	0.4886
Thief River Falls	29,587,297	381,255			381,255	0.6262
Vadnais Heights	8,286,651	106,780			106,780	0.1754
Victoria	5,780,907	74,491			74,491	0.1224
Virginia	22,377,180	288,347			288,347	0.4736
Waconia	12,744,368	164,221			164,221	0.2697
Waite Park	6,510,427	83,892			83,892	0.1378
Waseca	9,344,473	120,411			120,411	0.1978
West St. Paul	14,619,501	188,384			188,384	0.3094
White Bear Lake	19,020,010	245,088			245,088	0.4026
Willmar	31,524,983	406,224			406,224	0.6672
Winona	29,818,620	384,236			384,236	0.6311
Woodbury	74,169,291	955,729			955,729	1.5698
Worthington	10,930,212	140,845			140,845	0.2313
Wyoming	12,513,121	161,242			161,242	0.2648
STATE TOTAL	$4,724,827,452	$60,883,071	($35,000)	$32,544	$60,880,615	100.0000

Construction Needs Apportionment = $60,883,071/ $4,724,827,452=0.012886

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

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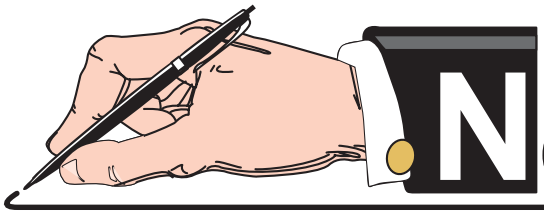
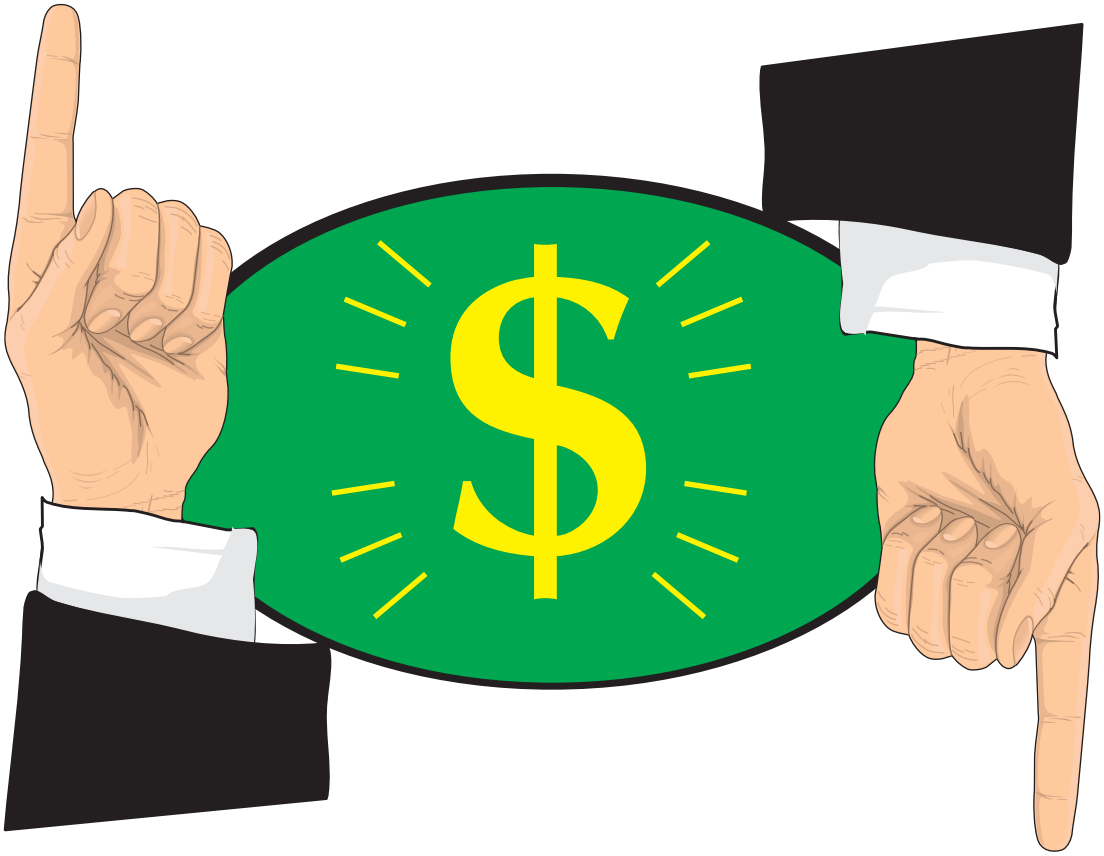
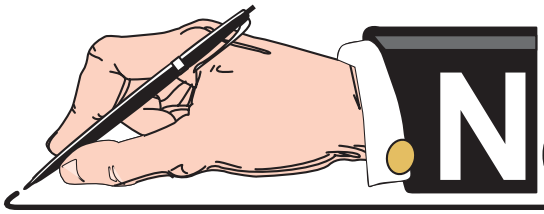


NOTES and COMMENTS

Adjustments to the 25 Year



Construction Needs



NOTES and COMMENTS

UNENCUMBERED CONSTRUCTION FUND BALANCE ADJUSTMENT

The unencumbered amount available as of December 31, 2009 will be used as a deduction from each city's total needs adjustment for the 2010 apportionment. The September 1, 2009 balance was used in this booklet for estimation purposes.

The total fund balance decreased by $28,720,072 between September 2, 2008 and December 31, 2008. The total fund balance increased by $12,552,733 between September 2, 2008 and September 1, 2009. The September 1, 2009 unencumbered balance available includes the 2008 total construction apportionment amount of $92,570,017.

Municipalities	Unencumbered Balance Available 12-31-2008	Unencumbered Balance Available 09-01-09	Difference Between 08-27-09 and 12-31-2008	Percentage of Total Amount in 08-27-09 Account	Ratio bet Balance & City's 2009 Construction Allotment
Albert Lea	$990,497	**$1,445,900**	$455,403	1.742	2.631
Albertville	656,368	**888,020**	231,652	1.070	3.833
Alexandria	0	**486,088**	486,088	0.586	0.964
Andover	(56,635)	**0**	56,635	0.000	0.000
Anoka	999,115	**1,373,220**	374,105	1.654	3.671
Apple Valley	(191,213)	**203,319**	394,532	0.245	0.219
Arden Hills	689,489	**892,436**	202,947	1.075	4.397
Austin	2,243,555	**2,518,936**	275,381	3.035	2.887
Baxter	(344,107)	**(40,644)**	303,463	(0.049)	(0.134)
Belle Plaine	227,856	**455,003**	227,147	0.548	2.003
Bemidji	357,098	**539,197**	182,099	0.650	1.616
Big Lake	0	**139,696**	139,696	0.168	0.649
Blaine	2,763,733	**3,727,171**	963,438	4.490	3.454
Bloomington	2,781,509	**4,098,041**	1,316,532	4.937	1.954
Brainerd	780,220	**1,215,728**	435,508	1.465	2.792
Brooklyn Center	0	**0**	0	0.000	0.000
Brooklyn Park	(619,997)	**(425,997)**	194,000	(0.513)	(0.306)
Buffalo	(779,081)	**(352,074)**	427,007	(0.424)	(0.825)
Burnsville	0	**256,836**	256,836	0.309	0.175
Cambridge	0	**0**	0	0.000	0.000
Champlin	782,720	**153,450**	(629,270)	0.185	0.311
Chanhassen	(1,047,737)	**(509,221)**	538,516	(0.613)	(0.946)
Chaska	0	**0**	0	0.000	0.000
Chisholm	0	**0**	0	0.000	0.000
Circle Pines	0	**28,560**	28,560	0.034	0.305
Cloquet	0	**216,327**	216,327	0.261	0.617
Columbia Heights	0	**82,952**	82,952	0.100	0.196
Coon Rapids	6,454	**286,578**	280,124	0.345	0.162
Corcoran	145,208	**0**	(145,208)	0.000	0.000
Cottage Grove	30,117	**1,241,512**	1,211,395	1.496	1.025
Crookston	(200,000)	**(100,000)**	100,000	(0.120)	(0.296)
Crystal	(378,792)	**0**	378,792	0.000	0.000
Dayton	0	**0**	0	0.000	0.000
Delano	173,268	**269,637**	96,369	0.325	1.447
Detroit Lakes	5,000	**0**	(5,000)	0.000	0.000
Duluth	(602,957)	**0**	602,957	0.000	0.000
Eagan	(2,815,357)	**(1,169,712)**	1,645,645	(1.409)	(0.711)
East Bethel	947,094	**1,434,743**	487,649	1.728	2.942
East Grand Forks	248,765	**555,582**	306,817	0.669	1.811
Eden Prairie	4,660,610	**4,801,782**	141,172	5.785	2.724
Edina	0	**1,021,840**	1,021,840	1.231	0.930
Elk River	0	**0**	0	0.000	0.000

Municipalities	Unencumbered Balance Available 12-31-2008	Unencumbered Balance Available 09-01-09	Difference Between 08-27-09 and 12-31-2008	Percentage of Total Amount in 08-27-09 Account	Ratio bet Balance & City's 2009 Construction Allotment
Fairmont	$0	**$492,913**	$492,913	0.594	0.891
Falcon Heights	105,173	**190,837**	85,664	0.230	2.228
Faribault	(1,199,401)	**(581,243)**	618,158	(0.700)	(0.877)
Farmington	0	**0**	0	0.000	0.000
Fergus Falls	527,809	**1,091,020**	563,211	1.314	1.937
Forest Lake	1,046,428	**1,610,455**	564,027	1.940	2.855
Fridley	588,701	**716,669**	127,968	0.863	1.129
Glencoe	(556,984)	**(405,407)**	151,577	(0.488)	(2.675)
Golden Valley	795,042	**1,208,013**	412,971	1.455	2.402
Grand Rapids	241,229	**388,048**	146,819	0.467	1.005
Ham Lake	1,714,137	**1,568,098**	(146,039)	1.889	3.145
Hastings	805,943	**148,249**	(657,694)	0.179	0.335
Hermantown	181,734	**(298,210)**	(479,944)	(0.359)	(0.787)
Hibbing	363,743	**329,244**	(34,499)	0.397	0.411
Hopkins	0	**0**	0	0.000	0.000
Hugo	0	**0**	0	0.000	0.000
Hutchinson	300,548	**593,521**	292,973	0.715	1.255
International Falls	0	**231,441**	231,441	0.279	0.986
Inver Grove Heights	783,330	**1,560,802**	777,472	1.880	1.658
Isanti	222,765	**343,847**	121,082	0.414	2.840
Jordan	301,750	**458,063**	156,313	0.552	2.930
Kasson	0	**175,670**	175,670	0.212	1.000
La Crescent	0	**(142,877)**	(142,877)	(0.172)	(0.730)
Lake City	426,579	**577,432**	150,853	0.696	3.828
Lake Elmo	445,049	**569,945**	124,896	0.687	2.924
Lakeville	(2,174,221)	**(902,448)**	1,271,773	(1.087)	(0.710)
Lino Lakes	0	**0**	0	0.000	0.000
Litchfield	930,815	**1,100,263**	169,448	1.326	6.493
Little Canada	(3,202)	**175,274**	178,476	0.211	0.697
Little Falls	(1,453,690)	**(986,141)**	467,549	(1.188)	(2.109)
Mahtomedi	1,176,613	**1,320,488**	143,875	1.591	9.178
Mankato	830,171	**722,008**	(108,163)	0.870	0.825
Maple Grove	(910,430)	**433,303**	1,343,733	0.522	0.260
Maplewood	(1,648,857)	**(751,863)**	896,994	(0.906)	(0.838)
Marshall	0	**(793,723)**	(793,723)	(0.956)	(1.509)
Mendota Heights	320,887	**660,556**	339,669	0.796	1.945
Minneapolis	13,939,044	**13,423,100**	(515,944)	16.171	1.854
Minnetonka	0	**0**	0	0.000	0.000
Minnetrista	839,657	**1,154,084**	314,427	1.390	3.670
Montevideo	(355,652)	**(161,346)**	194,306	(0.194)	(0.830)
Monticello	832,430	**1,088,637**	256,207	1.312	4.249
Moorhead	1,978,134	**3,136,781**	1,158,647	3.779	2.707
Morris	(160,234)	**(14,786)**	145,448	(0.018)	(0.102)
Mound	40,803	**0**	(40,803)	0.000	0.000
Mounds View	1,039,711	**110,016**	(929,695)	0.133	0.389
New Brighton	(22,760)	**221,206**	243,966	0.266	0.447
New Hope	840,222	**1,272,307**	432,085	1.533	2.945
New Prague	432,419	**317,106**	(115,313)	0.382	2.146
New Ulm	61,877	**(727,643)**	(789,520)	(0.877)	(1.369)
North Branch	390,842	**433,629**	42,787	0.522	1.444
North Mankato	52,758	**0**	(52,758)	0.000	0.000
North St. Paul	(1,579,530)	**(1,257,360)**	322,170	(1.515)	(3.903)
Northfield	1,322,250	**1,766,570**	444,320	2.128	4.110
Oak Grove	(1,139,000)	**(804,631)**	334,369	(0.969)	(1.885)
Oakdale	(938,974)	**(470,670)**	468,304	(0.567)	(1.005)

