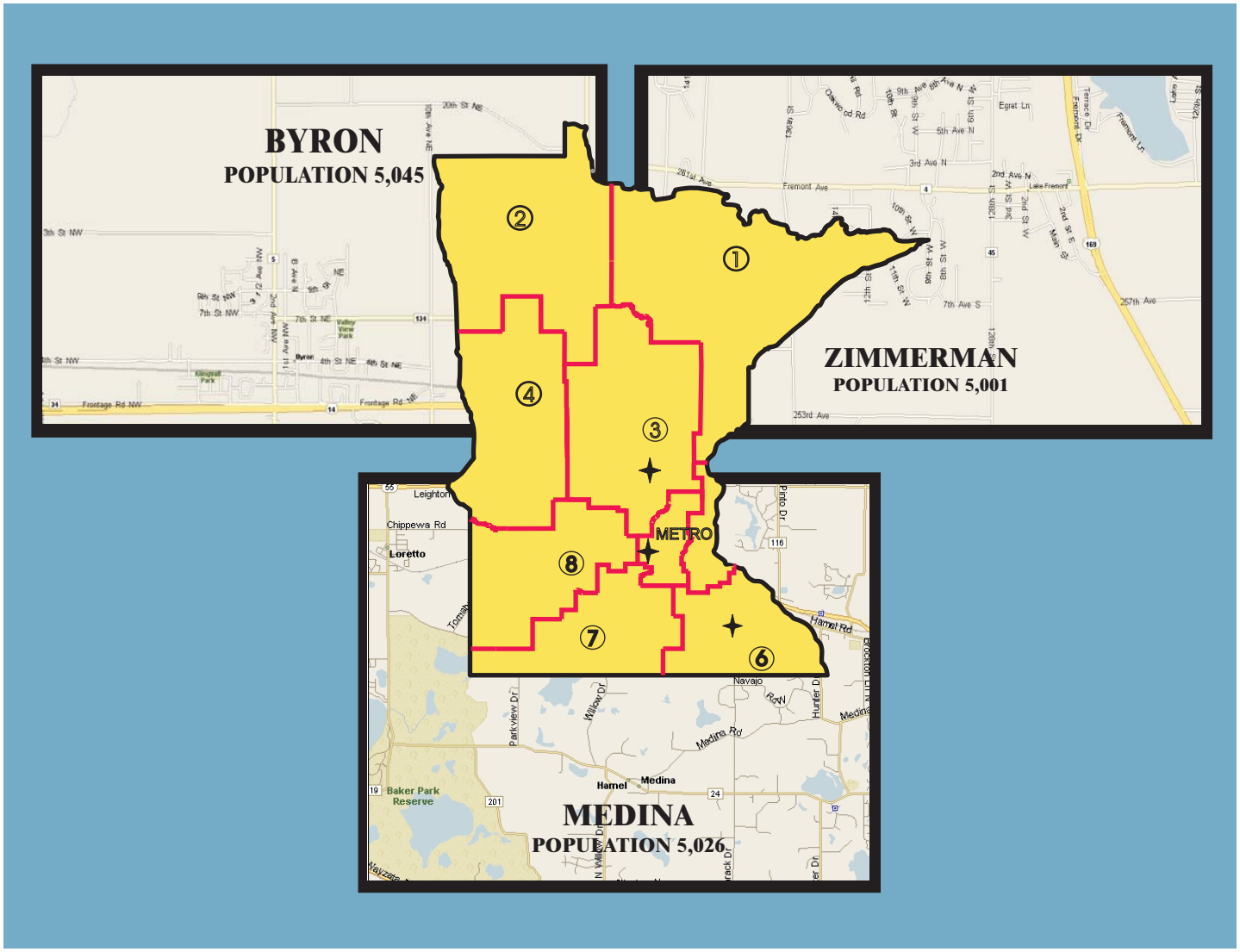
2010
MUNICIPAL STATE AID STREET NEEDS REPORT

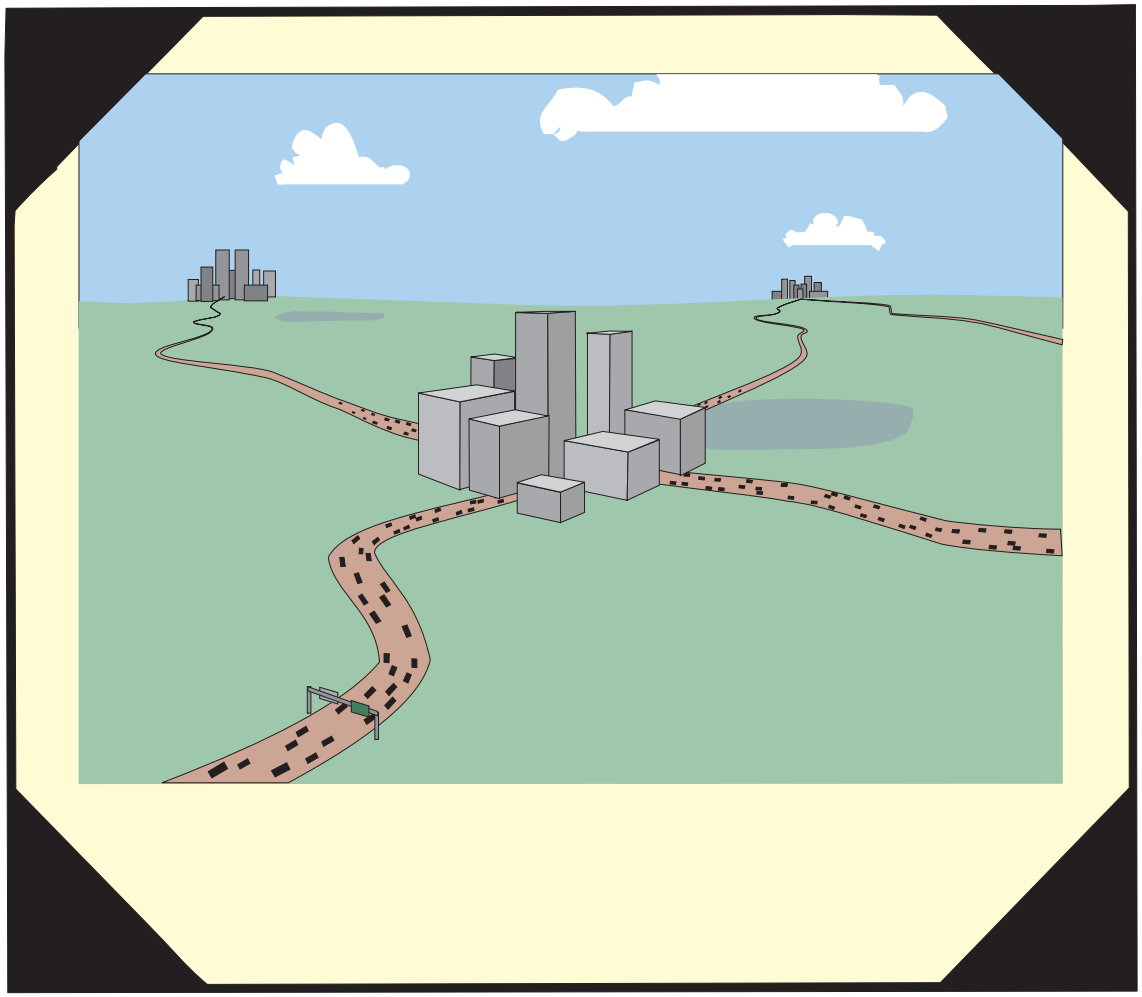


THREE NEW MSAS CITIES

MINNESOTA DEPARTMENT OF TRANSPORTATION

October 2010

This booklet was revised
and replaced on 10/18/2010.
If you printed a copy of it
before that date, please
be aware it is
not the final data.



If you have a scenic picture or photo, new or historical that represents your city, on an MSAS route, 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@state.mn.us

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

Thank you to those that have already contributed!

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Minnesota Department of Transportation

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

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

September 22, 2010

To: **Municipal Engineers**

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

Subject: **2010 Municipal State Aid Street Needs Report**

Enclosed is a copy of the '2010 Municipal State Aid Street Needs Report' which will be reviewed by the Municipal Screening Board on October 26th and 27th 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@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.us/stateaid

Introduction letter.doc

PREFACE

The "2010 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 2010, 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 2011 allocation which will be reported in the "2011 Municipal State Aid Apportionment Data" to be published in January 2011.

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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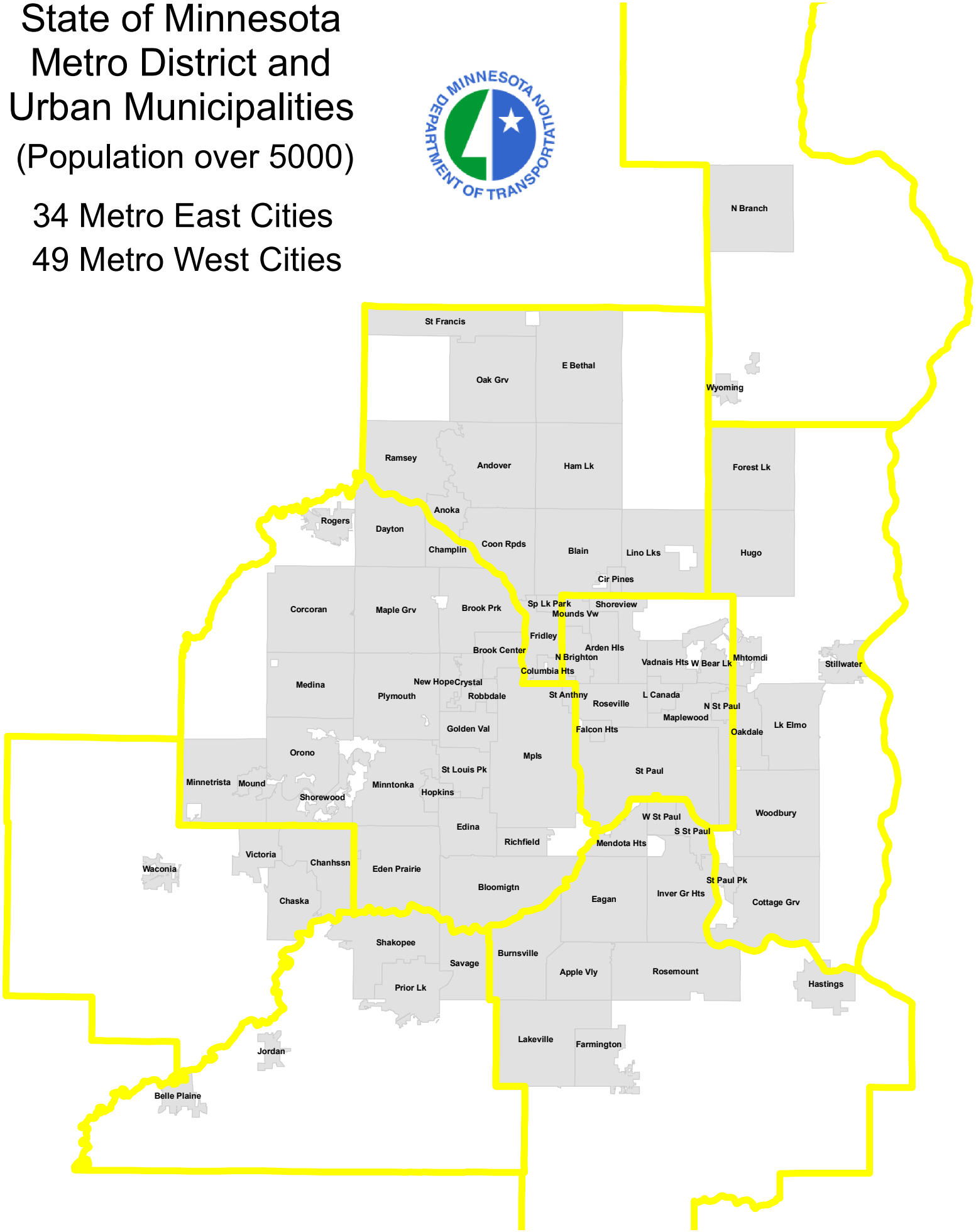
State of Minnesota Metro District and Urban Municipalities

(Population over 5000)

34 Metro East Cities

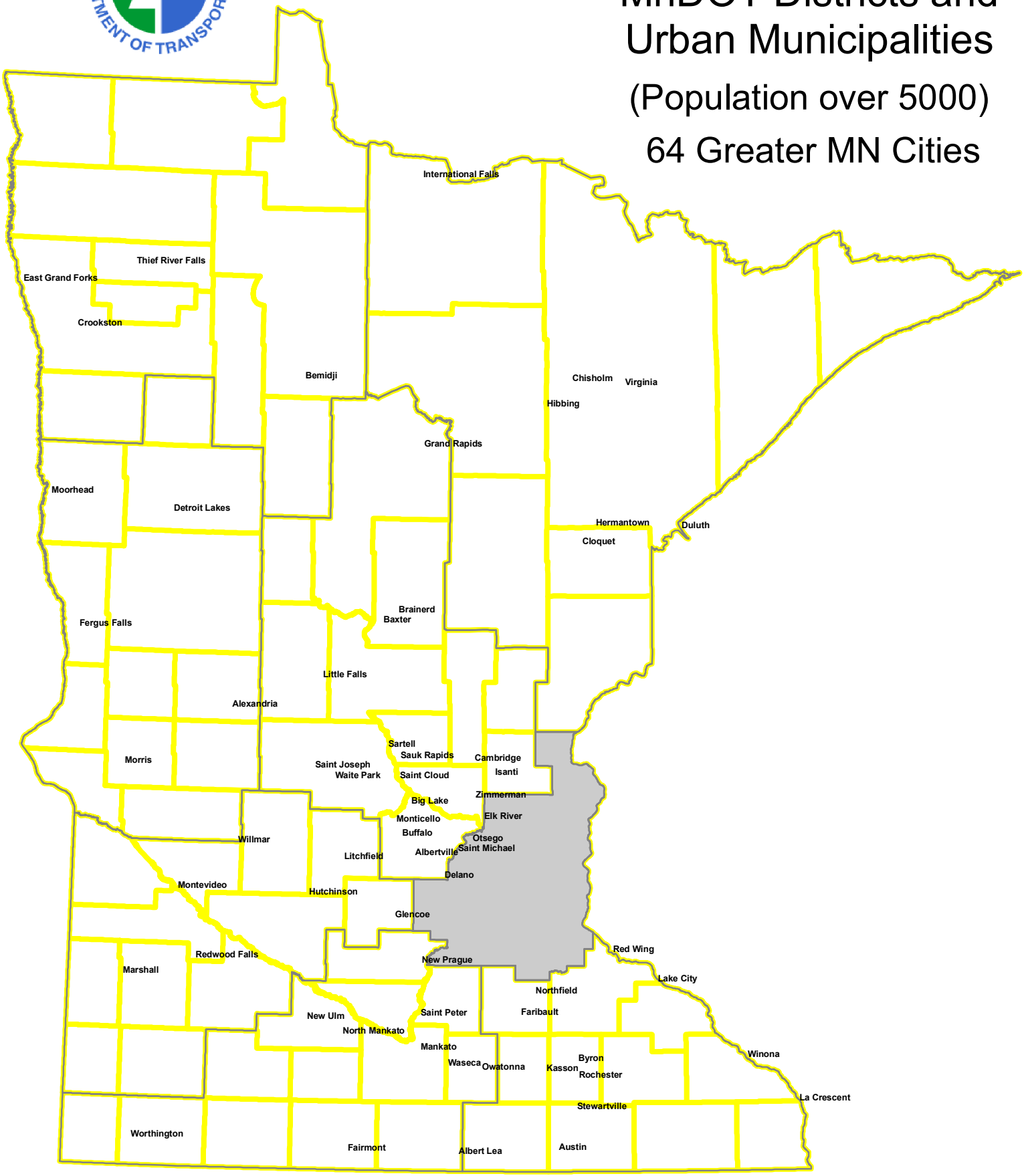
49 Metro West Cities



State of Minnesota MnDOT Districts and Urban Municipalities

(Population over 5000)

64 Greater MN Cities



2010 MUNICIPAL SCREENING BOARD

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OFFICERS

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

MEMBERS

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

ALTERNATES

District	Year Beginning		City	Phone
1	2011	David Salo	Hermantown	(218) 727-8796
2	2012	Dave Kildahl	Thief River Falls	(218) 281-6522
3	2012	Brad DeWolf	Buffalo	(320) 231-3956
4	2013	Dan Edwards	Fergus Falls	(218) 332-5416
Metro-West	2013	Rod Rue	Eden Prairie	(952) 949-8314
6	2013	Jon Erichson	Austin	(507) 437-7674
7	2011	Troy Nemmers	Fairmont	(507) 625-4171
8	2012	John Rodeberg	Glencoe	(952) 912-2600
Metro-East	2011	Mark Graham	Vadnais Heights	(651) 204-6050

22-Sep-10

2010 SUBCOMMITTEES

The Screening Board Chair appoints one city Engineer, who has served on the Screening Board, to serve a three year term on the Needs Study Subcommittee.

The past Chair of the Screening Board is appointed to serve a three year term on the Unencumbered Construction Fund Subcommittee.

NEEDS STUDY SUBCOMMITTEE	UNENCUMBERED CONSTRUCTION FUNDS SUBCOMMITTEE
Deb Bloom, Chair Roseville (651) 792-7000 Expires after 2010	Chuck Ahl, Chair Maplewood (651) 770-4552 Expires after 2011
Terry Maurer Arden Hills (651) 792-7847 Expires after 2011	VACANT
Katy Gehler-Hess Northfield (507) 645-3006 Expires after 2012	Shelly Pederson Bloomington (952) 563-4870 Expires after 2012

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MUNICIPAL SCREENING BOARD REPRESENTATIVES

DISTRICTS

MSAS/Books/2010 October book/Past Screening Board Members.xls 22-Sep-10

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
2010	PRUSAK Cloquet	BOPPRE E Grand Forks	BOT St. Michael	SCHOONHOVEN Alexandria	MATHISEN Crystal	STRAUSS Stewartville	RIPPKE No Mankato	EXNER Hutchinson	MATTHYS Eagan

MUNICIPAL SCREENING BOARD REPRESENTATIVES

CITIES OF THE FIRST CLASS AND OFFICERS

YEAR	MPLS	ST. PAUL	DULUTH	CHAIR	VICE CHAIR	SECRETARY
1986	HOSHAW	PETERSON	CARLSON	ANDERSON Prior Lake	SAFFERT Mankato	MOORE Plymouth
1987	HOSHAW	KUHFELD	CARLSON	SAFFERT Mankato	MOORE Plymouth	RUDRUD Bloomington
1988	HOSHAW	KUHFELD	CARLSON	MOORE Plymouth	RUDRUD Bloomington	BULLERT Northfield
1989	HOSHAW	KUHFELD	LARSON	RUDRUD Bloomington	BULLERT Northfield	GRUBE St. Louis Park
1990	HOSHAW	KUHFELD	LARSON	BULLERT Northfield	GRUBE St. Louis Park	EDWARDS Fergus Falls
1991	HOSHAW	KUHFELD	LARSON	GRUBE St. Louis Park	EDWARDS Fergus Falls	GRAY Eden Prairie
1992	HOSHAW	KUHFELD	LARSON	EDWARDS Fergus Falls	GRAY Eden Prairie	LARSON Duluth
1993	SPURRIER	KUHFELD	LARSON	GRAY Eden Prairie	LARSON Duluth	SONNENBERG Minnetonka
1994	KANNANKUTTY	KUHFELD	LARSON	LARSON Duluth	SONNENBERG Minnetonka	SWANSON Willmar
1995	KANNANKUTTY	ST MARTIN	LARSON	SONNENBERG Minnetonka	SWANSON Willmar	BACHMEIER Oakdale
1996	KANNANKUTTY	ST MARTIN	LARSON	SONNENBERG BACHMEIER	BACHMEIER Oakdale	RODEBERG Hutchinson
1997	KANNANKUTTY	WARN	BEEMAN	BACHMEIER Oakdale	RODEBERG Hutchinson	ASHFELD Maple Grove
1998	KANNANKUTTY	WARN	WINSON	RODEBERG Hutchinson	ASHFELD Maple Grove	HALTER Grand Rapids
1999	KANNANKUTTY	WARN	WINSON	RODEBERG ASHFELD	VACANT	JESSUP Woodbury
2000	KANNANKUTTY SONNENBERG	WARN	BRINK	ASHFELD Maple Grove	JESSUP Woodbury	DRAKE Red Wing
2001	SONNENBERG	WARN	METSO	JESSUP Woodbury	DRAKE Red Wing	GUSTAFSON Minnetonka
2002	SONNENBERG OGREN	WARN KURTZ	METSO	DRAKE Red Wing	GUSTAFSON Minnetonka	METSO Duluth
2003	OGREN FABRY	KURTZ	METSO	GUSTAFSON Minnetonka	METSO Duluth	HAGEN St. Louis Park
2004	FABRY	KURTZ	METSO	METSO Duluth	HAGEN St. Louis Park	GAETZ St.Cloud
2005	FABRY	KURTZ	METSO	METSO Duluth	GAETZ St.Cloud	AHL Maplewood
2006	RAE	KURTZ	BENNING VOIGT	GAETZ St. Cloud	AHL Maplewood	ODENS Willmar
2007	RAE/ELWOOD	KURTZ	VOIGT	AHL Maplewood	ODENS Willmar	PEDERSON Bloomington
2008	ELWOOD	KURTZ	VOIGT	ODENS Willmar	PEDERSON Bloomington	HULSETHER Brainerd
2009	ELWOOD	KURTZ	VOIGT	PEDERSON Bloomington	HULSETHER Brainerd	KEELY Blaine
2010	ELWOOD	KURTZ	VOIGT	HULSETHER Brainerd	KEELY Blaine	EXNER Hutchinson

2010 MUNICIPAL SCREENING BOARD
SPRING MEETING MINUTES
May 25 & 26, 2010

Tuesday Afternoon Session, May 25, 2010

I. Opening by Municipal Screening Board Chair Jeff Hulsether

The 2010 Spring Municipal Screening Board was called to order at 1:09 PM on Tuesday, May 25, 2010.

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

Jeff Hulsether, Brainerd - Chair, Municipal Screening Board
Jean Keely, Blaine - Vice Chair, Municipal Screening Board
Julie Skallman, Mn\DOT – State Aid Engineer
Marshall Johnston, Mn\DOT - Manager, Municipal State Aid Needs Unit
Deb Bloom, Roseville - Chair, Needs Study Subcommittee
Chuck Ahl, Maplewood - Chair, Unencumbered Construction Funds Subcommittee
Mel Odens, Willmar - Past Chair, Municipal Screening Board
Shelly Pederson, Bloomington - Past Chair, Municipal Screening Board
Kent Exner, Hutchinson - Secretary, Municipal Screening Board

B. Secretary Exner 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	Tim Schoonhoven, Alexandria
Metro West	Tom Mathisen, Crystal
District 6	David Strauss, Stewartville
District 7	Jon Rippke, North Mankato
District 8	Kent Exner, Hutchinson
Metro East	Russ Matthys, Eagan (not present until 1:30 PM)
Duluth	Cindy Voigt
Minneapolis	Don Elwood
St. Paul	Paul Kurtz

C. Recognized Screening Board Alternates:

District 1	David Salo, Hermantown
District 7	Troy Nemmers, Fairmont
Metro East	Mark Graham, Vadnais Heights

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
Stu Peterson	Acting District 8 State Aid Engineer
Greg Coughlin	Metro State Aid Engineer
Mike Kowski	Assistant Metro State Aid Engineer
Julee Puffer	Assistant, Municipal State Aid Needs Unit

E. Recognized others in Attendance:

Larry Veek, Minneapolis
Jim Vanderhoof, St. Paul
Patrick Mlakar, Duluth
Glenn Olson, Marshall

II. Review of the '2010 Municipal Screening Board Data' Booklet.

All page numbers within these minutes refer to the above document. Johnston initiated the review of the entire booklet as outlined below.

A. October Screening Board Minutes (Pages 12-28)

Chair Hulsether presented the October 2009 Screening Board meeting minutes for approval (Pages 12-28). Since all Screening Board members received copies of the minutes beforehand, the minutes were not read. Voigt stated that her name is misspelled within the minutes and should be corrected accordingly.

Motion by Voigt, seconded by Rippke to approve the minutes. Motion carried unanimously.

B. Introductory Information in the Booklet (Pages 1-30)

Johnston stated that the booklet was reviewed at each District meeting and that there were no questions on this section of the booklet during the respective meetings. Per page 10, Johnston recognized Screening Board members that will be retiring after this fall's meeting, Prusak, Rippke and Matthys, and that their alternates are in attendance which should allow for a smooth transition. Also, Johnston noted that Dan Edwards of Fergus Falls has been elected as the District 4 Alternate.

C. Unit Price Recommendations

a. ENR CCI calculations (Pages 31-33)

b. Unit Price Recommendations of the Needs Study Subcommittee (Pages 34-35)

Johnston stated that there were no issues noted or major discussions at the District meetings. Deb Bloom, Needs Study Subcommittee Chair was present for questions and explanations of their recommendations.

c. Individual Construction Items (Page 37)

D. Unit Prices and Graphs

a. Review individual Unit Price recommendations of the NSS (Pages 38-51 & Handout on Culvert Costs)

Johnston explained that an error occurred while developing the 'Grading/Excavation' unit price graph due to urban/rural grading factors not being applied during the calculation process. These factors are required to be administered manually outside of the computer software functions. A handout was provided showing Needs adjustments of approximately $450,000,000 that will be administered in 2011.

Johnston mentioned that Mike Leuer, State Aid Hydraulic Specialist, will be retiring with Juanita Voigt filling the position. He also referenced the handout on minor structure unit prices. The box 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 box culvert costs approved by the County Screening Board.

Johnston noted that unit prices will be discussed again at tomorrow's meeting and no comments regarding the Unit Price recommendations were communicated.

Note: Pages 53-66 'Combined Subcommittee Meeting and NSS Meeting Minutes' were reviewed last.

E. Other Topics

a. State Aid Fund Advances (Pages 69-70)

Johnston explained that there is an error within the 'Advance Limitations' section on page 70 and that the limitations should be stated as $2,000,000 or 3 times the annual construction allotment. The corrected parameters are established on the Mn/DOT SALT website (SA Finance – Advances – City Guidelines).

b. Relationship of Construction Balance to Construction Allotment (Pages 71-72)

Johnston explained that the most recent end-of-the-year Unencumbered Construction Balance is $50,501,664 which is steadily increasing in comparison to the previous two year's balances.

Bot inquired if the current Unencumbered Construction Balance amount is currently an issue based on previous Screening Board discussions.

Skallman stated the existing balance is not an issue with the current advancement process and Cities actively spending their allotments.

c. 2010 Apportionment Rankings (Pages 73-75)

d. Local Road Research Board Program (Pages 76-78)

Johnston noted that a booklet containing LRRB's three-year program was provided at the District meetings. Also, program suggestions can be mentioned to Skallman or Bloom and be submitted through LRRB's website.

e. County Highway Turnback Policy (Pages 79-80)

f. Status of Municipal Traffic Counting (Pages 81-84)

g. Current Resolutions of the Municipal Screening Board (Pages 85-94)

Johnston noted that on page 92 the most recent Resolution revision pertaining to the 'Excess Unencumbered Construction Fund Balance Adjustment' (3 times annual allotment and $1,000,000 threshold to 3 times annual allotment and $1,500,000) is accounted for.

F. Review and Discuss the Needs Study Subcommittee Minutes and Recommendations (Pages 60-63)

a. Ham Lake Soil Factor Issue (Pages 62-66)

Bloom reviewed the Ham Lake soil factor information presented to the Needs Study Subcommittee by Mike Kowski, Assistant Metro State Aid Engineer, and Tom Collins, RFC Engineering Consultants representing Ham Lake. Ultimately, the NSS approved a motion recommending the approval of changes of the Ham Lake soil factor as described within the booklet to the full Screening Board. No discussion or questions were brought forward by the Screening Board members.

G. Review and Discuss Combined Subcommittee Minutes and Recommendations (Pages 54-59)

Four of the six subcommittee members were present for explanation and discussion of their recommendations.

Ahl briefly reviewed the limitations of the current Needs computer program and provided an overview of the Needs program discussion that occurred at the Combined Subcommittee meeting. The two major issues appear to be that the program software is becoming outdated (incorporated in 2000 per Johnston) and that the Needs criteria within the program doesn't seem to reflect actual construction costs required to maintain/improve a city's roadway system.

Mathisen questioned why the Needs amount doesn't accurately estimate required construction costs.

Ahl reiterated that per the Subcommittee's review the basic function of the Needs program is to arrive at a formula that appropriately allocates Municipal State Aid funding to the respective eligible cities and not necessarily arrive at accurate construction costs. Stated issues with the current Needs program/software include the age of the program, no software support exists, output doesn't match actual City Capital Improvement Plans, and manual calculations/input being necessary to operate accurately. Per input from State Aid staff, the counties are moving to a new Needs system within two years which would leave the cities responsible for maintaining the existing software and all of the associated costs. Thus, the questions appear to be does the Screening Board direct State Aid staff to continue to use the existing system that doesn't provide accurate construction costs, are we allocating MSA funds fairly, and should we reinvest in a computer program that currently has no technical support available or do we move to a new program with the counties that more accurately reflects what is required to fund our MSA roadways. The counties are considering the possibility of utilizing their respective 5-year improvement plans in developing a new program. Ahl stated that basing the cities' program on 5-year plans may not be appropriate since many cities don't utilize their allocated MSA funding annually. The Subcommittee focused on how the Needs are currently calculated and reviewed information provided by State Aid staff. Ahl mentioned that 62 of the 144 cities (43%) account for about 74% of the total Needs and, even further, over half of the Needs come from 32 cities (30-mile system size or greater). Thus, based on this information, the issue of how Needs are calculated should be analyzed by a Task Force which would work with the counties. Some possibilities that should be examined are establishing potential system thresholds (population of 15,000 people/or a 30-mile system) to determine when cities are required to perform actual Needs calculations and possibly having smaller cities accumulate Needs purely on a mileage basis.

a. Creation of a Needs Study Task Force

   Ultimately, Ahl stated that the recommendation of the Subcommittee is to form a Task Force with representation from each District and First Class Cities that would examine this issue and report back to the Screening Board in a year from now.

Prusak asked the question of what the ratio of the generated needs amounts with respect to actual construction costs is. Following brief discussion from several Board Members, the construction costs were estimated to be three times the Needs amounts with significant variability between cities being possible.

Prusak inquired on the ability to compare the Needs for actual segments to recent construction project costs.

Johnston stated that each cities' segment information is within the program and available through the SALT website.

Ahl stated that there are over 12,000 segments within the MSA Needs program and that the necessity to have so many segments should be examined. The counties have about ten times our mileage but have about 20,000 segments. Ahl reiterated that the needs system is simply used to distribute MSA funding and that we should work to ensure that State Aid staff is being used efficiently when determining a new approach.

Mathisen questioned if the issue is that Needs are a cumulative amount that reflects the cost to build the entire Municipal State Aid system over a 20-year timeframe.

Ahl confirmed that the confusion with the needs values is partly due to the large cumulative amount that is generated. Thus, there is the inability to communicate this large amount to Legislators and others with significant explanation. In the future, a system should be able to report what the current actual construction needs are on a one-year and/or five-year basis. With funding for Needs reported decreasing rather quickly, we must develop a system that allows us to effectively communicate actual near-term funding shortfalls to State Legislature.

Odens stated that the current Needs system does not accurately account for actual costs of items such as street lighting or railroad crossings and, knowing these system limitations, the Combined Subcommittee's meeting focused on the issue of the current Needs system simply being a funding distribution formula.

Bloom noted that the current needs amounts don't reflect pavement management program actual costs, and can't be passed onto Legislators to clearly communicate the current funding shortfall issues.

Ahl commented that actual construction costs and the associated Needs calculations can differ significantly depending on locations across the state. Also, mentioned by Ahl was the fact that cities can invest substantial time and resources reporting their Needs with very limited impact on their respective allocation.

Salo questioned the use of the word "needs" within the State Aid process/vocabulary and recommended that "construction costs" be used to more accurately describe the issue during discussions and comparison analysis.

Bot asked if specific software options were reviewed by the Combined Subcommittee such as Microsoft Suite software. Ahl verified that software alternatives were reviewed by the Subcommittee. Kjonaas mentioned that the new system could possibly be administered within Microsoft Suite software.

Johnston added that the examination of a new Needs platform allows for the opportunity to review the Needs methodology and potentially adjust computation formulas.

Rippke verified that there are two issues being discussed, the need for a new platform and the potential revisions to the Needs calculation formulas. Rippke asked if the counties were having substantial issues during their Needs system review such as metro versus rural dynamics.

Skallman stated that the cities have a better history of cooperative interactions and believes that the cities should be able to address this issue in a timely manner. Skallman also stated the existing system could be put on a new platform and administered as it is today, but encouraged the Screening Board to use this opportunity to examine the overall system to ensure that significant changes aren't desired in the near future.

Bloom reiterated that there are two items to be analyzed, updating of the software and possible revisions of the needs formulas, and that sufficient participation and time will be required to properly address this task.