Municipalities	Unencumbered Balance Available 12-31-2008	Unencumbered Balance Available 09-01-09	Difference Between 08-27-09 and 12-31-2008	Percentage of Total Amount in 08-27-09 Account	Ratio bet Balance & City's 2009 Construction Allotment
Orono	$688,074	**$847,617**	$159,543	1.021	5.313
Otsego	0	**268,493**	268,493	0.323	0.667
Owatonna	582,501	**248,216**	(334,285)	0.299	0.285
Plymouth	3,599	**1,562,524**	1,558,925	1.882	0.966
Prior Lake	0	**427,583**	427,583	0.515	1.000
Ramsey	60,779	**674,935**	614,156	0.813	1.099
Red Wing	141,064	**580,965**	439,901	0.700	1.208
Redwood Falls	477,690	**101,295**	(376,395)	0.122	0.550
Richfield	704,202	**733,196**	28,994	0.883	0.948
Robbinsdale	1,374,316	**1,733,453**	359,137	2.088	4.827
Rochester	(2,650,882)	**0**	2,650,882	0.000	0.000
Rogers	639,393	**805,777**	166,384	0.971	4.843
Rosemount	431,311	**1,250,774**	819,463	1.507	1.526
Roseville	719,742	**31,352**	(688,390)	0.038	0.043
St. Anthony	0	**0**	0	0.000	0.000
St. Cloud	1,836,190	**2,908,226**	1,072,036	3.504	1.639
St. Francis	0	**14,259**	14,259	0.017	0.050
St. Joseph	300,853	**464,262**	163,409	0.559	2.841
St. Louis Park	817,571	**1,665,665**	848,094	2.007	1.964
St. Michael	0	**266,887**	266,887	0.322	0.454
St. Paul	4,250,702	**8,747,885**	4,497,183	10.539	1.537
St. Paul Park	176,364	**0**	(176,364)	0.000	0.000
St. Peter	(278,231)	**18,393**	296,624	0.022	0.041
Sartell	(668,099)	**(209,706)**	458,393	(0.253)	(0.457)
Sauk Rapids	(1,662,957)	**(1,236,573)**	426,384	(1.490)	(2.900)
Savage	1,089,713	**1,623,868**	534,155	1.956	2.502
Shakopee	(1,263,549)	**(839,102)**	424,447	(1.011)	(1.126)
Shoreview	(553,861)	**0**	553,861	0.000	0.000
Shorewood	178,307	**362,721**	184,414	0.437	1.967
South St. Paul	628,074	**707,973**	79,899	0.853	1.631
Spring Lake Park	810	**0**	(810)	0.000	0.000
Stewartville	(341,498)	**(207,715)**	133,783	(0.250)	(1.553)
Stillwater	(392,484)	**5,866**	398,350	0.007	0.015
Thief River Falls	0	**64,496**	64,496	0.078	0.201
Vadnais Heights	197,986	**443,846**	245,860	0.535	1.805
Victoria	141,552	**281,206**	139,654	0.339	2.014
Virginia	0	**0**	0	0.000	0.000
Waconia	561,376	**440,688**	(120,688)	0.531	1.472
Waite Park	238,751	**0**	(238,751)	0.000	0.000
Waseca	308,702	**444,933**	136,231	0.536	2.062
West St. Paul	831,116	**448,765**	(382,351)	0.541	1.186
White Bear Lake	170,589	**0**	(170,589)	0.000	0.000
Willmar	172,935	**722,461**	549,526	0.870	1.315
Winona	0	**0**	0	0.000	0.000
Woodbury	(3,414,909)	**(1,991,244)**	1,423,665	(2.399)	(1.399)
Worthington	1,046,379	**1,300,396**	254,017	1.567	4.451
Wyoming	0	**264,648**	264,648	0.319	1.000
TOTAL	**$41,732,629**	**$83,005,434**	**$41,272,805**	100.0000	0.8992

Excess Unencumbered Construction Fund Balance Adjustment

Screening Board Resolution states:

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

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

If the December 31 construction fund balance drops below 3 times the January construction allotment and subsequently increases to over 3 times, the multipliers shall start over with one.

This adjustment will be in addition to the unencumbered construction fund balance adjustment, and takes effect for the 2004 apportionment.

Low Balance Incentive

Screening Board Resolution states:

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

The September 1, 2009 balance is used for this estimate. The final adjustment will be made using the December 31, 2009 construction fund balances.

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EXCESS BALANCE ADJUSTMENT REDISTRIBUTED AS LOW BALANCE INCENTIVE

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Municipalities	January 2009 Construction Allotment	Unencumbered Balance Available (09/01/09)	Ratio bet. Balance & City's 2009 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	2008 Unadjusted 25-Year Construction Needs	Low Balance Incentive Factor	Low Balance Incentive
Albert Lea	$549,602	$1,445,900	2.631						
Albertville	231,652	888,020	3.833			No Adjustment			
Alexandria	504,002	486,088	0.964				$37,594,966	0.0153	$411,883
Andover	782,882	0	0.000				53,540,022	0.0218	586,574
Anoka	374,105	1,373,220	3.671	2010	1	($1,373,220)			
Apple Valley	929,532	203,319	0.219				45,993,340	0.0187	503,894
Arden Hills	202,947	892,436	4.397			No Adjustment			
Austin	872,364	2,518,936	2.887						
Baxter	303,463	(40,644)	(0.134)				11,959,384	0.0049	131,025
Belle Plaine	227,147	455,003	2.003						
Bemidji	333,587	539,197	1.616						
Big Lake	215,191	139,696	0.649				12,175,110	0.0049	133,388
Blaine	1,078,945	3,727,171	3.454	2010	1	(3,727,171)			
Bloomington	2,097,584	4,098,041	1.954		.				
Brainerd	435,508	1,215,728	2.792						
Brooklyn Center	653,066	0	0.000				17,568,781	0.0071	192,480
Brooklyn Park	1,390,301	(425,997)	(0.306)				45,894,128	0.0187	502,807
Buffalo	427,007	(352,074)	(0.825)				24,700,218	0.0100	270,611
Burnsville	1,470,997	256,836	0.175				73,074,759	0.0297	800,593
Cambridge	202,853	0	0.000				9,233,813	0.0038	101,164
Champlin	492,969	153,450	0.311				20,572,868	0.0084	225,392
Chanhassen	538,516	(509,221)	(0.946)				21,232,969	0.0086	232,624
Chaska	550,124	0	0.000				25,641,659	0.0104	280,925
Chisholm	169,802	0	0.000				11,595,322	0.0047	127,036
Circle Pines	93,560	28,560	0.305				3,397,894	0.0014	37,227
Cloquet	350,408	216,327	0.617				26,358,058	0.0107	288,774
Columbia Heights	422,762	82,952	0.196				19,611,492	0.0080	214,860
Coon Rapids	1,770,500	286,578	0.162				61,675,272	0.0251	675,702
Corcoran	139,825	0	0.000				9,277,388	0.0038	101,641
Cottage Grove	1,211,395	1,241,512	1.025						
Crookston	337,703	(100,000)	(0.296)				25,386,769	0.0103	278,132
Crystal	471,298	0	0.000				17,563,588	0.0071	192,423
Dayton	140,743	0	0.000				7,597,297	0.0031	83,234
Delano	186,369	269,637	1.447						
Detroit Lakes	288,120	0	0.000				17,801,148	0.0072	195,026
Duluth	2,678,662	0	0.000				174,115,857	0.0708	1,907,579

Municipalities	January 2009 Construction Allotment	Unencumbered Balance Available (09/01/09)	Ratio bet. Balance & City's 2009 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	2008 Unadjusted 25-Year Construction Needs	Low Balance Incentive Factor	Low Balance Incentive
Eagan	$1,645,645	($1,169,712)	(0.711)				$61,603,745	0.0250	$674,919
East Bethel	487,649	1,434,743	2.942						
East Grand Forks	306,817	555,582	1.811						
Eden Prairie	1,762,593	4,801,782	2.724						
Edina	1,098,736	1,021,840	0.930				50,181,685	0.0204	$549,781
Elk River	909,145	0	0.000				43,265,690	0.0176	474,010
Fairmont	553,413	492,913	0.891				29,459,376	0.0120	322,751
Falcon Heights	85,664	190,837	2.228						
Faribault	662,425	(581,243)	(0.877)				36,604,925	0.0149	401,036
Farmington	486,214	0	0.000				22,627,062	0.0092	247,898
Fergus Falls	563,211	1,091,020	1.937						
Forest Lake	564,027	1,610,455	2.855						
Fridley	634,507	716,669	1.129						
Glencoe	151,577	(405,407)	(2.675)				10,223,569	0.0042	112,007
Golden Valley	502,971	1,208,013	2.402						
Grand Rapids	386,161	388,048	1.005						
Ham Lake	498,536	1,568,098	3.145	2007	4	($6,272,394)			
Hastings	442,306	148,249	0.335				17,983,235	0.0073	197,021
Hermantown	378,840	(298,210)	(0.787)				25,910,978	0.0105	283,876
Hibbing	800,531	329,244	0.411				60,530,786	0.0246	663,163
Hopkins	360,898	0	0.000				13,707,288	0.0056	150,174
Hugo	345,582	0	0.000				19,596,616	0.0080	214,697
Hutchinson	472,973	593,521	1.255						
International Falls	234,640	231,441	0.986				10,181,501	0.0041	111,547
Inver Grove Heights	941,434	1,560,802	1.658						
Isanti	121,082	343,847	2.840						
Jordan	156,313	458,063	2.930						
Kasson	175,670	175,670	1.000						
La Crescent	195,807	(142,877)	(0.730)				8,703,006	0.0035	95,348
Lake City	150,853	577,432	3.828			No Adjustment			
Lake Elmo	194,896	569,945	2.924						
Lakeville	1,271,773	(902,448)	(0.710)				70,064,997	0.0285	767,618
Lino Lakes	538,982	0	0.000				28,574,195	0.0116	313,053
Litchfield	169,448	1,100,263	6.493	2010	1	(1,100,263)			
Little Canada	251,565	175,274	0.697				12,814,368	0.0052	140,392
Little Falls	467,549	(986,141)	(2.109)				24,537,939	0.0100	268,833
Mahtomedi	143,875	1,320,488	9.178	2009	2	(2,640,976)			
Mankato	874,646	722,008	0.825				46,902,785	0.0191	513,858
Maple Grove	1,665,163	433,303	0.260				79,914,863	0.0325	875,532

Municipalities	January 2009 Construction Allotment	Unencumbered Balance Available (09/01/09)	Ratio bet. Balance & City's 2009 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	2008 Unadjusted 25-Year Construction Needs	Low Balance Incentive Factor	Low Balance Incentive
Maplewood	$896,994	($751,863)	(0.838)				$45,232,800	0.0184	495,562
Marshall	525,841	(793,723)	(1.509)				23,814,546	0.0097	260,907
Mendota Heights	339,669	660,556	1.945						
Minneapolis	7,241,439	13,423,100	1.854						
Minnetonka	1,592,529	0	0.000				68,245,086	0.0277	747,680
Minnetrista	314,427	1,154,084	3.670	2010	1	($1,154,084)			
Montevideo	194,306	(161,346)	(0.830)				8,345,824	0.0034	91,435
Monticello	256,207	1,088,637	4.249	2010	1	(1,088,637)			
Moorhead	1,158,647	3,136,781	2.707						
Morris	145,448	(14,786)	(0.102)				9,172,450	0.0037	100,492
Mound	274,156	0	0.000				13,750,299	0.0056	150,646
Mounds View	282,880	110,016	0.389				14,981,784	0.0061	164,137
New Brighton	494,624	221,206	0.447				22,091,706	0.0090	242,032
New Hope	432,085	1,272,307	2.945						
New Prague	147,759	317,106	2.146						
New Ulm	531,522	(727,643)	(1.369)				25,300,231	0.0103	277,184
North Branch	300,281	433,629	1.444						
North Mankato	424,539	0	0.000				22,907,306	0.0093	250,968
North St. Paul	322,170	(1,257,360)	(3.903)				15,749,026	0.0064	172,543
Northfield	429,828	1,766,570	4.110	2009	2	(3,533,141)			
Oak Grove	426,938	(804,631)	(1.885)				28,401,392	0.0115	311,160
Oakdale	468,304	(470,670)	(1.005)				11,667,980	0.0047	127,832
Orono	159,543	847,617	5.313			No Adjustment			
Otsego	402,527	268,493	0.667				24,071,263	0.0098	263,720
Owatonna	869,595	248,216	0.285				40,473,845	0.0164	443,423
Plymouth	1,617,996	1,562,524	0.966				70,920,572	0.0288	776,992
Prior Lake	427,583	427,583	1.000						
Ramsey	614,156	674,935	1.099						
Red Wing	480,783	580,965	1.208						
Redwood Falls	184,220	101,295	0.550				12,592,343	0.0051	137,959
Richfield	773,323	733,196	0.948				32,560,275	0.0132	356,724
Robbinsdale	359,137	1,733,453	4.827	2009	2	(3,466,906)			
Rochester	2,822,926	0	0.000				109,165,370	0.0444	1,195,994
Rogers	166,384	805,777	4.843			No Adjustment			
Rosemount	819,463	1,250,774	1.526						
Roseville	728,284	31,352	0.043				32,204,422	0.0131	352,825
Saint Anthony	178,237	0	0.000				8,972,371	0.0036	98,300
Saint Cloud	1,774,784	2,908,226	1.639						
Saint Francis	283,708	14,259	0.050				18,589,177	0.0076	203,659