Mathisen also questioned if it is realistic to arrive at an agreement between cities and amongst the Screening Board Members within two years.

Ahl stated that there shouldn't be any debate that this is the time to address the Needs system issues and that it is long past the time to start this work. To the cities' benefit, the counties have started the process of revising their needs system and the cities should be able to catch up relatively quickly.

Prusak asked if the current system can be sustained for two or three more years. Several individuals stated that the existing system could be maintained for the immediate future.

Schoonhoven stated that arriving at a way to communicate construction cost issues to Legislators is not that critical and, more importantly, we as a group must agree that the funding distribution is equitable within a new needs system.

H. Review and Discuss the 'Report to the Municipal Screening Board- Non Existing Routes on the Municipal State Aid Street System'

   Johnston provided a brief summary of the non-existing routes issue evolution and reviewed a distributed report showing the non-existing routes accounted for in each District with each route's Needs reporting timeframe noted. At last spring's 2009 Screening Board meeting, there was a motion to have State Aid

staff send out a letter to each city inquiring on the status of their non-existing routes and then bring forward a report to the spring 2010 Screening Board meeting. Johnston stated that possible constructability criteria and time limits were not addressed in 2009 and could still be considered at this time. The report contained input from the District State Aid Engineers regarding specific Cities' non-existing segments. However, there is still the hope that District State Aid Engineers review each city's respective non-existing routes and provide self-policing of the designation of non-existing routes. Johnston commented that the majority of the non-existing mileage is contained within the Metro District and some routes were revoked or added during the review (specific city examples were discussed). During the past year, there was about 13 miles, which equates to approximately 5% of current non-existing routes total, removed from non-existing route designation. At this point, several cities have indicated that they plan to remove some non-existing route within the next year or so. Per State Aid staff's calculations, approximately 7% of the cumulative MSA system currently consists of non-existing routes.

Chair Hulsether opened this item up for comments or questions with none being communicated by Screening Board members.

Skallman asked if the Combined Subcommittee's original recommendation was available for review.

Johnston stated that portions of several meetings were cited within the provided report.

Skallman stated that it would seem appropriate that the recommendation of the Combined Subcommittee should be reviewed with respect to the new information within the State Aid staff's report.

Chair Hulsether inquired on the Screening Board's desire to review the Combined Subcommittee's recommendation at this time.

Bot stated that the 2009 fall Screening Board made a decision contrary to the Combined Subcommittee's recommendation, so doesn't seem like revisiting this issue is necessary at this time.

Voigt thanked State Aid staff for their work in preparing the non-existing route report and stated that the Screening Board should consider the review of this issue finished while continuing to review the non-existing route designations periodically into the future.

Rippke thanked State Aid staff and the District State Aid Engineers for their efforts and follow-through in addressing the non-existing route issue.

Mathisen added that at the Metro District Pre-Screening Board meeting, they had a motion to have non-existing routes removed from the system after an established timeframe which failed. Ultimately, the Metro District approved a motion leaving the non-existing route process as it is currently structured.

Strauss stated that District 6 could support a time limit pertaining to non-existing routes, but they don't consider leaving the process as-is to be an issue at this time.

III. Other Discussion Items

A. State Aid report – Julie Skallman, Rick Kjonaas and others

Kjonaas thanked the District representatives for allowing extra time to discuss issues thoroughly at each of the pre-Screening Board meetings and encouraged the District to continue this trend. Thus, Kjonaas asked if there were any questions on previously discussed items or anything new.

Strauss asked if cities with a population less than 5000 people are still pursuing State Aid funding for their roadway improvements.

Kjonaas commented that this issue was not discussed much during the recent legislative session.

Kjonaas explained that the State Legislature could redistribute State Aid reserves and repay the funds with interest at a later date. Thus, State Aid cities should work to keep the Unencumbered Construction balance low to avoid the potential use of these funds for other State uses during the current economic challenges. The North Star funding scenario from a few years ago, where there was a proposal to use excess city and county State Aid funds (which never occurred), was provided as an example of how State Administration and the Legislature could potentially redistribute existing fund balances.

Olson mentioned a situation where the Legislature initially borrowed $15,000,000 from the State Aeronautics Fund and then didn't repay it.

Elwood commented that the cities under 5000 population seems to remain an issue as noted on page 59 and discussions with the counties should continue to address this accordingly.

Bot inquired on the possibility of State Aid administering advancement amounts over the current maximum advancement guidelines to encourage the overall reduction of the Unencumbered Construction balance.

Kjonaas stated that advancement requests exceeding the guidelines would be considered by State Aid staff on a case-by-case basis. Specifically, situations where cities are pulled into a cost-sharing participation within a Mn/DOT project would typically be addressed with an advancement. However, the balance that does exist would not allow for State Aid to significantly change the advancement guidelines, without potentially not being able to fund all the requests.

Mathisen inquired on the willingness to further allow advancements to occur by revising the guidelines. This could substantially reduce or eliminate the existing

Unencumbered Construction balance which should make these funds less of a target for other State uses.

Skallman requested more feedback on the idea of substantially reducing the Unencumbered Construction balance.

Ahl noted that advancements could potentially inhibit some cities from receiving State Aid funds for late construction year projects. However, the recent end-of-the-year balance amount of $50,000,000 should be reviewed to determine if it could be lower, maybe $20,000,000.

Mathisen stated that during the current and foreseeable economic climate, the Screening Board should examine a new paradigm with respect to the Unencumbered Construction balance target to ensure that we don't convey the wrong impression to the Legislature by having a high balance.

Kjonaas explained that advancements are typically offered two times a year, spring and fall. However, after some cities receive approval on an advancement, they ultimately don't encumber the funds due to political circumstances or project timing issues. Thus, Kjonaas stated that advancements during the fall, that are encumbered by cities in December or January, are desirable to avoid funding shortfalls.

Matthys stated that State Aid appears to have been appropriately conservative in distributing funds, but, during these uncertain times, State Aid should allow for the spending of the Unencumbered Construction balance to encourage cities to administer their own economic stimulus.

Chair Hulsether asked what State Aid would consider as an appropriate amount for the Unencumbered Construction balance.

Skallman explained that a balance of $50,000,000 in the spring is considered appropriate per State Aid Finance staff. As collections are received throughout the year, the balance usually increases significantly in August or September which makes late-year advancements more desirable. Skallman stated that State Aid staff also consults with the Mn/DOT finance people and the Minnesota Management and Budget department (MMB) due to the size of the funding source that is being managed.

Mathisen asked when the State Aid balance is annually reviewed by State Administration.

Skallman responded that the MMB generally examines fund balances in the spring.

Mathisen asked if additional advancements and encumbered funding could be accomplished in the spring to ensure that the overall balance is reduced.

Kjonaas stated that the advancement and encumbered funding timing doesn't seem to be the issue, but the overall State Aid cash balance that is continually maintained seems to be what could be identified by State Administration for other purposes.

Skallman stated that to avoid an inflated balance, cities are encouraged to submit the "Report of State Aid Contract" early in the project process to have actual construction costs reflected within the overall balance as early as possible. Per the MMB, encumbered funds for a project are considered State Aid cash balance until they are distributed to the respective city (typically the 95% distribution).

Mathisen inquired on how established advancement amounts are set aside and protected to ensure that they are available.

Skallman stated that the advancements are monitored and State Aid staff will work to distribute those funds earlier if possible.

Bot inquired on potentially expanding the three times annual allotment or $2,000,000 advancement thresholds at this time or if anything else can be done by the Screening Board to reduce the State Aid balance.

Kjonaas stated that the current State Aid process and corresponding Unencumbered Construction balance criteria seem fine at this time. Hopefully, the current Unencumbered Construction Fund Balance is a one-year anomaly and that it should be reviewed again next year. Kjonaas encouraged everyone to work with their DSAE's if funding becomes an issue in certain situations such as turnbacks, advanced construction of Federal projects within the adopted STIP or general project timing, because funding can be made available if deemed necessary.

B. One Office, RT Vision discussion – All

Chair Hulsether stated that most Districts apparently had a good discussion at their respective Pre-Screening Board meetings regarding the potential implementation of a project management software program to administer federally funded projects. The potential of mandating a standardized project management program for federally funded projects is currently being considered by the County Engineers. Per State Aid staff's input, there appears to be a need for the cities to review the potential of a standardized software program and form a committee to review this topic in the near future and report back to the Screening Board. Chair Hulsether opened up this topic for general discussion.

Mathisen acknowledged that Bloomington and others currently utilizes RT Vision's One Office software and asked how difficult it is to run this program if limited use occurs only with a limited number of projects. If use of a program is mandated, will it require smaller cities with staff limitations to hire a consultant?

Voigt responded that the One Office software has a computerized version of all the necessary State and Federal Aid forms that can be used by staffs as they do

manually. City of Duluth uses the program for all their infrastructure projects except for architectural projects and that use by their staff was accomplished with limited training and learning curve. Voigt stated that use of the software builds in an in-house auditing process for project pay estimates and other items.

Pederson provided a list of cities that are currently licensed with RT Vision's OneOffice software. Voigt read the list that includes Duluth, Moorhead, Bloomington, Burnsville, Columbia Heights, Faribault, Rochester, Northfield and St. Louis Park. Pederson stated that it appears that all of the listed cities are having their staffs administer the program and that she is unsure of how many consultants are providing the software to cities. Bloomington has trained all of their project staff on the use of the program and administers it on all of their street projects. Pederson recognized that using the software for only Federal projects could be problematic with staffs, but reiterated that the software could be used on all of a city's street projects.

Voigt confirmed that Duluth uses the program on all projects except for schedule of value or architectural projects. The software can be customized with your own item numbers and other specifics to allow its expanded use. The software allows cities to generate their own average unit prices which can be beneficial in estimating for future projects.

Mathisen agreed that the use of this software should be expanded to many city-related projects even beyond roadway projects such as park improvements and annual maintenance projects (alleys, seal coating, etc.).

Matthys asked if other software options other than RT Vision One Office will be reviewed by the proposed committee prior to identifying a recommended package.

Chair Hulsether stated that a review of other project management software vendors would be completed.

Rippke stated the District 7 City Engineers are supportive of forming a committee to explore software alternatives.

Strauss informed Mathisen that some consultants are good people too and stated that Yaggy Colby Associates is already using the One Office software for project administration with results including helpful tool for field staffs, establishment of a connection between designer and field staffs, and providing transparency or completed forms in cases where projects are audited.

Chair Hulsether reiterated that the use of a specific project administration software could become a requirement for Federal Aid projects through the State Aid Office. State Aid staff will be working with FHWA to streamline the Federal project process in the near future.

Bot asked if State Aid administration account would be used to purchase the software for all of the cities to avoid the potential of smaller cities struggling to afford the cost of a license.

Chair Hulsether answered that the committee would not only work to develop the software recommendation but also examine a potential pricing structure. The counties have used their State Aid administration account to purchase One Office licensure for all 87 counties and the cities could do likewise. However, if the cities seek to use State Aid funds, some issues will present themselves such as addressing the cities that have already purchased project management software and the fact that some smaller cities may deem the software unnecessary due to not administering Federal projects.

Prusak inquired on what the potential cost to each City could be.

Chair Hulsether responded that based on feedback from RT Vision that the software could be purchased at 50% of the market rate.

Kjonaas estimated that the cost of One Office basic program is under $10,000, possibly $8,000.

Pederson stated that the City of Bloomington purchased the software for about $7,000 and has paid for special upgrades to One Office. Pederson believes that RT Vision should provide the most recent version to any Cities or State Aid if they were to purchase the program at this time.

Voigt offered a handout describing RT Vision's price structure for the basic One Office package and different modules.

C. Legislative Update - Dave Sonnenberg

Sonnenberg scheduled to be in attendance during Wednesday morning session.

D. Other Topics

Bloom, LRRB Chairperson, briefly reviewed LRRB's recent activities and requested new research topics for their upcoming June meeting. LRRB is currently reviewing their research proposal cycle and attempting to be more responsive in addressing topics as timely as possible. Traffic sign issues, specifically reflectivity standards and sign replacement practices, have been a recent focus and a booklet is available. Also, LRRB's annual report which provides a synopsis of the recent research topics was available at the meeting.

Matthys inquired on the status of ensuring that State Aid address the recent Complete Streets legislation. Skallman stated that Mn/DOT is currently administering a State Aid rule making process and everyone should be receiving an e-mail soon that will request any comments. State Aid has been providing the proposed State Aid rule revisions to the CEAM Complete Streets Committee (Pederson and others) for their input and guidance. If any City Engineers don't

believe that the upcoming State Aid rules changes go far enough to allow Complete Streets policy to be adequately administered, then they should convey their concerns to State Aid staff.

IV. Entertain a motion to adjourn until 8:30 Wednesday morning

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

Meeting was adjourned at 3:03 PM.

2010 MUNICIPAL SCREENING BOARD
SPRING MEETING MINUTES
May 25 & 26, 2010

Wednesday Morning Session, May 26, 2010

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

Chair Hulsether informed everyone that there would not be CEAM Legislative Committee update due to Dave Sonnenberg having a car-deer accident on his way this morning. Skallman and Kjonaas will provide a brief legislative session review and answer any questions during the State Aid Update section of the agenda.

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

A. Unit Price recommendations of the Needs Study Subcommittee (Pages 34-35 and Handout on Culvert Unit Prices)

There was no additional discussion regarding the unit price recommendations including the handout on culvert unit prices.

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

B. Needs Study Subcommittee Recommendation on the Ham Lake Soil Factor Revisions (Pages 62-66)

There was no additional discussion regarding the Ham Lake soil factor revisions.

Motion by Rippke, seconded by Matthys to approve the Ham Lake soil factor revisions as presented. Motion carried unanimously.

C. Review and Take Action on the Combined Subcommittee Recommendations on a MSAS Needs Study Task Force (Page 59)

a. Kim DeLaRosa will give an update on the County Needs Study Task Force.

Kjonaas informed the Screening Board that Kim DeLaRosa would not be present due to scheduling issues and he would be providing the County Needs Study Task Force update.

Kjonaas reviewed the counties purpose in arranging a Needs Study Task Force as stated on page 54 of the booklet. The primary issue that the County

Engineers are currently addressing is the functionality of the computer program and its ability to administer the fairly complex County Needs system. Similar to the cities, the counties continue to struggle to have the Needs system accurately reflect the impending construction costs and not simply be a formula to distribute funding. Kjonaas reiterated that Needs computer software is over eight years old with Mn/DOT no longer having computer programmers that will support it and that multiple manual entries are required for both the city and county Needs calculations. The counties have looked at several Needs approaches including what Iowa does which is based on economics and the relative importance of respective roadways (commodities, population, regional centers, etc.). On page 55 of the booklet, the counties have summarized what an outline of their new Needs system may look like. Some noted changes include not having a reinstatement period with roadways generating Needs continuously, grading/paving costs on a five-year rolling average specific to each county, and establishing a grid for different roadway classifications (low, medium and high volume) that would determine the actual Needs collected for respective roadways. A County Needs system based on what they have outlined at this point will result in some winners and losers, thus the County Needs Task Force is currently reviewing (during the next six months) potential system adjustment calculations to provide some system equilibrium. At this time, Kjonaas estimates that 60 to 70% of the counties are in favor of proceeding with what has currently been presented. Following the county's upcoming six-month work period, they intend to vote on their proposed new Needs system in January 2011. If the new system is approved, there would be a freeze of the 2011 State Aid allotment amounts with the new method/allocations being phased in over the following ten years (10% increase in using the new system annually). During the ten-year transition, State Aid staff will monitor the new system for any unintended consequences or the need for any additional adjustments. State Aid staff is focusing on ensuring that new Needs computer program is adequate for inventory analysis, web-based and supportable into the future.

Referring to page 58 of the booklet, Kjonaas stated that the cities could use the same Needs platform as the counties to allow Mn/DOT to shutdown servers used for the existing computer program. Also, the city Needs system is relatively simple in comparison to the county's, thus there is the option of having a computer programmer produce a software package that generates the same Needs results that are arrived at today. Another discussion point of the Combined Subcommittee was the concept of having smaller cities (population less than 10,000 or 15,000 people) provide minimal reporting to decrease the city's efforts and State Aid staff's administration process. Kjonaas suggested that it would be more efficient for the cities to move to a new Needs platform with the counties and potentially avoid incurring costs to maintain the old program. Recognizing where the counties are at in the Needs transition process and what work has been done, Kjonaas estimated that the City Needs Task Force should anticipate a 6 to 18 month timeframe to complete their efforts.

Chair Hulsether opened the discussion regarding the City Needs Study Task Force charge and participation.

Voigt stated that the Task Force should focus on establishing its goals and guiding principles, and then report back to the Screening Board. This first step will determine what details should be reviewed and examined further and, hopefully, avoid any tangents or unnecessary analysis early in the Task Force's efforts.

Matthys concurred that goals and direction should be clearly provided to the Task Force that ultimately addresses the replacement of the Needs software, reviews how we manage Needs, and generates useful information that can be provided to the State Legislature and other elected officials.

Mathisen added that addressing the development of a new platform is a necessity and that the software analysis should get underway soon. There appears to be two issues at hand, revisions to the Needs platform and corresponding software advances. The idea of seeking a motion to acknowledge the need for a new platform was brought forward.

Strauss asked if a motion to establish the Task Force first prior to conveying direction would be appropriate.

Chair Hulsether stated that establishing the Task Force with representation from each Mn/DOT District and one City of the First Class would be appropriate at this point.

Motion by Strauss, seconded by Boppre to establish a City Needs Task Force per the Combined Subcommittee's recommendation (Page 59).

Chair Hulsether opened discussion on the motion.

Mathisen inquired on if the Combined Subcommittee Chairperson and members would be included with the Task Force.

Ahl replied that the Combined Subcommittee recommended that the Task Force consist of a representative from each Mn/DOT District and one City of the First Class. Combined Subcommittee did not suggest that one of their members be on the Task Force, but stated that someone could participate without voting privileges.

Mathisen asked if the Task Force representatives from each District would be the Screening Board members.

Chair Hulsether stated that the Screening Board Members will be responsible for providing well-rounded, experienced individuals for composition of the Task Force.

Mathisen inquired on if Kjonaas and other State Aid staff would be involved in the Task Force for institutional knowledge and forward-thinking guidance.

Chair Hulsether replied that, similar to the County Needs Study Task Force, State Aid staff will be involved as the cities review the Needs platform and calculations.

Kjonaas assured everyone that he and, if necessary, other State Aid staff would participate in the Task Force.

Schoonhoven asked if a consultant, whom represents an outstate city, participates in the Task Force would they be reimbursed for time and other expenses especially with a working period of up to 18 months being possible and the limited resources of the small cities being considered. The potential of the Task Force being an LRRB project, thus allowing for some potential reimbursements was mentioned.

Skallman responded that by law Mn/DOT couldn't pay for the time but could potentially pay for travel expenses for consultant participation. The counties are typically meeting in St. Cloud, a fairly centralized location, for usually about four hours at a time to make it worthwhile for those involved. Skallman agreed that representation from smaller cities with consultant engineers would be good for the Task Force to ensure that a variety of perspectives are considered throughout the process. Expenses associated with the Task Force probably shouldn't be an LRRB issue, but could potentially by offset by instituting individual contracts for less than $5000 with specific consultants that participate may be a possibility within the State Aid administration account. The travel and time expense issue will be reviewed by State Aid staff.

Mathisen inquired on the possibility of utilizing webinars to administer some of the meetings with the thought that participant's expenses and time consumption could be minimized using this technology.

Skallman stated that the counties have used webinars to administer some of their Task Force meetings.

Prusak mentioned that each District representative should have an alternate to ensure flexibility in participation at each meeting and facilitate a team effort.

Skallman responded that the counties did have an alternate assigned from each District to ensure adequate participation in the Task Force.

Chair Hulsether stated that each District's representative and alternate selection did not necessarily need to be determined today. However, each Screening Board member should determine their respective District's representation in a timely manner and communicate the names to him. If already determined, Chair Hulsether is available to gather names of representatives and alternates today after the meeting.

Mathisen stated that this Task Force seems to have a large undertaking. The question of whether this group will require a formal structure with a president and secretary. Another option may be to treat this effort as a study that could be facilitated by a consultant. Due to the significance of this effort, it seems like it may have the potential to languish if substantial guidance and support is not provided.

Motion by Mathisen, seconded by Matthys amending the previous motion to include hiring a consultant who would facilitate the City Needs Task Force process.

Elwood stated that the Screening Board should focus on the initial issue of establishing a Task Force and having them form some goals prior to the fall Screening Board meeting in October as previously communicated by Voigt. Also, everyone should recognize that the Screening Board members are the transportation experts, and we should provide direction to get the Needs Study Task Force started on the right path.

Previous motion amendment by Mathisen, seconded by Matthys to hire a consultant to administer the City Needs Task Force was withdrawn with the understanding that if support from a consultant is deemed necessary in the future then it will be considered.

Motion by Matthys, seconded by Strauss amending the previous motion to include representation from both Metro West and East on the City Needs Study Task Force.

Motion amendment passed unanimously.

Chair Hulsether asked if there was any further discussion or questions regarding the original motion to establish a City Needs Task Force per the Combined Subcommittee's recommendation (Page 59). With no further discussion brought forward, a vote was called.

Motion passed unanimously.

Ahl inquired on if the Combined Subcommittee or other Screening Board representation would be required to participate in the Task Force.

Elwood stated that the Task Force should be allowed to utilize resources and call on other committees or individuals as needed.

Chair Hulsether added that the Task Force should be able to address their initial charge of developing goals, and then, additional participation could be formally established if necessary.

D. Review and Discuss Next Steps on the Non-Existing Segment Issue

Chair Hulsether opened up the non-existing segment issue up for discussion. With no further discussion being brought forward by the Screening Board, the non-existing segment process will continue to be administered as it historically has been with monitoring from State Aid staff.

No motion necessary.

II. Continuation of State Aid Report and Legislative Update

A. State Aid Report

Kjonaas mentioned that the State Aid Rules Committee met recently and that the counties have also met. There are 37 proposed rule changes at this time. With the recent 10-ton route designation and Complete Streets legislation, the cities and counties will most likely have additional rule changes to address. Kjonaas emphasized that reviewing State Aid rule changes with respect to the Complete Streets legislation is a very important issue. There are good points from the engineers and the Complete Streets policymakers that will have to be examined. However, some Complete Street advocates believe that the biggest obstacle to implementing this policy in Minnesota is the State Aid rules and many want to see Mn/DOT use the AASHTO Green Book to set standards. Thus, Mn/DOT must have input and support from the engineers during this process to ensure that logical standards are developed with appropriate, defendable compromises. Kjonaas reiterated that this issue is extremely important and must be addressed in a timely manner due to the large number of Complete Streets political supporters and the possibility of further Complete Streets legislation that could limit State Aid's rule making and implementation abilities. Kjonaas stated that everyone is lucky to have Skallman leading Mn/DOT's Complete Streets implementation efforts. At times, the formal Complete Streets Coalition seems to be inconsistent and unpredictable. Most importantly, Tom Sorel, Mn/DOT Commissioner, wants to see this legislation implemented immediately on projects. Kjonaas stated again that Mn/DOT and Skallman will need help from the engineers throughout this process and encouraged people to participate when given the opportunity.

Chair Hulsether asked if the current State Aid rule making process is related to or separate from the Complete Streets policy issue.

Kjonaas responded that the current State Aid rule making process is bigger than Complete Streets policymaking, but the timeline is being driven by an effort to be responsive to the recent legislation. Thus, a comprehensive analysis must be completed prior to next year's legislative session to show that we can be proactive and that further legislation is not necessary to implement Complete Streets policy within the State Aid rules.

Mathisen asked if the implementation of any new State Aid rules pertaining to Complete Streets policy could be permissive and allow for appropriate implementation on a city-to-city basis.

Kjonaas that there will be input and discussions within the Standards Committee such as the one posed by Mathisen.

Skallman stated that implementation of Complete Streets policy could be accomplished by allowing for State Aid standards to be compromised to a defined extent (ex. 12'-wide to 10'-wide drive lanes), if cities have adopted a study/plan that designates corridors for specific uses and establishes specific evaluation criteria.

Mathisen requested that the overall intent of Complete Streets be explained and which State Aid rules could be impacted by implementing this policy.

Skallman responded that in her opinion, Complete Streets will only work in Minnesota if agencies study where their truck/bus routes are and what are the specific user needs, to ensure that a system approach is administered which accounts for specific users within certain corridors. Currently, MSA routes are required to be designated truck routes, so Skallman hopes that the cities have the ability to identify other corridors for implementation of the Complete Streets vision while protecting the intent of the MSA system. Cities may have to reconfigure their MSA designations in order to appropriately integrate their truck routes and Complete Streets corridors.

Pederson added that general Complete Streets policy is not "all modes for all roads", rather it is the "right modes for the right roads". To determine the uses within specific corridors, agencies will probably have to administer an alternative transportation study (multi-modal plan) with the goal of meeting the expectations of Complete Streets policy. The CEAM Complete Streets Committee met two weeks ago to begin determining their charge and will be meeting again next Wednesday with Paul Stine of Mn/DOT attending. Pederson conveyed the names of the individuals on the Complete Streets Committee as listed on the CEAM committee roster. Also, members of the CEAM Standards & Specifications Committee have been asked to participate in the Complete Streets meetings. At this point, this committee is reviewing the County Engineers' comments and will be formulating a response and/or comments that will be sent to the CEAM listserv.

Rippke inquired on the possibility of a City Engineer from District 7 or 8 being installed on this committee.

Pederson stated anyone would be welcomed to participate on the CEAM Complete Streets Committee.

B. Legislative Update

As stated earlier Dave Sonnenberg was unable to attend, thus Kjonaas provided a brief legislative update and responded to any legislative session questions. Kjonaas reported that milk truck increased load legislation passed that allows weights up to 90,000 lbs with a $60 Mn/DOT permit. During the

Screening Board's discussions, Kjonaas has prepared notes pertaining to potential legislative items that he will convey to Dave Sonnenberg.

Rippke asked if the cities with less than 5000 population are lobbying for State Aid funding and if the MSA cities should be concerned.

Kjonaas responded that the smaller cities do not seem to be a concern to the larger cities, but they are pursuing issues with the counties which could result in the MSA cities being involved.

Bloom stated that the trade publication requirements with respect to Statute 429 process should be addressed by the Legislature.

Kjonaas responded that the Statute 429 publication requirements are an issue for cities that should be resolved.

Mathisen asked if the MVET (Minnesota Vehicle Excise Tax) legislation has been completely phased in at this time.

Kjonaas responded that the last phase-in period will occur in October 2010 which per the State Auditor will result in an estimated 5% increase of allotments this coming year. Also, the actual amount of MVET funding available for roadways may fluctuate within a range of 20% per the legislatively specified vehicular/transit split (40% minimum and 60% maximum for roadways).

III. Other Discussion Topics

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

Bot followed-up on the previous day's project management software discussion and asked if a committee is going to be formed to analyze this topic.

Chair Hulsether informed the Screening Board that each District should provide him a representative to participate on the Project Management Software Committee.

Ahl requested that Matthys be recognized for the "Deb Bloom" award due to his arrival to yesterday's meeting being delayed by going to the wrong Ruttger's location.

Bloom thanked those who provided LRRB research topics. Potential research topics at this time include traffic signal functionality/reliability, material control schedules, wear course raveling, and reduced salt applications adjacent to wetlands. Bloom again encouraged everyone to forward any potential research topics, especially items that pertain to outstate cities. Also, noted was that the Mn/DOT library can be an excellent resource to examine topics and that they have a very responsive, helpful staff.

IV. Chair Hulsether thanked the following people:

A. Deb Bloom, Chair of the Needs Study Subcommittee
B. Chuck Ahl, Chair of the Unencumbered Construction Funds Subcommittee
C. Mel Odens and Shelly Pederson, Past Chairs of the Municipal Screening Board
D. Screening Board Members
E. Mn/DOT State Aid staff for everything they did for another successful Screening Board Meeting

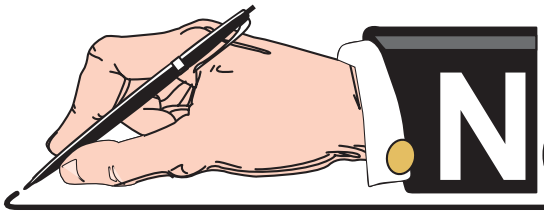
V. Fall Screening Board meeting will be Tuesday and Wednesday, October 26 and 27 at Grand View Lodge near Brainerd.

VI. Chair Hulsether said he would entertain a motion for adjournment.

Motion by Voigt, seconded by Rippke to adjourn the meeting at 9:57 AM. Motion approved unanimously.

Respectfully submitted,

Kent Exner
Municipal Screening Board Secretary
Hutchinson City Engineer



NOTES and COMMENTS

THEORETICAL 2011 M.S.A.S. POPULATION APPORTIONMENT

The 2000 Federal Census or the State Demographer's and Metropolitan Council's 2009 population estimate, whichever is greater, will be used to allocate 50% of the funds for the 2011 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 $17.21 per capita in apportionment from the 2011 population apportionment distribution. This projection will be somewhat revised when the actual revenue for the 2011 apportionment becomes available.

Any adjustments made to the 2009 population estimates will be presented in the January 2011 booklet. These adjustments could include population adjustments due to annexations and detachments and any revisions to the 2009 estimates.

Based upon the 2009 population estimates, there are three new cities with a population of over 5000. Byron, in Olmsted county, with a population of 5,045 will be included in District 6. Medina, in Hennepin county, with a population of 5,026 will be included in Metro West. Zimmerman, in Sherburne county, with a population of 5,001 will be included in District 3. This brings the number of cities sharing in the MSAS allocation to 147.