Municipalities	January 2009 Construction Allotment	Unencumbered Balance Available (09/01/09)	Ratio bet. Balance & City's 2009 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	2008 Unadjusted 25-Year Construction Needs	Low Balance Incentive Factor	Low Balance Incentive
Saint Joseph	$163,409	$464,262	2.841						
Saint Louis Park	848,094	1,665,665	1.964						
Saint Michael	587,983	266,887	0.454				$41,293,435	0.0168	$452,403
Saint Paul	5,692,019	8,747,885	1.537						
Saint Paul Park	143,636	0	0.000				7,209,721	0.0029	78,988
Saint Peter	445,192	18,393	0.041				22,889,334	0.0093	250,771
Sartell	458,393	(209,706)	(0.457)				20,295,897	0.0082	222,358
Sauk Rapids	426,384	(1,236,573)	(2.900)				15,946,426	0.0065	174,706
Savage	649,155	1,623,868	2.502						
Shakopee	744,994	(839,102)	(1.126)				33,898,971	0.0138	371,390
Shoreview	715,593	0	0.000				22,362,051	0.0091	244,994
Shorewood	184,414	362,721	1.967						
South Saint Paul	434,040	707,973	1.631						
Spring Lake Park	129,694	0	0.000				4,353,717	0.0018	47,698
Stewartville	133,783	(207,715)	(1.553)				5,673,099	0.0023	62,153
Stillwater	398,350	5,866	0.015				22,815,405	0.0093	249,961
Thief River Falls	320,497	64,496	0.201				27,362,522	0.0111	299,778
Vadnais Heights	245,860	443,846	1.805						
Victoria	139,654	281,206	2.014						
Virginia	314,689	0	0.000				22,134,677	0.0090	242,503
Waconia	299,413	440,688	1.472						
Waite Park	199,696	0	0.000				5,751,910	0.0023	63,017
Waseca	215,769	444,933	2.062						
West Saint Paul	378,419	448,765	1.186						
White Bear Lake	494,470	0	0.000				18,804,393	0.0076	206,017
Willmar	549,526	722,461	1.315						
Winona	633,571	0	0.000				26,965,884	0.0110	295,433
Woodbury	1,423,665	(1,991,244)	(1.399)				56,657,434	0.0230	620,728
Worthington	292,157	1,300,396	4.451	2009	2	($2,600,792)			
Wyoming	264,648	264,648	1.000						
TOTAL	**$92,570,018**	**$83,005,434**				**($26,957,583)**	**$2,460,575,655**	**1.0000**	**$26,957,583**

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

FOR THE OCTOBER 2009 ESTIMATE OF THE JANUARY 2010 ALLOCATION

(Next years estimated adjustment)

Ten cities with over $1 million and three times their January 2009 construction allotment in their September 1, 2009 account balance had $26,957,583 in needs redistributed to 82 cities with less than one times their allotment in their account.

Five cities have over three times their January 2009 construction allotment as their September 1 account balance, but receive no adjustment because the balance is less than $1 million.

FOR THE OCTOBER 2008 ESTIMATE OF THE JANUARY 2009 ALLOCATION

(Last years estimated adjustment)

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

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

FOR THE ACTUAL JANUARY 2009 ALLOCATION

(This years actual adjustment)

Six cities with over $1 million and three times their January 2008 construction allotment in their December 31, 2008 account balance had $11,101,680 in needs redistributed to 89 cities with less than one times their allotment in their account.

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

UNAMORTIZED BOND ACCOUNT BALANCE

(Amount as of December 31, 2008)

(For Reference, see Bond Adjustment Resolution)

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

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

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Municipality	Date of Issue	(A) Amount of Issue	(B) Total Amount Applied Toward State Aid Projects	(C) (A Minus B) Amount Not Applied Toward State Aid Projects	(D) Remaining Amount of Principal To Be Paid	(D minus C) Bond Account Adjustment
Andover	6-28-01	$2,755,000	$2,755,000	$0	$1,600,000	**$1,600,000**
Apple Valley	3/01/03	5,380,000	0	5,380,000	3,975,000	**(1,405,000)**
Apple Valley	2-01-04	855,000	0	855,000	565,000	**(290,000)**
Brooklyn Park	10/24/05	2,710,000	0	2,710,000	2,340,000	**(370,000)**
Buffalo	6-29-05	845,000	0	845,000	560,000	**(285,000)**
Cambridge	5-01-01	340,000	311,142	28,858	120,000	**91,142**
Circle Pines	**07-17-08**	**1,055,000**	**1,011,592**	**43,408**	**1,055,000**	**1,011,592**
Coon Rapids	11/29/05	3,555,000	3,555,000	0	2,485,000	**2,485,000**
Delano	**11-15-08**	**865,000**	**0**	**865,000**	**865,000**	**0**
Eagan	**08-12-08**	**4,105,000**	**3,961,220**	**143,780**	**4,105,000**	**3,961,220**
Elk River	**08/27/08**	**2,431,500**	**0**	**2,431,500**	**2,431,500**	**0**
Falcon Heights	4-21-80	170,000	142,012	27,988	0	**(27,988)**
Glencoe	06-01-03	974,000	0	974,000	651,000	**(323,000)**
Glencoe	08-01-98	155,000	0	155,000	0	**(155,000)**
Golden Valley	02/20/07	2,560,000	0	2,560,000	2,475,000	**(85,000)**
Grand Rapids	08-29-05	1,105,000	1,105,000	0	795,000	**795,000**
Grand Rapids	12-20-07	1,150,000	0	1,150,000	1,070,000	**(80,000)**
Hutchinson	09-13-05	700,000	0	700,000	180,000	**(520,000)**
Lake Elmo	10-01-01	1,080,000	1,080,000	0	525,000	**525,000**
Lakeville	08-21-00	4,290,000	4,290,000	0	3,115,000	**3,115,000**
Lakeville	12-01-01	1,080,000	1,080,000	0	785,000	**785,000**
Lakeville	**12-27-07**	**3,675,000**	**0**	**3,675,000**	**3,675,000**	**0**
Little Canada	11-01-93	315,000	300,000	15,000	0	**(15,000)**
Maplewood	08-01-04	5,355,000	5,355,000	0	4,275,000	**4,275,000**
Maplewood	**07-01-08**	**4,035,000**	**0**	**4,035,000**	**4,035,000**	**0**
Minnetonka	**07-17-08**	**2,215,000**	**0**	**2,215,000**	**2,215,000**	**0**
North Branch	10-23-00	320,000	161,790	158,210	0	**(158,210)**
North Branch	8-01-02	785,000	0	785,000	525,000	**(260,000)**
North Branch	8-01-04	1,360,000	0	1,360,000	1,080,000	**(280,000)**
North Mankato	08-01-98	1,900,000	1,900,000	0	785,000	**785,000**
Redwood Falls	12-01-82	215,000	120,625	94,375	0	**(94,375)**
Sartell	07-24-00	1,650,000	1,650,000	0	970,000	**970,000**
Savage	04-02-00	800,000	0	800,000	415,000	**(385,000)**
Savage	06-17-96	717,775	488,051	229,724	247,775	**18,051**
St. Anthony	07-01-00	950,000	0	950,000	460,000	**(490,000)**
Thief River Falls	**09-16-08**	**1,630,000**	**49,547**	**1,580,453**	**1,630,000**	**49,547**
Waseca	05-01-05	805,000	0	805,000	560,000	**(245,000)**
Woodbury	07-20-01	4,589,700	4,589,700	0	2,365,000	**2,365,000**
TOTAL		$69,477,975	$33,905,679	$35,572,296	$52,935,275	**$17,362,979**

AFTER THE FACT NON-EXISTING BRIDGE ADJUSTMENT

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

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

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Municipality	MSAS Number	Structure Number	First Year of Adjustment	Year of Apport-ionment Expiration	15 Years Amount Expired	Type of Funds	Project Development & Constuction Engineering	Project Needs	Total Needs Adjustment
Chaska	107		1997	2011			$62,344	$346,355	**$408,699**
Coon Rapids	120		1999	2013			160,235	890,196	**1,050,431**
Cottage Grove	111		1997	2011			7,872	43,731	**51,603**
Eden Prairie	107		1997	2011			51,335	285,194	**336,529**
Edina	174		1997	2011			168,883	938,240	**1,107,123**
Farmington	107		2008	2022		Local Funds	229,355	1,042,524	**1,271,879**
Hutchinson	108		1998	2012			212,207	617,479	**829,686**
Lakeville	**122**		1996	2010			146,346	813,036	**959,382**
Maple Grove	127	97986	2000	2014		MSAS	17,926	99,588	
	135	27A49	2002	2016		Local Funds	125,466	627,329	
	134	27A40	2002	2016		MSAS	62,150	310,749	
	138	27A69	2003	2017		Local Funds	645,000	3,348,800	
	138	27A69	2004	2018		Local Funds	174,300	1,100,000	
	106	27A98	2008	2022		Local Funds	779,366	3,542,574	**10,833,248**
Minneapolis	419		1996	2010			292,653	1,625,850	**1,918,503**
Moorhead	135		1998	2012			175,284	973,801	**1,149,085**
Plymouth	153-005	27A31	1999	2013			171,465	952,585	
	165-007	27A95	2004	2018		MSAS	311,915	1,559,577	
	164-009	27A68	2004	2018		MSAS	115,462	577,312	**3,688,316**
Ramsey	104		1998	2012			54,554	303,077	
	109-002	02569	2006	2020		MSAS	13,359	66,797	**437,787**
Rosemount	104-004	19557	2006	2020		MSAS	292,748	1,463,742	**1,756,490**
Saint Paul	288-003	62598	2005	2019		MSAS, Local	281,122	1,142,855	
	288-004	62616	2006	2020		MSAS	284,960	1,424,802	
	302-002	62617	2006	2020		MSAS	20,380	101,901	**3,256,020**
St. Paul Park	108-001	82027	2006	2020		MSAS	111,838	559,189	**671,027**
Thief River Falls	**115-020**	**57516**	**2010**	**2024**		**MSAS**	**323,916**	**1,472,347**	**1,796,263**
Winona	125-006	85555	2007	2021		MSAS	459,710	2,089,593	**2,549,303**
Woodbury	108		1996	2010			253,835	1,410,197	
	102	82518	2006	2020		Local	684,657	3,423,287	**5,771,976**
TOTAL					**$0**		**$6,690,643**	**$33,152,707**	**$39,843,350**

04-Sep-09

PROJECT LISTING OF RIGHT-OF-WAY ACQUISITION

Acquired in 2008

EXCEL\2009\October 2009 Book\Right of Way Projects 2008 for 2010.xls

MUNICIPALITY	PROJECT	PROJECT AMOUNT	TOTAL ADJUSTMENT
Bloomington	107-130-037	$51,348	
	107-385-017	(55,656)	
	107-399-028	194,599	**$190,291**
Circle Pines	244-106-001	82,365	**82,365**
Detroit Lakes	117-125-001	114	**114**
Duluth	118-178-005	92,334	
	118-196-003	145,595	
	118-200-001	490	
	118-201-001	141,344	
	118-202-001	98,401	**478,164**
Eagan	195-108-004	3,079,572	
	195-132-001	60,400	**3,139,972**
Elk River	204-104-006	715,950	
	204-104-107	(110,831)	**605,119**
Ham Lake	197-102-004	48,894	
	197-125-001	138,972	
	197-125-003	310	**188,176**
Marshall	139-131-002	134,947	**134,947**
Minneapolis	141-167-007	974,340	**974,340**
Moorhead	144-116-010	102,951	**102,951**
North Branch	225-112-001	13,538	**13,538**
Oak Grove	223-101-001	149,290	
	223-102-001	47,853	
	223-120-001	3,555	
	223-121-001	6,935	**207,633**
Otsego	217-102-005	53,332	**53,332**
Plymouth	155-164-014	248,124	**248,124**
Rosemount	208-104-003	19,750	**19,750**
St. Cloud	162-114-008	80,249	**80,249**
St. Paul	164-163-004	310,444	
	164-297-001	1,941,755	**2,252,199**
St. Peter	165-127-001	626	**626**
Thief River Falls	170-124 Local Funds	59,400	**59,400**
Woodbury	192-117-010	87,147	**87,147**
			$8,918,437

NEEDS ADJUSTMENT FOR RIGHT-OF-WAY ACQUISITION

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

MSAS\EXCEL\2009\October 2009 BOOK\Right of Way Adjustment 2010.xls 04-Sep-09

MUNICIPALITY	1993-2007 RIGHT-OF-WAY EXPENDITURES	+	2008 RIGHT-OF-WAY EXPENDITURES	-	EXPIRED RIGHT-OF-WAY EXPENDITURES	=	TOTAL RIGHT-OF-WAY ADJUSTMENT FOR 2010 APPORTIONMENT
Albert Lea	$6,827		--		($952)		**$5,875**
Albertville	--		--		--		**--**
Alexandria	--		--		--		**--**
Andover	5,296		--		--		**5,296**
Anoka	4,650		--		--		**4,650**
Apple Valley	126,066		--		--		**126,066**
Arden Hills	--		--		--		**--**
Austin	301,895		--		--		**301,895**
Baxter	468,225		--		--		**468,225**
Belle Plaine	--		--		--		**--**
Bemidji	56,122		--		--		**56,122**
Big Lake	--		--		--		**--**
Blaine	415,341		--		(28,337)		**387,004**
Bloomington	16,363,191		$190,291		(1,147,923)		**15,405,559**
Brainerd	640,266		--		--		**640,266**
Brooklyn Center	1,309,990		--		--		**1,309,990**
Brooklyn Park	721,219		--		(128,473)		**592,746**
Buffalo	1,426,785		--		--		**1,426,785**
Burnsville	6,260		--		--		**6,260**
Cambridge	--		--		--		**--**
Champlin	75,229		--		(3,038)		**72,191**
Chanhassen	--		--		--		**--**
Chaska	--		--		--		**--**
Chisholm	--		--		--		**--**
Circle Pines	--		82,365		--		**82,365**
Cloquet	--		--		--		**--**
Columbia Heights	3,130		--		--		**3,130**
Coon Rapids	2,290,994		--		--		**2,290,994**
Corcoran	19,296		--		--		**19,296**
Cottage Grove	525,651		--		--		**525,651**
Crookston	--		--		--		**--**
Crystal	--		--		--		**--**
Dayton	5,281		--		--		**5,281**
Delano	--		--		--		**--**
Detroit Lakes	49,500		114		--		**49,614**
Duluth	2,421,341		478,164		--		**2,899,505**
Eagan	974,253		3,139,972		--		**4,114,225**
East Bethel	94,298		--		--		**94,298**
East Grand Forks	--		--		--		**--**
Eden Prairie	--		--		--		**--**
Edina	398,370		--		--		**398,370**
Elk River	1,563,629		605,119		--		**2,168,748**
Fairmont	--		--		--		**--**
Falcon Heights	--		--		--		**--**
Faribault	298,486		--		--		**298,486**

MUNICIPALITY	1993-2007 RIGHT-OF-WAY EXPENDITURES	+	2008 RIGHT-OF-WAY EXPENDITURES	-	EXPIRED RIGHT-OF-WAY EXPENDITURES	=	TOTAL RIGHT-OF-WAY ADJUSTMENT FOR 2010 APPORTIONMENT
Farmington	$60,819		--		($60,819)		**--**
Fergus Falls	94,773		--		--		**$94,773**
Forest Lake	79,655		--		(27,900)		**51,755**
Fridley	95,081		--		(95,081)		**--**
Glencoe	--		--		--		**--**
Golden Valley	--		--		--		**--**
Grand Rapids	1,842,235		--		--		**1,842,235**
Ham Lake	236,431		$188,176		--		**424,607**
Hastings	--		--		--		**--**
Hermantown	314,097		--		--		**314,097**
Hibbing	133,300		--		--		**133,300**
Hopkins	1,000		--		--		**1,000**
Hugo	125,690		--		--		**125,690**
Hutchinson	341,250		--		--		**341,250**
International Falls	--		--		--		**--**
Inver Grove Heights	791,192		--		--		**791,192**
Isanti	--		--		--		**--**
Jordan	--		--		--		**--**
Kasson	--		--		--		**--**
La Crescent	--		--		--		**--**
Lake City	7,000		--		--		**7,000**
Lake Elmo	6,310		--		--		**6,310**
Lakeville	3,773,131		--		--		**3,773,131**
Lino Lakes	412,101		--		--		**412,101**
Litchfield	--		--		--		**--**
Little Canada	--		--		--		**--**
Little Falls	1,455,462		--		(20,071)		**1,435,391**
Mahtomedi	--		--		--		**--**
Mankato	416,833		--		(8,769)		**408,064**
Maple Grove	4,341,965		--		--		**4,341,965**
Maplewood	4,738,115		--		--		**4,738,115**
Marshall	20,206		134,947		--		**155,153**
Mendota Heights	44,304		--		--		**44,304**
Minneapolis	2,319,091		974,340		(443,869)		**2,849,562**
Minnetonka	2,094,013		--		--		**2,094,013**
Minnetrista	--		--		--		--
Montevideo	31,070		--		--		**31,070**
Monticello	149,510		--		(149,510)		**--**
Moorhead	719,287		102,951		--		**822,238**
Morris	10,500		--		--		**10,500**
Mound	1,309,579		--		--		**1,309,579**
Mounds View	--		--		--		**--**
New Brighton	--		--		--		**--**
New Hope	--		--		--		**--**
New Prague	--		--		--		**--**
New Ulm	--		--		--		**--**
North Branch	--		13,538		--		**13,538**
North Mankato	--		--		--		**--**
North St. Paul	461,369		--		--		**461,369**
Northfield	--		--		--		**--**
Oak Grove	243,097		207,633		--		**450,730**
Oakdale	452,854		--		--		**452,854**
Orono	41,351		--		--		**41,351**

MUNICIPALITY	1993-2007 RIGHT-OF-WAY EXPENDITURES	+	2008 RIGHT-OF-WAY EXPENDITURES	-	EXPIRED RIGHT-OF-WAY EXPENDITURES	=	TOTAL RIGHT-OF-WAY ADJUSTMENT FOR 2010 APPORTIONMENT
Otsego	$248,688		$53,332		($8,900)		**$293,120**
Owatonna	119,703		--		--		**119,703**
Plymouth	365,456		248,124		(84,759)		**528,821**
Prior Lake	72,533		--		--		**72,533**
Ramsey	500		--		--		**500**
Red Wing	774,553		--		--		**774,553**
Redwood Falls	--		--		--		**--**
Richfield	3,128,369		--		(92,762)		**3,035,607**
Robbinsdale	--		--		--		**--**
Rochester	521,613		--		($9,505)		**512,108**
Rogers	--		--		--		**--**
Rosemount	369,250		19,750		--		**389,000**
Roseville	91,009		--		--		**91,009**
Saint Anthony	--		--		--		**--**
Saint Cloud	2,086,112		80,249		--		**2,166,361**
Saint Francis	--		--		--		**--**
Saint Joseph	--		--		--		**--**
Saint Louis Park	477,778		--		(3,040)		**474,738**
Saint Michael	86,132		--		--		**86,132**
Saint Paul	11,297,125		2,252,199		--		**13,549,324**
Saint Paul Park	65,293		--		--		**65,293**
Saint Peter	57,382		626		(26,182)		**31,826**
Sartell	193,878		--		--		**193,878**
Sauk Rapids	445,208		--		--		**445,208**
Savage	400,000		--		--		**400,000**
Shakopee	--		--		--		**--**
Shoreview	34,532		--		--		**34,532**
Shorewood	181,002		--		--		**181,002**
South St. Paul	--		--		--		**--**
Spring Lake Park	188,005		--		--		**188,005**
Stewartville	--		--		--		**--**
Stillwater	19,061		--		--		**19,061**
Thief River Falls	49,883		59,400		--		**109,283**
Vadnais Heights	--		--		--		**--**
Victoria	--		--		--		**--**
Virginia	--		--		--		**--**
Waconia	--		--		--		**--**
Waite Park	687,300		--		--		**687,300**
Waseca	--		--		--		**--**
West St. Paul	--		--		--		**--**
White Bear Lake	--		--		--		**--**
Willmar	167,616		--		--		**167,616**
Winona	8,000		--		--		**8,000**
Woodbury	6,675,762		87,147		--		**6,762,909**
Worthington	491		--		--		**491**
Wyoming	--		--		--		**--**
TOTAL	**$86,546,496**		**$8,918,437**		**($2,339,890)**		**$93,125,043**

AFTER THE FACT RETAINING WALL ADJUSTMENT

Amount as of December 31, 2008

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

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

Municipality	Previous Eligible Retaining Wall Expenditures	2008 Eliglble Retaining Wall Expenditures	Expired Retaining Wall Expenditures	Total Retaining Wall Adjustment for 2010 Apportionment
Alexandria	$0	$25,633	$0	$25,633
Andover	20197	0	0	20,197
Bloomington	55,013	0	0	55,013
Lakeville	118,042	0	0	118,042
Saint Paul	51,542	0	0	51,542
Sartell	6,000	0	0	6,000
TOTAL	**$250,794**	**$25,633**	**$0**	**$276,427**

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Individual Adjustments

Ham Lake

Excess Construction Balance adjustment

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

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

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

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

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

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

Individual Adjustments

Orono

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

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

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

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

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

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

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

Individual Adjustments

Multiple Cities

Railroad Crossings incorrectly computed in January 2009 Allocation

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

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

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

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

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

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

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

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TRUNK HIGHWAY TURNBACK MAINTENANCE ALLOWANCE

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

MSAS\Excel\2009\January 2009 Book\Turnback Maintenance Allowance 2009.xls 04-Sep-09

Msas Route No.	Date of Release	Project Number	Plan Approved	Original Miles Eligible for TB Funding	Miles Constructed with THTB Funds	Current Miles Eligible for TB Maint.	Date of MSAS Designation	Maintenance Allowance Eligible Miles X $7,200	Total Turnback Maintenance Allocation
Brainerd									
122 (TH 18)	11-01-00		No	0.37	0.00	0.37	01-02	$2,664	$2,664
Cambridge									
113 (TH 65)	11-1-94	218-113-02	Yes	2.15	0.29		12-94		
		218-113-004	Yes		0.36				
		218-113-006	**Yes**		**1.50**				
					2.15	**0.00**		0	0
Duluth									
TH 23	12-15-95			14.61			2-1-96		
109(TH23)		118-109-015	Yes		0.28				
115 (TH 23)		118-115-005	Yes		0.11				
126 (TH 23)		118-126-08	Yes		2.36				
126 (TH 23)		118-126-015	Yes		1.98				
152 (TH 23)		118-152-13	Yes		0.21				
147 (TH 23)		118-147-015	Yes		1.16				
147 (TH 23)		118-147-016	Yes		0.45				
147 (TH 23)		118-147-017	Yes		2.21				
149 (TH 23)		118-149-004	Yes		0.14				
173 (TH 23)		118-173-001	Yes		0.84				
194 (TH 23)		118-194-001	Yes		0.78				
194 (TH23)		118-194-004	Yes		0.77				
194 (TH 23)		118-194-005	Yes		0.42				
194 (TH 23)		118-194-006	Yes		0.34				
TH 61	12-15-95			1.79		2.56	2-1-96	18,432	
172 (TH 61)		118-172-004	Yes		0.31				
193 (TH 61)		118-193-001	Yes		1.27				
195 (TH61)		118-195-001	Yes		0.13				
150 (TH61)		118-150-006	Yes		0.21	0.18		1,296	
				16.40	13.97	2.74		19,728	**19,728**
Hutchinson									
110 (TH22)	2-15-01		No	0.21	0.00	0.21		1,512	**1,512**
Lino Lakes									
103 (TH 49)	11-1-96		No	0.28	0.00	0.28	01-97	2,016	**2,016**
Shakopee									
TH 300				0.92					
105 (TH 300)	4-27-97		No		0.00		12-02		
122 (TH 300)	4-27-97		No		0.00	0.92	12-02	6,624	**6,624**
TOTAL				**20.33**	**16.12**	**4.52**			**$32,544**

October 28, 2009

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

Dear Commissioner Sorel:

We, the undersigned, as members of the 2009 Municipal Screening Board, having reviewed all information available in relation to the 25 year money needs of the Municipal State Aid Street System do hereby submit our findings as required by Minnesota Statutes.

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

This Board, therefore, recommends that the money needs, as listed on the attached, be modified as required and used as the basis for apportioning to the urban municipalities the 2010 Apportionment Sum as provided by Minnesota Statutes, Chapter 162.13, Subdivision 1.