2011 POPULATION SUMMARY

The 2010 and 2011 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	2008 Population Estimates	2009 Population Estimates	Population used for 2010 Allocation	Population to be used for 2011 Allocation	Difference between Populations used in 2010 & 2011 Allocation
Albert Lea	**18,366**	18,095	**18,061**	18,366	**18,366**	0
Albertville	**3,621**	6,103	**6,218**	6,103	**6,218**	115
Alexandria	**9,115**	12,428	**12,441**	12,428	**12,441**	13
Andover	**26,588**	31,023	**31,298**	31,023	**31,298**	275
Anoka	**18,076**	17,849	**17,966**	18,076	**18,076**	0
Apple Valley	**45,527**	49,983	**49,376**	49,983	**49,376**	(607)
Arden Hills	**9,652**	9,796	**10,137**	9,796	**10,137**	341
Austin	**23,314**	23,726	**23,743**	23,726	**23,743**	17
Baxter	**5,555**	7,827	**7,921**	7,827	**7,921**	94
Belle Plaine	**3,789**	7,148	**7,191**	7,148	**7,191**	43
Bemidji	**11,931**	13,413	**13,541**	13,413	**13,541**	128
Big Lake	**6,063**	9,459	**9,521**	9,459	**9,521**	62
Blaine	**44,942**	56,888	**58,020**	56,888	**58,020**	1,132
Bloomington	**85,172**	85,238	**84,701**	85,238	**85,172**	(66)
Brainerd	**13,382**	13,954	**13,956**	13,954	**13,956**	2
Brooklyn Center	**29,172**	30,330	**29,810**	30,330	**29,810**	(520)
Brooklyn Park	**67,388**	75,156	**75,306**	75,156	**75,306**	150
Buffalo	**10,104**	14,154	**14,193**	14,154	**14,193**	39
Burnsville	**60,220**	61,081	**61,042**	61,081	**61,042**	(39)
Byron	**3,500**	**0**	**5,045**	**0**	**5,045**	**5,045**
Cambridge	**5,520**	7,657	**7,644**	7,657	**7,644**	(13)
Champlin	**22,193**	23,983	**23,934**	23,983	**23,934**	(49)
Chanhassen	**20,321**	22,590	**23,629**	22,590	**23,629**	1,039
Chaska	**17,449**	24,048	**24,177**	24,048	**24,177**	129
Chisholm	**4,960**	4,629	**4,592**	5,000	**5,000**	0
Circle Pines	**4,663**	5,211	**5,279**	5,211	**5,279**	68
Cloquet	**11,201**	11,780	**11,855**	11,780	**11,855**	75
Columbia Heights	**18,520**	18,137	**18,361**	18,520	**18,520**	0
Coon Rapids	**61,607**	63,005	**63,162**	63,005	**63,162**	157
Corcoran	**5,630**	5,774	**5,842**	5,774	**5,842**	68
Cottage Grove	**30,582**	34,017	**34,502**	34,017	**34,502**	485
Crookston	**8,192**	8,058	**8,093**	8,192	**8,192**	0
Crystal	**22,698**	22,167	**22,014**	22,698	**22,698**	0
Dayton	**4,699**	5,019	**5,072**	5,019	**5,072**	53
Delano	**3,837**	5,359	**5,386**	5,359	**5,386**	27
Detroit Lakes	**7,425**	8,599	**8,631**	8,599	**8,631**	32

Municipality	2000 Census	2008 Population Estimates	2009 Population Estimates	Population used for 2010 Allocation	Population to be used for 2011 Allocation	Difference between Populations used in 2010 & 2011 Allocation
Duluth	**86,319**	85,220	**85,530**	86,319	**86,319**	0
Eagan	**63,557**	65,847	**65,933**	65,847	**65,933**	86
East Bethel	**10,941**	12,130	**12,090**	12,130	**12,090**	(40)
East Grand Forks	**7,501**	7,893	**7,908**	7,893	**7,908**	15
Eden Prairie	**54,901**	62,610	**62,536**	62,610	**62,536**	(74)
Edina	**47,425**	48,169	**49,491**	48,169	**49,491**	1,322
Elk River	**16,447**	23,888	**23,633**	23,888	**23,633**	(255)
Fairmont	**10,889**	10,686	**10,619**	10,889	**10,889**	0
Falcon Heights	**5,572**	5,746	**5,762**	5,746	**5,762**	16
Faribault	**20,835**	22,818	**23,312**	22,818	**23,312**	494
Farmington	**12,382**	18,735	**18,959**	18,735	**18,959**	224
Fergus Falls	**13,620**	13,815	**13,733**	13,815	**13,733**	(82)
Forest Lake	**14,440**	17,417	**17,496**	17,417	**17,496**	79
Fridley	**27,449**	26,422	**26,347**	27,449	**27,449**	0
Glencoe	**5,453**	5,762	**5,743**	5,762	**5,743**	(19)
Golden Valley	**20,281**	20,326	**20,312**	20,326	**20,312**	(14)
Grand Rapids	**7,892**	10,502	**10,576**	10,502	**10,576**	74
Ham Lake	**12,710**	15,148	**15,324**	15,148	**15,324**	176
Hastings	**18,204**	22,491	**22,491**	22,491	**22,491**	0
Hermantown	**8,047**	9,318	**9,526**	9,318	**9,526**	208
Hibbing	**17,071**	16,120	**16,106**	17,071	**17,071**	0
Hopkins	**17,145**	17,481	**17,290**	17,481	**17,290**	(191)
Hugo	**6,363**	12,573	**13,140**	12,573	**13,140**	567
Hutchinson	**13,081**	14,134	**14,073**	14,134	**14,073**	(61)
International Falls	**6,707**	6,179	**6,139**	6,707	**6,707**	0
Inver Grove Heights	**29,751**	33,917	**34,461**	33,917	**34,461**	544
Isanti	**2,324**	5,556	**5,569**	5,556	**5,569**	13
Jordan	**3,833**	5,418	**5,402**	5,418	**5,402**	(16)
Kasson	**4,398**	5,542	**5,553**	5,542	**5,553**	11
LaCrescent	**4,923**	5,132	**5,109**	5,132	**5,109**	(23)
Lake City	**5,054**	5,303	**5,250**	5,303	**5,250**	(53)
Lake Elmo	**6,863**	8,389	**8,326**	8,389	**8,326**	(63)
Lakeville	**43,128**	54,328	**55,772**	54,328	**55,772**	1,444
Lino Lakes	**16,791**	19,987	**20,305**	19,987	**20,305**	318
Litchfield	**6,562**	6,845	**6,813**	6,845	**6,813**	(32)
Little Canada	**9,771**	10,043	**10,036**	10,043	**10,036**	(7)
Little Falls	**7,723**	8,422	**8,411**	8,422	**8,411**	(11)
Mahtomedi	**7,563**	8,048	**8,143**	8,048	**8,143**	95
Mankato	**32,427**	36,659	**37,032**	36,659	**37,032**	373
Maple Grove	**50,365**	59,932	**62,660**	59,932	**62,660**	2,728

Municipality	2000 Census	2008 Population Estimates	2009 Population Estimates	Population used for 2010 Allocation	Population to be used for 2011 Allocation	Difference between Populations used in 2010 & 2011 Allocation
Maplewood	**34,947**	36,717	**37,755**	36,717	**37,755**	1,038
Marshall	**12,717**	13,141	**13,156**	13,141	**13,156**	15
Medina	**4,005**	**0**	**5,026**	**0**	**5,026**	**5,026**
Mendota Heights	**11,434**	11,749	**11,766**	11,749	**11,766**	17
Minneapolis	**382,618**	390,131	**386,691**	390,131	**386,691**	(3,440)
Minnetonka	**51,301**	51,756	**51,451**	51,756	**51,451**	(305)
Minnetrista	**4,358**	6,189	**6,296**	6,189	**6,296**	107
Montevideo	**5,346**	5,436	**5,416**	5,436	**5,416**	(20)
Monticello	**7,868**	11,366	**11,501**	11,366	**11,501**	135
Moorhead	**32,179**	36,226	**36,962**	36,226	**36,962**	736
Morris	**5,173**	5,205	**5,183**	5,205	**5,183**	(22)
Mound	**9,435**	9,769	**9,787**	9,769	**9,787**	18
Mounds View	**12,738**	12,641	**12,733**	12,738	**12,738**	0
New Brighton	**22,206**	22,511	**22,321**	22,511	**22,321**	(190)
New Hope	**20,873**	20,860	**20,718**	20,873	**20,873**	0
New Prague	**4,559**	7,006	**7,081**	7,006	**7,081**	75
New Ulm	**13,594**	13,473	**13,396**	13,594	**13,594**	0
North Branch	**8,023**	10,370	**10,354**	10,370	**10,354**	(16)
North Mankato	**11,800**	13,003	**13,045**	13,003	**13,045**	42
North St. Paul	**11,929**	11,600	**11,569**	11,929	**11,929**	0
Northfield	**17,147**	19,839	**19,786**	19,839	**19,786**	(53)
Oak Grove	**6,903**	8,504	**8,579**	8,504	**8,579**	75
Oakdale	**26,653**	27,230	**27,344**	27,230	**27,344**	114
Orono	**7,538**	7,896	**7,980**	7,896	**7,980**	84
Otsego	**6,389**	13,319	**13,562**	13,319	**13,562**	243
Owatonna	**22,436**	25,381	**25,433**	25,381	**25,433**	52
Plymouth	**65,894**	71,536	**71,930**	71,536	**71,930**	394
Prior Lake	**15,917**	22,917	**23,335**	22,917	**23,335**	418
Ramsey	**18,510**	23,445	**23,272**	23,445	**23,272**	(173)
Red Wing	**16,116**	16,300	**16,294**	16,300	**16,294**	(6)
Redwood Falls	**5,459**	5,247	**5,198**	5,459	**5,459**	0
Richfield	**34,439**	33,676	**33,859**	34,439	**34,439**	0
Robbinsdale	**14,123**	13,598	**13,775**	14,123	**14,123**	0
Rochester	**86,806**	103,477	**104,578**	103,477	**104,578**	1,101
Rogers	**3,588**	7,201	**7,497**	7,201	**7,497**	296
Rosemount	**14,619**	20,956	**21,521**	20,956	**21,521**	565
Roseville	**33,690**	34,345	**34,178**	34,345	**34,178**	(167)
Saint Anthony	**8,102**	8,437	**8,514**	8,437	**8,514**	77
Saint Cloud	**59,111**	65,650	**65,741**	65,650	**65,741**	91
Saint Francis	**4,910**	7,404	**7,455**	7,404	**7,455**	51
Saint Joseph	**4,681**	6,156	**6,174**	6,156	**6,174**	18

Municipality	2000 Census	2008 Population Estimates	2009 Population Estimates	Population used for 2010 Allocation	Population to be used for 2011 Allocation	Difference between Populations used in 2010 & 2011 Allocation
Saint Louis Park	**44,126**	47,221	**46,293**	47,221	**46,293**	(928)
Saint Michael	**9,099**	15,110	**15,277**	15,110	**15,277**	167
Saint Paul	**287,151**	288,055	**287,501**	288,055	**287,501**	(554)
Saint Paul Park	**5,070**	5,293	**5,221**	5,293	**5,221**	(72)
Saint Peter	**9,747**	10,884	**10,917**	10,884	**10,917**	33
Sartell	**9,666**	14,512	**15,062**	14,512	**15,062**	550
Sauk Rapids	**10,221**	13,083	**13,133**	13,083	**13,133**	50
Savage	**21,115**	26,852	**27,567**	26,852	**27,567**	715
Shakopee	**20,570**	33,969	**34,691**	33,969	**34,691**	722
Shoreview	**25,924**	26,036	**25,882**	26,036	**25,924**	(112)
Shorewood	**7,400**	7,582	**7,618**	7,582	**7,618**	36
South St. Paul	**20,167**	20,250	**20,180**	20,250	**20,180**	(70)
Spring Lake Park	**6,772**	6,678	**6,768**	6,772	**6,772**	0
Stewartville	**5,431**	5,842	**5,955**	5,842	**5,955**	113
Stillwater	**15,143**	17,953	**18,235**	17,953	**18,235**	282
Thief River Falls	**8,410**	8,483	**8,522**	8,483	**8,522**	39
Vadnais Heights	**13,069**	13,081	**13,071**	13,081	**13,071**	(10)
Victoria	**4,025**	6,665	**6,727**	6,665	**6,727**	62
Virginia	**9,157**	8,707	**8,609**	9,157	**9,157**	0
Waconia	**6,821**	9,960	**10,183**	9,960	**10,183**	223
Waite Park	**6,568**	6,731	**6,747**	6,731	**6,747**	16
Waseca	**9,617**	9,789	**9,328**	9,789	**9,617**	(172)
West St. Paul	**19,405**	19,002	**18,947**	19,405	**19,405**	0
White Bear Lake	**24,325**	24,679	**24,734**	24,679	**24,734**	55
Willmar	**18,488**	19,130	**19,072**	19,130	**19,072**	(58)
Winona	**27,069**	27,582	**27,474**	27,582	**27,474**	(108)
Woodbury	**46,463**	58,430	**59,338**	58,430	**59,338**	908
Worthington	**11,287**	11,392	**11,405**	11,392	**11,405**	13
Wyoming	**3,048**	6,940	**7,013**	6,940	**7,013**	73
Zimmerman	**2,851**	**0**	**5,001**	**0**	**5,001**	**5,001**
TOTAL	**3,350,021**	**3,660,189**	**3,689,254**	**3,668,921**	**3,698,432**	**29,511**

2011 TENATIVE POPULATION APPORTIONMENT

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Municipality	Population Used for 2010 Allocation	Population to be used for 2011 Allocation	2010 Apport. Using 2000 Census or 08 Estimate	2011 Apport. Using 2000 Census or 09 Estimate	Difference Between 2010 & 11 Apport.	% Increase (Decrease)
Albert Lea	18,366	18,366	$318,660	**$316,117**	($2,543)	-0.80%
Albertville	6,103	6,218	105,890	**107,025**	1,135	1.07%
Alexandria	12,428	12,441	215,633	**214,136**	(1,497)	-0.69%
Andover	31,023	31,298	538,266	**538,704**	438	0.08%
Anoka	18,076	18,076	313,628	**311,126**	(2,502)	-0.80%
Apple Valley	49,983	49,376	867,232	**849,864**	(17,368)	-2.00%
Arden Hills	9,796	10,137	169,966	**174,479**	4,513	2.66%
Austin	23,726	23,743	411,659	**408,667**	(2,992)	-0.73%
Baxter	7,827	7,921	135,803	**136,337**	534	0.39%
Belle Plaine	7,148	7,191	124,022	**123,772**	(250)	-0.20%
Bemidji	13,413	13,541	232,723	**233,069**	346	0.15%
Big Lake	9,459	9,521	164,119	**163,876**	(243)	-0.15%
Blaine	56,888	58,020	987,038	**998,646**	11,608	1.18%
Bloomington	85,238	85,172	1,478,926	**1,465,989**	(12,937)	-0.87%
Brainerd	13,954	13,956	242,109	**240,212**	(1,897)	-0.78%
Brooklyn Center	30,330	29,810	526,242	**513,093**	(13,149)	-2.50%
Brooklyn Park	75,156	75,306	1,303,997	**1,296,174**	(7,823)	-0.60%
Buffalo	14,154	14,193	245,580	**244,291**	(1,289)	-0.52%
Burnsville	61,081	61,042	1,059,788	**1,050,661**	(9,127)	-0.86%
Byron	0	5,045		**86,835**	86,835	100%
Cambridge	7,657	7,644	132,853	**131,569**	(1,284)	-0.97%
Champlin	23,983	23,934	416,118	**411,954**	(4,164)	-1.00%
Chanhassen	22,590	23,629	391,949	**406,705**	14,756	3.76%
Chaska	24,048	24,177	417,246	**416,137**	(1,109)	-0.27%
Chisholm	5,000	5,000	86,753	**86,060**	(693)	-0.80%
Circle Pines	5,211	5,279	90,414	**90,863**	449	0.50%
Cloquet	11,780	11,855	204,389	**204,049**	(340)	-0.17%
Columbia Heights	18,520	18,520	321,332	**318,768**	(2,564)	-0.80%
Coon Rapids	63,005	63,162	1,093,171	**1,087,150**	(6,021)	-0.55%
Corcoran	5,774	5,842	100,182	**100,553**	371	0.37%
Cottage Grove	34,017	34,502	590,213	**593,852**	3,639	0.62%
Crookston	8,192	8,192	142,136	**141,001**	(1,135)	-0.80%
Crystal	22,698	22,698	393,823	**390,680**	(3,143)	-0.80%
Dayton	5,019	5,072	87,082	**87,300**	218	0.25%
Delano	5,359	5,386	92,982	**92,704**	(278)	-0.30%
Detroit Lakes	8,599	8,631	149,197	**148,558**	(639)	-0.43%
Duluth	86,319	86,319	1,497,681	**1,485,731**	(11,950)	-0.80%
Eagan	65,847	65,933	1,142,481	**1,134,845**	(7,636)	-0.67%
East Bethel	12,130	12,090	210,462	**208,094**	(2,368)	-1.13%
East Grand Forks	7,893	7,908	136,948	**136,113**	(835)	-0.61%
Eden Prairie	62,610	62,536	1,086,317	**1,076,376**	(9,941)	-0.92%

Municipality	Population Used for 2010 Allocation	Population to be used for 2011 Allocation	2010 Apport. Using 2000 Census or 08 Estimate	2011 Apport. Using 2000 Census or 09 Estimate	Difference Between 2010 & 11 Apport.	% Increase (Decrease)
Edina	48,169	49,491	$835,758	**$851,844**	$16,086	1.92%
Elk River	23,888	23,633	414,470	**406,773**	(7,697)	-1.86%
Fairmont	10,889	10,889	188,930	**187,423**	(1,507)	-0.80%
Falcon Heights	5,746	5,762	99,696	**99,176**	(520)	-0.52%
Faribault	22,818	23,312	395,905	**401,248**	5,343	1.35%
Farmington	18,735	18,959	325,062	**326,324**	1,262	0.39%
Fergus Falls	13,815	13,733	239,698	**236,374**	(3,324)	-1.39%
Forest Lake	17,417	17,496	302,194	**301,143**	(1,051)	-0.35%
Fridley	27,449	27,449	476,255	**472,455**	(3,800)	-0.80%
Glencoe	5,762	5,743	99,974	**98,849**	(1,125)	-1.13%
Golden Valley	20,326	20,312	352,667	**349,612**	(3,055)	-0.87%
Grand Rapids	10,502	10,576	182,215	**182,035**	(180)	-0.10%
Ham Lake	15,148	15,324	262,826	**263,758**	932	0.35%
Hastings	22,491	22,491	390,231	**387,117**	(3,114)	-0.80%
Hermantown	9,318	9,526	161,672	**163,962**	2,290	1.42%
Hibbing	17,071	17,071	296,191	**293,828**	(2,363)	-0.80%
Hopkins	17,481	17,290	303,305	**297,597**	(5,708)	-1.88%
Hugo	12,573	13,140	218,148	**226,167**	8,019	3.68%
Hutchinson	14,134	14,073	245,233	**242,226**	(3,007)	-1.23%
International Falls	6,707	6,707	116,370	**115,442**	(928)	-0.80%
Inver Grove Heights	33,917	34,461	588,478	**593,146**	4,668	0.79%
Isanti	5,556	5,569	96,400	**95,854**	(546)	-0.57%
Jordan	5,418	5,402	94,005	**92,980**	(1,025)	-1.09%
Kasson	5,542	5,553	96,157	**95,579**	(578)	-0.60%
La Crescent	5,132	5,109	89,043	**87,937**	(1,106)	-1.24%
Lake City	5,303	5,250	92,010	**90,364**	(1,646)	-1.79%
Lake Elmo	8,389	8,326	145,554	**143,308**	(2,246)	-1.54%
Lakeville	54,328	55,772	942,620	**959,953**	17,333	1.84%
Lino Lakes	19,987	20,305	346,785	**349,492**	2,707	0.78%
Litchfield	6,845	6,813	118,764	**117,266**	(1,498)	-1.26%
Little Canada	10,043	10,036	174,251	**172,741**	(1,510)	-0.87%
Little Falls	8,422	8,411	146,126	**144,771**	(1,355)	-0.93%
Mahtomedi	8,048	8,143	139,637	**140,158**	521	0.37%
Mankato	36,659	37,032	636,054	**637,398**	1,344	0.21%
Maple Grove	59,932	62,660	1,039,853	**1,078,510**	38,657	3.72%
Maplewood	36,717	37,755	637,060	**649,843**	12,783	2.01%
Marshall	13,141	13,156	228,003	**226,442**	(1,561)	-0.68%
Medina	0	5,026		**86,508**	86,508	100%
Mendota Heights	11,749	11,766	203,852	**202,518**	(1,334)	-0.65%
Minneapolis	390,131	386,691	6,768,984	**6,655,763**	(113,221)	-1.67%
Minnetonka	51,756	51,451	897,995	**885,580**	(12,415)	-1.38%
Minnetrista	6,189	6,296	107,383	**108,367**	984	0.92%
Montevideo	5,436	5,416	94,318	**93,221**	(1,097)	-1.16%
Monticello	11,366	11,501	197,206	**197,956**	750	0.38%
Moorhead	36,226	36,962	628,541	**636,194**	7,653	1.22%
Morris	5,205	5,183	90,310	**89,210**	(1,100)	-1.22%
Mound	9,769	9,787	169,497	**168,455**	(1,042)	-0.61%
Mounds View	12,738	12,738	221,011	**219,248**	(1,763)	-0.80%
New Brighton	22,511	22,321	390,578	**384,191**	(6,387)	-1.64%

Municipality	Population Used for 2010 Allocation	Population to be used for 2011 Allocation	2010 Apport. Using 2000 Census or 08 Estimate	2011 Apport. Using 2000 Census or 09 Estimate	Difference Between 2010 & 11 Apport.	% Increase (Decrease)
New Hope	20,873	20,873	$362,158	**$359,268**	($2,890)	-0.80%
New Prague	7,006	7,081	121,558	**121,879**	321	0.26%
New Ulm	13,594	13,594	235,863	**233,981**	(1,882)	-0.80%
North Branch	10,370	10,354	179,925	**178,214**	(1,711)	-0.95%
North Mankato	13,003	13,045	225,609	**224,532**	(1,077)	-0.48%
North St. Paul	11,929	11,929	206,975	**205,323**	(1,652)	-0.80%
Northfield	19,839	19,786	344,217	**340,559**	(3,658)	-1.06%
Oak Grove	8,504	8,579	147,549	**147,663**	114	0.08%
Oakdale	27,230	27,344	472,455	**470,648**	(1,807)	-0.38%
Orono	7,896	7,980	137,000	**137,353**	353	0.26%
Otsego	13,319	13,562	231,092	**233,430**	2,338	1.01%
Owatonna	25,381	25,433	440,374	**437,755**	(2,619)	-0.59%
Plymouth	71,536	71,930	1,241,188	**1,238,066**	(3,122)	-0.25%
Prior Lake	22,917	23,335	397,622	**401,644**	4,022	1.01%
Ramsey	23,445	23,272	406,783	**400,560**	(6,223)	-1.53%
Red Wing	16,300	16,294	282,814	**280,454**	(2,360)	-0.83%
Redwood Falls	5,459	5,459	94,717	**93,961**	(756)	-0.80%
Richfield	34,439	34,439	597,535	**592,767**	(4,768)	-0.80%
Robbinsdale	14,123	14,123	245,042	**243,086**	(1,956)	-0.80%
Rochester	103,477	104,578	1,795,382	**1,800,007**	4,625	0.26%
Rogers	7,201	7,497	124,941	**129,039**	4,098	3.28%
Rosemount	20,956	21,521	363,598	**370,422**	6,824	1.88%
Roseville	34,345	34,178	595,904	**588,275**	(7,629)	-1.28%
St. Anthony	8,437	8,514	146,387	**146,544**	157	0.11%
St. Cloud	65,650	65,741	1,139,063	**1,131,540**	(7,523)	-0.66%
St. Francis	7,404	7,455	128,463	**128,316**	(147)	-0.11%
St. Joseph	6,156	6,174	106,810	**106,267**	(543)	-0.51%
St. Louis Park	47,221	46,293	819,310	**796,800**	(22,510)	-2.75%
St. Michael	15,110	15,277	262,167	**262,949**	782	0.30%
St. Paul	288,055	287,501	4,997,910	**4,948,495**	(49,415)	-0.99%
St. Paul Park	5,293	5,221	91,836	**89,864**	(1,972)	-2.15%
St. Peter	10,884	10,917	188,843	**187,904**	(939)	-0.50%
Sartell	14,512	15,062	251,791	**259,249**	7,458	2.96%
Sauk Rapids	13,083	13,133	226,997	**226,046**	(951)	-0.42%
Savage	26,852	27,567	465,897	**474,486**	8,589	1.84%
Shakopee	33,969	34,691	589,381	**597,105**	7,724	1.31%
Shoreview	26,036	25,924	451,739	**446,206**	(5,533)	-1.22%
Shorewood	7,582	7,618	131,552	**131,122**	(430)	-0.33%
South St. Paul	20,250	20,180	351,348	**347,340**	(4,008)	-1.14%
Spring Lake Park	6,772	6,772	117,498	**116,560**	(938)	-0.80%
Stewartville	5,842	5,955	101,362	**102,498**	1,136	1.12%
Stillwater	17,953	18,235	311,494	**313,863**	2,369	0.76%
Thief River Falls	8,483	8,522	147,185	**146,681**	(504)	-0.34%
Vadnais Heights	13,081	13,071	226,962	**224,979**	(1,983)	-0.87%
Victoria	6,665	6,727	115,641	**115,786**	145	0.13%
Virginia	9,157	9,157	158,879	**157,611**	(1,268)	-0.80%
Waconia	9,960	10,183	172,811	**175,271**	2,460	1.42%

Municipality	Population Used for 2010 Allocation	Population to be used for 2011 Allocation	2010 Apport. Using 2000 Census or 08 Estimate	2011 Apport. Using 2000 Census or 09 Estimate	Difference Between 2010 & 11 Apport.	% Increase (Decrease)
Waite Park	6,731	6,747	$116,787	**$116,130**	($657)	-0.56%
Waseca	9,789	9,617	169,844	**165,529**	(4,315)	-2.54%
West St. Paul	19,405	19,405	336,687	**334,001**	(2,686)	-0.80%
White Bear Lake	24,679	24,734	428,194	**425,724**	(2,470)	-0.58%
Willmar	19,130	19,072	331,916	**328,269**	(3,647)	-1.10%
Winona	27,582	27,474	478,564	**472,885**	(5,679)	-1.19%
Woodbury	58,430	59,338	1,013,793	**1,021,331**	7,538	0.74%
Worthington	11,392	11,405	197,658	**196,304**	(1,354)	-0.69%
Wyoming	6,940	7,013	120,414	**120,708**	294	0.24%
Zimmerman	0	5,001	0	**86,079**	86,079	100%
TOTAL	**3,668,921**	**3,698,432**	**$63,657,769**	**$63,657,769**	**$0**	

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

2010	$63,657,769 / 3,668,921	Equals	$17.3505	Per person
2011	$63,657,769 / 3,698,432	Equals	$17.2121	Per person

The population difference between 2010 and 2011 for allocation purposes is 29,511

46 Cities Increased their estimated population allocation.
98 Cities Decreased their estimated population allocation.

Effects of the 2010 Needs Study Update

The following tabulation reflects the total difference between the 2009 and the 2010 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 2009 traffic counts updated in 2010. Traffic Data Management Services completed traffic maps of 49 municipalities whose traffic was counted in 2009.**

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 2010 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 2010 Spring Meeting.**

The resulting 2009 Unadjusted Construction Needs as adjusted in the "Tentative 2011 Adjusted Construction Needs Apportionment" spreadsheet in this booklet will be used in computing the 2011 Construction (money) needs apportionment.

EFFECTS OF THE 2010 M.S.A.S NEEDS STUDY UPDATE

EFFECTS OF THE REVISIONS TO THE 2009 NEEDS, UPDATED IN 2010 FOR THE JANUARY 2011 APPORTIONMENT

Does not include the new cities of Byron, Medina, and Zimmerman

Municipality	2008 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	2009 Unadjusted Construction Needs	Net Change	Percent of change 2009 to 2010
Albert Lea	$35,080,477	$1,353,354	3.86%	($17,302)	-0.05%	$4,516,782	12.88%	$784,460	2.24%	$41,717,771	$6,637,294	18.92%
Albertville	11,443,566	No Updates	0.00%	0		1,600,197	13.98%	31,720	0.28%	13,075,483	1,631,917	14.26%
Alexandria	37,594,966	1,807,384	4.81%	0		5,240,636	13.94%	126,880	0.34%	44,769,866	7,174,900	19.08%
Andover	53,540,022	1,765,029	3.30%	0		6,349,948	11.86%	58,560	0.11%	61,713,559	8,173,537	15.27%
Anoka	16,991,854	1,455,084	8.56%	0		2,212,483	13.02%	0		20,659,421	3,667,567	21.58%
Apple Valley	45,993,340	1,572,339	3.42%	0		[illegible]	[illegible]	0		[illegible]	8,146[illegible]	17.71%
Arden Hills	8,687,985	No Updates	0.00%	34,684	0.40%	[illegible]	[illegible]	85,400	0.98%	[illegible]	[illegible]	13.30%
Austin	43,937,995	(1,042,619)	-2.37%	0		[illegible]	[illegible]	531,176	1.21%	[illegible]	[illegible]	7.76%
Baxter	13,259,770	2,692,532	20.31%	0		[illegible]	13.12%	103,700	0.78%	[illegible]	[illegible]	34.21%
Belle Plaine	10,104,057	No Updates	0.00%	0		[illegible]	13.21%	0		11,439,[illegible]	[illegible]	13.21%
Bemidji	18,427,309	(1,423,981)	-7.73%	0		[illegible]	11.49%	170,800	0.93%	19,291,[illegible]	[illegible]	4.69%
Big Lake	12,175,110	No Updates	0.00%	0		[illegible]	12.99%	0		13,75[illegible]	[illegible]	12.99%
Blaine	40,627,550	(792,873)	-1.95%	104,898	0.26%	[illegible]	11.03%	0		44[illegible]	[illegible]	9.33%
Bloomington	126,533,377	(113,241)	-0.09%	0		[illegible]	[illegible]	837,030	0.66%	[illegible]	[illegible]	12.53%
Brainerd	22,904,140	1,760,614	7.69%	0		[illegible]	[illegible]	215,501	0.94%	[illegible]	4,9[illegible]	21.59%
Brooklyn Center	17,568,781	708,115	4.03%	0		[illegible]	[illegible]	34,203	0.19%	[illegible]	2,752,[illegible]	[illegible]
Brooklyn Park	45,894,128	(36,513)	-0.08%	(48,489)	-0.11%	5,906,078	[illegible]	43,920	0.10%	51,759,124	5,864,996	12.78%
Buffalo	24,700,218	23,973	0.10%	0		3,290,768	13.32%	178,120	0.72%	28,193,079	3,492,861	14.14%
Burnsville	73,074,759	435,979	0.60%	0		10,878,630	14.89%	152,500	0.21%	84,541,868	11,467,109	15.69%
Cambridge	9,343,431	2,132,442	22.82%	0		1,103,374	11.81%	60,975	0.65%	12,640,222	3,296,791	35.28%
Champlin	20,572,868	101,068	0.49%	0		2,867,991	13.94%	0		23,541,927	2,969,059	14.43%
Chanhassen	21,232,969	174,460	0.82%	(76,758)	-0.36%	[illegible]	[illegible]	101,504	0.48%	[illegible]	2,924[illegible]	13.77%
Chaska	25,641,659	(488,162)	-1.90%	0		[illegible]	[illegible]	145,705	0.57%	[illegible]	2,3[illegible]	9.27%
Chisholm	11,595,322	No Updates	0.00%	0		[illegible]	14.32%	0		[illegible]	[illegible]	14.32%
Circle Pines	3,397,894	No Updates	0.00%	0		[illegible]	14.40%	0		3,8[illegible]	[illegible]	14.40%
Cloquet	26,358,058	324,439	1.23%	0		[illegible]	12.97%	181,780	0.69%	30,282,[illegible]	[illegible]	14.89%
Columbia Heights	19,611,492	(433,584)	-2.21%	0		[illegible]	14.39%	28,060	0.14%	22,029,0[illegible]	[illegible]	12.33%
Coon Rapids	61,675,272	1,615,102	2.62%	0		[illegible]	11.10%	291,141	0.47%	70,42[illegible]	[illegible]	14.19%
Corcoran	9,277,388	7,490,765	80.74%	0		[illegible]	[illegible]	11,529	0.12%	18[illegible]	[illegible]	97.08%
Cottage Grove	52,631,673	326,922	0.62%	(50,469)	-0.10%	[illegible]	[illegible]	0		7,[illegible]	[illegible]	13.69%
Crookston	25,386,769	(10,895)	-0.04%	(28,779)	-0.11%	[illegible]	[illegible]	212,621	0.84%	[illegible]	1,99[illegible]	7.87%
Crystal	17,563,588	(2,526,845)	-14.39%	0		1,685,868	[illegible]	113,460	0.65%	[illegible]	(727,5[illegible]	[illegible]
Dayton	7,597,297	No Updates	0.00%	0		805,066	10.60%	0		8,402,363	805,066	10.60%
Delano	12,218,136	No Updates	0.00%	0		1,506,878	12.33%	68,320	0.56%	13,793,334	1,575,198	12.89%
Detroit Lakes	17,801,148	588,803	3.31%	0		2,155,397	12.11%	276,940	1.56%	20,822,288	3,021,140	16.97%
Duluth	174,115,857	41,289,559	23.71%	0		27,691,712	15.90%	1,787,762	1.03%	244,884,890	70,769,033	40.64%
Eagan	61,603,745	14,901,938	24.19%	0		11,033,153	17.91%	419,680	0.68%	87,958,516	26,354,771	42.78%
East Bethel	34,474,607	1,617,685	4.69%	(32,045)	-0.09%	[illegible]	[illegible]	0		[illegible]	4,037[illegible]	11.71%
East Grand Forks	21,200,046	1,576,858	7.44%	31,720	0.15%	[illegible]	[illegible]	163,175	0.77%	[illegible]	4,[illegible]	23.36%
Eden Prairie	60,971,599	450,499	0.74%	8,326	0.01%	[illegible]	[illegible]	0		6[illegible]	[illegible]	13.17%
Edina	50,181,685	984,140	1.96%	(594,396)	-1.18%	[illegible]	13.62%	150,018	0.30%	57,5[illegible]	[illegible]	14.69%
Elk River	43,265,690	1,342,973	3.10%	0		5[illegible]	11.70%	210,450	0.49%	49,881,[illegible]	[illegible]	15.29%
Fairmont	29,459,376	1,194,319	4.05%	0		4[illegible]	14.55%	168,970	0.57%	35,109,[illegible]	[illegible]	19.18%
Falcon Heights	2,901,629	No Updates	0.00%	(19,968)	-0.69%	[illegible]	13.30%	0		3,2[illegible]	[illegible]	12.61%
Faribault	36,604,925	1,224,434	3.34%	0		[illegible]	[illegible]	359,937	0.98%	4[illegible]	[illegible]	16.86%
Farmington	22,627,062	No Updates	0.00%	0		[illegible]	[illegible]	127,953	0.57%	[illegible]	2,[illegible]	11.28%
Fergus Falls	41,505,008	(375,075)	-0.90%	0		[illegible]	[illegible]	775,725	1.87%	[illegible]	5,37[illegible]	12.96%
Forest Lake	35,756,056	(597,679)	-1.67%	0		4,657,668	[illegible]	0		[illegible]	4,059,9[illegible]	[illegible]
Fridley	30,320,069	882,794	2.91%	(74,180)	-0.24%	4,329,788	14.28%	74,420	0.25%	35,532,891	5,212,822	17.19%
Glencoe	10,223,569	911,030	8.91%	(90,799)	-0.89%	1,557,320	15.23%	0		12,601,120	2,377,551	23.26%
Golden Valley	26,493,922	1,587,169	5.99%	(190,884)	-0.72%	3,439,005	12.98%	369,660	1.40%	31,698,872	5,204,950	19.65%