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

Attachment: Money Needs Listing

2009 ADJUSTED CONSTRUCTION NEEDS RECOMMENDATIONS

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

N:\MSAS\EXCEL\2009\OCTOBER 2009 BOOK\2009 Adjusted Construction Needs Recommendations.xls *4-Sep-09*

Municipality	Adjusted Construction Needs	Municipality	Adjusted Construction Needs
Albert Lea	$33,718,852	Forest Lake	$34,197,356
Albertville	10,559,946	Fridley	29,612,200
Alexandria	37,546,394	Glencoe	10,262,983
Andover	55,760,889	Golden Valley	25,214,309
Anoka	14,250,064	Grand Rapids	37,562,762
Apple Valley	44,724,981	Ham Lake	25,007,999
Arden Hills	7,804,349	Hastings	18,032,006
Austin	41,746,954	Hermantown	26,807,160
Baxter	12,628,078	Hibbing	61,008,406
Belle Plaine	9,649,054	Hopkins	13,858,462
Bemidji	17,961,834	Hugo	19,937,003
Big Lake	12,168,802	Hutchinson	21,795,552
Blaine	33,560,212	International Falls	10,061,607
Bloomington	137,957,308	Inver Grove Heights	50,499,565
Brainerd	22,337,478	Isanti	6,582,816
Brooklyn Center	19,071,251	Jordan	9,019,456
Brooklyn Park	47,057,678	Kasson	6,379,176
Buffalo	26,492,287	La Crescent	8,941,231
Burnsville	73,639,176	Lake City	8,428,574
Cambridge	9,426,119	Lake Elmo	12,262,450
Champlin	20,717,001	Lakeville	80,490,018
Chanhassen	21,974,814	Lino Lakes	29,299,349
Chaska	26,347,883	Litchfield	10,885,497
Chisholm	11,722,358	Little Canada	12,775,286
Circle Pines	4,500,518	Little Falls	27,237,104
Cloquet	26,468,905	Mahtomedi	3,554,121
Columbia Heights	19,746,530	Mankato	47,111,498
Coon Rapids	67,890,821	Maple Grove	95,555,505
Corcoran	9,398,325	Maplewood	55,493,340
Cottage Grove	51,967,415	Marshall	25,024,330
Crookston	25,764,901	Mendota Heights	19,174,721
Crystal	17,769,211	Minneapolis	366,182,212
Dayton	7,685,812	Minnetonka	71,099,979
Delano	11,948,499	Minnetrista	13,634,534
Detroit Lakes	18,085,388	Montevideo	8,629,675
Duluth	178,950,941	Monticello	10,324,899
Eagan	71,568,220	Moorhead	64,881,787
East Bethel	33,134,162	Morris	9,298,228
East Grand Forks	20,644,464	Mound	15,210,524
Eden Prairie	56,506,346	Mounds View	15,035,906
Edina	51,218,719	New Brighton	22,182,933
Elk River	45,932,248	New Hope	16,451,204
Fairmont	29,312,414	New Prague	5,386,979
Falcon Heights	2,682,804	New Ulm	26,382,259
Faribault	37,890,091	North Branch	28,405,724
Farmington	24,160,039	North Mankato	23,943,274
Fergus Falls	40,566,561	North St. Paul	17,640,299

Municipality	Adjusted Construction Needs	Municipality	Adjusted Construction Needs
Northfield	$16,514,666	St. Peter	$23,153,538
Oak Grove	29,967,913	Sartell	21,897,839
Oakdale	12,719,336	Sauk Rapids	17,811,713
Orono	8,778,367	Savage	23,109,967
Otsego	24,359,610	Shakopee	35,136,264
Owatonna	40,837,156	Shoreview	22,641,577
Plymouth	74,361,377	Shorewood	8,848,587
Prior Lake	21,320,204	South St. Paul	18,654,092
Ramsey	40,991,127	Spring Lake Park	4,589,420
Red Wing	35,008,319	Stewartville	5,942,967
Redwood Falls	12,534,633	Stillwater	23,086,561
Richfield	35,237,010	Thief River Falls	29,587,297
Robbinsdale	8,443,770	Vadnais Heights	8,286,651
Rochester	110,932,472	Victoria	5,780,907
Rogers	8,442,815	Virginia	22,377,180
Rosemount	39,215,563	Waconia	12,744,368
Roseville	32,616,905	Waite Park	6,510,427
St. Anthony	8,585,071	Waseca	9,344,473
St. Cloud	97,750,375	West St. Paul	14,619,501
Saint Francis	18,778,577	White Bear Lake	19,020,010
St. Joseph	4,748,839	Willmar	31,524,983
St. Louis Park	41,174,768	Winona	29,818,620
St. Michael	41,565,083	Woodbury	74,169,291
St. Paul	300,434,346	Worthington	10,930,212
St. Paul Park	8,030,229	Wyoming	12,513,121
		STATE TOTAL	$4,724,827,452

TENTATIVE 2010 M.S.A.S. TOTAL APPORTIONMENT

The following tabulation shows each municipality's tentative construction (money) needs and population apportionment amounts for 2010. The tentative apportionment shown in this summary is for informational purposes only. The actual revenue will be announced in January 2010, when the Commissioner of Transportation determines the annual allotments.

Tentative 2010 APPT.xls 04-Sep-09

Municipality	Tentative 2010 Population Apport. using the 2000 Census or the 2008 Estimate	Tentative 2010 Construction Needs Apportionment	Tentative 2010 Total Apportionment	Distribution Percentage
Albert Lea	$304,915	$434,494	$739,409	0.6073
Albertville	101,323	136,073	237,396	0.1950
Alexandria	206,116	483,814	689,930	0.5666
Andover	515,048	718,522	1,233,570	1.0131
Anoka	300,100	183,623	483,723	0.3973
Apple Valley	829,825	576,316	1,406,141	1.1548
Arden Hills	162,635	100,565	263,200	0.2162
Austin	393,902	537,942	931,844	0.7653
Baxter	129,945	162,723	292,668	0.2404
Belle Plaine	118,672	124,336	243,008	0.1996
Bemidji	222,685	231,452	454,137	0.3730
Big Lake	156,824	156,804	313,628	0.2576
Blaine	944,463	432,449	1,376,912	1.1308
Bloomington	1,415,133	1,777,687	3,192,820	2.6222
Brainerd	231,666	290,500	522,166	0.4288
Brooklyn Center	503,543	245,748	749,291	0.6154
Brooklyn Park	1,247,750	606,375	1,854,125	1.5228
Buffalo	234,987	341,374	576,361	0.4734
Burnsville	1,014,075	948,898	1,962,973	1.6121
Cambridge	127,123	121,463	248,586	0.2042
Champlin	398,169	266,955	665,124	0.5463
Chanhassen	375,042	283,163	658,205	0.5406
Chaska	399,248	339,513	738,761	0.6067
Chisholm	83,011	151,052	234,063	0.1922
Circle Pines	86,514	57,993	144,507	0.1187
Cloquet	195,573	341,072	536,645	0.4407
Columbia Heights	307,472	254,449	561,921	0.4615
Coon Rapids	1,046,018	874,826	1,920,844	1.5775
Corcoran	95,861	121,105	216,966	0.1782
Cottage Grove	564,755	669,641	1,234,396	1.0138
Crookston	136,005	332,001	468,006	0.3844
Crystal	376,835	228,970	605,805	0.4975
Dayton	83,326	99,038	182,364	0.1498
Delano	88,971	153,966	242,937	0.1995
Detroit Lakes	142,762	233,044	375,806	0.3086
Duluth	1,433,080	2,325,650	3,758,730	3.0870
Eagan	1,093,201	922,212	2,015,413	1.6552
East Bethel	201,384	426,959	628,343	0.5160
East Grand Forks	131,041	266,020	397,061	0.3261
Eden Prairie	1,039,460	728,128	1,767,588	1.4517
Edina	799,709	659,993	1,459,702	1.1988
Elk River	396,592	591,873	988,465	0.8118
Fairmont	180,781	377,713	558,494	0.4587
Falcon Heights	95,396	34,570	129,966	0.1067
Faribault	378,828	488,243	867,071	0.7121

Municipality	Tentative 2010 Population Apport. using the 2000 Census or the 2008 Estimate	Tentative 2010 Construction Needs Apportionment	Tentative 2010 Total Apportionment	Distribution Percentage
Farmington	$311,041	$311,321	$622,362	0.5111
Fergus Falls	229,325	522,732	752,057	0.6176
Forest Lake	289,159	440,659	729,818	0.5994
Fridley	455,712	381,576	837,288	0.6876
Glencoe	95,628	132,247	227,875	0.1871
Golden Valley	337,455	324,906	662,361	0.5440
Grand Rapids	160,875	484,025	644,900	0.5296
Ham Lake	251,489	322,247	573,736	0.4712
Hastings	373,399	232,356	605,755	0.4975
Hermantown	154,699	345,431	500,130	0.4107
Hibbing	283,415	786,141	1,069,556	0.8784
Hopkins	290,222	178,577	468,799	0.3850
Hugo	208,739	256,904	465,643	0.3824
Hutchinson	234,655	282,365	517,020	0.4246
International Falls	111,351	129,652	241,003	0.1979
Inver Grove Heights	563,095	650,726	1,213,821	0.9969
Isanti	92,241	84,825	177,066	0.1454
Jordan	89,950	116,223	206,173	0.1693
Kasson	92,009	82,201	174,210	0.1431
La Crescent	85,202	115,215	200,417	0.1646
Lake City	88,041	108,609	196,650	0.1615
Lake Elmo	139,275	158,011	297,286	0.2442
Lakeville	901,961	1,037,176	1,939,137	1.5926
Lino Lakes	331,827	379,561	711,388	0.5842
Litchfield	113,642	140,268	253,910	0.2085
Little Canada	166,735	164,619	331,354	0.2721
Little Falls	139,757	350,971	490,728	0.4030
Mahtomedi	133,614	45,798	179,412	0.1473
Mankato	608,618	607,068	1,215,686	0.9984
Maple Grove	995,000	1,231,307	2,226,307	1.8284
Maplewood	609,581	715,075	1,324,656	1.0879
Marshall	218,169	322,458	540,627	0.4440
Mendota Heights	195,059	247,081	442,140	0.3631
Minneapolis	6,477,010	4,718,542	11,195,552	9.1947
Minnetonka	859,260	916,178	1,775,438	1.4581
Minnetrista	102,751	175,692	278,443	0.2287
Montevideo	90,249	111,200	201,449	0.1654
Monticello	188,700	133,044	321,744	0.2642
Moorhead	601,429	836,052	1,437,481	1.1806
Morris	86,414	119,815	206,229	0.1694
Mound	162,186	195,999	358,185	0.2942
Mounds View	211,478	193,749	405,227	0.3328
New Brighton	373,731	285,844	659,575	0.5417
New Hope	346,536	211,987	558,523	0.4587
New Prague	116,315	69,415	185,730	0.1525
New Ulm	225,690	339,956	565,646	0.4646
North Branch	172,164	366,030	538,194	0.4420
North Mankato	215,878	308,528	524,406	0.4307
North St. Paul	198,047	227,309	425,356	0.3493
Northfield	329,370	212,804	542,174	0.4453
Oak Grove	141,185	386,160	527,345	0.4331
Oakdale	452,076	163,899	615,975	0.5059
Orono	131,091	78,116	209,207	0.1718

Municipality	Tentative 2010 Population Apport. using the 2000 Census or the 2008 Estimate	Tentative 2010 Construction Needs Apportionment	Tentative 2010 Total Apportionment	Distribution Percentage
Otsego	$221,124	$313,892	$535,016	0.4394
Owatonna	421,379	526,218	947,597	0.7782
Plymouth	1,187,651	958,204	2,145,855	1.7623
Prior Lake	380,471	274,727	655,198	0.5381
Ramsey	389,237	528,203	917,440	0.7535
Red Wing	270,615	451,109	721,724	0.5927
Redwood Falls	90,631	161,518	252,149	0.2071
Richfield	571,761	454,056	1,025,817	0.8425
Robbinsdale	234,472	108,805	343,277	0.2819
Rochester	1,700,674	1,429,451	3,130,125	2.5707
Rogers	119,535	108,792	228,327	0.1875
Rosemount	347,914	505,323	853,237	0.7007
Roseville	570,201	420,294	990,495	0.8135
St. Anthony	140,072	110,625	250,697	0.2059
St. Cloud	1,089,931	1,259,589	2,349,520	1.9296
St. Francis	122,922	241,977	364,899	0.2997
St. Joseph	102,203	61,192	163,395	0.1342
St. Louis Park	783,970	530,569	1,314,539	1.0796
St. Michael	250,858	535,598	786,456	0.6459
St. Paul	4,782,330	3,871,330	8,653,660	7.1071
St. Paul Park	87,875	103,476	191,351	0.1572
St. Peter	180,698	298,351	479,049	0.3934
Sartell	240,930	282,171	523,101	0.4296
Sauk Rapids	217,206	229,518	446,724	0.3669
Savage	445,801	297,790	743,591	0.6107
Shakopee	563,958	459,382	1,023,340	0.8404
Shoreview	432,253	291,754	724,007	0.5946
Shorewood	125,877	114,021	239,898	0.1970
South St. Paul	336,193	240,372	576,565	0.4735
Spring Lake Park	112,430	59,138	171,568	0.1409
Stewartville	96,990	76,580	173,570	0.1425
Stillwater	298,058	297,488	595,546	0.4891
Thief River Falls	140,836	381,255	522,091	0.4288
Vadnais Heights	217,173	106,780	323,953	0.2661
Victoria	110,653	74,491	185,144	0.1521
Virginia	152,026	288,347	440,373	0.3617
Waconia	165,357	164,221	329,578	0.2707
Waite Park	111,749	83,892	195,641	0.1607
Waseca	162,518	120,411	282,929	0.2324
West St. Paul	322,165	188,384	510,549	0.4193
White Bear Lake	409,724	245,088	654,812	0.5378
Willmar	317,599	406,224	723,823	0.5945
Winona	457,919	384,236	842,155	0.6916
Woodbury	970,063	955,729	1,925,792	1.5816
Worthington	189,131	140,845	329,976	0.2710
Wyoming	115,218	161,242	276,460	0.2271
TOTAL	**$60,880,615**	**$60,880,615**	**$121,761,230**	100.0000

COMPARISON OF THE 2009 ACTUAL TO 2010 TENTATIVE APPORTIONMENT

N:\MSAS\Excel\OCTOBER 2009 Book\Comparison fo the 2009 to 2010 Tentative Apportionment 9/4/2009

Municipality	2009 Actual Total Apportionment	2010 Tentative Total Apportionment	Increase (Decrease) Amount	% Increase (Decrease)
Albert Lea	$732,803	$739,409	$6,606	0.9015
Albertville	239,842	237,396	(2,446)	(1.0198)
Alexandria	672,003	689,930	17,927	2.6677
Andover	1,118,403	1,233,570	115,167	10.2975
Anoka	498,807	483,723	(15,084)	(3.0240)
Apple Valley	1,430,050	1,406,141	(23,909)	(1.6719)
Arden Hills	270,596	263,200	(7,396)	(2.7332)
Austin	965,294	931,844	(33,450)	(3.4653)
Baxter	326,758	292,668	(34,090)	(10.4328)
Belle Plaine	238,262	243,008	4,746	1.9919
Bemidji	444,783	454,137	9,354	2.1030
Big Lake	286,922	313,628	26,706	9.3078
Blaine	1,438,593	1,376,912	(61,681)	(4.2876)
Bloomington	3,227,053	3,192,820	(34,233)	(1.0608)
Brainerd	462,457	522,166	59,709	12.9113
Brooklyn Center	743,066	749,291	6,225	0.8377
Brooklyn Park	1,853,735	1,854,125	390	0.0210
Buffalo	592,154	576,361	(15,793)	(2.6670)
Burnsville	1,961,330	1,962,973	1,643	0.0838
Cambridge	243,933	248,586	4,653	1.9075
Champlin	657,292	665,124	7,832	1.1916
Chanhassen	638,516	658,205	19,689	3.0836
Chaska	733,499	738,761	5,262	0.7174
Chisholm	226,403	234,063	7,660	3.3833
Circle Pines	143,938	144,507	569	0.3953
Cloquet	539,089	536,645	(2,444)	(0.4534)
Columbia Heights	563,683	561,921	(1,762)	(0.3126)
Coon Rapids	1,925,170	1,920,844	(4,326)	(0.2247)
Corcoran	215,116	216,966	1,850	0.8600
Cottage Grove	1,253,605	1,234,396	(19,209)	(1.5323)
Crookston	450,271	468,006	17,735	3.9387
Crystal	628,397	605,805	(22,592)	(3.5952)
Dayton	187,658	182,364	(5,294)	(2.8211)
Delano	248,492	242,937	(5,555)	(2.2355)
Detroit Lakes	384,160	375,806	(8,354)	(2.1746)
Duluth	3,826,660	3,758,730	(67,930)	(1.7752)
Eagan	1,904,115	2,015,413	111,298	5.8451
East Bethel	650,199	628,343	(21,856)	(3.3614)
East Grand Forks	409,089	397,061	(12,028)	(2.9402)
Eden Prairie	1,833,213	1,767,588	(65,625)	(3.5798)
Edina	1,464,982	1,459,702	(5,280)	(0.3604)
Elk River	949,210	988,465	39,255	4.1355
Fairmont	582,498	558,494	(24,004)	(4.1209)
Falcon Heights	131,791	129,966	(1,825)	(1.3848)
Faribault	883,233	867,071	(16,162)	(1.8299)
Farmington	648,285	622,362	(25,923)	(3.9987)
Fergus Falls	750,948	752,057	1,109	0.1477
Forest Lake	752,036	729,818	(22,218)	(2.9544)
Fridley	846,009	837,288	(8,721)	(1.0308)
Glencoe	233,196	227,875	(5,321)	(2.2818)
Golden Valley	670,628	662,361	(8,267)	(1.2327)
Grand Rapids	514,881	644,900	130,019	25.2522

Municipality	2009 Actual Total Apportionment	2010 Tentative Total Apportionment	Increase (Decrease) Amount	% Increase (Decrease)
Ham Lake	$536,501	$573,736	$37,235	6.9403
Hastings	589,741	605,755	16,014	2.7154
Hermantown	443,840	500,130	56,290	12.6825
Hibbing	1,067,375	1,069,556	2,181	0.2043
Hopkins	481,198	468,799	(12,399)	(2.5767)
Hugo	460,776	465,643	4,867	1.0563
Hutchinson	504,590	517,020	12,430	2.4634
International Falls	246,730	241,003	(5,727)	(2.3212)
Inver Grove Heights	1,255,246	1,213,821	(41,425)	(3.3001)
Isanti	161,443	177,066	15,623	9.6771
Jordan	208,418	206,173	(2,245)	(1.0772)
Kasson	182,660	174,210	(8,450)	(4.6261)
La Crescent	204,372	200,417	(3,955)	(1.9352)
Lake City	201,138	196,650	(4,488)	(2.2313)
Lake Elmo	292,662	297,286	4,624	1.5800
Lakeville	1,956,574	1,939,137	(17,437)	(0.8912)
Lino Lakes	718,643	711,388	(7,255)	(1.0095)
Litchfield	260,689	253,910	(6,779)	(2.6004)
Little Canada	335,420	331,354	(4,066)	(1.2122)
Little Falls	491,579	490,728	(851)	(0.1731)
Mahtomedi	191,833	179,412	(12,421)	(6.4749)
Mankato	1,166,195	1,215,686	49,491	4.2438
Maple Grove	2,220,217	2,226,307	6,090	0.2743
Maplewood	1,379,991	1,324,656	(55,335)	(4.0098)
Marshall	550,681	540,627	(10,054)	(1.8257)
Mendota Heights	452,892	442,140	(10,752)	(2.3741)
Minneapolis	11,140,675	11,195,552	54,877	0.4926
Minnetonka	1,765,257	1,775,438	10,181	0.5767
Minnetrista	333,312	278,443	(54,869)	(16.4618)
Montevideo	207,131	201,449	(5,682)	(2.7432)
Monticello	341,610	321,744	(19,866)	(5.8154)
Moorhead	1,439,313	1,437,481	(1,832)	(0.1273)
Morris	193,931	206,229	12,298	6.3414
Mound	365,542	358,185	(7,357)	(2.0126)
Mounds View	377,174	405,227	28,053	7.4377
New Brighton	659,499	659,575	76	0.0115
New Hope	576,113	558,523	(17,590)	(3.0532)
New Prague	197,012	185,730	(11,282)	(5.7266)
New Ulm	554,442	565,646	11,204	2.0208
North Branch	400,375	538,194	137,819	34.4225
North Mankato	495,899	524,406	28,507	5.7485
North St. Paul	429,560	425,356	(4,204)	(0.9787)
Northfield	573,104	542,174	(30,930)	(5.3969)
Oak Grove	569,251	527,345	(41,906)	(7.3616)
Oakdale	624,405	615,975	(8,430)	(1.3501)
Orono	212,724	209,207	(3,517)	(1.6533)
Otsego	536,703	535,016	(1,687)	(0.3143)
Owatonna	907,845	947,597	39,752	4.3787
Plymouth	2,157,328	2,145,855	(11,473)	(0.5318)
Prior Lake	657,820	655,198	(2,622)	(0.3986)
Ramsey	944,856	917,440	(27,416)	(2.9016)
Red Wing	739,666	721,724	(17,942)	(2.4257)
Redwood Falls	245,627	252,149	6,522	2.6552
Richfield	1,031,098	1,025,817	(5,281)	(0.5122)
Robbinsdale	374,242	343,277	(30,965)	(8.2741)
Rochester	3,136,584	3,130,125	(6,459)	(0.2059)

Municipality	2009 Actual Total Apportionment	2010 Tentative Total Apportionment	Increase (Decrease) Amount	% Increase (Decrease)
Rogers	$221,846	$228,327	$6,481	2.9214
Rosemount	849,628	853,237	3,609	0.4248
Roseville	971,046	990,495	19,449	2.0029
St. Anthony	237,649	250,697	13,048	5.4905
St. Cloud	2,366,379	2,349,520	(16,859)	(0.7124)
St. Francis	378,278	364,899	(13,379)	(3.5368)
St. Joseph	169,589	163,395	(6,194)	(3.6524)
St. Louis Park	1,304,760	1,314,539	9,779	0.7495
St. Michael	783,977	786,456	2,479	0.3162
St. Paul	8,756,952	8,653,660	(103,292)	(1.1795)
St. Paul Park	191,515	191,351	(164)	(0.0856)
St. Peter	467,152	479,049	11,897	2.5467
Sartell	532,566	523,101	(9,465)	(1.7772)
Sauk Rapids	447,399	446,724	(675)	(0.1509)
Savage	718,440	743,591	25,151	3.5008
Shakopee	993,325	1,023,340	30,015	3.0217
Shoreview	742,428	724,007	(18,421)	(2.4812)
Shorewood	245,885	239,898	(5,987)	(2.4349)
South St. Paul	578,720	576,565	(2,155)	(0.3724)
Spring Lake Park	172,926	171,568	(1,358)	(0.7853)
Stewartville	178,377	173,570	(4,807)	(2.6949)
Stillwater	531,134	595,546	64,412	12.1273
Thief River Falls	493,073	522,091	29,018	5.8851
Vadnais Heights	327,814	323,953	(3,861)	(1.1778)
Victoria	186,206	185,144	(1,062)	(0.5703)
Virginia	419,585	440,373	20,788	4.9544
Waconia	314,458	329,578	15,120	4.8083
Waite Park	207,781	195,641	(12,140)	(5.8427)
Waseca	287,692	282,929	(4,763)	(1.6556)
West St. Paul	498,419	510,549	12,130	2.4337
White Bear Lake	659,294	654,812	(4,482)	(0.6798)
Willmar	732,702	723,823	(8,879)	(1.2118)
Winona	844,762	842,155	(2,607)	(0.3086)
Woodbury	1,972,105	1,925,792	(46,313)	(2.3484)
Worthington	352,157	329,976	(22,181)	(6.2986)
Wyoming	282,603	276,460	(6,143)	(2.1737)
TOTAL	**$121,761,230**	**$121,761,230**	**$0**	**0.0000**

56 Cities Increased Their Estimated Total Apportionment
88 Cities Decreased Their Estimated Total Apportionment

TENTATIVE 2010 APPORTIONMENT RANKINGS

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

MSA S\Excel\October 2009 Book\Tentative 2010 Apportionment Rankings

Municipality	2009 Total Needs Mileage	2010 Tentative Population Apportionment Per Need Mile
MINNEAPOLIS	206.01	$31,440
HOPKINS	9.99	29,051
ST PAUL	164.74	29,030
FALCON HEIGHTS	3.29	28,996
NEW HOPE	12.70	27,286
COON RAPIDS	41.83	25,006
ST LOUIS PARK	31.45	24,928
COLUMBIA HEIGHTS	12.50	24,598
CIRCLE PINES	3.53	24,508
NEW BRIGHTON	15.26	24,491
WEST ST PAUL	13.54	23,794
VADNAIS HEIGHTS	9.17	23,683
ST ANTHONY	5.95	23,542
BROOKLYN CENTER	21.40	23,530
OAKDALE	19.30	23,424
ROBBINSDALE	10.11	23,192
EAGAN	47.72	22,909
ANOKA	13.14	22,839
RICHFIELD	25.17	22,716
BURNSVILLE	45.04	22,515
APPLE VALLEY	36.91	22,482
SHOREVIEW	19.52	22,144
EDEN PRAIRIE	47.08	22,079
ARDEN HILLS	7.53	21,598
WASECA	7.61	21,356
BROOKLYN PARK	59.36	21,020
CRYSTAL	17.94	21,005
STEWARTVILLE	4.63	20,948
WINONA	22.29	20,544
PLYMOUTH	58.40	20,336
WHITE BEAR LAKE	20.35	20,134
CHAMPLIN	19.92	19,988
SOUTH ST PAUL	16.82	19,988
FRIDLEY	22.87	19,926

Municipality	2009 Total Needs Mileage	2010 Tentative Money Needs Apportionment Per Need Mile
CROOKSTON	11.65	$28,498
DELANO	6.11	25,199
THIEF RIVER FALLS	15.78	24,161
BLOOMINGTON	73.94	24,042
MOUND	8.17	23,990
ST PAUL	164.74	23,500
ST MICHAEL	22.92	23,368
MINNEAPOLIS	206.01	22,904
HERMANTOWN	15.50	22,286
MAPLE GROVE	56.25	21,890
GRAND RAPIDS	22.72	21,304
FERGUS FALLS	24.67	21,189
NEW ULM	16.11	21,102
BURNSVILLE	45.04	21,068
COON RAPIDS	41.83	20,914
ALEXANDRIA	23.17	20,881
NORTH MANKATO	15.07	20,473
COLUMBIA HEIGHTS	12.50	20,356
ST FRANCIS	11.94	20,266
DULUTH	114.84	20,251
FARIBAULT	24.27	20,117
INVER GROVE HEIGHTS	32.51	20,016
NORTH ST PAUL	11.39	19,957
BUFFALO	17.19	19,859
MAPLEWOOD	36.16	19,775
JORDAN	5.89	19,732
LA CRESCENT	5.84	19,729
ST PETER	15.24	19,577
ST CLOUD	64.78	19,444
EAGAN	47.72	19,325
FAIRMONT	19.70	19,173
FARMINGTON	16.24	19,170
LITTLE FALLS	18.34	19,137
ALBERTVILLE	7.15	19,031