Municipality	2008 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	2009 Unadjusted Construction Needs	Net Change	Percent of change 2009 to 2010
Grand Rapids	$35,380,375	$1,466,512	4.14%	($148,598)	-0.42%	$4,924,109	13.92%	$117,120	0.33%	$41,739,518	$6,359,143	17.97%
Ham Lake	27,281,773	2,345,697	8.60%	0		3,545,500	13.00%	0		33,172,970	5,891,197	21.59%
Hastings	17,983,235	(1,143,545)	-6.36%	0		2,253,416	12.53%	0		19,093,106	1,109,871	6.17%
Hermantown	25,910,978	No Updates	0.00%	0		3,544,457	13.68%	0		29,455,435	3,544,457	13.68%
Hibbing	60,530,786	9,657	0.02%	0		6,305,484	10.42%	285,480	0.47%	67,131,407	6,600,621	10.90%
Hopkins	13,707,288	No Updates	0.00%	0		1,937,228	14.13%	0		15,644,516	1,937,228	14.13%
Hugo	19,596,616	475	0.00%	0		825,564	[illegible]	0		[illegible]	1,826[illegible]	9.32%
Hutchinson	21,686,537	(15,950)	-0.07%	(81,589)	-0.38%	[illegible]	[illegible]	372,405	1.72%	[illegible]	3[illegible]	13.95%
International Falls	10,181,501	No Updates	0.00%	0		[illegible]	15.61%	0		11[illegible]	[illegible]	15.61%
Inver Grove Heights	51,269,175	149,353	0.29%	0		[illegible]	13.63%	0		58,40[illegible]	[illegible]	13.92%
Isanti	6,913,663	200,962	2.91%	0		[illegible]	11.57%	142,740	2.06%	8,057,1[illegible]	[illegible]	16.54%
Jordan	9,473,119	No Updates	0.00%	0		1[illegible]	10.78%	126,270	1.33%	10,620[illegible]	[illegible]	12.11%
Kasson	6,554,846	No Updates	0.00%	0		[illegible]	13.57%	0		7,4[illegible]	[illegible]	13.57%
La Crescent	8,703,006	(490,304)	-5.63%	0		[illegible]	4.50%	0		[illegible]	[illegible]	8.86%
Lake City	8,999,006	No Updates	0.00%	0		[illegible]	[illegible]	0		[illegible]	1,[illegible]	12.55%
Lake Elmo	12,301,085	379,253	3.08%	0		[illegible]	[illegible]	1,830	0.01%	[illegible]	1,747[illegible]	14.21%
Lakeville	70,064,997	2,577,084	3.68%	0		9,429,766	[illegible]	153,720	0.22%	[illegible]	12,160,57[illegible]	[illegible]
Lino Lakes	28,100,432	472,323	1.68%	0		3,996,871	14.22%	0		32,569,626	4,469,194	15.90%
Litchfield	13,033,223	50,406	0.39%	0		1,647,999	12.64%	325,740	2.50%	15,057,368	2,024,145	15.53%
Little Canada	12,814,368	171,438	1.34%	0		1,494,371	11.66%	69,540	0.54%	14,549,717	1,735,349	13.54%
Little Falls	24,537,939	(1,469,355)	-5.99%	(65,935)	-0.27%	2,906,774	11.85%	87,230	0.36%	25,996,653	1,458,714	5.94%
Mahtomedi	7,515,585	399,010	5.31%	(44,011)	-0.59%	864,919	11.51%	0		8,735,503	1,219,918	16.23%
Mankato	46,902,785	6,264,573	13.36%	(321,460)	-0.69%	[illegible]	[illegible]	69,015	0.15%	[illegible]	13,506,6[illegible]	[illegible]
Maple Grove	79,914,863	569,526	0.71%	0		[illegible]	[illegible]	256,200	0.32%	[illegible]	12,2[illegible]	15.34%
Maplewood	45,232,800	(192,451)	-0.43%	(1,189,047)	-2.63%	[illegible]	[illegible]	0		[illegible]	[illegible]	10.05%
Marshall	23,814,546	266,590	1.12%	0		[illegible]	14.29%	20,204	0.08%	27,[illegible]	[illegible]	15.49%
Mendota Heights	19,790,973	No Updates	0.00%	0		[illegible]	13.29%	0		22,421[illegible]	[illegible]	13.29%
Minneapolis	374,536,347	(4,067,799)	-1.09%	0		43[illegible]	11.53%	3,103,240	0.83%	416,753,5[illegible]	[illegible]	11.27%
Minnetonka	68,245,086	2,495,026	3.66%	0		[illegible]	14.39%	141,520	0.21%	80,69[illegible]	[illegible]	18.25%
Minnetrista	15,942,702	No Updates	0.00%	0		[illegible]	10.69%	0		17[illegible]	[illegible]	10.69%
Montevideo	8,345,824	No Updates	0.00%	0		[illegible]	[illegible]	0		[illegible]	1[illegible]	14.19%
Monticello	12,502,173	518,083	4.14%	0		[illegible]	[illegible]	0		[illegible]	2,09[illegible]	16.76%
Moorhead	66,008,045	1,000,980	1.52%	140,480	0.21%	[illegible]	[illegible]	932,214	1.41%	[illegible]	9,561,1[illegible]	[illegible]
Morris	9,172,450	No Updates	0.00%	0		1,248,146	13.61%	0		10,420,596	1,248,146	13.61%
Mound	13,750,299	(142,131)	-1.03%	0		1,964,317	14.29%	0		15,572,485	1,822,186	13.25%
Mounds View	14,981,784	(1,613,498)	-10.77%	0		1,701,643	11.36%	0		15,069,929	88,145	0.59%
New Brighton	22,091,706	No Updates	0.00%	(19,209)	-0.09%	2,436,797	11.03%	620,980	2.81%	25,130,274	3,038,568	13.75%
New Hope	17,701,511	1,542,042	8.71%	(11,500)	-0.06%	2,394,598	13.53%	157,380	0.89%	21,784,031	4,082,520	23.06%
New Prague	5,704,085	1,416,189	24.83%	(2,520)	-0.04%	[illegible]	[illegible]	100,040	1.75%	[illegible]	2,415[illegible]	[illegible]
New Ulm	25,300,231	2,787,089	11.02%	0		[illegible]	[illegible]	742,370	2.93%	[illegible]	6,9[illegible]	27.56%
North Branch	29,510,825	(504)	0.00%	(15,896)	-0.05%	[illegible]	4.79%	224,724	0.76%	3[illegible]	[illegible]	15.49%
North Mankato	22,907,306	(416,446)	-1.82%	0		[illegible]	14.66%	0		25,8[illegible]	[illegible]	12.84%
North Saint Paul	15,749,026	137,761	0.87%	(14,992)	-0.10%	2[illegible]	14.89%	0		18,217,[illegible]	[illegible]	15.67%
Northfield	21,789,377	No Updates	0.00%	0		2[illegible]	10.69%	362,535	1.66%	24,481,5[illegible]	[illegible]	12.36%
Oak Grove	28,401,392	147,344	0.52%	74,669	0.26%	[illegible]	11.28%	0		31,82[illegible]	[illegible]	12.06%
Oakdale	11,667,980	No Updates	0.00%	0		[illegible]	12.12%	0		13[illegible]	[illegible]	12.12%
Orono	9,584,633	No Updates	0.00%	0		[illegible]	[illegible]	0		[illegible]	1,[illegible]	10.85%
Otsego	24,071,263	No Updates	0.00%	0		[illegible]	[illegible]	0		[illegible]	3,088[illegible]	12.83%
Owatonna	40,473,845	(2,430,552)	-6.01%	0		[illegible]	[illegible]	362,340	0.90%	[illegible]	2,037,05[illegible]	[illegible]
Plymouth	70,920,572	9,094,512	12.82%	58,262	0.08%	11,814,672	16.66%	210,328	0.30%	92,098,346	21,177,774	29.86%
Prior Lake	21,675,254	(2,620,550)	-12.09%	(56,368)	-0.26%	2,542,591	11.73%	0		21,540,927	(134,327)	-0.62%
Ramsey	41,227,775	(694,893)	-1.69%	(28,668)	-0.07%	4,676,230	11.34%	0		45,180,444	3,952,669	9.59%
Red Wing	34,781,131	629,722	1.81%	0		4,619,964	13.28%	271,450	0.78%	40,302,267	5,521,136	15.87%
Redwood Falls	12,592,343	(782,908)	-6.22%	0		1,780,247	14.14%	0		13,589,682	997,339	7.92%
Richfield	32,560,275	13,896	0.04%	104,178	0.32%	3,886,765	11.94%	265,960	0.82%	36,831,074	4,270,799	13.12%

Municipality	2008 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	2009 Unadjusted Construction Needs	Net Change	Percent of change 2009 to 2010
Robbinsdale	$13,635,329	($122,466)	-0.90%	($17,240)	-0.13%	$1,826,840	13.40%	$103,090	0.76%	$15,425,553	$1,790,224	13.13%
Rochester	109,165,370	32,509,086	29.78%	$0		17,794,363	16.30%	1,243,680	1.14%	160,712,499	51,547,129	47.22%
Rogers	9,248,592	3,626,036	39.21%	0		1,557,086	16.84%	0		14,431,714	5,183,122	56.04%
Rosemount	38,312,447	1,162,252	3.03%	0		4,997,374	13.04%	178,120	0.46%	44,650,193	6,337,746	16.54%
Roseville	32,204,422	791,619	2.46%	(25,378)	-0.08%	4,581,015	14.22%	315,980	0.98%	37,867,658	5,663,236	17.59%
St Anthony	8,972,371	(804,989)	-8.97%	0		1,144,508	12.76%	0		9,311,890	339,519	3.78%
St Cloud	98,407,640	642,698	0.65%	(608,420)	-0.62%	10,948,402	11.13%	964,190	0.98%	[illegible]	11,946,[illegible]	12.14%
St Francis	18,589,177	9	0.00%	0		[illegible]658,335	[illegible]%	0		[illegible]	1,65[illegible]	8.92%
St Joseph	5,213,101	(1,704)	-0.03%	0		[illegible]6,239	[illegible]59%	0		[illegible]	[illegible]	12.56%
St Louis Park	42,352,095	(97,652)	-0.23%	47,183	0.11%	[illegible]	[illegible]2.88%	151,097	0.36%	47[illegible]	[illegible]	13.12%
St Michael	41,293,435	(2,191,907)	-5.31%	0		[illegible]	13.38%	0		44,62[illegible]	[illegible]16	8.07%
St Paul	292,084,545	3,982,376	1.36%	0		34,[illegible]	11.92%	3,719,064	1.27%	334,615,8[illegible]	[illegible]1,257	14.56%
St Paul Park	7,209,721	(1,257,469)	-17.44%	(247,822)	-3.44%	[illegible]	10.31%	28,670	0.40%	6,476[illegible]	[illegible]521)	-10.17%
St Peter	22,889,334	63,631	0.28%	0		[illegible]	14.09%	0		26,1[illegible]	[illegible]	14.36%
Sartell	20,295,897	(1,141,396)	-5.62%	41,286	0.20%	[illegible]25	[illegible].71%	0		[illegible]	[illegible]	6.29%
Sauk Rapids	15,946,426	No Updates	0.00%	0		[illegible]91,174	[illegible]1%	54,900	0.34%	[illegible]0	2,1[illegible]	13.46%
Savage	24,700,784	1,071,397	4.34%	0		[illegible]000,422	[illegible]%	109,312	0.44%	[illegible],915	4,181,[illegible]	[illegible]6.93%
Shakopee	33,898,971	(398,719)	-1.18%	0		3,894,424	11.49%	351,360	1.04%	37,746,036	3,847,065	11.35%
Shoreview	22,362,051	(1,108,375)	-4.96%	(165)	0.00%	2,179,392	9.75%	0		23,432,903	1,070,852	4.79%
Shorewood	9,030,306	(158,488)	-1.76%	2,381	0.03%	1,167,665	12.93%	0		10,041,864	1,011,558	11.20%
South St Paul	19,362,065	173,365	0.90%	0		3,147,177	16.25%	95,404	0.49%	22,778,011	3,415,946	17.64%
Spring Lake Park	4,353,717	No Updates	0.00%	0		542,696	12.47%	0		4,896,413	542,696	12.47%
Stewartville	5,673,099	(243,180)	-4.29%	0		808,976	14.26%	0		6,238,895	565,796	9.97%
Stillwater	22,815,405	(37,314)	-0.16%	1,690	0.01%	[illegible]946,818	[illegible]%	112,240	0.49%	[illegible]839	3,023,[illegible]	[illegible]3.25%
Thief River Falls	27,362,522	1,197,229	4.38%	0		[illegible]41,549	[illegible]94%	515,889	1.89%	[illegible]	5,2[illegible]	19.20%
Vadnais Heights	8,730,497	No Updates	0.00%	0		[illegible].75	1.10%	0		[illegible]	[illegible]	11.10%
Victoria	6,062,113	(80,027)	-1.32%	0		[illegible]	12.59%	0		6,[illegible]	[illegible]	11.27%
Virginia	22,134,677	(475,474)	-2.15%	0		2[illegible]	12.09%	0		24,335,[illegible]	[illegible]811	9.95%
Waconia	13,185,056	417,739	3.17%	0		1[illegible]	14.16%	0		15,469,2[illegible]	[illegible]4,195	17.32%
Waite Park	5,751,910	(1,063,970)	-18.50%	(106,173)	-1.85%	[illegible]	6.62%	113,460	1.97%	5,07[illegible]	[illegible]2)	-11.75%
Waseca	10,017,906	No Updates	0.00%	0		[illegible],3	13.31%	166,530	1.66%	11[illegible]	[illegible]	14.97%
West St Paul	15,068,266	(406,220)	-2.70%	(103,486)	-0.69%	[illegible]47,771	[illegible]93%	0		1[illegible]	1,[illegible]	9.54%
White Bear Lake	18,804,393	(718,489)	-3.82%	166,113	0.88%	[illegible]321,980	[illegible]%	122,000	0.65%	[illegible]97	1,89[illegible]	10.06%
Willmar	32,013,828	528,638	1.65%	0		4,186,889	[illegible]	439,200	1.37%	[illegible]8,555	5,154,7[illegible]	[illegible]10%
Winona	26,965,884	439,358	1.63%	0		3,489,511	12.94%	0		30,894,753	3,928,869	14.57%
Woodbury	56,657,434	No Updates	0.00%	0		6,985,350	12.33%	0		63,642,784	6,985,350	12.33%
Worthington	14,830,909	271,949	1.83%	0		1,974,298	13.31%	23,912	0.16%	17,101,068	2,270,159	15.31%
Wyoming	12,777,769	139,321	1.09%	0		1,396,701	10.93%	0		14,313,791	1,536,022	12.02%
STATE TOTAL	$4,650,919,417	$142,183,816	3.06%	($3,516,676)	-0.08%	$596,320,309	12.82%	$27,784,428	0.60%	$5,413,691,294	$762,771,877	16.40%

MILEAGE, NEEDS AND APPORTIONMENT

The amount to be allocated in 2011 is unknown at this time so an estimated amount of $127,315,538 is used in this report. This is the amount that was allocated for the 2010 apportionment. The actual amount will be announced in January 2011 when the Commissioner of Transportation makes a determination of the 2011 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.

M.S.A.S. Mileage, Needs and Apportionment 1958 to 2011

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

Appt. Year	Number of of Municipalities	Needs Mileage	Actual 25 Year Construction Needs	Total Apportionment	Adjusted 25 Year Construction Needs	Total Apportionment Per Needs Mileage	Apportionment Per $1000 of Adjusted Needs
1999	126	2859.05	$1,927,808,456	$97,457,150	$1,981,933,166	$34,087.25	24.4674
2000	127	2910.87	2,042,921,321	103,202,769	2,084,650,298	35,454.27	24.6423
2001	129	2972.16	2,212,783,436	108,558,171	2,228,893,216	36,525.01	24.2606
2002	130	3020.39	2,432,537,238	116,434,082	2,441,083,093	38,549.35	23.7741
2003	131	3080.67	2,677,069,498	108,992,464	2,663,903,876	35,379.47	20.3866
2004	133	3116.44	2,823,888,537	110,890,581	2,898,358,498	35,582.45	19.0811
2005	136	3190.82	2,986,013,788	111,823,549	3,086,369,911	35,045.40	18.0717
2006	138	3291.64	3,272,908,979	111,487,130	3,356,466,332	33,869.78	16.5713
2007	142	3382.28	3,663,172,809	114,419,009	3,760,234,514	33,828.96	15.1929
2008	143	3453.10	3,896,589,388	114,398,269	4,005,371,748	33,129.15	14.2871
2009	144	3504.00	4,277,355,517	121,761,230	4,375,100,368	34,749.21	13.9113
2010	144	3533.22	4,650,919,417	127,315,538	4,764,771,798	36,033.86	13.3606
2011	147	3561.07	4,963,028,164	127,315,538	5,027,676,625	35,752.05	12.6620

The figures for 2011 are estimates

MSAS NEEDS MILEAGE COMPARISON

Uses estimated mileage for the new cities of Byron, Medina and Zimmerman

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CITY	2009 MSAS NEEDS MILEAGE	2010 MSAS NEEDS MILEAGE	DIFFERENCE IN MILEAGE
ALBERT LEA	23.40	24.19	0.79
ALBERTVILLE	7.15	7.15	
ALEXANDRIA	23.17	25.02	1.85
ANDOVER	43.07	42.60	(0.47)
ANOKA	13.14	14.73	1.59
APPLE VALLEY	36.91	36.91	
ARDEN HILLS	7.53	7.53	
AUSTIN	29.18	29.18	
BAXTER	16.48	16.48	
BELLE PLAINE	8.46	8.46	
BEMIDJI	16.66	16.92	0.26
BIG LAKE	11.52	11.52	
BLAINE	48.71	48.71	
BLOOMINGTON	73.94	74.85	0.91
BRAINERD	19.17	19.17	
BROOKLYN CENTER	21.40	21.35	(0.05)
BROOKLYN PARK	59.36	59.47	0.11
BUFFALO	17.19	17.19	
BURNSVILLE	45.04	45.04	
BYRON	0.00	5.60	5.60
CAMBRIDGE	13.08	15.88	2.80
CHAMPLIN	19.92	20.01	0.09
CHANHASSEN	21.47	21.47	
CHASKA	20.47	20.47	
CHISHOLM	8.39	8.39	
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	15.50	0.70
COTTAGE GROVE	35.51	35.35	(0.16)
CROOKSTON	11.65	11.65	
CRYSTAL	17.94	17.94	
DAYTON	9.72	9.72	
DELANO	6.11	6.11	
DETROIT LAKES	22.35	22.35	
DULUTH	114.84	114.92	0.08
EAGAN	47.72	47.81	0.09
EAST BETHEL	28.78	28.78	
EAST GRAND FORKS	16.82	16.81	(0.01)
EDEN PRAIRIE	47.08	47.08	
EDINA	40.27	40.27	
ELK RIVER	36.36	36.33	(0.03)
FAIRMONT	19.70	20.13	0.43
FALCON HEIGHTS	3.29	3.29	
FARIBAULT	24.27	24.27	
FARMINGTON	16.24	16.24	
FERGUS FALLS	24.67	24.67	
FOREST LAKE	24.08	23.70	(0.38)

CITY	2009 MSAS NEEDS MILEAGE	2010 MSAS NEEDS MILEAGE	DIFFERENCE IN MILEAGE
FRIDLEY	22.87	22.87	
GLENCOE	8.02	7.99	(0.03)
GOLDEN VALLEY	23.57	23.57	
GRAND RAPIDS	22.72	23.52	0.80
HAM LAKE	32.12	32.28	0.16
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	18.70	18.69	(0.01)
INTERNATIONAL FALLS	8.06	8.06	
INVER GROVE HEIGHTS	32.51	33.30	0.79
ISANTI	6.89	6.89	
JORDAN	5.89	5.89	
KASSON	5.08	5.08	
LA CRESCENT	5.84	5.84	
LAKE CITY	8.39	8.39	
LAKE ELMO	14.39	14.07	(0.32)
LAKEVILLE	60.02	60.02	
LINO LAKES	22.62	23.00	0.38
LITCHFIELD	8.77	8.77	
LITTLE CANADA	11.25	11.35	0.10
LITTLE FALLS	18.34	18.34	
MAHTOMEDI	8.61	8.44	(0.17)
MANKATO	33.31	38.17	4.86
MAPLE GROVE	56.25	56.66	0.41
MAPLEWOOD	36.16	36.16	
MARSHALL	18.47	18.80	0.33
MEDINA	0.00	11.31	11.31
MENDOTA HEIGHTS	14.67	14.67	
MINNEAPOLIS	206.01	205.63	(0.38)
MINNETONKA	50.86	50.86	
MINNETRISTA	12.71	12.71	
MONTEVIDEO	8.55	8.55	
MONTICELLO	12.08	12.08	
MOORHEAD	44.38	45.24	0.86
MORRIS	9.03	9.03	
MOUND	8.17	7.94	(0.23)
MOUNDS VIEW	12.43	12.43	
NEW BRIGHTON	15.26	15.26	
NEW HOPE	12.70	12.70	
NEW PRAGUE	6.95	7.72	0.77
NEW ULM	16.11	17.68	1.57
NORTH BRANCH	23.93	23.93	
NORTH MANKATO	15.07	15.07	
NORTH ST PAUL	11.39	11.39	
NORTHFIELD	17.06	17.06	
OAK GROVE	24.52	24.60	0.08

CITY	2009 MSAS NEEDS MILEAGE	2010 MSAS NEEDS MILEAGE	DIFFERENCE IN MILEAGE
OAKDALE	19.30	19.30	
ORONO	9.45	9.45	
OTSEGO	22.51	22.51	
OWATONNA	28.35	28.35	
PLYMOUTH	58.40	58.40	
PRIOR LAKE	20.49	20.38	(0.11)
RAMSEY	38.15	38.09	(0.06)
RED WING	24.65	25.05	0.40
REDWOOD FALLS	8.50	8.50	
RICHFIELD	25.17	25.17	
ROBBINSDALE	10.11	10.11	
ROCHESTER	85.45	92.37	6.92
ROGERS	11.84	12.00	0.16
ROSEMOUNT	30.96	30.96	
ROSEVILLE	29.12	29.12	
ST ANTHONY	5.95	5.95	
ST CLOUD	64.78	64.89	0.11
ST FRANCIS	11.94	11.94	
ST JOSEPH	5.52	5.52	
ST LOUIS PARK	31.45	31.45	
ST MICHAEL	22.92	23.10	0.18
ST PAUL	164.74	164.77	0.03
ST PAUL PARK	6.08	6.08	
ST PETER	15.24	15.35	0.11
SARTELL	17.97	17.97	
SAUK RAPIDS	14.01	14.01	
SAVAGE	27.01	27.01	
SHAKOPEE	36.77	37.02	0.25
SHOREVIEW	19.52	19.00	(0.52)
SHOREWOOD	8.61	8.58	(0.03)
SOUTH ST PAUL	16.82	16.82	
SPRING LAKE PARK	5.82	5.82	
STEWARTVILLE	4.63	4.63	
STILLWATER	17.68	17.68	
THIEF RIVER FALLS	15.78	15.78	
VADNAIS HEIGHTS	9.17	9.17	
VICTORIA	6.44	7.43	0.99
VIRGINIA	17.14	17.14	
WACONIA	10.74	10.74	
WAITE PARK	6.12	6.12	
WASECA	7.61	7.61	
WEST ST PAUL	13.54	13.55	0.01
WHITE BEAR LAKE	20.35	21.06	0.71
WILLMAR	26.73	26.73	
WINONA	22.29	22.29	
WOODBURY	54.21	54.21	
WORTHINGTON	11.39	11.39	
WYOMING	13.45	13.58	0.13
ZIMMERMAN	0.00	5.30	5.30
TOTAL	3,533.22	3,583.28	50.06

2010 Itemized Tabulation of Needs

The 2010 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 2010 needs computation.

The 2010 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 $1,292,208. Oakdale has the lowest cost per mile with $622,960 while Crookston has the highest cost with $2,224,256 per mile.

The six cities that exceed $1,800,000 per mile are listed alphabetically as follows: Crookston, Delano, Duluth, Minneapolis, St. Paul, and Thief River Falls. The seven cities that are less than $800,000 per mile are: Brooklyn Park, Cambridge, Dayton, Hastings, Oakdale, Spring Lake Park, and Waite Park.

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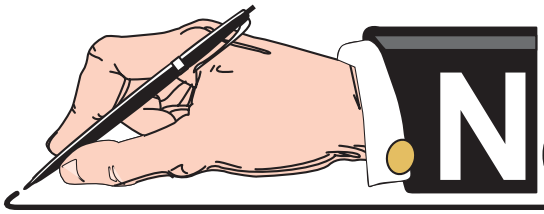

NOTES and COMMENTS

14-Oct-10

COMPARISON OF NEEDS BETWEEN 2009 AND 2010

Does not include the new cities of Byron, Medina and Zimmerman

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Needs Year	Grading	Complete Storm Sewer	Storm Sewer Adjustment	Base Needs	Surface Needs	Curb & Gutter Construction
2009	$481,934,748	$308,576,059	$94,354,400	$1,110,845,446	$509,961,705	$251,542,163
2010	$512,124,732	$333,119,626	$99,030,576	$1,177,440,835	$535,128,079	$274,191,203
Difference	$30,189,984	$24,543,567	$4,676,176	$66,595,389	$25,166,374	$22,649,040
% of increase	6.26%	7.95%	4.96%	6.00%	4.93%	9.00%

Needs Year	Sidewalk Construction	Traffic Signal Construction	Street Lighting Construction	Total Structure Needs	Railroad Crossing Needs	Engineering	Total Maintenance Needs
2009	$302,823,144	$210,297,100	$234,214,000	$201,542,625	$79,218,050	$832,771,185	$32,826,139
2010	$328,830,928	$219,799,460	$237,996,000	$211,292,280	$96,027,300	$886,102,405	$34,103,476
Difference	$26,007,784	$9,502,360	$3,782,000	$9,749,655	$16,809,250	$53,331,220	$1,277,337
% of increase	8.59%	4.52%	1.61%	4.84%	21.22%	6.40%	3.89%

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
2009	$4,650,919,417	3,533.22	$285,052	$97,329,071	$42,040,656	$4,790,574,196	39.34
2010	$4,947,972,938	3,561.07	$1,091,771	$92,931,219	$37,498,739	$5,079,494,667	39.90
Difference	$297,053,521	27.85	$806,719	($4,397,852)	($4,541,917)	$288,920,471	0.55
% of increase	6.39%	0.79%	283.01%	-4.52%	-10.80%	6.03%	

TENTATIVE 2011 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 2011.

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, 2010 unencumbered construction fund balance was used as the adjustment in this report. The unencumbered balance as of December 31, 2010 will be used for the 2011 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 2011 Tentative Construction Needs Apportionment Determination.

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

2010 ADJUSTED CONSTRUCTION NEEDS

Estimate for January 2011 apportionment

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Municipality	2009 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	2010 Adjusted Construction Needs
Albert Lea	$38,094,048	($1,599,334)					$67,342	$33,500	($1,498,492)	$36,595,556
Albertville	11,784,691	(240,190)							(240,190)	11,544,501
Alexandria	40,616,281	(108,905)	$378,130			$340,593	25,633		635,451	41,251,732
Andover	56,874,898	(175,000)	521,237	$1,430,000		5,296	20,197		1,801,730	58,676,628
Anoka	18,956,836	0	174,491			4,650			179,141	19,135,977
Apple Valley	48,951,616	(266,279)	457,266	(2,230,000)		126,066			(1,912,947)	47,038,669
Arden Hills	9,038,906	(1,098,114)							(1,098,114)	7,940,792
Austin	44,264,485	(2,513,510)				301,895			(2,211,615)	42,052,870
Baxter	16,514,333	(119,737)	150,307			468,225			498,795	17,013,128
Belle Plaine	10,383,585	(696,827)							(696,827)	9,686,758
Bemidji	17,641,311	(308,725)	162,937			56,122			(89,666)	17,551,645
Big Lake	12,514,893	(383,645)							(383,645)	12,131,248
Blaine	41,086,933	(2,366,562)				5,540,372			3,173,810	44,260,743
Bloomington	130,653,168	(5,213,638)				11,698,459	55,013		6,539,834	137,193,002
Brainerd	25,499,919	(827,292)				640,266			(187,026)	25,312,893
Brooklyn Center	18,828,146	(688,973)				1,309,990			621,017	19,449,163
Brooklyn Park	47,192,944	0	437,161	1,268,955		508,372			2,214,488	49,407,432
Buffalo	25,565,179	221,645	238,121	(435,000)		1,426,785			1,451,551	27,016,730
Burnsville	75,768,736	2,000,000	714,047			6,260			2,720,307	78,489,043
Byron	3,796,005	0	0						0	3,796,005
Cambridge	11,837,874	0	106,760	31,142					137,902	11,975,776
Champlin	21,267,406	0	198,837			72,191			271,028	21,538,434
Chanhassen	22,048,324	(73,820)	204,032					83,200	213,412	22,261,736
Chaska	25,915,665	0	236,651		$408,699				645,350	26,561,015
Chisholm	11,915,202	0	111,961						111,961	12,027,163
Circle Pines	3,491,875	(84,128)	32,830	946,592		82,365			977,659	4,469,534
Cloquet	27,576,152	(556,559)							(556,559)	27,019,593
Columbia Heights	19,740,223	(176,660)	186,059			3,130			12,529	19,752,752
Coon Rapids	65,123,005	(756,181)	594,812	2,130,000	1,050,431	2,459,956			5,479,018	70,602,023
Corcoran	17,185,631	(56,884)	154,430			19,296			116,842	17,302,473
Cottage Grove	54,371,788	(2,419,665)			51,603	525,651			(1,842,411)	52,529,377
Crookston	25,912,579	(154,837)	231,285						76,448	25,989,027
Crystal	15,562,454	0	142,199				27,285		169,484	15,731,938
Dayton	7,797,988	0	70,967			5,281			76,248	7,874,236
Delano	12,577,808	(338,373)		(90,000)					(428,373)	12,149,435
Detroit Lakes	19,156,078	(194,929)	175,867			51,476			32,414	19,188,492
Duluth	227,492,261	0	2,068,315			2,764,841	594,891	1,020,000	6,448,047	233,940,308
Eagan	79,087,562	301,213	742,904	3,961,220	2,197,306	4,114,225			11,316,868	90,404,430
East Bethel	36,970,282	(735,384)				121,580			(613,804)	36,356,478
East Grand Forks	23,528,857	(53,955)	220,883						166,928	23,695,785
Eden Prairie	63,118,676	(5,967,486)	(5,967,486)		336,529				(11,598,443)	51,520,233
Edina	52,086,177	(2,157,453)			1,107,123	398,370			(651,960)	51,434,217
Elk River	46,029,921	(204,492)	421,306	(474,500)		2,341,462			2,083,776	48,113,697
Fairmont	31,674,100	(631,856)							(631,856)	31,042,244
Falcon Heights	2,962,925	(149,535)							(149,535)	2,813,390
Faribault	39,114,857	(77,360)	361,296			298,486			582,422	39,697,279
Farmington	23,312,964	0	212,669		1,271,879				1,484,548	24,797,512
Fergus Falls	42,902,722	(1,107,359)				94,773			(1,012,586)	41,890,136
Forest Lake	36,113,541	(2,115,038)	(2,115,038)			51,755			(4,178,321)	31,935,220