Municipality	2009 Total Needs Mileage	2010 Tentative Total Apportionment Per Need Mile
MINNEAPOLIS	206.01	$54,345
ST PAUL	164.74	52,529
HOPKINS	9.99	46,927
COON RAPIDS	41.83	45,920
COLUMBIA HEIGHTS	12.50	44,954
NEW HOPE	12.70	43,978
MOUND	8.17	43,841
BURNSVILLE	45.04	43,583
NEW BRIGHTON	15.26	43,222
BLOOMINGTON	73.94	43,181
EAGAN	47.72	42,234
ST ANTHONY	5.95	42,134
ST LOUIS PARK	31.45	41,798
CIRCLE PINES	3.53	40,937
RICHFIELD	25.17	40,756
CROOKSTON	11.65	40,172
DELANO	6.11	39,761
MAPLE GROVE	56.25	39,579
FALCON HEIGHTS	3.29	39,503
FARMINGTON	16.24	38,323
APPLE VALLEY	36.91	38,096
WINONA	22.29	37,782
WEST ST PAUL	13.54	37,707
EDEN PRAIRIE	47.08	37,544
STEWARTVILLE	4.63	37,488
NORTH ST PAUL	11.39	37,345
INVER GROVE HEIGHTS	32.51	37,337
WASECA	7.61	37,179
SHOREVIEW	19.52	37,091
ANOKA	13.14	36,813
PLYMOUTH	58.40	36,744
MAPLEWOOD	36.16	36,633
ROCHESTER	85.45	36,631
FRIDLEY	22.87	36,611

Municipality	2009 Total Needs Mileage	2010 Tentative Population Apportionment Per Need Mile
ROCHESTER	85.45	$19,903
EDINA	40.27	19,859
MOUND	8.17	19,851
ROSEVILLE	29.12	19,581
CHASKA	20.47	19,504
BLAINE	48.71	19,390
SPRING LAKE PARK	5.82	19,318
NORTHFIELD	17.06	19,307
FARMINGTON	16.24	19,153
BLOOMINGTON	73.94	19,139
PRIOR LAKE	20.49	18,569
ST JOSEPH	5.52	18,515
MANKATO	33.31	18,271
WAITE PARK	6.12	18,260
KASSON	5.08	18,112
WOODBURY	54.21	17,895
MAPLE GROVE	56.25	17,689
HASTINGS	21.24	17,580
CHANHASSEN	21.47	17,468
NORTH ST PAUL	11.39	17,388
INVER GROVE HEIGHTS	32.51	17,321
VICTORIA	6.44	17,182
MOUNDS VIEW	12.43	17,014
MINNETONKA	50.86	16,895
STILLWATER	17.68	16,858
MAPLEWOOD	36.16	16,858
ST CLOUD	64.78	16,825
NEW PRAGUE	6.95	16,736
WORTHINGTON	11.39	16,605
SAVAGE	27.01	16,505
COTTAGE GROVE	35.51	15,904
MONTICELLO	12.08	15,621
FARIBAULT	24.27	15,609
MAHTOMEDI	8.61	15,518
SAUK RAPIDS	14.01	15,504
WACONIA	10.74	15,396
SHAKOPEE	36.77	15,337
JORDAN	5.89	15,272

Municipality	2009 Total Needs Mileage	2010 Tentative Money Needs Apportionment Per Need Mile
REDWOOD FALLS	8.50	$19,002
COTTAGE GROVE	35.51	18,858
MOORHEAD	44.38	18,838
NEW BRIGHTON	15.26	18,732
ST ANTHONY	5.95	18,592
ALBERT LEA	23.40	18,568
OWATONNA	28.35	18,561
AUSTIN	29.18	18,435
RED WING	24.65	18,301
FOREST LAKE	24.08	18,300
MANKATO	33.31	18,225
RICHFIELD	25.17	18,040
MINNETONKA	50.86	18,014
CHISHOLM	8.39	18,004
HOPKINS	9.99	17,876
WOODBURY	54.21	17,630
MARSHALL	18.47	17,458
LAKEVILLE	60.02	17,281
WINONA	22.29	17,238
ST PAUL PARK	6.08	17,019
ST LOUIS PARK	31.45	16,870
MENDOTA HEIGHTS	14.67	16,843
STILLWATER	17.68	16,826
VIRGINIA	17.14	16,823
ROCHESTER	85.45	16,729
NEW HOPE	12.70	16,692
FRIDLEY	22.87	16,685
ANDOVER	43.07	16,683
CHASKA	20.47	16,586
STEWARTVILLE	4.63	16,540
GLENCOE	8.02	16,490
LINO LAKES	23.09	16,438
CIRCLE PINES	3.53	16,429
PLYMOUTH	58.40	16,408
EDINA	40.27	16,389
SAUK RAPIDS	14.01	16,382
ROSEMOUNT	30.96	16,322
ELK RIVER	36.36	16,278

Municipality	2009 Total Needs Mileage	2010 Tentative Total Apportionment Per Need Mile
MANKATO	33.31	$36,496
ST CLOUD	64.78	36,269
EDINA	40.27	36,248
CHASKA	20.47	36,090
FARIBAULT	24.27	35,726
WOODBURY	54.21	35,525
VADNAIS HEIGHTS	9.17	35,327
NEW ULM	16.11	35,111
BROOKLYN CENTER	21.40	35,014
JORDAN	5.89	35,004
ARDEN HILLS	7.53	34,954
MINNETONKA	50.86	34,908
NORTH MANKATO	15.07	34,798
COTTAGE GROVE	35.51	34,762
LA CRESCENT	5.84	34,318
ST MICHAEL	22.92	34,313
KASSON	5.08	34,293
SOUTH ST PAUL	16.82	34,279
ROSEVILLE	29.12	34,014
ROBBINSDALE	10.11	33,954
CRYSTAL	17.94	33,768
STILLWATER	17.68	33,685
BUFFALO	17.19	33,529
OWATONNA	28.35	33,425
CHAMPLIN	19.92	33,390
ALBERTVILLE	7.15	33,202
THIEF RIVER FALLS	15.78	33,086
DULUTH	114.84	32,730
MOUNDS VIEW	12.43	32,601
MOORHEAD	44.38	32,390
LAKEVILLE	60.02	32,308
HERMANTOWN	15.50	32,266
WHITE BEAR LAKE	20.35	32,177
PRIOR LAKE	20.49	31,976
WAITE PARK	6.12	31,967
AUSTIN	29.18	31,934
OAKDALE	19.30	31,916
SAUK RAPIDS	14.01	31,886

Municipality	2009 Total Needs Mileage	2010 Tentative Population Apportionment Per Need Mile
LAKEVILLE	60.02	$15,028
OWATONNA	28.35	14,863
LITTLE CANADA	11.25	14,821
SHOREWOOD	8.61	14,620
LA CRESCENT	5.84	14,589
DELANO	6.11	14,562
ST PAUL PARK	6.08	14,453
LINO LAKES	23.09	14,371
NORTH MANKATO	15.07	14,325
GOLDEN VALLEY	23.57	14,317
ALBERTVILLE	7.15	14,171
BELLE PLAINE	8.46	14,027
NEW ULM	16.11	14,009
ORONO	9.45	13,872
INTERNATIONAL FALLS	8.06	13,815
BUFFALO	17.19	13,670
BIG LAKE	11.52	13,613
MOORHEAD	44.38	13,552
AUSTIN	29.18	13,499
SARTELL	17.97	13,407
ISANTI	6.89	13,388
BEMIDJI	16.66	13,366
MENDOTA HEIGHTS	14.67	13,296
ALBERT LEA	23.40	13,031
LITCHFIELD	8.77	12,958
HUTCHINSON	18.70	12,548
DULUTH	114.84	12,479
BRAINERD	19.17	12,085
FOREST LAKE	24.08	12,008
ANDOVER	43.07	11,958
GLENCOE	8.02	11,924
WILLMAR	26.73	11,882
ST PETER	15.24	11,857
MARSHALL	18.47	11,812
CROOKSTON	11.65	11,674
ROSEMOUNT	30.96	11,238
RED WING	24.65	10,978
ST MICHAEL	22.92	10,945
ELK RIVER	36.36	10,907

Municipality	2009 Total Needs Mileage	2010 Tentative Money Needs Apportionment Per Need Mile
KASSON	5.08	$16,181
INTERNATIONAL FALLS	8.06	16,086
LITCHFIELD	8.77	15,994
WASECA	7.61	15,823
OAK GROVE	24.52	15,749
CLOQUET	21.67	15,739
SARTELL	17.97	15,702
APPLE VALLEY	36.91	15,614
MOUNDS VIEW	12.43	15,587
EAST GRAND FORKS	17.07	15,584
EDEN PRAIRIE	47.08	15,466
NORTH BRANCH	23.93	15,296
WACONIA	10.74	15,291
WILLMAR	26.73	15,197
BRAINERD	19.17	15,154
HUTCHINSON	18.70	15,100
SHOREVIEW	19.52	14,946
EAST BETHEL	28.78	14,835
BELLE PLAINE	8.46	14,697
LITTLE CANADA	11.25	14,633
HIBBING	53.74	14,629
ROSEVILLE	29.12	14,433
SOUTH ST PAUL	16.82	14,291
ANOKA	13.14	13,974
OTSEGO	22.51	13,945
WEST ST PAUL	13.54	13,913
BEMIDJI	16.66	13,893
RAMSEY	38.15	13,845
MINNETRISTA	12.71	13,823
GOLDEN VALLEY	23.57	13,785
WAITE PARK	6.12	13,708
BIG LAKE	11.52	13,611
PRIOR LAKE	20.49	13,408
CHAMPLIN	19.92	13,401
ARDEN HILLS	7.53	13,355
MORRIS	9.03	13,269
SHOREWOOD	8.61	13,243
CHANHASSEN	21.47	13,189
MONTEVIDEO	8.55	13,006

Municipality	2009 Total Needs Mileage	2010 Tentative Total Apportionment Per Need Mile
NORTHFIELD	17.06	$31,780
ALBERT LEA	23.40	31,599
ST PAUL PARK	6.08	31,472
ST PETER	15.24	31,434
BROOKLYN PARK	59.36	31,235
LINO LAKES	23.09	30,809
WACONIA	10.74	30,687
CHANHASSEN	21.47	30,657
ST FRANCIS	11.94	30,561
FERGUS FALLS	24.67	30,485
FOREST LAKE	24.08	30,308
MENDOTA HEIGHTS	14.67	30,139
INTERNATIONAL FALLS	8.06	29,901
ALEXANDRIA	23.17	29,777
REDWOOD FALLS	8.50	29,665
ST JOSEPH	5.52	29,601
SPRING LAKE PARK	5.82	29,479
LITTLE CANADA	11.25	29,454
RED WING	24.65	29,279
MARSHALL	18.47	29,271
SARTELL	17.97	29,110
WORTHINGTON	11.39	28,971
LITCHFIELD	8.77	28,952
VICTORIA	6.44	28,749
BELLE PLAINE	8.46	28,724
ANDOVER	43.07	28,641
HASTINGS	21.24	28,520
GLENCOE	8.02	28,413
GRAND RAPIDS	22.72	28,385
FAIRMONT	19.70	28,350
BLAINE	48.71	28,268
GOLDEN VALLEY	23.57	28,102
CHISHOLM	8.39	27,898
SHOREWOOD	8.61	27,863
SHAKOPEE	36.77	27,831
HUTCHINSON	18.70	27,648
ROSEMOUNT	30.96	27,559
SAVAGE	27.01	27,530
BEMIDJI	16.66	27,259

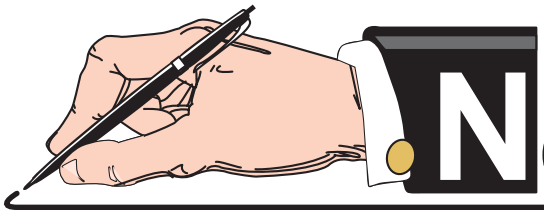
Municipality	2009 Total Needs Mileage	2010 Tentative Population Apportionment Per Need Mile
REDWOOD FALLS	8.50	$10,662
MONTEVIDEO	8.55	10,555
LAKE CITY	8.39	10,494
ST FRANCIS	11.94	10,295
RAMSEY	38.15	10,203
HUGO	20.61	10,128
ROGERS	11.84	10,096
HERMANTOWN	15.50	9,981
CHISHOLM	8.39	9,894
OTSEGO	22.51	9,823
CAMBRIDGE	13.08	9,719
LAKE ELMO	14.39	9,679
MORRIS	9.03	9,570
FERGUS FALLS	24.67	9,296
FAIRMONT	19.70	9,177
CLOQUET	21.67	9,025
THIEF RIVER FALLS	15.78	8,925
ALEXANDRIA	23.17	8,896
VIRGINIA	17.14	8,870
DAYTON	9.72	8,573
WYOMING	13.45	8,566
MINNETRISTA	12.71	8,084
BAXTER	16.48	7,885
HAM LAKE	32.12	7,830
EAST GRAND FORKS	17.07	7,677
LITTLE FALLS	18.34	7,620
NORTH BRANCH	23.93	7,194
GRAND RAPIDS	22.72	7,081
EAST BETHEL	28.78	6,997
CORCORAN	14.80	6,477
DETROIT LAKES	22.35	6,388
OAK GROVE	24.52	5,758
HIBBING	53.74	5,274
TOTAL		**$15,681**