Municipality	2009 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	2010 Adjusted Construction Needs
Fridley	$32,060,008	($14,930)	$300,113						$285,183	$32,345,191
Glencoe	11,351,616	375,081	106,430	($542,000)					(60,489)	11,291,127
Golden Valley	28,970,395	(1,535,441)	(1,535,441)	(175,000)					(3,245,882)	25,724,513
Grand Rapids	37,810,721	(235,322)	352,535	1,667,005		$2,101,208			3,885,426	41,696,147
Ham Lake	30,414,019	(622,659)	280,181			413,032			70,554	30,484,573
Hastings	17,342,195	(69,766)	161,262						91,496	17,433,691
Hermantown	26,638,882	0	248,783			277,237			526,020	27,164,902
Hibbing	62,363,230	(475,029)	566,997			133,300			225,268	62,588,498
Hopkins	14,097,541	0	132,135			1,000			133,135	14,230,676
Hugo	20,063,141	1,084,965	180,937			125,690			1,391,592	21,454,733
Hutchinson	22,520,062	(1,103,151)		(700,000)	$829,686	341,250			(632,215)	21,887,847
International Falls	10,471,386	(468,949)							(468,949)	10,002,437
Inver Grove Heights	52,873,718	(1,681,752)				791,192			(890,560)	51,983,158
Isanti	7,432,389	(482,109)							(482,109)	6,950,280
Jordan	9,818,094	0	89,700						89,700	9,907,794
Kasson	6,737,034	(350,066)							(350,066)	6,386,968
La Crescent	8,442,343	(39,705)	80,022			25,000	$8,624		73,941	8,516,284
Lake City	9,246,100	(730,898)				7,000			(723,898)	8,522,202
Lake Elmo	13,028,523	(723,011)		455,000		6,310			(261,701)	12,766,822
Lakeville	74,809,606	671,111	694,483	3,350,000		3,773,131	118,042		8,606,767	83,416,373
Lino Lakes	29,422,780	0	275,085			412,101			687,186	30,109,966
Litchfield	13,746,834	(1,117,934)							(1,117,934)	12,628,900
Little Canada	13,377,065	0	122,888	(15,000)					107,888	13,484,953
Little Falls	23,722,719	488,596	219,570			1,435,391			2,143,557	25,866,276
Mahtomedi	8,090,730	(1,225,608)							(1,225,608)	6,865,122
Mankato	54,438,693	(2,177,759)				408,064			(1,769,695)	52,668,998
Maple Grove	83,031,924	0	778,489		10,833,248	3,639,196			15,250,933	98,282,857
Maplewood	45,088,200	1,672,159	420,418	7,196,104		4,738,115			14,026,796	59,114,996
Marshall	24,766,270	1,286,114	232,296			275,880			1,794,290	26,560,560
Medina	7,666,574	0	0						0	7,666,574
Mendota Heights	20,345,907	(1,005,584)				44,304			(961,280)	19,384,627
Minneapolis	382,327,184	(16,353,135)				1,046,426		211,000	(15,095,709)	367,231,475
Minnetonka	72,849,077	0	681,596	2,215,000		2,094,013			4,990,609	77,839,686
Minnetrista	16,325,731	(1,292,170)							(1,292,170)	15,033,561
Montevideo	8,583,267	(34,460)	80,491			31,070			77,101	8,660,368
Monticello	13,387,607	(1,350,910)							(1,350,910)	12,036,697
Moorhead	69,565,565	(1,536,716)			1,149,085	772,238			384,607	69,950,172
Morris	9,431,661	(138,087)	88,013			10,500			(39,574)	9,392,087
Mound	13,982,742	(193,971)	131,526			1,309,579			1,247,134	15,229,876
Mounds View	13,739,390	0	127,282						127,282	13,866,672
New Brighton	23,220,858	500,000	212,252						712,252	23,933,110
New Hope	19,869,622	(1,554,710)	(1,554,710)				32,400		(3,077,020)	16,792,602
New Prague	7,411,604	(148,447)				6,287			(142,160)	7,269,444
New Ulm	29,488,950	165,202	272,580						437,782	29,926,732
North Branch	30,542,146	(572,694)		(818,210)		13,538		92,000	(1,285,366)	29,256,780
North Mankato	23,149,604	532,018	218,326	645,000					1,395,344	24,544,948
North St. Paul	16,318,353	926,759	153,866			461,369			1,541,994	17,860,347
Northfield	22,658,279	(2,190,217)	(6,570,651)						(8,760,868)	13,897,411
Oak Grove	29,399,105	621,455	268,817			631,843			1,522,115	30,921,220
Oakdale	12,023,125	0	110,497			452,854	20,658		584,009	12,607,134
Orono	9,847,963	(872,259)				41,351			(830,908)	9,017,055
Otsego	24,742,908	(631,054)				293,120			(337,934)	24,404,974
Owatonna	39,299,119	(731,018)	359,050			119,703			(252,265)	39,046,854
Plymouth	82,557,405	0	777,869		3,688,316	528,821	64,144	72,400	5,131,550	87,688,955
Prior Lake	19,531,321	(235,768)	181,936			633			(53,199)	19,478,122
Ramsey	41,613,102	(158,047)	381,597		437,787	500			661,837	42,274,939

Municipality	2009 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	2010 Adjusted Construction Needs
Red Wing	$36,647,522	($108,589)	$340,396			$774,553			$1,006,360	$37,653,882
Redwood Falls	12,140,012	(207,520)							(207,520)	11,932,492
Richfield	33,818,201	(106,595)	311,078			3,045,607			3,250,090	37,068,291
Robbinsdale	13,963,781	(2,006,109)	(6,018,327)						(8,024,436)	5,939,345
Rochester	146,674,973	(1,437,666)	1,357,389			512,108			431,831	147,106,804
Rogers	13,241,118	(984,083)							(984,083)	12,257,035
Rosemount	40,715,870	(358,955)	377,119		$1,756,490	389,000			2,163,654	42,879,524
Roseville	34,169,532	(306,810)	319,833			91,009		148,000	252,032	34,421,564
Saint Anthony	8,400,270	0	78,649	($630,000)					(551,351)	7,848,919
Saint Cloud	101,938,046	(512,723)	932,062			2,166,371			2,585,710	104,523,756
Saint Francis	19,081,643	(297,131)				14,990			(282,141)	18,799,502
Saint Joseph	5,360,089	(628,339)							(628,339)	4,731,750
Saint Louis Park	43,543,750	(1,767,712)				474,738			(1,292,974)	42,250,776
Saint Michael	40,187,684	448,381	376,907			86,132			911,420	41,099,104
Saint Paul	306,588,299	(8,243,571)			3,256,020	13,449,073	$51,542		8,513,064	315,101,363
Saint Paul Park	5,894,137	0	54,698		671,027	65,293			791,018	6,685,155
Saint Peter	23,599,262	(455,235)	221,093			31,826			(202,316)	23,396,946
Sartell	19,734,388	2,642	182,199	885,000		193,878	6,000		1,269,719	21,004,107
Sauk Rapids	16,448,808	794,497	152,811			441,264			1,388,572	17,837,380
Savage	26,572,550	(2,219,076)	(2,219,076)	(481,949)		400,000			(4,520,101)	22,052,449
Shakopee	34,760,955	155,785	318,806						474,591	35,235,546
Shoreview	21,804,695	(280,233)	197,916			34,532			(47,785)	21,756,910
Shorewood	9,114,569	83,694	84,814			203,488			371,996	9,486,565
South St. Paul	20,191,270	(796,897)							(796,897)	19,394,373
Spring Lake Park	4,478,729	0	41,355			188,005			229,360	4,708,089
Stewartville	5,582,593	72,645	52,694						125,339	5,707,932
Stillwater	23,520,863	(218,607)	218,237			19,061			18,691	23,539,554
Thief River Falls	29,735,792	148,898	275,487	(115,453)	1,796,263	109,283			2,214,478	31,950,270
Vadnais Heights	8,974,642	(690,840)							(690,840)	8,283,802
Victoria	6,154,998	(425,864)							(425,864)	5,729,134
Virginia	22,241,596	0	205,544						205,544	22,447,140
Waconia	13,980,916	(262,563)	130,654						(131,909)	13,849,007
Waite Park	4,820,215	(190,419)	42,873			742,264			594,718	5,414,933
Waseca	10,443,506	(570,412)		(325,000)					(895,412)	9,548,094
West St. Paul	14,975,630	(809,222)							(809,222)	14,166,408
White Bear Lake	18,877,222	0	174,800						174,800	19,052,022
Willmar	33,875,140	(1,032,454)				167,616			(864,838)	33,010,302
Winona	28,188,998	(655,333)			2,549,303	8,000			1,901,970	30,090,968
Woodbury	58,319,563	1,771,438	537,532	1,755,000	4,107,944	6,722,202			14,894,116	73,213,679
Worthington	15,456,953	(982,302)				491			(981,811)	14,475,142
Wyoming	13,260,540	(534,291)							(534,291)	12,726,249
Zimmerman	3,592,647		0						0	3,592,647
STATE TOTAL	$4,963,028,164	($89,437,274)	($0)	$20,903,906	$37,498,739	$92,931,219	$1,091,771	$1,660,100	$64,648,461	$5,027,676,625

TENTATIVE 2011 ADJUSTED CONSTRUCTION NEEDS APPORTIONMENT

Needs Value: $1,000 in construction needs = approximately $12.66 in apportionment

N:\MSAS\BOOKS\2010 OCTOBER BOOK\ADJUSTED CONSTRUCTION NEEDS APPORTIONMENT 2011 (Old Book File B).XLS

Municipality	2010 Adjusted Construction Needs	Construction Needs Apportion-ment Minus Turnback Maintenance	Actual Dollar Adjustment (Not Needs)	(+) TH Turnback Main-tenance Allowance	2011 Construction Needs Apportion-ment	% Of Total Dist.
Albert Lea	$36,595,556	$463,463			$463,463	0.7281
Albertville	11,544,501	146,205			146,205	0.2297
Alexandria	41,251,732	522,431			522,431	0.8207
Andover	58,676,628	743,108			743,108	1.1673
Anoka	19,135,977	242,347			242,347	0.3807
Apple Valley	47,038,669	595,720			595,720	0.9358
Arden Hills	7,940,792	100,566			100,566	0.1580
Austin	42,052,870	532,577			532,577	0.8366
Baxter	17,013,128	215,462			215,462	0.3385
Belle Plaine	9,686,758	122,678			122,678	0.1927
Bemidji	17,551,645	222,282			222,282	0.3492
Big Lake	12,131,248	153,636			153,636	0.2413
Blaine	44,260,743	560,539			560,539	0.8806
Bloomington	137,193,002	1,737,476			1,737,476	2.7294
Brainerd	25,312,893	320,574		$2,664	323,238	0.5078
Brooklyn Center	19,449,163	246,313			246,313	0.3869
Brooklyn Park	49,407,432	625,719			625,719	0.9829
Buffalo	27,016,730	342,153			342,153	0.5375
Burnsville	78,489,043	994,022			994,022	1.5615
Byron	3,796,005	48,074			48,074	0.0755
Cambridge	11,975,776	151,667			151,667	0.2383
Champlin	21,538,434	272,773			272,773	0.4285
Chanhassen	22,261,736	281,933			281,933	0.4429
Chaska	26,561,015	336,381			336,381	0.5284
Chisholm	12,027,163	152,318			152,318	0.2393
Circle Pines	4,469,534	56,604			56,604	0.0889
Cloquet	27,019,593	342,189			342,189	0.5375
Columbia Heights	19,752,752	250,158			250,158	0.3930
Coon Rapids	70,602,023	894,137			894,137	1.4046
Corcoran	17,302,473	219,127			219,127	0.3442
Cottage Grove	52,529,377	665,257			665,257	1.0451
Crookston	25,989,027	329,137			329,137	0.5170
Crystal	15,731,938	199,237			199,237	0.3130
Dayton	7,874,236	99,723			99,723	0.1567
Delano	12,149,435	153,866			153,866	0.2417
Detroit Lakes	19,188,492	243,012			243,012	0.3817
Duluth	233,940,308	2,962,730		0	2,962,730	4.6542
Eagan	90,404,430	1,144,924			1,144,924	1.7986
East Bethel	36,356,478	460,435			460,435	0.7233
East Grand Forks	23,695,785	300,095			300,095	0.4714
Eden Prairie	51,520,233	652,476			652,476	1.0250
Edina	51,434,217	651,387			651,387	1.0233
Elk River	48,113,697	609,334			609,334	0.9572
Fairmont	31,042,244	393,134			393,134	0.6176
Falcon Heights	2,813,390	35,630			35,630	0.0560
Faribault	39,697,279	502,745			502,745	0.7898
Farmington	24,797,512	314,047			314,047	0.4933
Fergus Falls	41,890,136	530,516			530,516	0.8334
Forest Lake	31,935,220	404,443			404,443	0.6353
Fridley	32,345,191	409,635			409,635	0.6435
Glencoe	11,291,127	142,996			142,996	0.2246
Golden Valley	25,724,513	325,787			325,787	0.5118
Grand Rapids	41,696,147	528,060			528,060	0.8295

Municipality	2010 Adjusted Construction Needs	Construction Needs Apportion-ment Minus Turnback Maintenance	Actual Dollar Adjustment (Not Needs)	(+) TH Turnback Main-tenance Allowance	2011 Construction Needs Apportion-ment	% Of Total Dist.
Ham Lake	$30,484,573	$386,071			$386,071	0.6065
Hastings	17,433,691	220,788			220,788	0.3468
Hermantown	27,164,902	344,029			344,029	0.5404
Hibbing	62,588,498	792,650			792,650	1.2452
Hopkins	14,230,676	180,224			180,224	0.2831
Hugo	21,454,733	271,713			271,713	0.4268
Hutchinson	21,887,847	277,198		$1,512	278,710	0.4378
International Falls	10,002,437	126,676			126,676	0.1990
Inver Grove Heights	51,983,158	658,339			658,339	1.0342
Isanti	6,950,280	88,022			88,022	0.1383
Jordan	9,907,794	125,477			125,477	0.1971
Kasson	6,386,968	80,888			80,888	0.1271
La Crescent	8,516,284	107,854			107,854	0.1694
Lake City	8,522,202	107,929			107,929	0.1695
Lake Elmo	12,766,822	161,685			161,685	0.2540
Lakeville	83,416,373	1,056,424			1,056,424	1.6595
Lino Lakes	30,109,966	381,327		0	381,327	0.5990
Litchfield	12,628,900	159,938			159,938	0.2512
Little Canada	13,484,953	170,780			170,780	0.2683
Little Falls	25,866,276	327,583			327,583	0.5146
Mahtomedi	6,865,122	86,943			86,943	0.1366
Mankato	52,668,998	667,025			667,025	1.0478
Maple Grove	98,282,857	1,244,700			1,244,700	1.9553
Maplewood	59,114,996	748,660			748,660	1.1761
Marshall	26,560,560	336,375			336,375	0.5284
Medina	7,666,574	97,093			97,093	0.1525
Mendota Heights	19,384,627	245,496			245,496	0.3856
Minneapolis	367,231,475	4,650,791			4,650,791	7.3059
Minnetonka	77,839,686	985,798			985,798	1.5486
Minnetrista	15,033,561	190,392			190,392	0.2991
Montevideo	8,660,368	109,679			109,679	0.1723
Monticello	12,036,697	152,438			152,438	0.2395
Moorhead	69,950,172	885,882			885,882	1.3916
Morris	9,392,087	118,946			118,946	0.1869
Mound	15,229,876	192,878			192,878	0.3030
Mounds View	13,866,672	175,614			175,614	0.2759
New Brighton	23,933,110	303,100			303,100	0.4761
New Hope	16,792,602	212,669			212,669	0.3341
New Prague	7,269,444	92,064			92,064	0.1446
New Ulm	29,926,732	379,006			379,006	0.5954
North Branch	29,256,780	370,522			370,522	0.5821
North Mankato	24,544,948	310,849			310,849	0.4883
North St. Paul	17,860,347	226,192			226,192	0.3553
Northfield	13,897,411	176,003			176,003	0.2765
Oak Grove	30,921,220	391,601			391,601	0.6152
Oakdale	12,607,134	159,663			159,663	0.2508
Orono	9,017,055	114,196	($26,600)		87,596	0.1376
Otsego	24,404,974	309,076			309,076	0.4855
Owatonna	39,046,854	494,508			494,508	0.7768
Plymouth	87,688,955	1,110,534			1,110,534	1.7445
Prior Lake	19,478,122	246,680			246,680	0.3875
Ramsey	42,274,939	535,390			535,390	0.8410
Red Wing	37,653,882	476,866			476,866	0.7491
Redwood Falls	11,932,492	151,119			151,119	0.2374
Richfield	37,068,291	469,450			469,450	0.7375
Robbinsdale	5,939,345	75,219			75,219	0.1182
Rochester	147,106,804	1,863,029			1,863,029	2.9266
Rogers	12,257,035	155,229			155,229	0.2438
Rosemount	42,879,524	543,046			543,046	0.8531
Roseville	34,421,564	435,931			435,931	0.6848

Municipality	2010 Adjusted Construction Needs	Construction Needs Apportion-ment Minus Turnback Maintenance	Actual Dollar Adjustment (Not Needs)	(+) TH Turnback Main-tenance Allowance	2011 Construction Needs Apportion-ment	% Of Total Dist.
Saint Anthony	$7,848,919	$99,402			$99,402	0.1562
Saint Cloud	104,523,756	1,323,738			1,323,738	2.0795
Saint Francis	18,799,502	238,086			238,086	0.3740
Saint Joseph	4,731,750	59,925			59,925	0.0941
Saint Louis Park	42,250,776	535,084			535,084	0.8406
Saint Michael	41,099,104	520,498			520,498	0.8177
Saint Paul	315,101,363	3,990,591			3,990,591	6.2688
Saint Paul Park	6,685,155	84,664			84,664	0.1330
Saint Peter	23,396,946	296,310		$720	297,030	0.4666
Sartell	21,004,107	266,006			266,006	0.4179
Sauk Rapids	17,837,380	225,901			225,901	0.3549
Savage	22,052,449	279,283			279,283	0.4387
Shakopee	35,235,546	446,239		6,624	452,863	0.7114
Shoreview	21,756,910	275,540			275,540	0.4328
Shorewood	9,486,565	120,142			120,142	0.1887
South St. Paul	19,394,373	245,619			245,619	0.3858
Spring Lake Park	4,708,089	59,625			59,625	0.0937
Stewartville	5,707,932	72,288			72,288	0.1136
Stillwater	23,539,554	298,116			298,116	0.4683
Thief River Falls	31,950,270	404,633			404,633	0.6356
Vadnais Heights	8,283,802	104,910			104,910	0.1648
Victoria	5,729,134	72,556			72,556	0.1140
Virginia	22,447,140	284,281			284,281	0.4466
Waconia	13,849,007	175,390			175,390	0.2755
Waite Park	5,414,933	68,577			68,577	0.1077
Waseca	9,548,094	120,922			120,922	0.1900
West St. Paul	14,166,408	179,410			179,410	0.2818
White Bear Lake	19,052,022	241,284			241,284	0.3790
Willmar	33,010,302	418,058			418,058	0.6567
Winona	30,090,968	381,086			381,086	0.5986
Woodbury	73,213,679	927,212			927,212	1.4566
Worthington	14,475,142	183,320			183,320	0.2880
Wyoming	12,726,249	161,170			161,170	0.2532
Zimmerman	3,592,647	45,498			45,498	0.0715
STATE TOTAL	$5,027,676,625	$63,672,849	($26,600)	$11,520	$63,657,769	100.0000

Construction Needs Apportionment = $63,672,849/ $5,027,676,626=0.012665

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

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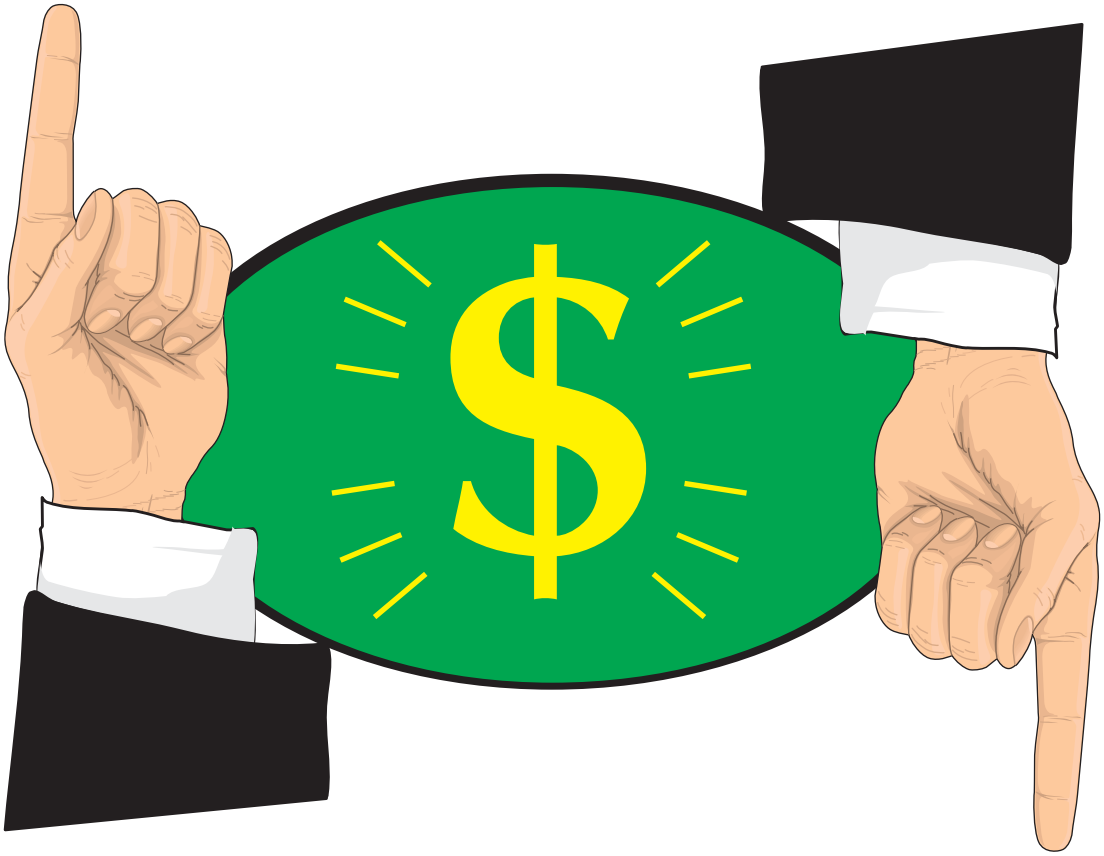
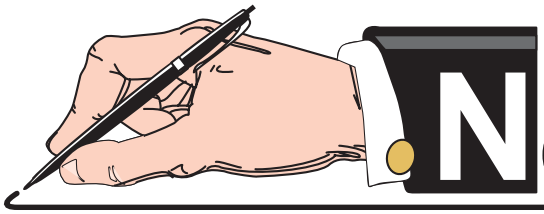
Adjustments to the 25 Year



Construction Needs



NOTES and COMMENTS

UNENCUMBERED CONSTRUCTION FUND BALANCE ADJUSTMENT

The unencumbered amount available as of December 31, 2010 will be used as a deduction from each city's total needs adjustment for the 2011 apportionment. The September 1, 2010 balance was used in this booklet for estimation purposes.

The total fund balance decreased by $32,503,771 between September 1, 2009 and December 31, 2009. The total fund balance increased by $6,431,839 between September 1, 2009 and September 1, 2010. The September 1, 2010 unencumbered balance available includes the 2010 total construction apportionment amount of $95,826,833.

Municipalities	Unencumbered Balance Available 12-31-2009	Unencumbered Balance Available 09-01-10	Difference Between 09-01-10 and 12-31-2009	Percentage of Total Amount in Account	Ratio bet Balance & City's 2010 Construction Allotment
Albert Lea	$1,037,959	**$1,599,334**	$561,375	1.788	2.753
Albertville	888,020	**240,190**	(647,830)	0.269	1.006
Alexandria	(399,432)	**108,905**	508,337	0.122	0.200
Andover	0	**175,000**	175,000	0.196	0.216
Anoka	0	**0**	0	0.000	0.000
Apple Valley	203,319	**266,279**	62,960	0.298	0.449
Arden Hills	892,436	**1,098,114**	205,678	1.228	5.339
Austin	2,518,936	**2,513,510**	(5,426)	2.810	2.870
Baxter	(40,644)	**119,737**	160,381	0.134	0.403
Belle Plaine	455,003	**696,827**	241,824	0.779	2.882
Bemidji	539,197	**308,725**	(230,472)	0.345	0.871
Big Lake	139,696	**383,645**	243,949	0.429	1.573
Blaine	2,684,769	**2,366,562**	(318,207)	2.646	2.012
Bloomington	3,058,026	**5,213,638**	2,155,612	5.829	2.404
Brainerd	300,821	**827,292**	526,471	0.925	1.571
Brooklyn Center	0	**688,973**	688,973	0.770	1.000
Brooklyn Park	(425,997)	**0**	425,997	0.000	0.000
Buffalo	(352,074)	**(221,645)**	130,429	(0.248)	(0.509)
Burnsville	0	**(2,000,000)**	(2,000,000)	(2.236)	(1.308)
Byron	0	**0**	0	0.000	0.000
Cambridge	0	**0**	0	0.000	0.000
Champlin	0	**0**	0	0.000	0.000
Chanhassen	(509,221)	**73,820**	583,041	0.083	0.127
Chaska	0	**0**	0	0.000	0.000
Chisholm	0	**0**	0	0.000	0.000
Circle Pines	28,560	**84,128**	55,568	0.094	0.797
Cloquet	216,327	**556,559**	340,232	0.622	1.543
Columbia Heights	0	**176,660**	176,660	0.198	0.403
Coon Rapids	0	**756,181**	756,181	0.845	0.407
Corcoran	0	**56,884**	56,884	0.064	0.390
Cottage Grove	1,174,961	**2,419,665**	1,244,704	2.705	1.944
Crookston	(100,000)	**154,837**	254,837	0.173	0.427
Crystal	0	**0**	0	0.000	0.000
Dayton	0	**0**	0	0.000	0.000
Delano	269,637	**338,373**	68,736	0.378	2.132
Detroit Lakes	0	**194,929**	194,929	0.218	0.669
Duluth	0	**0**	0	0.000	0.000
Eagan	(2,000,000)	**(301,213)**	1,698,787	(0.337)	(0.158)
East Bethel	238,123	**735,384**	497,261	0.822	1.463
East Grand Forks	171,188	**53,955**	(117,233)	0.060	0.172
Eden Prairie	4,356,473	**5,967,486**	1,611,013	6.672	3.359
Edina	1,021,840	**2,157,453**	1,135,613	2.412	1.900
Elk River	0	**204,492**	204,492	0.229	0.213

Municipalities	Unencumbered Balance Available 12-31-2009	Unencumbered Balance Available 09-01-10	Difference Between 09-01-10 and 12-31-2009	Percentage of Total Amount in Account	Ratio bet Balance & City's 2010 Construction Allotment
Fairmont	$492,913	**$631,856**	$138,943	0.706	1.153
Falcon Heights	60,246	**149,535**	89,289	0.167	1.675
Faribault	(596,156)	**77,360**	673,516	0.086	0.115
Farmington	0	**0**	0	0.000	0.000
Fergus Falls	514,428	**1,107,359**	592,931	1.238	1.868
Forest Lake	1,610,455	**2,115,038**	504,583	2.365	3.715
Fridley	716,669	**14,930**	(701,739)	0.017	0.023
Glencoe	(405,407)	**(375,081)**	30,326	(0.419)	(2.415)
Golden Valley	1,208,013	**1,535,441**	327,428	1.717	3.635
Grand Rapids	0	**235,322**	235,322	0.263	0.515
Ham Lake	1,303,156	**622,659**	(680,497)	0.696	0.965
Hastings	148,249	**69,766**	(78,483)	0.078	0.171
Hermantown	(298,210)	**0**	298,210	0.000	0.000
Hibbing	329,244	**475,029**	145,785	0.531	0.574
Hopkins	0	**0**	0	0.000	0.000
Hugo	0	**(1,084,965)**	(1,084,965)	(1.213)	(3.000)
Hutchinson	593,521	**1,103,151**	509,630	1.233	2.165
International Falls	231,441	**468,949**	237,508	0.524	1.974
Inver Grove Heights	1,505,504	**1,681,752**	176,248	1.880	1.774
Isanti	343,847	**482,109**	138,262	0.539	3.487
Jordan	8,063	**0**	(8,063)	0.000	0.000
Kasson	175,670	**350,066**	174,396	0.391	2.007
La Crescent	(159,777)	**39,705**	199,482	0.044	0.199
Lake City	577,432	**730,898**	153,466	0.817	4.763
Lake Elmo	569,945	**723,011**	153,066	0.808	3.316
Lakeville	(902,448)	**(671,111)**	231,337	(0.750)	(0.514)
Lino Lakes	0	**0**	0	0.000	0.000
Litchfield	938,670	**1,117,934**	179,264	1.250	6.119
Little Canada	0	**0**	0	0.000	0.000
Little Falls	(986,141)	**(488,596)**	497,545	(0.546)	(1.010)
Mahtomedi	1,143,542	**1,225,608**	82,066	1.370	7.270
Mankato	722,008	**2,177,759**	1,455,751	2.435	2.305
Maple Grove	(110,430)	**0**	110,430	0.000	0.000
Maplewood	(1,323,568)	**(1,672,159)**	(348,591)	(1.870)	(1.940)
Marshall	(972,461)	**(1,286,114)**	(313,653)	(1.438)	(2.398)
Medina	0	**0**	0	0.000	0.000
Mendota Heights	660,556	**1,005,584**	345,028	1.124	2.914
Minneapolis	12,310,067	**16,353,135**	4,043,068	18.284	2.157
Minnetonka	0	**0**	0	0.000	0.000
Minnetrista	1,151,344	**1,292,170**	140,826	1.445	4.516
Montevideo	(161,346)	**34,460**	195,806	0.039	0.176
Monticello	1,088,637	**1,350,910**	262,273	1.510	5.151
Moorhead	302,834	**1,536,716**	1,233,882	1.718	1.244
Morris	(14,786)	**138,087**	152,873	0.154	0.863
Mound	0	**193,971**	193,971	0.217	0.697
Mounds View	110,016	**0**	(110,016)	0.000	0.000
New Brighton	0	**(500,000)**	(500,000)	(0.559)	(0.970)
New Hope	1,195,467	**1,554,710**	359,243	1.738	3.556
New Prague	0	**148,447**	148,447	0.166	1.000
New Ulm	(727,643)	**(165,202)**	562,441	(0.185)	(0.294)
North Branch	433,629	**572,694**	139,065	0.640	1.598
North Mankato	(108,690)	**(532,018)**	(423,328)	(0.595)	(1.343)
North St. Paul	(1,257,360)	**(926,759)**	330,601	(1.036)	(2.803)
Northfield	1,766,570	**2,190,217**	423,647	2.449	5.170
Oak Grove	(1,032,176)	**(621,455)**	410,721	(0.695)	(1.513)

Municipalities	Unencumbered Balance Available 12-31-2009	Unencumbered Balance Available 09-01-10	Difference Between 09-01-10 and 12-31-2009	Percentage of Total Amount in Account	Ratio bet Balance & City's 2010 Construction Allotment
Oakdale	($470,670)	**$0**	$470,670	0.000	0.000
Orono	847,617	**872,259**	24,642	0.975	5.304
Otsego	268,493	**631,054**	362,561	0.706	1.520
Owatonna	0	**731,018**	731,018	0.817	0.774
Plymouth	0	**0**	0	0.000	0.000
Prior Lake	427,583	**235,768**	(191,815)	0.264	0.531
Ramsey	528,970	**158,047**	(370,923)	0.177	0.270
Red Wing	(388,326)	**108,589**	496,915	0.121	0.219
Redwood Falls	10,134	**207,520**	197,386	0.232	1.051
Richfield	79,191	**106,595**	27,404	0.119	0.132
Robbinsdale	1,733,453	**2,006,109**	272,656	2.243	5.853
Rochester	0	**1,437,666**	1,437,666	1.607	0.489
Rogers	805,777	**984,083**	178,306	1.100	5.519
Rosemount	975,753	**358,955**	(616,798)	0.401	0.417
Roseville	0	**306,810**	306,810	0.343	0.398
St. Anthony	0	**0**	0	0.000	0.000
St. Cloud	0	**512,723**	512,723	0.573	0.275
St. Francis	14,259	**297,131**	282,872	0.332	1.050
St. Joseph	464,262	**628,339**	164,077	0.703	3.830
St. Louis Park	1,125,576	**1,767,712**	642,136	1.976	1.975
St. Michael	(1,071,263)	**(448,381)**	622,882	(0.501)	(0.720)
St. Paul	5,083,253	**8,243,571**	3,160,318	9.217	1.398
St. Paul Park	0	**0**	0	0.000	0.000
St. Peter	18,393	**455,235**	436,842	0.509	0.961
Sartell	(209,706)	**(2,642)**	207,064	(0.003)	(0.006)
Sauk Rapids	(1,236,573)	**(794,497)**	442,076	(0.888)	(1.797)
Savage	1,623,868	**2,219,076**	595,208	2.481	3.125
Shakopee	(839,102)	**(155,785)**	683,317	(0.174)	(0.228)
Shoreview	(122,000)	**280,233**	402,233	0.313	0.465
Shorewood	(277,634)	**(83,694)**	193,940	(0.094)	(0.432)
South St. Paul	707,973	**796,897**	88,924	0.891	1.769
Spring Lake Park	0	**0**	0	0.000	0.000
Stewartville	(207,715)	**(72,645)**	135,070	(0.081)	(0.538)
Stillwater	999	**218,607**	217,608	0.244	0.472
Thief River Falls	64,496	**(148,898)**	(213,394)	(0.166)	(0.416)
Vadnais Heights	443,846	**690,840**	246,994	0.772	2.728
Victoria	281,206	**425,864**	144,658	0.476	2.944
Virginia	0	**0**	0	0.000	0.000
Waconia	5,742	**262,563**	256,821	0.294	0.788
Waite Park	0	**190,419**	190,419	0.213	0.978
Waseca	444,933	**570,412**	125,479	0.638	2.776
West St. Paul	396,512	**809,222**	412,710	0.905	1.961
White Bear Lake	26,886	**0**	(26,886)	0.000	0.000
Willmar	464,353	**1,032,454**	568,101	1.154	1.817
Winona	0	**655,333**	655,333	0.733	1.000
Woodbury	(1,991,244)	**(1,771,438)**	219,806	(1.981)	(1.213)
Worthington	684,259	**982,302**	298,043	1.098	3.007
Wyoming	264,648	**534,291**	269,643	0.597	1.981
Zimmerman	0	**0**	0	0.000	0.000
TOTAL	**$50,501,664**	**$89,437,274**	**$38,935,610**	100.0000	0.9333

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 $1,500,000, the first year adjustment to the Needs will be 1 times the December 31 construction fund balance. In each consecutive year the December 31 construction fund balance exceeds 3 times the January construction allotment and $1,500,000, the adjustment to the Needs will be increased to 2, 3, 4, etc. times the December 31 construction fund balance until such time the Construction Needs are 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, 2010 balance is used for this estimate. The final adjustment will be made using the December 31, 2010 construction fund balances.

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EXCESS BALANCE ADJUSTMENT REDISTRIBUTED AS LOW BALANCE INCENTIVE

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Municipalities	January 2010 Construction Allotment	Unencumbered Balance Available (9/01/10)	Ratio bet. Balance & City's 2010 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	2009 Unadjusted 25-Year Construction Needs	Low Balance Incentive Factor	Low Balance Incentive
Albert Lea	$580,961	$1,599,334	2.753						
Albertville	238,787	240,190	1.006						
Alexandria	543,504	108,905	0.200				$44,769,866	0.0146	$378,130
Andover	811,863	175,000	0.216				61,713,559	0.0201	521,237
Anoka	405,895	0	0.000				20,659,421	0.0067	174,491
Apple Valley	592,960	266,279	0.449				54,139,481	0.0176	457,266
Arden Hills	205,678	1,098,114	5.339			No Adjustment			
Austin	875,653	2,513,510	2.870						
Baxter	297,227	119,737	0.403				17,796,089	0.0058	150,307
Belle Plaine	241,824	696,827	2.882						
Bemidji	354,528	308,725	0.871				19,291,487	0.0063	162,937
Big Lake	243,949	383,645	1.573						
Blaine	1,175,999	2,366,562	2.012						
Bloomington	2,168,409	5,213,638	2.404		.				
Brainerd	526,471	827,292	1.571						
Brooklyn Center	688,973	688,973	1.000						
Brooklyn Park	1,367,176	0	0.000				51,759,124	0.0168	437,161
Buffalo	435,429	(221,645)	(0.509)				28,193,079	0.0092	238,121
Burnsville	1,528,847	(2,000,000)	(1.308)				84,541,868	0.0275	714,047
Byron	0	0	0.000						
Cambridge	231,500	0	0.000				12,640,222	0.0041	106,760
Champlin	519,400	0	0.000				23,541,927	0.0077	198,837
Chanhassen	583,041	73,820	0.127				24,156,984	0.0079	204,032
Chaska	574,684	0	0.000				28,019,095	0.0091	236,651
Chisholm	181,502	0	0.000				13,256,005	0.0043	111,961
Circle Pines	105,568	84,128	0.797				3,887,047	0.0013	32,830
Cloquet	360,698	556,559	1.543						
Columbia Heights	437,964	176,660	0.403				22,029,034	0.0072	186,059
Coon Rapids	1,855,942	756,181	0.407				70,424,664	0.0229	594,812
Corcoran	146,026	56,884	0.390				18,284,282	0.0059	154,430
Cottage Grove	1,244,704	2,419,665	1.944						
Crookston	362,532	154,837	0.427				27,383,779	0.0089	231,285
Crystal	471,869	0	0.000				16,836,071	0.0055	142,199
Dayton	141,655	0	0.000				8,402,363	0.0027	70,967
Delano	158,736	338,373	2.132						
Detroit Lakes	291,547	194,929	0.669				20,822,288	0.0068	175,867

Municipalities	January 2010 Construction Allotment	Unencumbered Balance Available (9/01/10)	Ratio bet. Balance & City's 2010 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	2009 Unadjusted 25-Year Construction Needs	Low Balance Incentive Factor	Low Balance Incentive
Duluth	$2,721,434	$0	0.000				$244,884,890	0.0796	$2,068,315
Eagan	1,903,787	(301,213)	(0.158)				87,958,516	0.0286	742,904
East Bethel	502,591	735,384	1.463						
East Grand Forks	313,882	53,955	0.172				26,152,201	0.0085	220,883
Eden Prairie	1,776,605	5,967,486	3.359	2011	1	($5,967,486)			
Edina	1,135,613	2,157,453	1.900						
Elk River	959,616	204,492	0.213				49,881,895	0.0162	421,306
Fairmont	548,001	631,856	1.153						
Falcon Heights	89,289	149,535	1.675						
Faribault	673,516	77,360	0.115				42,776,831	0.0139	361,296
Farmington	483,889	0	0.000				25,179,659	0.0082	212,669
Fergus Falls	592,931	1,107,359	1.868						
Forest Lake	569,318	2,115,038	3.715	2011	1	(2,115,038)			
Fridley	653,919	14,930	0.023				35,532,891	0.0116	300,113
Glencoe	155,326	(375,081)	(2.415)				12,601,120	0.0041	106,430
Golden Valley	422,428	1,535,441	3.635	2011	1	(1,535,441)			
Grand Rapids	456,866	235,322	0.515				41,739,518	0.0136	352,535
Ham Lake	645,111	622,659	0.965				33,172,970	0.0108	280,181
Hastings	408,868	69,766	0.171				19,093,106	0.0062	161,262
Hermantown	451,775	0	0.000				29,455,435	0.0096	248,783
Hibbing	828,120	475,029	0.574				67,131,407	0.0218	566,997
Hopkins	365,134	0	0.000				15,644,516	0.0051	132,135
Hugo	361,655	(1,084,965)	(3.000)				21,422,655	0.0070	180,937
Hutchinson	509,630	1,103,151	2.165						
International Falls	237,508	468,949	1.974						
Inver Grove Heights	947,941	1,681,752	1.774						
Isanti	138,262	482,109	3.487			**No Adjustment**			
Jordan	165,594	0	0.000				10,620,311	0.0035	89,700
Kasson	174,397	350,066	2.007						
La Crescent	199,482	39,705	0.199				9,474,436	0.0031	80,022
Lake City	153,466	730,898	4.763			**No Adjustment**			
Lake Elmo	218,066	723,011	3.316			**No Adjustment**			
Lakeville	1,306,337	(671,111)	(0.514)				82,225,567	0.0267	694,483
Lino Lakes	545,892	0	0.000				32,569,626	0.0106	275,085
Litchfield	182,689	1,117,934	6.119			**No Adjustment**			
Little Canada	259,325	0	0.000				14,549,717	0.0047	122,888
Little Falls	483,631	(488,596)	(1.010)				25,996,653	0.0085	219,570
Mahtomedi	168,578	1,225,608	7.270			**No Adjustment**			
Mankato	944,969	2,177,759	2.305						
Maple Grove	1,735,777	0	0.000				92,171,776	0.0300	778,489

Municipalities	January 2010 Construction Allotment	Unencumbered Balance Available (9/01/10)	Ratio bet. Balance & City's 2010 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	2009 Unadjusted 25-Year Construction Needs	Low Balance Incentive Factor	Low Balance Incentive
Maplewood	$862,131	($1,672,159)	(1.940)				$49,776,768	0.0162	$420,418
Marshall	536,347	(1,286,114)	(2.398)				27,503,399	0.0089	232,296
Medina	0	0	0.000						
Mendota Heights	345,028	1,005,584	2.914						
Minneapolis	7,581,114	16,353,135	2.157						
Minnetonka	1,691,275	0	0.000				80,699,717	0.0262	681,596
Minnetrista	286,119	1,292,170	4.516			**No Adjustment**			
Montevideo	195,806	34,460	0.176				9,530,033	0.0031	80,491
Monticello	262,273	1,350,910	5.151			**No Adjustment**			
Moorhead	1,235,788	1,536,716	1.244						
Morris	160,093	138,087	0.863				10,420,596	0.0034	88,013
Mound	278,323	193,971	0.697				15,572,485	0.0051	131,526
Mounds View	315,099	0	0.000				15,069,929	0.0049	127,282
New Brighton	515,479	(500,000)	(0.970)				25,130,274	0.0082	212,252
New Hope	437,237	1,554,710	3.556	2011	1	($1,554,710)			
New Prague	148,447	148,447	1.000						
New Ulm	562,441	(165,202)	(0.294)				32,273,023	0.0105	272,580
North Branch	358,347	572,694	1.598						
North Mankato	396,062	(532,018)	(1.343)				25,849,404	0.0084	218,326
North St. Paul	330,601	(926,759)	(2.803)				18,217,472	0.0059	153,866
Northfield	423,647	2,190,217	5.170	2009	3	(6,570,651)			
Oak Grove	410,721	(621,455)	(1.513)				31,827,488	0.0103	268,817
Oakdale	480,763	0	0.000				13,082,666	0.0043	110,497
Orono	164,463	872,259	5.304			**No Adjustment**			
Otsego	415,284	631,054	1.520						
Owatonna	944,010	731,018	0.774				42,510,902	0.0138	359,050
Plymouth	1,685,408	0	0.000				92,098,346	0.0299	777,869
Prior Lake	443,607	235,768	0.531				21,540,927	0.0070	181,936
Ramsey	585,781	158,047	0.270				45,180,444	0.0147	381,597
Red Wing	496,915	108,589	0.219				40,302,267	0.0131	340,396
Redwood Falls	197,386	207,520	1.051						
Richfield	804,915	106,595	0.132				36,831,074	0.0120	311,078
Robbinsdale	342,751	2,006,109	5.853	2009	3	(6,018,327)			
Rochester	2,938,166	1,437,666	0.489				160,712,499	0.0522	1,357,389
Rogers	178,306	984,083	5.519			**No Adjustment**			
Rosemount	861,051	358,955	0.417				44,650,193	0.0145	377,119
Roseville	771,229	306,810	0.398				37,867,658	0.0123	319,833
Saint Anthony	187,502	0	0.000				9,311,890	0.0030	78,649
Saint Cloud	1,865,039	512,723	0.275				110,354,510	0.0359	932,062
Saint Francis	282,872	297,131	1.050						

Municipalities	January 2010 Construction Allotment	Unencumbered Balance Available (9/01/10)	Ratio bet. Balance & City's 2010 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	2009 Unadjusted 25-Year Construction Needs	Low Balance Incentive Factor	Low Balance Incentive
Saint Joseph	$164,077	$628,339	3.830			No Adjustment			
Saint Louis Park	894,820	1,767,712	1.975						
Saint Michael	622,882	(448,381)	(0.720)				$44,625,151	0.0145	$376,907
Saint Paul	5,894,951	8,243,571	1.398						
Saint Paul Park	137,105	0	0.000				6,476,200	0.0021	54,698
Saint Peter	473,558	455,235	0.961				26,176,984	0.0085	221,093
Sartell	472,064	(2,642)	(0.006)				21,572,037	0.0070	182,199
Sauk Rapids	442,076	(794,497)	(1.797)				18,092,500	0.0059	152,811
Savage	710,208	2,219,076	3.125	2011	1	($2,219,076)			
Shakopee	683,317	(155,785)	(0.228)				37,746,036	0.0123	318,806
Shoreview	602,589	280,233	0.465				23,432,903	0.0076	197,916
Shorewood	193,940	(83,694)	(0.432)				10,041,864	0.0033	84,814
South Saint Paul	450,433	796,897	1.769						
Spring Lake Park	133,726	0	0.000				4,896,413	0.0016	41,355
Stewartville	135,070	(72,645)	(0.538)				6,238,895	0.0020	52,694
Stillwater	462,988	218,607	0.472				25,838,839	0.0084	218,237
Thief River Falls	357,680	(148,898)	(0.416)				32,617,189	0.0106	275,487
Vadnais Heights	253,258	690,840	2.728						
Victoria	144,658	425,864	2.944						
Virginia	341,431	0	0.000				24,335,988	0.0079	205,544
Waconia	333,294	262,563	0.788				15,469,251	0.0050	130,654
Waite Park	194,617	190,419	0.978				5,076,068	0.0017	42,873
Waseca	205,479	570,412	2.776						
West Saint Paul	412,710	809,222	1.961						
White Bear Lake	509,801	0	0.000				20,695,997	0.0067	174,800
Willmar	568,101	1,032,454	1.817						
Winona	655,333	655,333	1.000						
Woodbury	1,459,806	(1,771,438)	(1.213)				63,642,784	0.0207	537,532
Worthington	326,673	982,302	3.007			No Adjustment			
Wyoming	269,643	534,291	1.981						
Zimmerman	0	0	0.000						
TOTAL	$95,826,833	$89,437,274				($25,980,729)	$3,076,072,494	1.0000	$25,980,729

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

FOR THE OCTOBER 2010 ESTIMATE OF THE JANUARY 2011 ALLOCATION

(Next year's estimated adjustment)

Seven cities with over $1.5 million and three times their January 2010 construction allotment in their September 1, 2009 account balance had $25,980,729 in needs redistributed to 85 cities with less than one times their allotment in their account.

Twelve cities have over three times their January 2010 construction allotment as their September 1 account balance, but receive no adjustment because the balance is less than $1.5 million.

FOR THE OCTOBER 2009 ESTIMATE OF THE JANUARY 2010 ALLOCATION

(Last year's 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 ACTUAL JANUARY 2010 ALLOCATION

(This year's actual adjustment)

Two cities with over $1.5M and three times their January 2009 construction allotment in their December 31, 2009 account balance had $7,000,047 in needs redistributed to 100 cities with less than one times their allotment in their account.

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

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UNAMORTIZED BOND ACCOUNT BALANCE

(Amount as of December 31, 2009)

(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	$1,825,000	$1,825,000	$0	$500,000	**$500,000**
Andover	**03/26/09**	**955,000**	**930,000**	**25,000**	**955,000**	**930,000**
Apple Valley	3/01/03	2,630,000	0	2,630,000	825,000	**(1,805,000)**
Apple Valley	2-01-04	855,000	0	855,000	430,000	**(425,000)**
Apple Valley	**03/01/09**	**2,775,000**	**0**	**2,775,000**	**2,775,000**	**0**
Brooklyn Park	10/24/05	2,710,000	1,818,955	891,045	2,160,000	**1,268,955**
Buffalo	6-29-05	845,000	0	845,000	410,000	**(435,000)**
Cambridge	5-01-01	340,000	311,142	28,858	60,000	**31,142**
Circle Pines	07-17-08	1,055,000	1,011,592	43,408	990,000	**946,592**
Coon Rapids	11/29/05	3,555,000	3,555,000	0	2,130,000	**2,130,000**
Delano	11-15-08	865,000	0	865,000	775,000	**(90,000)**
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	1,957,000	**(474,500)**
Falcon Heights	**4-21-80**	**170,000**	**170,000**	**0**	**0**	**0**
Glencoe	06-01-03	974,000	0	974,000	587,000	**(387,000)**
Glencoe	08-01-98	155,000	0	155,000	0	**(155,000)**
Golden Valley	02/20/07	2,560,000	0	2,560,000	2,385,000	**(175,000)**
Grand Rapids	08-29-05	1,105,000	1,105,000	0	690,000	**690,000**
Grand Rapids	12-20-07	1,150,000	1,137,005	12,995	990,000	**977,005**
Hutchinson	09-13-05	700,000	0	700,000	0	**(700,000)**
Lake Elmo	05/12/09	535,000	525,000	10,000	465,000	**455,000**
Lakeville	08-21-00	1,560,000	1,560,000	0	200,000	**200,000**
Lakeville	12-01-01	1,080,000	1,080,000	0	740,000	**740,000**
Lakeville	12-27-07	3,675,000	2,680,000	995,000	3,405,000	**2,410,000**
Lakeville	**12/07/09**	**2,680,000**	**0**	**2,680,000**	**2,680,000**	**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	4,005,000	**4,005,000**
Maplewood	07-01-08	4,035,000	3,191,104	843,896	4,035,000	**3,191,104**
Minnetonka	07-17-08	2,215,000	2,215,000	0	2,215,000	**2,215,000**
North Branch	10-23-00	320,000	161,790	158,210	0	**(158,210)**
North Branch	8-01-02	785,000	0	785,000	475,000	**(310,000)**
North Branch	8-01-04	1,360,000	0	1,360,000	1,010,000	**(350,000)**
North Mankato	08-01-98	1,900,000	1,900,000	0	645,000	**645,000**
Ramsey	**11/19/09**	**1,340,000**	**0**	**1,340,000**	**1,340,000**	**0**
Sartell	07-24-00	1,650,000	1,650,000	0	885,000	**885,000**
Savage	04-02-00	800,000	0	800,000	360,000	**(440,000)**
Savage	06-17-96	717,775	488,051	229,724	187,775	**(41,949)**
St. Anthony	07-01-00	945,000	0	945,000	315,000	**(630,000)**
St. Paul Park	**06/03/09**	**620,000**	**0**	620,000	**620,000**	**0**
Thief River Falls	09-16-08	1,630,000	49,547	1,580,453	1,465,000	**(115,453)**
Waseca	05-01-05	805,000	0	805,000	480,000	**(325,000)**
Woodbury	07-20-01	4,589,700	4,589,700	0	1,755,000	**1,755,000**
TOTAL		$70,672,975	$41,570,106	$29,102,869	$50,006,775	**$20,903,906**

AFTER THE FACT NON-EXISTING BRIDGE ADJUSTMENT

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

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

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Municipality	MSAS Number	Structure Number	First Year of Adjustment	Year of Apport-ionment Expiration	15 Years Amount Expired	Type of Funds	Project Development & Constuction Engineering	Project Needs	Total Needs Adjustment
Chaska	107		1997	2011			$62,344	$346,355	**$408,699**
Coon Rapids	120		1999	2013			160,235	890,196	**1,050,431**
Cottage Grove	111		1997	2011			7,872	43,731	**51,603**
Eagan	126	19562	2010	2024		MSAS	413,044	1,784,262	**2,197,306**
Eden Prairie	107		1997	2011			51,335	285,194	**336,529**
Edina	174		1997	2011			168,883	938,240	**1,107,123**
Farmington	107		2008	2022		Local Funds	229,355	1,042,524	**1,271,879**
Hutchinson	108		1998	2012			212,207	617,479	**829,686**
Lakeville	**122**		**1996**	**2010**			**0**	**0**	**0**
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**			**0**	**0**	**0**
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**			**0**	**0**	**0**
	102	82518	2006	2020		Local	684,657	3,423,287	**4,107,944**
TOTAL					**$0**		**$6,410,853**	**$31,087,886**	**$37,498,739**

22-Sep-10

PROJECT LISTING OF RIGHT-OF-WAY ACQUISITION

Payment requested in 2009

books\2010 October Book\Right of Way Projects 2009 for 2011.xls

MUNICIPALITY	PROJECT	PROJECT AMOUNT	TOTAL ADJUSTMENT
Alexandria	102-128-001	$340,593	**$340,593**
Coon Rapids	114-127-004	168,962	**168,962**
Detroit Lakes	117-125-001	1,862	**1,862**
East Bethel	203-105-003	27,282	**27,282**
Elk River	204-104-006	204,747	
	204-104-006	154,194	**358,941**
Grand Rapids	Local Funds on 129-119	32,700	
	Local Funds on 129-130	226,273	**258,973**
Ham Lake	197-101-003	6,903	
	197-101-003	16,989	
	197-102-004	2,234	
	197-125-001	13,746	
	197-125-003	30	**39,902**
Marshall	139-112-005	955	
	139-131-002	119,772	**120,727**
New Prague	237-107-001	6,287	**6,287**
Oak Grove	223-101-001	86,289	
	223-102-001	12,352	
	223-102-001	3,865	
	223-120-001	31,720	
	223-121-001	46,887	**181,113**
Richfield	157-363-027	10,000	**10,000**
Shorewood	216-101-002	9,986	
	216-108-001	12,500	**22,486**
St. Francis	235-117-001	14,990	**14,990**
Waite Park	221-108-003	54,964	**54,964**
			$1,607,082

NEEDS ADJUSTMENT FOR RIGHT-OF-WAY ACQUISITION

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

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MUNICIPALITY	1994-2008 RIGHT-OF-WAY EXPENDITURES	+	2009 RIGHT-OF-WAY EXPENDITURES	-	EXPIRED RIGHT-OF-WAY EXPENDITURES	=	TOTAL RIGHT-OF-WAY ADJUSTMENT FOR 2011 APPORTIONMENT
Albert Lea	$5,875		--		($5,875)		**--**
Albertville	--		--		--		**--**
Alexandria	--		$340,593		--		**$340,593**
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	5,540,372		--		--		**5,540,372**
Bloomington	15,405,559		--		(3,707,100)		**11,698,459**
Brainerd	640,266		--		--		**640,266**
Brooklyn Center	1,309,990		--		--		**1,309,990**
Brooklyn Park	600,415		--		(92,043)		**508,372**
Buffalo	1,426,785		--		--		**1,426,785**
Burnsville	6,260		--		--		**6,260**
Byron	--		--		--		**--**
Cambridge	--		--		--		**--**
Champlin	72,191		--		--		**72,191**
Chanhassen	--		--		--		**--**
Chaska	--		--		--		**--**
Chisholm	--		--		--		**--**
Circle Pines	82,365		--		--		**82,365**
Cloquet	--		--		--		**--**
Columbia Heights	3,130		--		--		**3,130**
Coon Rapids	2,290,994		168,962		--		**2,459,956**
Corcoran	19,296		--		--		**19,296**
Cottage Grove	525,651		--		--		**525,651**
Crookston	--		--		--		**--**
Crystal	--		--		--		**--**
Dayton	5,281		--		--		**5,281**
Delano	--		--		--		**--**
Detroit Lakes	49,614		1,862		--		**51,476**
Duluth	2,899,505		--		(134,664)		**2,764,841**
Eagan	4,114,225		--		--		**4,114,225**
East Bethel	94,298		27,282		--		**121,580**
East Grand Forks	--		--		--		**--**
Eden Prairie	--		--		--		**--**
Edina	398,370		--		--		**398,370**
Elk River	2,168,748		358,941		(186,227)		**2,341,462**
Fairmont	--		--		--		**--**
Falcon Heights	--		--		--		**--**
Faribault	298,486		--		--		**298,486**

MUNICIPALITY	1994-2008 RIGHT-OF-WAY EXPENDITURES	+	2009 RIGHT-OF-WAY EXPENDITURES	-	EXPIRED RIGHT-OF-WAY EXPENDITURES	=	TOTAL RIGHT-OF-WAY ADJUSTMENT FOR 2011 APPORTIONMENT
Farmington	--		--		--		**--**
Fergus Falls	$94,773		--		--		**$94,773**
Forest Lake	51,755		--		--		**51,755**
Fridley	--		--		--		**--**
Glencoe	--		--		--		**--**
Golden Valley	--		--		--		**--**
Grand Rapids	1,842,235		$258,973		--		**2,101,208**
Ham Lake	424,607		39,902		($51,477)		**413,032**
Hastings	--		--		--		**--**
Hermantown	314,097		--		(36,860)		**277,237**
Hibbing	133,300		--		--		**133,300**
Hopkins	1,000		--		--		**1,000**
Hugo	125,690		--		--		**125,690**
Hutchinson	341,250		--		--		**341,250**
International Falls	--		--		--		**--**
Inver Grove Heights	791,192		--		--		**791,192**
Isanti	--		--		--		**--**
Jordan	--		--		--		**--**
Kasson	--		--		--		**--**
La Crescent	25,000		--		--		**25,000**
Lake City	7,000		--		--		**7,000**
Lake Elmo	6,310		--		--		**6,310**
Lakeville	3,773,131		--		--		**3,773,131**
Lino Lakes	412,101		--		--		**412,101**
Litchfield	--		--		--		**--**
Little Canada	--		--		--		**--**
Little Falls	1,435,391		--		--		**1,435,391**
Mahtomedi	--		--		--		**--**
Mankato	408,064		--		--		**408,064**
Maple Grove	4,341,965		--		(702,769)		**3,639,196**
Maplewood	4,738,115		--		--		**4,738,115**
Marshall	155,153		120,727		--		**275,880**
Medina	--		--		--		**--**
Mendota Heights	44,304		--		--		**44,304**
Minneapolis	1,875,222		--		(828,796)		**1,046,426**
Minnetonka	2,094,013		--		--		**2,094,013**
Minnetrista	--		--		--		**--**
Montevideo	31,070		--		--		**31,070**
Monticello	--		--		--		**--**
Moorhead	822,238		--		(50,000)		**772,238**
Morris	10,500		--		--		**10,500**
Mound	1,309,579		--		--		**1,309,579**
Mounds View	--		--		--		**--**
New Brighton	--		--		--		**--**
New Hope	--		--		--		**--**
New Prague	--		6,287		--		**6,287**
New Ulm	--		--		--		**--**
North Branch	13,538		--		--		**13,538**
North Mankato	--		--		--		**--**
North St. Paul	461,369		--		--		**461,369**
Northfield	--		--		--		**--**
Oak Grove	450,730		181,113		--		**631,843**
Oakdale	452,854		--		--		**452,854**
Orono	41,351		--		--		**41,351**

MUNICIPALITY	1994-2008 RIGHT-OF-WAY EXPENDITURES	+	2009 RIGHT-OF-WAY EXPENDITURES	-	EXPIRED RIGHT-OF-WAY EXPENDITURES	=	TOTAL RIGHT-OF-WAY ADJUSTMENT FOR 2011 APPORTIONMENT
Otsego	$293,120		--		--		**$293,120**
Owatonna	119,703		--		--		**119,703**
Plymouth	528,821		--		--		**528,821**
Prior Lake	72,533		--		($71,900)		**633**
Ramsey	500		--		--		**500**
Red Wing	774,553		--		--		**774,553**
Redwood Falls	--		--		--		**--**
Richfield	3,035,607		$10,000		--		**3,045,607**
Robbinsdale	--		--		--		**--**
Rochester	512,108		--		--		**512,108**
Rogers	--		--		--		**--**
Rosemount	389,000		--		--		**389,000**
Roseville	91,009		--		--		**91,009**
Saint Anthony	--		--		--		**--**
Saint Cloud	2,166,371		--		--		**2,166,371**
Saint Francis	--		14,990		--		**14,990**
Saint Joseph	--		--		--		**--**
Saint Louis Park	474,738		--		--		**474,738**
Saint Michael	86,132		--		--		**86,132**
Saint Paul	13,549,324		--		(100,251)		**13,449,073**
Saint Paul Park	65,293		--		--		**65,293**
Saint Peter	31,826		--		--		**31,826**
Sartell	193,878		--		--		**193,878**
Sauk Rapids	445,208		--		(3,944)		**441,264**
Savage	400,000		--		--		**400,000**
Shakopee	--		--		--		**--**
Shoreview	34,532		--		--		**34,532**
Shorewood	181,002		22,486		--		**203,488**
South St. Paul	--		--		--		**--**
Spring Lake Park	188,005		--		--		**188,005**
Stewartville	--		--		--		**--**
Stillwater	19,061		--		--		**19,061**
Thief River Falls	109,283		--		--		**109,283**
Vadnais Heights	--		--		--		**--**
Victoria	--		--		--		**--**
Virginia	--		--		--		**--**
Waconia	--		--		--		**--**
Waite Park	687,300		54,964		--		**742,264**
Waseca	--		--		--		**--**
West St. Paul	--		--		--		**--**
White Bear Lake	--		--		--		**--**
Willmar	167,616		--		--		**167,616**
Winona	8,000		--		--		**8,000**
Woodbury	6,762,909		--		(40,707)		**6,722,202**
Worthington	491		--		--		**491**
Wyoming	--		--		--		**--**
Zimmerman	--		--		--		**--**
TOTAL	**$97,336,750**		**$1,607,082**		**($6,012,613)**		**$92,931,219**

22-Sep-10

PROJECT LISTING OF RETAINING WALL CONSTRUCTION

Payment requested in 2009

books\2010 October Book\Retaining Wall Construction 2009 for 2011.xls

MUNICIPALITY	PROJECT	PROJECT AMOUNT	TOTAL ADJUSTMENT
Albert Lea	101-111-012	$26,715	
	101-126-003	40,627	**$67,342**
Crystal	116-329-002	27,285	**27,285**
Duluth	118-178-005	514,260	
	118-196-003	62,865	
	118-201-001	17,766	**594,891**
New Hope	182-101-016	2,700	
	182-111-006	29,700	**32,400**
Oakdale	185-235-003	20,658	**20,658**
Plymouth	155-164-011 & 155-164-014	44,982	
	155-157-XXX Local Funds	19,162	**64,144**
TOTAL			**$806,720**

AFTER THE FACT RETAINING WALL ADJUSTMENT

Amount as of December 31, 2009

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	2009 Eliglble Retaining Wall Expenditures	Expired Retaining Wall Expenditures	Total Retaining Wall Adjustment for 2011 Apportionment
Albert Lea	$0	$67,342	$0	$67,342
Alexandria	25,633	0	0	25,633
Andover	20,197	0	0	20,197
Bloomington	55,013	0	0	55,013
Crystal	0	27,285	0	27,285
Duluth	0	594,891	0	594,891
La Crescent	8,625	0	0	8,624
Lakeville	118,042	0	0	118,042
New Hope	0	32,400	0	32,400
Oakdale	0	20,658	0	20,658
Plymouth	0	64,144	0	64,144
Saint Paul	51,542	0	0	51,542
Sartell	6,000	0	0	6,000
TOTAL	**$285,052**	**$806,720**	**$0**	**$1,091,771**

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Individual Adjustments

All Cities

Grading Factor not implemented in 2010

The Municipal Screening Board resolutions state in part:

> **<u>Grading Factors (or Multipliers)</u>**
>
> That the Needs for tree removal, pavement removal, curb and gutter removal and sidewalk removal be removed….
> …That these Grading Factors shall take effect for the January 2009 allocation.

The Urban and Rural Grading Factors were applied in the January 2009 distribution.

However, the factors were not included in the January 2010 distribution.

To rectify this oversight, the Grading Factors and the 22% in engineering that should have been included in January 2010 will be included with the January 2011 distribution.

Individual Adjustments

7 Cities

Culvert Costs not computed in January 2010 Allocation

When the Unit Prices were updated in the computations program in 2009, the costs of end sections on single box culverts were not updated. This required a program modification that was not implemented until summer of 2010.

All other fields got updated correctly.

Attached is a listing of the cities that had culverts which were not updated and the increased Needs that city should have received.