Municipality	2009 Total Needs Mileage	2010 Tentative Money Needs Apportionment Per Need Mile
VADNAIS HEIGHTS	9.17	$11,644
VICTORIA	6.44	11,567
BROOKLYN CENTER	21.40	11,484
ST JOSEPH	5.52	11,086
SAVAGE	27.01	11,025
MONTICELLO	12.08	11,014
LAKE ELMO	14.39	10,981
HASTINGS	21.24	10,940
LAKE CITY	8.39	12,945
CRYSTAL	17.94	12,763
SHAKOPEE	36.77	12,493
NORTHFIELD	17.06	12,474
HUGO	20.61	12,465
WORTHINGTON	11.39	12,366
ISANTI	6.89	12,311
WHITE BEAR LAKE	20.35	12,044
WYOMING	13.45	11,988
ROBBINSDALE	10.11	10,762
FALCON HEIGHTS	3.29	10,508
DETROIT LAKES	22.35	10,427
BROOKLYN PARK	59.36	10,215
DAYTON	9.72	10,189
SPRING LAKE PARK	5.82	10,161
HAM LAKE	32.12	10,033
NEW PRAGUE	6.95	9,988
BAXTER	16.48	9,874
CAMBRIDGE	13.08	9,286
ROGERS	11.84	9,189
BLAINE	48.71	8,878
OAKDALE	19.30	8,492
ORONO	9.45	8,266
CORCORAN	14.80	8,183
MAHTOMEDI	8.61	5,319
		$15,962

Municipality	2009 Total Needs Mileage	2010 Tentative Total Apportionment Per Need Mile
CLOQUET	21.67	$24,764
RAMSEY	38.15	24,048
OTSEGO	22.51	23,768
MONTEVIDEO	8.55	23,561
LAKE CITY	8.39	23,439
EAST GRAND FORKS	17.07	23,261
MORRIS	9.03	22,838
HUGO	20.61	22,593
BRAINERD	19.17	27,239
BIG LAKE	11.52	27,225
ELK RIVER	36.36	27,186
WILLMAR	26.73	27,079
LITTLE FALLS	18.34	26,757
NEW PRAGUE	6.95	26,724
MONTICELLO	12.08	26,634
ISANTI	6.89	25,699
VIRGINIA	17.14	25,693
NORTH BRANCH	23.93	22,490
ORONO	9.45	22,138
MINNETRISTA	12.71	21,907
EAST BETHEL	28.78	21,833
OAK GROVE	24.52	21,507
MAHTOMEDI	8.61	20,838
LAKE ELMO	14.39	20,659
WYOMING	13.45	20,555
HIBBING	53.74	19,902
ROGERS	11.84	19,284
CAMBRIDGE	13.08	19,005
DAYTON	9.72	18,762
HAM LAKE	32.12	17,862
BAXTER	16.48	17,759
DETROIT LAKES	22.35	16,815
CORCORAN	14.80	14,660
		$31,643

OTHER

TOPICS



NOTES and COMMENTS

Certification of MSAS System as Complete

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

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

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

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

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

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

LOCAL AMOUNT AVAILABLE AS OF August 25, 2009

Prepared for the October 2009 booklet
Construction Account Balances as of August 25, 2009
THE MAXIMUM LOCAL AMOUNT AVAILABLE MAY CHANGE UPON RECEIPT OF ANY PAYMENT REQUEST

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	Fridley	Columbia Heights	Falcon Heights	South St. Paul
A **Total 2009 Construction Allocation minus any GF Advance Repayment**	$634,507	$422,507	$85,664	$434,040
B **Amount of 2009 Construction Allocation based on Population**	$344,292	$232,296	$62,060	$252,954
C **Amount of 2009 Construction Allocation based on Needs**	$290,215	$190,466	$23,604	$181,086
D **Local Amount Remaining from Previous Years (based on population)**	$41,386	$0	$254,734	$731,885
E **Maximum Local Amount Available after January 2009 Allocation**	$385,678	$232,296	$316,794	$984,839
F **Amount Spent on Local Projects as of August 25, 2009**	$0	$216,214	$0	$60,735
G **Amount Spent on SA Projects as of August 25, 2009**	$499,440	$114,585	$0	$307,568
H **Construction Account Balance as of August 25, 2009**	$147,960	$82,952	$190,837	$707,973
I **Maximum Local Amount Available as of August 25, 2009**	**$176,453**	**$16,082**	**$316,794**	**$858,357**

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

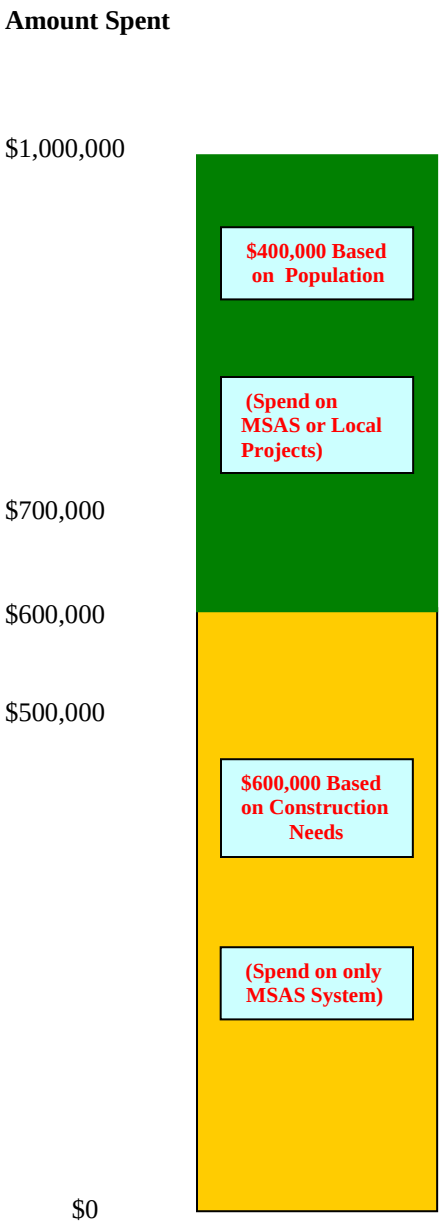
If G is LESS THAN C, then:

Row I equals E minus F

if G is GREATER THAN C, then:

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

Certification of MSAS System as Complete



Graph Example:

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

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

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

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

PAST HISTORY OF ADMINISTRATIVE ACCOUNT

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

N:\MSAS\EXCEL\OCTOBER 2009 BOOK\PAST HISTORY OF ADMINISTRATIVE ACCOUNT 2009.XLS

Year	January Allotment	Year End Balance	Spent
1958	$113,220	$48,310	$64,910
1959	125,999	55,370	70,629
1960	129,466	58,933	70,533
1961	140,825	75,036	65,789
1962	137,980	70,875	67,105
1963	144,585	75,094	69,491
1964	168,526	102,385	66,141
1965	173,875	96,136	77,739
1966	178,253	85,079	93,174
1967	190,524	122,185	68,339
1968	219,458	117,878	101,580
1969	231,452	134,416	97,036
1970	252,736	147,968	104,768
1971	279,357	165,927	113,430
1972	280,143	167,410	112,733
1973	284,923	160,533	124,390
1974	333,944	130,460	203,484
1975	349,512	158,851	190,661
1976	347,940	264,874	83,066
1977	424,767	160,365	264,402
1978	426,786	139,580	287,206
1979	473,075	257,782	215,293
1980	521,544	171,544	350,000
1981	544,123	222,062	322,061
1982	646,373	251,781	394,592
1983	710,025	297,847	412,178
1984	745,773	322,730	423,043
1985	874,173	421,719	452,454
1986	903,824	427,562	476,262
1987	806,340	331,589	474,751
1988	895,092	387,171	507,921
1989	1,111,120	582,918	528,202
1990	1,248,109	218,586	1,029,523
1991	1,216,604	502,044	714,560
1992	1,239,228	493,170	746,058
1993	1,274,377	466,634	807,743
1994	1,231,781	417,972	813,809
1995	1,251,307	153,996	1,097,311
1996	1,394,929	225,105	1,169,824
1997	1,386,626	111,442	1,275,184
1998	1,442,625	161,000	1,281,625
1999	1,511,148	0	1,511,148
2000	1,583,411	1,230,268	353,143
2001	1,667,638	59,228	1,608,410
2002	1,751,908	218,367	1,533,541
2003	1,663,000	133,528	1,529,472
2004	1,690,756	202,354	1,488,402
2005	1,711,766	233,718	1,478,048
2006	1,706,134	105,248	1,600,886
2007	1,752,250	89,375	1,662,875
2008	1,750,808	29,487	1,721,321
2009	1,866,306		

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

RESEARCH ACCOUNT MOTION

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

Be it resolved that an amount of $608,806 (not to exceed 1/2 of 1% of the 2009 M.S.A.S. Apportionment sum of $121,761,230) shall be set aside from the 2010 Apportionment fund and be credited to the research account.

MOTION BY:
SECONDED BY:

N:\MSAS\EXCEL\OCTOBER 2009 BOOK\RESEARCH ACCOUNT MOTION 2009.XLS

PAST HISTORY OF RESEARCH ACCOUNT

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

PAST HISTORY OF RESEARCH ACCOUNT			
	Allotment	Balance	Spent
1986	$142,188	$98,607	$43,581
1987	147,745	82,479	65,266
1988	132,754	72,201	60,553
1989	145,953	42,379	103,574
1990	191,254	40,960	150,294
1991	203,793	3,445	200,348
1992	202,774	19,247	183,527
1993	207,386	18,150	189,236
1994	403,939	0	403,939
1995	403,415	0	403,415
1996	408,593	0	408,593
1997	453,703	0	453,703
1998	452,040	0	452,040
1999	469,141	0	469,141
2000	487,286	0	487,286
2001	516,013	0	516,013
2002	542,790	0	542,790
2003	582,170	0	582,170
2004	544,962	0	544,962
2005	554,452	0	554,452
2006	559,118	0	559,118
2007	557,436	0	557,436
2008	572,095	0	572,095
2009	571,991	0	571,991
2010	608,806		

Transportation Revolving Loan Fund

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

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

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

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

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

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

TRLF PROJECT HISTORY (August 2009)

62 total project applications from 1999 - 2009;
27 city, 18 county, 15 Mn/DOT, and 2 Metropolitan Council.

21 total projects funded from 1999 - 2009;
8 city, 7 county, 4 Mn/DOT, and 2 Metropolitan Council.

TRANSPORTATION REVOLVING LOAN FUND

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

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

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

HISTORY OF THE TRANSPORTATION REVOLVING LOAN FUND	
Year	Amount allocated to the TRLF from the MSAS apportionment fund
From 1997 to 2008 law was enacted but not in effect	
2009	$0.00
2010	
2011	
2012	

January 3, 2003

COUNTY HIGHWAY TURNBACK POLICY

Definitions:

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

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

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

MILEAGE CONSIDERATIONS

County State Aid Highway Turnbacks

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

County Road Turnbacks

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

Jurisdictional Exchanges

County Road for MSAS

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

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

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

CSAH for MSAS

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

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

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

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

MSAS designation on a County Road

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

MISCELLANEOUS

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

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

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

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

CURRENT RESOLUTIONS
OF THE
MUNICIPAL SCREENING BOARD

October 2009

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

BE IT RESOLVED:

ADMINISTRATION

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

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

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

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

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

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

Appointment to Unencumbered Construction Funds Subcommittee - Revised June 1979

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

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

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

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

Screening Board Meeting Dates and Locations - June 1996

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

Research Account - Oct. 1961

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

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

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

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

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

Improper Needs Report - Oct. 1961

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

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

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

Unit Price Study- Oct. 2006

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

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

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

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

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

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

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

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

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

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

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

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

Population Apportionment - October 1994, 1996

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

DESIGN

Design Limitation on Non-Existing Streets - Oct. 1965

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

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

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

Greater Than Minimum Width (Revised June 1993)

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

Miscellaneous Limitations - Oct. 1961

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

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

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

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

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

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

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

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

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

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

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

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

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

NEEDS COSTS

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

Grading Factors (or Multipliers) October 2007

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

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

That these Grading Factors shall take effect for the January 2010 allocation.

Roadway Item Unit Prices (Reviewed Annually)			
Right of Way (Needs Only)			$98,850 per Acre
Grading (Excavation)			**$4.75 per Cu. Yd.**
Base:	Class 5 Gravel	Spec. #2211	**$9.81 per Ton**
	Bituminous	Spec. #2350	**$55.00 per Ton**
Surface:	Bituminous	Spec. #2350	**$55.00 per Ton**
Miscellaneous:	Storm Sewer Construction		**$289,300 per Mile**
	Storm Sewer Adjustment		**$92,800 per Mile**
	Street Lighting		$100,000 per Mile
	Curb & Gutter Construction		**$10.70 per Lin. Ft.**
	Sidewalk Construction		**$27.00 per Sq. Yd.**
	Project Development		22%

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

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

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

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

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

RAILROAD CROSSINGS

Railroad Crossing Costs - (Reviewed Annually)

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

Railroad Grade Crossings	
Signals - (Single track - low speed)	**$225,000 per Unit**
Signals and Gates (Multiple Track – high speed)	**$250,000 per Unit**
Signs Only (low speed)	**$2,000 per Unit**
Concrete Crossing Material Railroad Crossings (Per Track)	**$1,300 per Linear Foot**
Pavement Marking	**$1,500 per Unit**

Maintenance Needs Costs - June 1992 (Revised 1993)

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

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

NEEDS ADJUSTMENTS

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

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

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

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

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

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

Excess Unencumbered Construction Fund Balance Adjustment – Oct. 2002

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

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

Low Balance Incentive – Oct. 2003

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

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

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

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

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

Excess Maintenance Account – June 2006

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

'After the Fact' Retaining Wall Adjustment Oct. 2006

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

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

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

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

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

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

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

TRAFFIC - June 1971

Traffic Limitation on Non-Existing Streets - Oct. 1965

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

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

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

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

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

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

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