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

GRADING FACTOR ADJUSTMENT

n/msas/books/2010 October book/Needs for Grading Factor Adjustment for Jan 2011 distribution.xlsx

CITY	INCREASE IN GRADING NEEDS	INCREASE IN ENGINEERING	TOTAL INCREASE IN NEEDS
ALBERT LEA	$2,747,684	$604,491	$3,352,175
ALBERTVILLE	1,026,195	225,763	1,251,957
ALEXANDRIA	3,174,114	698,305	3,872,419
ANDOVER	3,786,750	83[illegible]	4,619,835
ANOKA	1,275,284	2[illegible]	1,555,847
APPLE VALLEY	3,955,997	[illegible]	4,826,316
ARDEN HILLS	639,439	[illegible]	780,116
AUSTIN	2,449,007	[illegible]	2,987,789
BAXTER	768,017	[illegible]	936,981
BELLE PLAINE	839,103	[illegible]	1,023,706
BEMIDJI	39,416	[illegible]	1,756,087
BIG LAKE	6,776	[illegible]	1,203,867
BLAINE	317	[illegible]	3,280,966
BLOOMINGTON	30	[illegible]	11,551,240
BRAINERD	[illegible]	73	2,344,466
BROOKLYN CENTER	[illegible]	731	1,468,051
BROOKLYN PARK	[illegible]	0,374	4,438,440
BUFFALO	[illegible]	59,630	2,548,857
BURNSVILLE	[illegible]	528,539	8,476,443
CAMBRIDGE	[illegible]	103,374	573,254
CHAMPLIN	[illegible]	382,768	2,122,623
CHANHASSEN	[illegible]	368,816	2,045,253
CHASKA	[illegible]	424,489	2,353,987
CHISHOLM	[illegible]	235,750	1,307,339
CIRCLE PINES	[illegible]	9,117	383,284
CLOQUET	[illegible]	542	2,631,552
COLUMBIA HEIGHTS	[illegible]	556	2,276,719
COON RAPIDS	[illegible]	3	4,907,520
CORCORAN	6[illegible]	[illegible]	1,132,731
COTTAGE GROVE	,091	[illegible]	5,198,531
CROOKSTON	8,887	[illegible]	1,413,842
CRYSTAL	241,716	[illegible]	1,514,893
DAYTON	525,942	[illegible]	641,650
DELANO	966,366	[illegible]	1,178,967
DETROIT LAKES	1,376,036	[illegible]	1,678,764
DULUTH	14,430,687	[illegible]	17,605,438
EAGAN	5,876,136	1[illegible]	7,168,886
EAST BETHEL	2,651,056	5[illegible]	3,234,289
EAST GRAN	1,889,743	41[illegible]	2,305,487
EDEN PRA	4,588,753	1,009,[illegible]	598,279
EDINA	4,273,886	940,255	5,214,141
ELK RIVER	3,284,122	722,507	4,006,629
FAIRMONT	2,591,012	570,023	3,161,034
FALCON HEIGHTS	242,122	53,267	295,389
FARIBAULT	2,798,236	615,612	3,413,848
FARMINGTON	2,229,282	490,442	2,719,724

CITY	INCREASE IN GRADING NEEDS	INCREASE IN ENGINEERING	TOTAL INCREASE IN NEEDS
FERGUS FALLS	$3,291,625	$724,158	$4,015,783
FOREST LAKE	3,026,896	665,917	3,692,813
FRIDLEY	2,658,147	584,792	3,242,940
GLENCOE	898,316	197,629	1,095,945
GOLDEN VALL	2,053,955	451	,505,825
GRAND RAPIDS	2,956,675	65	3,607,144
HAM LAKE	1,887,951		2,303,300
HASTINGS	1,508,935		1,840,901
HERMANTOWN	,239,167		2,731,784
HIBBING	919,972		6,002,365
HOPKINS	9,865		1,500,435
HUGO	,565		2,610,269
HUTCHINSON	948		2,127,617
INTERNATIONAL FALLS	0		1,260,089
INVER GROVE HEIGHTS			5,432,528
ISANTI		5	553,742
JORDAN		07	778,065
KASSON		721	686,089
LA CRESCENT		0,353	1,055,593
LAKE CITY		60,135	888,019
LAKE ELMO		179,766	996,885
LAKEVILLE		1,284,197	7,121,457
LINO LAKES		552,145	3,061,896
LITCHFIELD		29,214	1,271,095
LITTLE CANADA		,436	1,122,598
LITTLE FALLS		023	2,373,581
MAHTOMEDI		62	579,843
MANKATO			5,069,660
MAPLE GROVE			8,772,861
MAPLEWOOD	27		4,639,082
MARSHALL	963		2,611,975
MENDOTA HEIGHTS	,084		2,042,383
MINNEAPOLIS	0,299		33,830,964
MINNETONKA	960,708		7,272,063
MINNETRISTA	,747,829		2,132,352
MONTEVIDEO	752,692		918,284
MONTICELLO	961,568		1,173,113
MOORHEAD	4,679,717	1,02	5,709,255
MORRIS	786,216	172	959,183
MOUND	1,258,463	276,	35,325
MOUNDS VIEW	1,187,488	261,247	1,448,736
NEW BRIGHTON	1,538,123	338,387	1,876,510
NEW HOPE	1,366,563	300,644	1,667,207
NEW PRAGUE	451,264	99,278	550,542
NEW ULM	1,959,230	431,031	2,390,260
NORTH BRANCH	2,838,819	624,540	3,463,359
NORTH MANKATO	2,195,265	482,958	2,678,223
NORTH ST PAUL	1,463,917	322,062	1,785,979
NORTHFIELD	1,490,241	327,853	1,818,094
OAK GROVE	2,179,024	479,385	2,658,410
OAKDALE	842,356	185,318	1,027,674

CITY	INCREASE IN GRADING NEEDS	INCREASE IN ENGINEERING	TOTAL INCREASE IN NEEDS
ORONO	$650,929	$143,204	$794,134
OTSEGO	1,921,440	422,717	2,344,157
OWATONNA	2,748,437	604,656	3,353,093
PLYMOUTH	7,170,750	1,577,565	8,748,315
PRIOR LAKE	1,798,682	395	194,392
RAMSEY	2,885,856	63	3,520,744
RED WING	2,849,671	6	3,476,598
REDWOOD FALLS	1,246,252		1,520,427
RICHFIELD	392,652		2,919,035
ROBBINSDALE	74,735		1,433,176
ROCHESTER	6,534		10,536,571
ROGERS	752		764,637
ROSEMOUNT	53		3,755,957
ROSEVILLE			3,404,870
ST ANTHONY			998,200
ST CLOUD			8,120,444
ST FRANCIS		52	1,551,961
ST JOSEPH		776	492,305
ST LOUIS PARK		,924	4,219,669
ST MICHAEL		0,646	4,606,309
ST PAUL		308,214	26,663,734
ST PAUL PARK		133,714	741,507
ST PETER		48,683	2,488,149
SARTELL		4,909	1,912,679
SAUK RAPIDS		478	1,594,194
SAVAGE		96	2,509,296
SHAKOPEE		7	2,846,798
SHOREVIEW			3,774,234
SHOREWOOD			906,765
SOUTH ST PAUL	6		2,477,425
SPRING LAKE PARK	58		405,110
STEWARTVILLE	,456		671,556
STILLWATER	7,722		2,278,621
THIEF RIVER FALLS	28,501		2,718,771
VADNAIS HEIGHTS	634,773		774,423
VICTORIA	493,784		602,417
VIRGINIA	2,342,852	5	2,858,279
WACONIA	1,134,051	24	383,543
WAITE PARK	323,914	71,	95,175
WASECA	854,129	187,9	2,037
WEST ST PAUL	1,180,382	259,684	1,440,066
WHITE BEAR LAKE	1,525,107	335,524	1,860,631
WILLMAR	2,575,226	566,550	3,141,776
WINONA	2,172,767	478,009	2,650,776
WOODBURY	4,232,015	931,043	5,163,058
WORTHINGTON	1,268,375	279,043	1,547,418
WYOMING	826,061	181,733	1,007,795
TOTAL	$373,328,636	$82,132,300	$455,460,936

CULVERT END COSTS WERE COMPUTED INCORRECTLY IN 2009 FOR THE JANUARY 2010 ALLOCATION. THIS IS THE AMOUNT OF THE POSITIVE NEEDS ADJUSTMENT.

	INCREASE IN NEEDS
ALBERT LEA	$33,500
CHANHASSEN	83,200
DULUTH	1,020,000
MINNEAPOLIS	211,000
NORTH BRANCH	92,000
PLYMOUTH	72,400
ROSEVILLE	148,000
TOTAL	$1,660,100

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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

TRUNK HIGHWAY TURNBACK MAINTENANCE ALLOWANCE

The following tabulation shows the Trunk Highway Turnback Maintenance allowance for the 2011 Apportionment. All turnbacks eligible for maintenance payments as of December 31, 2009 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\Books\2010 October Book\Turnback Maintenance Allowance 2011.xls 22-Sep-10

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
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)		118-126-008	Yes		2.36				
126 (TH 23)		118-126-015	Yes		1.98				
152 (TH 23)		118-152-013	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				
130 (TH 23)		**118-130-004**	Yes		**2.43**				
		ADMINISTRATIVE ADJUSTMENT			**0.13**				
					14.61	0.00	2-1-96	(0)	
TH 61	12-15-95			1.79					
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	0.00		0	
					1.79				
				16.40	31.14	0.00		(0)	**(0)**
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	0.28	0.00	01-97	0	**0**
Shakopee									
TH 300				0.92					
105 (TH 300)	4-27-97		No		0.00		12-02		
122 (TH 300)	4-27-97		No		0.00	0.92	12-02	6,624	**6,624**
St. Peter									
TH 295									
Part of MSAS 102	9/01/09		No	0.20	0.00	0.20	06-2010	720	**720**
TOTAL				**18.38**	**31.42**	**1.70**			**$11,520**

October 27, 2010

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

Dear Commissioner Sorel:

We, the undersigned, as members of the 2010 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.

Jeff Hulsether **Brainerd** **Chair**	**Jean Keely** **Blaine** **Vice Chair**	**Kent Exner** **Hutchinson** **Secretary**
Jim Prusak **Cloquet** **District 1**	**Rich Clauson** **Crookston** **District 2**	**Steve Bot** **St. Michael** **District 3**
Tim Schoonhoven **Alexandria** **District 4**	**Tom Mathison** **Crystal** **Metro West**	**David Strauss** **Stewartville** **District 6**
Troy Nemmers **Fairmont** **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

2010 ADJUSTED CONSTRUCTION NEEDS RECOMMENDATIONS

Based on the 2010 Needs Study of the 2009 construction needs for the January 2011 allocation

N:\MSAS\BOOKS\2010 OCTOBER BOOK\2010 Adjusted Construction Needs Recommendations.xls *13-Oct-10*

Municipality	Adjusted Construction Needs	Municipality	Adjusted Construction Needs
Albert Lea	$36,595,556	Forest Lake	$31,935,220
Albertville	11,544,501	Fridley	32,345,191
Alexandria	41,251,732	Glencoe	11,291,127
Andover	58,676,628	Golden Valley	25,724,513
Anoka	19,135,977	Grand Rapids	41,696,147
Apple Valley	47,038,669	Ham Lake	30,484,573
Arden Hills	7,940,792	Hastings	17,433,691
Austin	42,052,870	Hermantown	27,164,902
Baxter	17,013,128	Hibbing	62,588,498
Belle Plaine	9,686,758	Hopkins	14,230,676
Bemidji	17,551,645	Hugo	21,454,733
Big Lake	12,131,248	Hutchinson	21,887,847
Blaine	44,260,743	International Falls	10,002,437
Bloomington	137,193,002	Inver Grove Heights	51,983,158
Brainerd	25,312,893	Isanti	6,950,280
Brooklyn Center	19,449,163	Jordan	9,907,794
Brooklyn Park	49,407,432	Kasson	6,386,968
Buffalo	27,016,730	La Crescent	8,516,284
Burnsville	78,489,043	Lake City	8,522,202
Byron	3,796,005	Lake Elmo	12,766,822
Cambridge	11,975,776	Lakeville	83,416,373
Champlin	21,538,434	Lino Lakes	30,109,966
Chanhassen	22,261,736	Litchfield	12,628,900
Chaska	26,561,015	Little Canada	13,484,953
Chisholm	12,027,163	Little Falls	25,866,276
Circle Pines	4,469,534	Mahtomedi	6,865,122
Cloquet	27,019,593	Mankato	52,668,998
Columbia Heights	19,752,752	Maple Grove	98,282,857
Coon Rapids	70,602,023	Maplewood	59,114,996
Corcoran	17,302,473	Marshall	26,560,560
Cottage Grove	52,529,377	Medina	7,666,574
Crookston	25,989,027	Mendota Heights	19,384,627
Crystal	15,731,938	Minneapolis	367,231,475
Dayton	7,874,236	Minnetonka	77,839,686
Delano	12,149,435	Minnetrista	15,033,561
Detroit Lakes	19,188,492	Montevideo	8,660,368
Duluth	233,940,308	Monticello	12,036,697
Eagan	90,404,430	Moorhead	69,950,172
East Bethel	36,356,478	Morris	9,392,087
East Grand Forks	23,695,785	Mound	15,229,876
Eden Prairie	51,520,233	Mounds View	13,866,672
Edina	51,434,217	New Brighton	23,933,110
Elk River	48,113,697	New Hope	16,792,602
Fairmont	31,042,244	New Prague	7,269,444
Falcon Heights	2,813,390	New Ulm	29,926,732
Faribault	39,697,279	North Branch	29,256,780
Farmington	24,797,512	North Mankato	24,544,948
Fergus Falls	41,890,136	North St. Paul	17,860,347

Municipality	Adjusted Construction Needs	Municipality	Adjusted Construction Needs
Northfield	$13,897,411	St. Peter	$23,396,946
Oak Grove	30,921,220	Sartell	21,004,107
Oakdale	12,607,134	Sauk Rapids	17,837,380
Orono	9,017,055	Savage	22,052,449
Otsego	24,404,974	Shakopee	35,235,546
Owatonna	39,046,854	Shoreview	21,756,910
Plymouth	87,688,955	Shorewood	9,486,565
Prior Lake	19,478,122	South St. Paul	19,394,373
Ramsey	42,274,939	Spring Lake Park	4,708,089
Red Wing	37,653,882	Stewartville	5,707,932
Redwood Falls	11,932,492	Stillwater	23,539,554
Richfield	37,068,291	Thief River Falls	31,950,270
Robbinsdale	5,939,345	Vadnais Heights	8,283,802
Rochester	147,106,804	Victoria	5,729,134
Rogers	12,257,035	Virginia	22,447,140
Rosemount	42,879,524	Waconia	13,849,007
Roseville	34,421,564	Waite Park	5,414,933
St. Anthony	7,848,919	Waseca	9,548,094
St. Cloud	104,523,756	West St. Paul	14,166,408
Saint Francis	18,799,502	White Bear Lake	19,052,022
St. Joseph	4,731,750	Willmar	33,010,302
St. Louis Park	42,250,776	Winona	30,090,968
St. Michael	41,099,104	Woodbury	73,213,679
St. Paul	315,101,363	Worthington	14,475,142
St. Paul Park	6,685,155	Wyoming	12,726,249
		Zimmerman	3,592,647
		STATE TOTAL	$5,027,676,625

TENTATIVE 2011 M.S.A.S. TOTAL APPORTIONMENT

The following tabulation shows each municipality's tentative construction (money) needs and population apportionment amounts for 2011. The tentative apportionment shown in this summary is for informational purposes only. The actual revenue will be announced in January 2011, when the Commissioner of Transportation determines the annual allotments.

Tentative 2011 APPT.xls 14-Oct-10

Municipality	Tentative 2011 Population Apport. using the 2000 Census or the 2009 Estimate	Tentative 2011 Construction Needs Apportionment	Tentative 2011 Total Apportionment	Distribution Percentage
Albert Lea	$316,117	$463,463	$779,580	0.6123
Albertville	107,025	146,205	253,230	0.1989
Alexandria	214,136	522,431	736,567	0.5785
Andover	538,704	743,108	1,281,812	1.0068
Anoka	311,126	242,347	553,473	0.4347
Apple Valley	849,864	595,720	1,445,584	1.1354
Arden Hills	174,479	100,566	275,045	0.2160
Austin	408,667	532,577	941,244	0.7393
Baxter	136,337	215,462	351,799	0.2763
Belle Plaine	123,772	122,678	246,450	0.1936
Bemidji	233,069	222,282	455,351	0.3577
Big Lake	163,876	153,636	317,512	0.2494
Blaine	998,646	560,539	1,559,185	1.2247
Bloomington	1,465,989	1,737,476	3,203,465	2.5162
Brainerd	240,212	323,238	563,450	0.4426
Brooklyn Center	513,093	246,313	759,406	0.5965
Brooklyn Park	1,296,174	625,719	1,921,893	1.5096
Buffalo	244,291	342,153	586,444	0.4606
Burnsville	1,050,661	994,022	2,044,683	1.6060
Byron	86,835	48,074	134,909	0.1060
Cambridge	131,569	151,667	283,236	0.2225
Champlin	411,954	272,773	684,727	0.5378
Chanhassen	406,705	281,933	688,638	0.5409
Chaska	416,137	336,381	752,518	0.5911
Chisholm	86,060	152,318	238,378	0.1872
Circle Pines	90,863	56,604	147,467	0.1158
Cloquet	204,049	342,189	546,238	0.4290
Columbia Heights	318,768	250,158	568,926	0.4469
Coon Rapids	1,087,150	894,137	1,981,287	1.5562
Corcoran	100,553	219,127	319,680	0.2511
Cottage Grove	593,852	665,257	1,259,109	0.9890
Crookston	141,001	329,137	470,138	0.3693
Crystal	390,680	199,237	589,917	0.4634
Dayton	87,300	99,723	187,023	0.1469
Delano	92,704	153,866	246,570	0.1937
Detroit Lakes	148,558	243,012	391,570	0.3076
Duluth	1,485,731	2,962,730	4,448,461	3.4940
Eagan	1,134,845	1,144,924	2,279,769	1.7906
East Bethel	208,094	460,435	668,529	0.5251
East Grand Forks	136,113	300,095	436,208	0.3426
Eden Prairie	1,076,376	652,476	1,728,852	1.3579
Edina	851,844	651,387	1,503,231	1.1807
Elk River	406,773	609,334	1,016,107	0.7981
Fairmont	187,423	393,134	580,557	0.4560
Falcon Heights	99,176	35,630	134,806	0.1059
Faribault	401,248	502,745	903,993	0.7100

Municipality	Tentative 2011 Population Apport. using the 2000 Census or the 2009 Estimate	Tentative 2011 Construction Needs Apportionment	Tentative 2011 Total Apportionment	Distribution Percentage
Farmington	$326,324	$314,047	$640,371	0.5030
Fergus Falls	236,374	530,516	766,890	0.6024
Forest Lake	301,143	404,443	705,586	0.5542
Fridley	472,455	409,635	882,090	0.6928
Glencoe	98,849	142,996	241,845	0.1900
Golden Valley	349,612	325,787	675,399	0.5305
Grand Rapids	182,035	528,060	710,095	0.5577
Ham Lake	263,758	386,071	649,829	0.5104
Hastings	387,117	220,788	607,905	0.4775
Hermantown	163,962	344,029	507,991	0.3990
Hibbing	293,828	792,650	1,086,478	0.8534
Hopkins	297,597	180,224	477,821	0.3753
Hugo	226,167	271,713	497,880	0.3911
Hutchinson	242,226	278,710	520,936	0.4092
International Falls	115,442	126,676	242,118	0.1902
Inver Grove Heights	593,146	658,339	1,251,485	0.9830
Isanti	95,854	88,022	183,876	0.1444
Jordan	92,980	125,477	218,457	0.1716
Kasson	95,579	80,888	176,467	0.1386
La Crescent	87,937	107,854	195,791	0.1538
Lake City	90,364	107,929	198,293	0.1557
Lake Elmo	143,308	161,685	304,993	0.2396
Lakeville	959,953	1,056,424	2,016,377	1.5838
Lino Lakes	349,492	381,327	730,819	0.5740
Litchfield	117,266	159,938	277,204	0.2177
Little Canada	172,741	170,780	343,521	0.2698
Little Falls	144,771	327,583	472,354	0.3710
Mahtomedi	140,158	86,943	227,101	0.1784
Mankato	637,398	667,025	1,304,423	1.0246
Maple Grove	1,078,510	1,244,700	2,323,210	1.8248
Maplewood	649,843	748,660	1,398,503	1.0985
Marshall	226,442	336,375	562,817	0.4421
Medina	86,508	97,093	183,601	0.1442
Mendota Heights	202,518	245,496	448,014	0.3519
Minneapolis	6,655,763	4,650,791	11,306,554	8.8807
Minnetonka	885,580	985,798	1,871,378	1.4699
Minnetrista	108,367	190,392	298,759	0.2347
Montevideo	93,221	109,679	202,900	0.1594
Monticello	197,956	152,438	350,394	0.2752
Moorhead	636,194	885,882	1,522,076	1.1955
Morris	89,210	118,946	208,156	0.1635
Mound	168,455	192,878	361,333	0.2838
Mounds View	219,248	175,614	394,862	0.3101
New Brighton	384,191	303,100	687,291	0.5398
New Hope	359,268	212,669	571,937	0.4492
New Prague	121,879	92,064	213,943	0.1680
New Ulm	233,981	379,006	612,987	0.4815
North Branch	178,214	370,522	548,736	0.4310
North Mankato	224,532	310,849	535,381	0.4205
North St. Paul	205,323	226,192	431,515	0.3389
Northfield	340,559	176,003	516,562	0.4057
Oak Grove	147,663	391,601	539,264	0.4236
Oakdale	470,648	159,663	630,311	0.4951
Orono	137,353	87,596	224,949	0.1767

Municipality	Tentative 2011 Population Apport. using the 2000 Census or the 2009 Estimate	Tentative 2011 Construction Needs Apportionment	Tentative 2011 Total Apportionment	Distribution Percentage
Otsego	$233,430	$309,076	$542,506	0.4261
Owatonna	437,755	494,508	932,263	0.7322
Plymouth	1,238,066	1,110,534	2,348,600	1.8447
Prior Lake	401,644	246,680	648,324	0.5092
Ramsey	400,560	535,390	935,950	0.7351
Red Wing	280,454	476,866	757,320	0.5948
Redwood Falls	93,961	151,119	245,080	0.1925
Richfield	592,767	469,450	1,062,217	0.8343
Robbinsdale	243,086	75,219	318,305	0.2500
Rochester	1,800,007	1,863,029	3,663,036	2.8771
Rogers	129,039	155,229	284,268	0.2233
Rosemount	370,422	543,046	913,468	0.7175
Roseville	588,275	435,931	1,024,206	0.8045
St. Anthony	146,544	99,402	245,946	0.1932
St. Cloud	1,131,540	1,323,738	2,455,278	1.9285
St. Francis	128,316	238,086	366,402	0.2878
St. Joseph	106,267	59,925	166,192	0.1305
St. Louis Park	796,800	535,084	1,331,884	1.0461
St. Michael	262,949	520,498	783,447	0.6154
St. Paul	4,948,495	3,990,591	8,939,086	7.0212
St. Paul Park	89,864	84,664	174,528	0.1371
St. Peter	187,904	297,030	484,934	0.3809
Sartell	259,249	266,006	525,255	0.4126
Sauk Rapids	226,046	225,901	451,947	0.3550
Savage	474,486	279,283	753,769	0.5920
Shakopee	597,105	452,863	1,049,968	0.8247
Shoreview	446,206	275,540	721,746	0.5669
Shorewood	131,122	120,142	251,264	0.1974
South St. Paul	347,340	245,619	592,959	0.4657
Spring Lake Park	116,560	59,625	176,185	0.1384
Stewartville	102,498	72,288	174,786	0.1373
Stillwater	313,863	298,116	611,979	0.4807
Thief River Falls	146,681	404,633	551,314	0.4330
Vadnais Heights	224,979	104,910	329,889	0.2591
Victoria	115,786	72,556	188,342	0.1479
Virginia	157,611	284,281	441,892	0.3471
Waconia	175,271	175,390	350,661	0.2754
Waite Park	116,130	68,577	184,707	0.1451
Waseca	165,529	120,922	286,451	0.2250
West St. Paul	334,001	179,410	513,411	0.4033
White Bear Lake	425,724	241,284	667,008	0.5239
Willmar	328,269	418,058	746,327	0.5862
Winona	472,885	381,086	853,971	0.6708
Woodbury	1,021,331	927,212	1,948,543	1.5305
Worthington	196,304	183,320	379,624	0.2982
Wyoming	120,708	161,170	281,878	0.2214
Zimmerman	86,079	45,498	131,577	0.1033
TOTAL	$63,657,769	$63,657,769	$127,315,538	100.0000

COMPARISON OF THE 2010 ACTUAL TO 2011 TENTATIVE APPORTIONMENT

N:\MSAS\Books\2010 OCTOBER Book\Comparison of the 2010 to 2011 Tentative Apportionment 10/14/2010

Municipality	2010 Actual Total Apportionment	2011 Tentative Total Apportionment	Increase (Decrease) Amount	% Increase (Decrease)
Albert Lea	$774,615	$779,580	$4,965	0.6410
Albertville	246,977	253,230	6,253	2.5318
Alexandria	724,672	736,567	11,895	1.6414
Andover	1,276,949	1,281,812	4,863	0.3808
Anoka	541,194	553,473	12,279	2.2689
Apple Valley	1,459,359	1,445,584	(13,775)	(0.9439)
Arden Hills	274,237	275,045	808	0.2946
Austin	969,423	941,244	(28,179)	(2.9068)
Baxter	320,522	351,799	31,277	9.7581
Belle Plaine	252,939	246,450	(6,489)	(2.5654)
Bemidji	472,704	455,351	(17,353)	(3.6710)
Big Lake	325,265	317,512	(7,753)	(2.3836)
Blaine	1,567,999	1,559,185	(8,814)	(0.5621)
Bloomington	3,336,014	3,203,465	(132,549)	(3.9733)
Brainerd	556,090	563,450	7,360	1.3235
Brooklyn Center	778,973	759,406	(19,567)	(2.5119)
Brooklyn Park	1,927,302	1,921,893	(5,409)	(0.2807)
Buffalo	596,619	586,444	(10,175)	(1.7054)
Burnsville	2,038,463	2,044,683	6,220	0.3051
Byron	0	134,909	134,909	100.0000
Cambridge	259,170	283,236	24,066	9.2858
Champlin	692,533	684,727	(7,806)	(1.1272)
Chanhassen	683,041	688,638	5,597	0.8194
Chaska	766,245	752,518	(13,727)	(1.7915)
Chisholm	242,003	238,378	(3,625)	(1.4979)
Circle Pines	150,143	147,467	(2,676)	(1.7823)
Cloquet	554,920	546,238	(8,682)	(1.5645)
Columbia Heights	583,952	568,926	(15,026)	(2.5732)
Coon Rapids	1,996,787	1,981,287	(15,500)	(0.7762)
Corcoran	224,655	319,680	95,025	42.2982
Cottage Grove	1,286,914	1,259,109	(27,805)	(2.1606)
Crookston	483,376	470,138	(13,238)	(2.7387)
Crystal	629,159	589,917	(39,242)	(6.2372)
Dayton	188,873	187,023	(1,850)	(0.9795)
Delano	252,621	246,570	(6,051)	(2.3953)
Detroit Lakes	388,729	391,570	2,841	0.7308
Duluth	3,887,763	4,448,461	560,698	14.4221
Eagan	2,131,859	2,279,769	147,910	6.9381
East Bethel	670,122	668,529	(1,593)	(0.2377)
East Grand Forks	418,509	436,208	17,699	4.2291
Eden Prairie	1,847,225	1,728,852	(118,373)	(6.4082)
Edina	1,514,151	1,503,231	(10,920)	(0.7212)
Elk River	1,023,049	1,016,107	(6,942)	(0.6786)
Fairmont	577,086	580,557	3,471	0.6015
Falcon Heights	137,367	134,806	(2,561)	(1.8643)
Faribault	898,021	903,993	5,972	0.6650
Farmington	645,186	640,371	(4,815)	(0.7463)
Fergus Falls	790,575	766,890	(23,685)	(2.9959)
Forest Lake	759,091	705,586	(53,505)	(7.0486)
Fridley	871,892	882,090	10,198	1.1696
Glencoe	235,888	241,845	5,957	2.5254
Golden Valley	689,545	675,399	(14,146)	(2.0515)
Grand Rapids	690,266	710,095	19,829	2.8727

Municipality	2010 Actual Total Apportionment	2011 Tentative Total Apportionment	Increase (Decrease) Amount	% Increase (Decrease)
Ham Lake	$684,291	$649,829	($34,462)	(5.0362)
Hastings	629,028	607,905	(21,123)	(3.3580)
Hermantown	516,775	507,991	(8,784)	(1.6998)
Hibbing	1,104,160	1,086,478	(17,682)	(1.6014)
Hopkins	486,845	477,821	(9,024)	(1.8536)
Hugo	482,207	497,880	15,673	3.2503
Hutchinson	537,947	520,936	(17,011)	(3.1622)
International Falls	249,598	242,118	(7,480)	(2.9968)
Inver Grove Heights	1,263,921	1,251,485	(12,436)	(0.9839)
Isanti	184,350	183,876	(474)	(0.2571)
Jordan	220,792	218,457	(2,335)	(1.0576)
Kasson	181,387	176,467	(4,920)	(2.7124)
La Crescent	208,152	195,791	(12,361)	(5.9384)
Lake City	204,621	198,293	(6,328)	(3.0925)
Lake Elmo	309,388	304,993	(4,395)	(1.4205)
Lakeville	2,009,750	2,016,377	6,627	0.3297
Lino Lakes	730,544	730,819	275	0.0376
Litchfield	281,060	277,204	(3,856)	(1.3719)
Little Canada	345,767	343,521	(2,246)	(0.6496)
Little Falls	507,136	472,354	(34,782)	(6.8585)
Mahtomedi	224,771	227,101	2,330	1.0366
Mankato	1,259,959	1,304,423	44,464	3.5290
Maple Grove	2,314,370	2,323,210	8,840	0.3820
Maplewood	1,380,787	1,398,503	17,716	1.2830
Marshall	561,922	562,817	895	0.1593
Medina	0	183,601	183,601	100.0000
Mendota Heights	460,038	448,014	(12,024)	(2.6137)
Minneapolis	11,663,252	11,306,554	(356,698)	(3.0583)
Minnetonka	1,839,883	1,871,378	31,495	1.7118
Minnetrista	305,004	298,759	(6,245)	(2.0475)
Montevideo	208,631	202,900	(5,731)	(2.7470)
Monticello	349,698	350,394	696	0.1990
Moorhead	1,535,140	1,522,076	(13,064)	(0.8510)
Morris	213,458	208,156	(5,302)	(2.4839)
Mound	371,097	361,333	(9,764)	(2.6311)
Mounds View	420,132	394,862	(25,270)	(6.0148)
New Brighton	687,305	687,291	(14)	(0.0020)
New Hope	582,983	571,937	(11,046)	(1.8947)
New Prague	197,930	213,943	16,013	8.0902
New Ulm	585,361	612,987	27,626	4.7195
North Branch	559,443	548,736	(10,707)	(1.9139)
North Mankato	544,256	535,381	(8,875)	(1.6307)
North St. Paul	440,802	431,515	(9,287)	(2.1068)
Northfield	564,863	516,562	(48,301)	(8.5509)
Oak Grove	547,628	539,264	(8,364)	(1.5273)
Oakdale	641,017	630,311	(10,706)	(1.6702)
Orono	219,284	224,949	5,665	2.5834
Otsego	553,712	542,506	(11,206)	(2.0238)
Owatonna	984,525	932,263	(52,262)	(5.3083)
Plymouth	2,247,211	2,348,600	101,389	4.5118
Prior Lake	682,473	648,324	(34,149)	(5.0037)
Ramsey	957,571	935,950	(21,621)	(2.2579)
Red Wing	764,485	757,320	(7,165)	(0.9372)
Redwood Falls	263,181	245,080	(18,101)	(6.8778)
Richfield	1,073,220	1,062,217	(11,003)	(1.0252)
Robbinsdale	357,856	318,305	(39,551)	(11.0522)
Rochester	3,264,629	3,663,036	398,407	12.2037

Municipality	2010 Actual Total Apportionment	2011 Tentative Total Apportionment	Increase (Decrease) Amount	% Increase (Decrease)
Rogers	$237,742	$284,268	$46,526	19.5700
Rosemount	891,216	913,468	22,252	2.4968
Roseville	1,028,306	1,024,206	(4,100)	(0.3987)
St. Anthony	260,030	245,946	(14,084)	(5.4163)
St. Cloud	2,486,719	2,455,278	(31,441)	(1.2644)
St. Francis	377,163	366,402	(10,761)	(2.8531)
St. Joseph	170,257	166,192	(4,065)	(2.3876)
St. Louis Park	1,376,646	1,331,884	(44,762)	(3.2515)
St. Michael	830,509	783,447	(47,062)	(5.6666)
St. Paul	9,069,155	8,939,086	(130,069)	(1.4342)
St. Paul Park	198,274	174,528	(23,746)	(11.9764)
St. Peter	495,488	484,934	(10,554)	(2.1300)
Sartell	541,965	525,255	(16,710)	(3.0832)
Sauk Rapids	463,091	451,947	(11,144)	(2.4064)
Savage	774,660	753,769	(20,891)	(2.6968)
Shakopee	1,061,448	1,049,968	(11,480)	(1.0815)
Shoreview	753,236	721,746	(31,490)	(4.1806)
Shorewood	258,587	251,264	(7,323)	(2.8319)
South St. Paul	600,578	592,959	(7,619)	(1.2686)
Spring Lake Park	178,302	176,185	(2,117)	(1.1873)
Stewartville	180,094	174,786	(5,308)	(2.9473)
Stillwater	617,318	611,979	(5,339)	(0.8649)
Thief River Falls	539,261	551,314	12,053	2.2351
Vadnais Heights	337,677	329,889	(7,788)	(2.3063)
Victoria	192,877	188,342	(4,535)	(2.3512)
Virginia	455,241	441,892	(13,349)	(2.9323)
Waconia	349,269	350,661	1,392	0.3985
Waite Park	203,092	184,707	(18,385)	(9.0525)
Waseca	294,692	286,451	(8,241)	(2.7965)
West St. Paul	532,710	513,411	(19,299)	(3.6228)
White Bear Lake	679,735	667,008	(12,727)	(1.8723)
Willmar	757,468	746,327	(11,141)	(1.4708)
Winona	873,777	853,971	(19,806)	(2.2667)
Woodbury	1,998,056	1,948,543	(49,513)	(2.4781)
Worthington	386,673	379,624	(7,049)	(1.8230)
Wyoming	287,598	281,878	(5,720)	(1.9889)
Zimmerman	0	131,577	131,577	100.0000
TOTAL	**$127,315,538**	**$127,315,538**	**$0**	**0.0000**

43 Cities Increased Their Estimated Total Apportionment
104 Cities Decreased Their Estimated Total Apportionment

TENTATIVE 2011 APPORTIONMENT RANKINGS

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

MSAS\Books\2010 October Book\Tentative 2010 Apportionment Rankings

Municipality	2010 Total Needs Mileage	2011 Tentative Population Apportionment Per Need Mile
Minneapolis	205.63	$32,368
Falcon Heights	3.29	30,145
St. Paul	164.77	30,033
Hopkins	9.99	29,789
New Hope	12.70	28,289
Coon Rapids	41.83	25,990
Circle Pines	3.53	25,740
Columbia Heights	12.50	25,501
St. Louis Park	31.45	25,335
New Brighton	15.26	25,176
West St. Paul	13.55	24,650
St. Anthony	5.95	24,629
Vadnais Heights	9.17	24,534
Oakdale	19.30	24,386
Robbinsdale	10.11	24,044
Brooklyn Center	21.35	24,032
Eagan	47.81	23,737
Richfield	25.17	23,551
Shoreview	19.00	23,485
Burnsville	45.04	23,327
Arden Hills	7.53	23,171
Apple Valley	36.91	23,025
Eden Prairie	47.08	22,863
Stewartville	4.63	22,138
Brooklyn Park	59.47	21,795
Crystal	17.94	21,777
Waseca	7.61	21,752
Mound	7.94	21,216
Winona	22.29	21,215
Plymouth	58.40	21,200
Edina	40.27	21,153
Anoka	14.73	21,122
Fridley	22.87	20,658
South St. Paul	16.82	20,650

Municipality	2010 Total Needs Mileage	2011 Tentative Money Needs Apportionment Per Need Mile
Crookston	11.65	$28,252
Duluth	114.92	25,781
Thief River Falls	15.78	25,642
Delano	6.11	25,183
Mound	7.94	24,292
St. Paul	164.77	24,219
Eagan	47.81	23,947
Bloomington	74.85	23,213
Minneapolis	205.63	22,617
St. Michael	23.10	22,532
Grand Rapids	23.52	22,452
Hermantown	15.50	22,195
Burnsville	45.04	22,070
Maple Grove	56.66	21,968
Fergus Falls	24.67	21,504
New Ulm	17.68	21,437
Coon Rapids	41.83	21,375
Jordan	5.89	21,303
Alexandria	25.02	20,881
Faribault	24.27	20,715
Maplewood	36.16	20,704
North Mankato	15.07	20,627
Albertville	7.15	20,448
St. Cloud	64.89	20,400
Rochester	92.37	20,169
Columbia Heights	12.50	20,013
St. Francis	11.94	19,940
Buffalo	17.19	19,904
New Brighton	15.26	19,862
North St. Paul	11.39	19,859
Inver Grove Heights	33.30	19,770
Moorhead	45.24	19,582
Fairmont	20.13	19,530
Minnetonka	50.86	19,383

Municipality	2010 Total Needs Mileage	2011 Tentative Total Apportionment Per Need Mile
Minneapolis	205.63	$54,985
St. Paul	164.77	54,252
Hopkins	9.99	47,830
Eagan	47.81	47,684
Coon Rapids	41.83	47,365
Columbia Heights	12.50	45,514
Mound	7.94	45,508
Burnsville	45.04	45,397
New Brighton	15.26	45,039
New Hope	12.70	45,034
Bloomington	74.85	42,798
St. Louis Park	31.45	42,349
Richfield	25.17	42,202
Circle Pines	3.53	41,775
St. Anthony	5.95	41,335
Maple Grove	56.66	41,003
Falcon Heights	3.29	40,974
Crookston	11.65	40,355
Delano	6.11	40,355
Plymouth	58.40	40,216
Rochester	92.37	39,656
Farmington	16.24	39,432
Apple Valley	36.91	39,165
Duluth	114.92	38,709
Maplewood	36.16	38,675
Fridley	22.87	38,570
Winona	22.29	38,312
Shoreview	19.00	37,987
West St. Paul	13.55	37,890
North St. Paul	11.39	37,885
St. Cloud	64.89	37,838
Stewartville	4.63	37,751
Waseca	7.61	37,641
Inver Grove Heights	33.30	37,582

Municipality	2010 Total Needs Mileage	2011 Tentative Population Apportionment Per Need Mile
Champlin	20.01	$20,587
Blaine	48.71	20,502
Chaska	20.47	20,329
White Bear Lake	21.06	20,215
Roseville	29.12	20,202
Farmington	16.24	20,094
Spring Lake Park	5.82	20,027
Northfield	17.06	19,962
Prior Lake	20.38	19,708
Bloomington	74.85	19,586
Rochester	92.37	19,487
St. Joseph	5.52	19,251
Maple Grove	56.66	19,035
Waite Park	6.12	18,975
Chanhassen	21.47	18,943
Woodbury	54.21	18,840
Kasson	5.08	18,815
Hastings	21.24	18,226
North St. Paul	11.39	18,027
Maplewood	36.16	17,971
Inver Grove Heights	33.30	17,812
Stillwater	17.68	17,752
Mounds View	12.43	17,639
Savage	27.01	17,567
St. Cloud	64.89	17,438
Minnetonka	50.86	17,412
Worthington	11.39	17,235
Cottage Grove	35.35	16,799
Mankato	38.17	16,699
Mahtomedi	8.44	16,606
Faribault	24.27	16,533
Monticello	12.08	16,387
Waconia	10.74	16,319
Zimmerman	5.30	16,241
Sauk Rapids	14.01	16,135
Shakopee	37.02	16,129
Lakeville	60.02	15,994
New Prague	7.72	15,787

Municipality	2010 Total Needs Mileage	2011 Tentative Money Needs Apportionment Per Need Mile
St. Peter	15.35	$19,350
Farmington	16.24	19,338
Albert Lea	24.19	19,159
Red Wing	25.05	19,037
Plymouth	58.40	19,016
Cottage Grove	35.35	18,819
Richfield	25.17	18,651
La Crescent	5.84	18,468
Austin	29.18	18,251
Litchfield	8.77	18,237
Chisholm	8.39	18,155
Hopkins	9.99	18,040
Fridley	22.87	17,911
Glencoe	7.99	17,897
Marshall	18.80	17,892
Little Falls	18.34	17,862
East Grand Forks	16.81	17,852
Redwood Falls	8.50	17,779
Lakeville	60.02	17,601
Rosemount	30.96	17,540
Mankato	38.17	17,475
Andover	42.60	17,444
Owatonna	28.35	17,443
Woodbury	54.21	17,104
Winona	22.29	17,097
Forest Lake	23.70	17,065
St. Louis Park	31.45	17,014
Stillwater	17.68	16,862
Brainerd	19.17	16,862
Elk River	36.33	16,772
New Hope	12.70	16,746
Mendota Heights	14.67	16,735
St. Anthony	5.95	16,706
Virginia	17.14	16,586
Lino Lakes	23.00	16,579
Anoka	14.73	16,453
Chaska	20.47	16,433
Waconia	10.74	16,331

Municipality	2010 Total Needs Mileage	2011 Tentative Total Apportionment Per Need Mile
Anoka	14.73	$37,575
Edina	40.27	37,329
Faribault	24.27	37,247
Jordan	5.89	37,089
Minnetonka	50.86	36,795
Chaska	20.47	36,762
Eden Prairie	47.08	36,722
Arden Hills	7.53	36,527
Vadnais Heights	9.17	35,975
Woodbury	54.21	35,944
Cottage Grove	35.35	35,618
Brooklyn Center	21.35	35,569
North Mankato	15.07	35,526
Albertville	7.15	35,417
South St. Paul	16.82	35,253
Roseville	29.12	35,172
Thief River Falls	15.78	34,938
Kasson	5.08	34,738
New Ulm	17.68	34,671
Stillwater	17.68	34,614
Champlin	20.01	34,219
Mankato	38.17	34,174
Buffalo	17.19	34,115
St. Michael	23.10	33,915
Moorhead	45.24	33,644
Lakeville	60.02	33,595
La Crescent	5.84	33,526
Worthington	11.39	33,330
Owatonna	28.35	32,884
Crystal	17.94	32,883
Hermantown	15.50	32,774
Oakdale	19.30	32,659
Waconia	10.74	32,650
Brooklyn Park	59.47	32,317
Sauk Rapids	14.01	32,259
Austin	29.18	32,256
Albert Lea	24.19	32,227
Chanhassen	21.47	32,074

Municipality	2010 Total Needs Mileage	2011 Tentative Population Apportionment Per Need Mile
Jordan	5.89	$15,786
Victoria	7.43	15,584
Byron	5.60	15,506
Owatonna	28.35	15,441
Shorewood	8.58	15,282
Little Canada	11.35	15,219
Lino Lakes	23.00	15,195
Delano	6.11	15,173
La Crescent	5.84	15,058
Albertville	7.15	14,969
North Mankato	15.07	14,899
Golden Valley	23.57	14,833
St. Paul Park	6.08	14,780
Belle Plaine	8.46	14,630
Orono	9.45	14,535
Sartell	17.97	14,427
International Falls	8.06	14,323
Big Lake	11.52	14,225
Buffalo	17.19	14,211
Moorhead	45.24	14,063
Austin	29.18	14,005
Isanti	6.89	13,912
Mendota Heights	14.67	13,805
Bemidji	16.92	13,775
Litchfield	8.77	13,371
New Ulm	17.68	13,234
Albert Lea	24.19	13,068
Hutchinson	18.69	12,960
Duluth	114.92	12,928
Forest Lake	23.70	12,706
Andover	42.60	12,646
Brainerd	19.17	12,531
Glencoe	7.99	12,372
Willmar	26.73	12,281
St. Peter	15.35	12,241
Crookston	11.65	12,103
Marshall	18.80	12,045
Rosemount	30.96	11,965
St. Michael	23.10	11,383

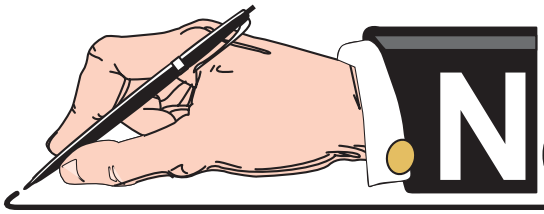
Municipality	2010 Total Needs Mileage	2011 Tentative Money Needs Apportionment Per Need Mile
Edina	40.27	$16,175
Apple Valley	36.91	16,140
Sauk Rapids	14.01	16,124
Worthington	11.39	16,095
Circle Pines	3.53	16,035
East Bethel	28.78	15,998
Kasson	5.08	15,923
Oak Grove	24.60	15,919
Waseca	7.61	15,890
Cloquet	21.67	15,791
International Falls	8.06	15,717
Willmar	26.73	15,640
Stewartville	4.63	15,613
North Branch	23.93	15,484
Little Canada	11.35	15,047
Minnetrista	12.71	14,980
Roseville	29.12	14,970
Hutchinson	18.69	14,912
Sartell	17.97	14,803
Hibbing	53.74	14,750
South St. Paul	16.82	14,603
Shoreview	19.00	14,502
Belle Plaine	8.46	14,501
Corcoran	15.50	14,137
Mounds View	12.43	14,128
Ramsey	38.09	14,056
Shorewood	8.58	14,003
St. Paul Park	6.08	13,925
Eden Prairie	47.08	13,859
Golden Valley	23.57	13,822
Otsego	22.51	13,731
Champlin	20.01	13,632
Arden Hills	7.53	13,355
Big Lake	11.52	13,336
West St. Paul	13.55	13,241
Hugo	20.61	13,184
Morris	9.03	13,172
Bemidji	16.92	13,137
Chanhassen	21.47	13,131

Municipality	2010 Total Needs Mileage	2011 Tentative Total Apportionment Per Need Mile
Blaine	48.71	$32,010
Prior Lake	20.38	31,812
Lino Lakes	23.00	31,775
Mounds View	12.43	31,767
White Bear Lake	21.06	31,672
Litchfield	8.77	31,608
St. Peter	15.35	31,592
Robbinsdale	10.11	31,484
Fergus Falls	24.67	31,086
St. Francis	11.94	30,687
Mendota Heights	14.67	30,539
Northfield	17.06	30,279
Spring Lake Park	5.82	30,272
Glencoe	7.99	30,268
Little Canada	11.35	30,266
Red Wing	25.05	30,232
Grand Rapids	23.52	30,191
Waite Park	6.12	30,181
St. Joseph	5.52	30,107
Andover	42.60	30,089
International Falls	8.06	30,039
Marshall	18.80	29,937
Forest Lake	23.70	29,772
Rosemount	30.96	29,505
Alexandria	25.02	29,439
Brainerd	19.17	29,392
Shorewood	8.58	29,285
Sartell	17.97	29,230
Belle Plaine	8.46	29,131
Monticello	12.08	29,006
Fairmont	20.13	28,840
Redwood Falls	8.50	28,833
St. Paul Park	6.08	28,705
Golden Valley	23.57	28,655
Hastings	21.24	28,621
Chisholm	8.39	28,412
Shakopee	37.02	28,362
Elk River	36.33	27,969
Willmar	26.73	27,921

Municipality	2010 Total Needs Mileage	2011 Tentative Population Apportionment Per Need Mile
Elk River	36.33	$11,197
Red Wing	25.05	11,196
Redwood Falls	8.50	11,054
Hugo	20.61	10,974
Montevideo	8.55	10,903
Lake City	8.39	10,770
Rogers	12.00	10,753
St. Francis	11.94	10,747
Hermantown	15.50	10,578
Ramsey	38.09	10,516
Otsego	22.51	10,370
Chisholm	8.39	10,257
Lake Elmo	14.07	10,185
Morris	9.03	9,879
Fergus Falls	24.67	9,581
Cloquet	21.67	9,416
Fairmont	20.13	9,311
Thief River Falls	15.78	9,295
Virginia	17.14	9,196
Dayton	9.72	8,981
Wyoming	13.58	8,889
Alexandria	25.02	8,559
Minnetrista	12.71	8,526
Cambridge	15.88	8,285
Baxter	16.48	8,273
Ham Lake	32.28	8,171
East Grand Forks	16.81	8,097
Little Falls	18.34	7,894
Grand Rapids	23.52	7,740
Medina	11.31	7,649
North Branch	23.93	7,447
East Bethel	28.78	7,231
Detroit Lakes	22.35	6,647
Corcoran	15.50	6,487
Oak Grove	24.60	6,003
Hibbing	53.74	5,468
TOTAL		**$16,202**

Municipality	2010 Total Needs Mileage	2011 Tentative Money Needs Apportionment Per Need Mile
New Prague	7.72	$11,925
Wyoming	13.58	11,868
Brooklyn Center	21.35	11,537
Blaine	48.71	11,508
Lake Elmo	14.07	11,491
White Bear Lake	21.06	11,457
Vadnais Heights	9.17	11,441
Waite Park	6.12	11,205
Baxter	16.48	13,074
Rogers	12.00	12,936
Lake City	8.39	12,864
Montevideo	8.55	12,828
Isanti	6.89	12,775
Monticello	12.08	12,619
Shakopee	37.02	12,233
Prior Lake	20.38	12,104
Ham Lake	32.28	11,960
Crystal	17.94	11,106
Detroit Lakes	22.35	10,873
St. Joseph	5.52	10,856
Falcon Heights	3.29	10,830
Brooklyn Park	59.47	10,522
Hastings	21.24	10,395
Savage	27.01	10,340
Northfield	17.06	10,317
Mahtomedi	8.44	10,301
Dayton	9.72	10,260
Spring Lake Park	5.82	10,245
Victoria	7.43	9,765
Cambridge	15.88	9,551
Orono	9.45	9,269
Medina	11.31	8,585
Byron	5.60	8,585
Zimmerman	5.30	8,585
Oakdale	19.30	8,273
Robbinsdale	10.11	7,440
		$16,175

Municipality	2010 Total Needs Mileage	2011 Tentative Total Apportionment Per Need Mile
Little Falls	18.34	$25,755
Victoria	7.43	25,349
Cloquet	21.67	25,207
Zimmerman	5.30	24,826
Ramsey	38.09	24,572
Hugo	20.61	24,157
Otsego	22.51	24,101
Byron	5.60	24,091
Savage	27.01	27,907
Hutchinson	18.69	27,872
New Prague	7.72	27,713
Big Lake	11.52	27,562
Bemidji	16.92	26,912
Mahtomedi	8.44	26,908
Isanti	6.89	26,687
East Grand Forks	16.81	25,949
Virginia	17.14	25,781
Orono	9.45	23,804
Montevideo	8.55	23,731
Rogers	12.00	23,689
Lake City	8.39	23,634
Minnetrista	12.71	23,506
East Bethel	28.78	23,229
Morris	9.03	23,052
North Branch	23.93	22,931
Oak Grove	24.60	21,921
Lake Elmo	14.07	21,677
Baxter	16.48	21,347
Wyoming	13.58	20,757
Corcoran	15.50	20,625
Hibbing	53.74	20,217
Ham Lake	32.28	20,131
Dayton	9.72	19,241
Cambridge	15.88	17,836
Detroit Lakes	22.35	17,520
Medina	11.31	16,234
		$32,377



NOTES and COMMENTS

OTHER

TOPICS

MSAS NEEDS STUDY TASK FORCE

Members:

District 1- David Salo, Hermantown
District 2- Greg Boppre, East Grand Forks
District 3- Terry Maurer
District 4- Tim Schoonhoven, Alexandria
District 6- Jon Erichson, Austin
District 7- Troy Nemmers, Fairmont
District 8- John Rodeberg, Glencoe
Metro East Brian Bachmeier, Oakdale
Metro West- Lee Gustafson, Minnetonka
1st Class City- Don Elwood, Minneapolis
1st Class City- Paul Kurtz, St. Paul

Alternates:

District 1- Jim Prusak, Cloquet
District 3- Brad DeWolf, Big Lake, Buffalo, Isanti
District 7- Tim Loose, St. Peter
District 8- Glenn Olson, Marshall
1st Class City- Larry Veek, Minneapolis
1st Class City- Jim Vanderhoof, St. Paul

State Aid Staff

Marshall Johnston
Julee Puffer
Mike Kowski

MSAS NEEDS STUDY TASK FORCE

AGENDA

September 15
9:30 to 3:30
Conference Room 8
Arden Hills Training Center

I. Introduction
- a. Welcome by State Aid
- b. Introductions

II. Elect Secretary for this meeting

III. Identify a Statement of Goals of the Task Force
- a. Review direction from Municipal Screening Board
- b. Define a Statement of Goals

IV. Discuss Purpose/Objectives of Task Force
- a. Shortcomings of current Needs program
  - i. Outdated program language and data collection method
  - ii. Inflexible
  - iii. Not intuitive
- b. Purpose of Needs Study
  - i. Distribute dollars?
  - ii. Represent actual Construction Costs/Needs?

V. Optional Methods of Computing Needs
- a. Revise current Unit Cost/Cost per Mile method to new platform
  - i. Update data collection method
  - ii. Mirror current data fields, calculations
  - iii. Simplify input
  - iv. Shorter timeline to design
  - v. Faster implementation
  - vi. Shorter consultant contract
- b. Redesign Needs
  - i. Historical Construction Costs method
    - 1. New CSAH method
  - ii. Life Cycle
  - iii. Pavement Management
  - iv. Others
- c. Desired Characteristics of either method
  - i. Flexibility
  - ii. Ease of Data Entry
    - 1. Auto fill fields
    - 2. Interactive
  - iii. Electronic data transfer- traffic counts, unit costs, etc.

iv. Compatible/interactive with GIS, TIS, other programs
v. Understandable to users
vi. Explainable to non users
vii. Others

VI. Other Needs related discussion items

a. Minimum City concept
    i. Base on population
    ii. Base on MSAS system size
    iii. Base on amount of Construction Needs Apportionment
    iv. Tiers of Minimum Cities
b. Segmentation issue
    i. Fewer segments
c. Reports
    i. Budget Narrative
    ii. Others
d. Federal Functional Classification
e. Non existing Roadways

VII. Recommendation to the Municipal Screening Board and SALT

a. Report to the MSB
b. Logistical support
    i. Elect Chair
    ii. Elect permanent Secretary
    iii. Contracts with consultants

VIII. Closing

a. Expense Reports
b. Schedule next meeting

Meeting Minutes
MSAS Needs Study Task Force
September 15, 2010
Arden Hills Training Center

Attendees: David Salo, Greg Boppre, Terry Maurer, Jon Erichson, Troy Nemmers, John Rodeberg, Brian Bachmeier, Lee Gustafson, Don Elwood, Paul Kurtz, Brad DeWolf, Glenn Olson, Larry Veek, Jim Vanderhoof, Marshall Johnston, Julie Skallman, Julee Puffer, Mike Kowski, Rick Kjonaas, Tim Loose

The last Screening Board directed the formation of this task force. The following motion was passed:

It is recommended that the Screening Board develop a process to create a committee of stakeholders to evaluate a new system (calculations and/or software) to determine the Needs for the Municipal State Aid Cities. It is recommended that the stakeholders group have a representative from each district and one city of the first class. This committee may need to commit to a 2-3 year term, based on how long of a process this has been for the Counties. This Committee would present updates at the fall and spring Screening Board Meetings.

Objective of Task Force

Attendees discussed objective and agreed on the following: The objective of this Task Force is to study the existing needs system and recommend revisions to the method of collecting and evaluating needs to the Municipal Screening Board.

There was significant discussion regarding how much of the existing Needs Study process should be saved.

Consensus of the group was that distributing MSAS funds should still be based ½ on population and ½ on needs. Also, the population floor of 5,000 for MSAS eligibility is still appropriate.

Here are the basic conclusions of the group:

Problems/concerns with the Existing Needs Study Process

1) Unnecessarily complex
2) Excessive time needed to complete the updates
    a. By State Aid Office employees
    b. By City employees/consultant
3) No secondary use for data- example: does not interface with other data bases
    a. Value is not consistent with time spent
    b. Data input does not reflect actual construction
4) Allows manipulation(game playing) to maximize allocation
5) Promotes doing nothing to maximize Needs (20 year reinstatement)
6) Using local dollars reduces Needs, creating an unintended penalty
7) Relearning the program/system annually because of complexity
8) Does not allow efficiencies of in-house programming to reflect MSB direction
9) If continue with unit prices there needs to be an ability to recognize and deal with unbalanced bids

10) Does not have the ability to address Needs based on safety and congestion/transit
11) Does not address issues with differences between preservation/reconditioning and reconstruction

Desirable Characteristics of the New Needs Study Process

1) Simplify
2) Road inventory software to use for all local streets, not just MSA System
    a. Tie to Pavement Management System
    b. Reflect current construction techniques
3) Eliminate the ability to manipulate system to gain unfair advantages
4) Easy to defend and explain, credible
5) Flexible
6) Automate as much as possible
    a. Auto-fill data entry
    b. Compatible /interactive with other data bases (eg. traffic data)
    c. Interface with GIS mapping
7) Reporting capabilities- run queries of the data base by any user, not just State Aid staff
8) Allow specific queries on the CSAH data base
9) In-house programming capabilities to more efficiently and effectively respond to MSB requests
10) If continue with unit prices there needs to be an ability to recognize and deal with unbalanced bids.
11) The ability to address needs based on safety and congestion/transit
12) The ability to address issues with differences with preservation /reconditioning and reconstruction

Other Needs Study Issues to be Addressed

1) Consider simple system to determine needs. For example, use ADT and soil factor to determine cross-section and cost per foot. Then related cost per foot to be applied to appropriate segments on MSAS.
2) Consider using continual needs rather than Adequate & Deficient segments
    a. Simplifies reporting
    b. Better reflects construction programs and changing technology
3) Rural and Urban sections - do we continue with rural Needs?
4) Current Soil factor
    a. Established in 1956
    b. Many don't understand
    c. Does not relate to current design criteria
    d. Should it be based on regional factor?
5) ADT determines road width?
    a. Should we continue with one state wide growth factor?

Meeting Minutes
MSAS Needs Study Task Force
September 15, 2010
Arden Hills Training Center

   b. Cross-section design needs to be reviewed if choose to use existing traffic
   c. Procedure to receive approval for higher growth factor
6) After the Fact items – address or eliminate
   a. Length of time of all the positive adjustments
   b. Right of Way
   c. Non Existing Bridges
   d. Retaining Walls
7) Is there a need for regional factors for review of consistency?
   a. Soils Conditions
   b. Traffic Projection Factors
   c. Unit Price variances
   d. Cities of the First Class
8) Special Items - Address or Eliminate
   a. Automatic
      i. Traffic Signals
      ii. Engineering
      iii. Street Lighting
      iv. Maintenance
   b. Not Automatic
      i. Storm Sewer
      ii. Divided Roadway
      iii. Railroad Crossings
      iv. Existing Bridges
      v. Sidewalk
      vi. Curb & Gutter
      vii. Concrete vs. Bituminous Surface
      viii. Concrete Sidewalks vs. Bituminous trails
      ix. Storm Water Management
9) Review all existing MSB resolutions, including positive and negative adjustments.

Because of the time commitment involved, the NSTF recommends to the MSB that a facilitator be retained to schedule, organize, and take minutes of all future meetings.

Lee Gustafson was unanimously selected and accepted the task to report the above findings at the next Screening Board Meeting October 26-27, 2010

Respectfully submitted,
Tim Loose
Recording Secretary

Certification of MSAS System as Complete

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

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

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

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

> Determine what percentage the population apportionment is of the total apportionment. This percent is then multiplied times the construction allotment. This is the amount of the construction allotment that is generated from the population apportionment. Only its construction allocation is used because the city has already received its maintenance allocation.
>
> Population Apportionment / Total Apportionment * Construction Allocation = Local Amount Available.

LOCAL AMOUNT AVAILABLE AS OF September 8, 201(

Prepared for the October 2010 booklet
Construction Account Balances as of September 8, 2010

THE MAXIMUM LOCAL AMOUNT AVAILABLE MAY CHANGE UPON RECEIPT OF ANY PAYMENT REQUEST

n:/msas/2010 October book/Certified Complete for Fall 2010.xlsx

	Fridley	Columbia Heights	Falcon Heights	South St. Paul
A **Total 2010 Construction Allocation minus any GF Advance Repayment**	$653,919	$437,964	$89,289	$450,433
B **Amount of 2010 Construction Allocation based on Population**	$357,191	$240,999	$64,803	$263,511
C **Amount of 2010 Construction Allocation based on Needs**	$296,728	$196,965	$24,486	$186,922
D **Local Amount Remaining from Previous Years (based on population)**	$385,678	$16,082	$192,907	$1,187,615
E **Maximum Local Amount Available after January 2010 Allocation**	$742,869	$257,081	$257,710	$1,451,126
F **Amount Spent on Local Projects as of September 8, 2010**	$837,474	$0	$0	$83,343
G **Amount Spent on SA Projects as of September 8, 2010**	$459,400	$253,704	$0	$269,459
H **Construction Account Balance as of September 8, 2010**	$14,930	$176,660	$190,837	$796,897
I **Maximum Local Amount Available as of September 8, 2010**	**($13,259)**	**$200,342**	**$257,710**	**$1,368,589**

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

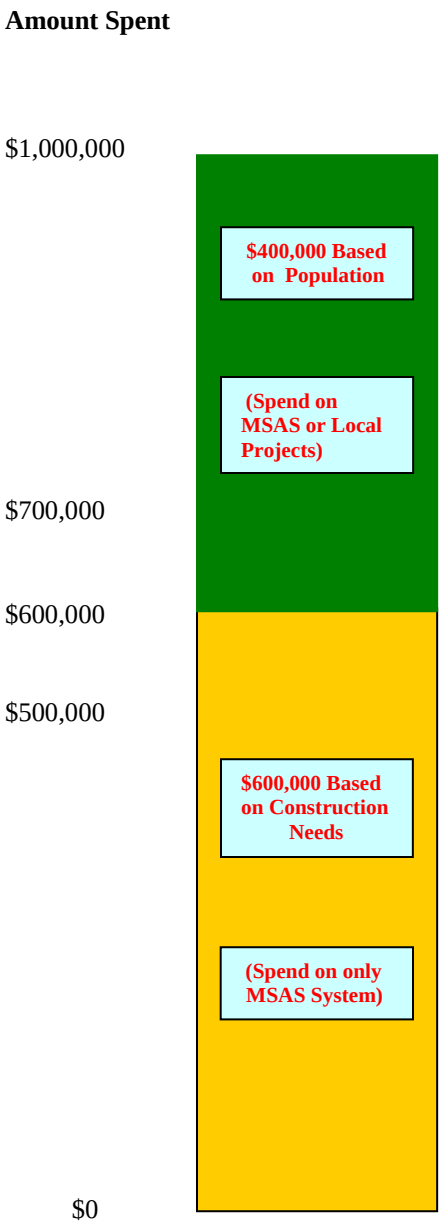
If G is LESS THAN C, then:

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.

MUNICIPAL STATE AID CONSTUCTION ACCOUNT
ADVANCE GUIDELINES

State Aid Advances

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

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

State Aid Advance Code Levels

Guidelines for advances are determined by the following codes.

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

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

GUARDED — Code BLUE- GUARDED - Fund balance low. Priority system and/or first-come first-serve are used. Resolution required. Reserve option available only prior to bid advertisement by email or phone.

LOW — Code GREEN - LOW - Plush Fund Balance. Advances approved on first-come-first-serve basis while funds are available. Resolution required. Request to Reserve optional.

General Guidelines for State Aid & Federal Aid Advance Construction

City Council Resolution

- ✓ Must be received by State Aid Finance before funds can be advanced.
- ✓ Required at all code levels.
- ✓ Is not project specific.
- ✓ For amount actually needed, not maximum allowable.
- ✓ Does not reserve funds.
- ✓ Good for year of submission only.
- ✓ Form obtained from SALT website.
  - o Mail completed form to Sandra Martinez in State Aid Finance.

4/8/2008

Request to Reserve Advanced Funding

- ✓ Not required and used only in green and blue levels.
- ✓ Allow funds to be reserved up to twelve weeks from date signed by City Engineer.
- ✓ Not used for Federal Aid Advance Construction projects.
- ✓ Form obtained from SALT website.
  - o Mail completed form to Sandra Martinez in State Aid Finance.
    - o Form will be signed and returned to City Engineer.

Priority System

- ✓ Projects include, but are not limited to projects where agreements have mandated the city's participation or projects with Advance Federal Aid.
- ✓ Requests are submitted to DSAE for prioritization within each district.
  - o Requests should include negative impact if project had to be delayed or advance funding was not available; include significance of the project.
- ✓ DSAE's submit prioritized lists to SALT for final prioritization.
- ✓ Funds may be reserved in blue level prior to bid advertisement.
  - o Contact Joan Peters in State Aid Finance .
- ✓ Small over-runs and funding shortfalls may be funded, but require State Aid approval.

Advance Limitations

Statutory - None

Ref. M.S.162.14, Supd 6.

State Aid Rules - None

Ref. State Aid Rules 8820.1500, Subp 10& 10b.

State Aid Guidelines

- ✓ Advance is limited to three times the municipalities' last construction allotment or $2,000,000, whichever is less. The limit can be administratively adjusted by the State Aid Engineer.
- ✓ Advances repaid from future year's allocation.
- ✓ Limitation may be exceeded due to federal aid advance construction projects programmed by the ATP in the STIP where State Aid funds are used in lieu of federal funds. Repayment will be made at the time federal funds are converted.
  - o Should federal funds fail to be programmed, or the project (or a portion of the project) be declared federally ineligible, the local agency is required to pay back the advance under a payment plan mutually agreed to between State Aid and the Municipality.

22-Sep-10

PAST HISTORY OF ADMINISTRATIVE ACCOUNT

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, VARIANCE MEETINGS, PRINTING OF STATE AID MATERIALS, ETC.

N:\MSAS\BOOKS\2010 OCTOBER BOOK\PAST HISTORY OF ADMINISTRATIVE ACCOUNT 2010.XLS

Year	January Allotment	Year End Balance	Spent	Year	January Allotment	Year End Balance	Spent
1958	$113,220	$48,310	$64,910	1985	$874,173	$421,719	$452,454
1959	125,999	55,370	70,629	1986	903,824	427,562	476,262
1960	129,466	58,933	70,533	1987	806,340	331,589	474,751
1961	140,825	75,036	65,789	1988	895,092	387,171	507,921
1962	137,980	70,875	67,105	1989	1,111,120	582,918	528,202
1963	144,585	75,094	69,491	1990	1,248,109	218,586	1,029,523
1964	168,526	102,385	66,141	1991	1,216,604	502,044	714,560
1965	173,875	96,136	77,739	1992	1,239,228	493,170	746,058
1966	178,253	85,079	93,174	1993	1,274,377	466,634	807,743
1967	190,524	122,185	68,339	1994	1,231,781	417,972	813,809
1968	219,458	117,878	101,580	1995	1,251,307	153,996	1,097,311
1969	231,452	134,416	97,036	1996	1,394,929	225,105	1,169,824
1970	252,736	147,968	104,768	1997	1,386,626	111,442	1,275,184
1971	279,357	165,927	113,430	1998	1,442,625	161,000	1,281,625
1972	280,143	167,410	112,733	1999	1,511,148	0	1,511,148
1973	284,923	160,533	124,390	2000	1,583,411	1,230,268	353,143
1974	333,944	130,460	203,484	2001	1,667,638	59,228	1,608,410
1975	349,512	158,851	190,661	2002	1,751,908	218,367	1,533,541
1976	347,940	264,874	83,066	2003	1,663,000	133,528	1,529,472
1977	424,767	160,365	264,402	2004	1,690,756	202,354	1,488,402
1978	426,786	139,580	287,206	2005	1,711,766	233,718	1,478,048
1979	473,075	257,782	215,293	2006	1,706,134	105,248	1,600,886
1980	521,544	171,544	350,000	2007	1,752,250	89,375	1,662,875
1981	544,123	222,062	322,061	2008	1,750,808	29,487	1,721,321
1982	646,373	251,781	394,592	2009	1,866,306	95,764	1,770,542
1983	710,025	297,847	412,178	2010	2,614,101		
1984	745,773	322,730	423,043				

The unexpended balance of the administration account at the end of the year is transferred back to the MSAS fund and redistributed the following year.

22-Sep-10

PAST HISTORY OF THE RESEARCH ACCOUNT

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 $636,577 (not to exceed 1/2 of 1% of the 2010 M.S.A.S. Apportionment sum of $127,315,538) shall be set aside from the 2011 Apportionment fund and be credited to the research account.

N:\MSAS\BOOKS\2010 OCTOBER BOOK\RESEARCH ACCOUNT MOTION 2010.XLS

Year	Allotment	Balance	Spent		Year	Allotment	Balance	Spent
1958	$0	$0	$0		1985	$121,838	$73,118	$48,720
1959	0	0	0		1986	142,188	98,607	43,581
1960	20,271	10,911	9,360		1987	147,745	82,479	65,266
1961	20,926	18,468	2,458		1988	132,754	72,201	60,553
1962	22,965	21,661	1,304		1989	145,953	42,379	103,574
1963	22,594	18,535	4,059		1990	191,254	40,960	150,294
1964	23,627	24,513	0		1991	203,793	3,445	200,348
1965	27,418	15,763	11,655		1992	202,774	19,247	183,527
1966	28,426	17,782	10,644		1993	207,386	18,150	189,236
1967	29,155	31,944	0		1994	403,939	0	403,939
1968	31,057	28,433	2,624		1995	403,415	0	403,415
1969	35,719	34,241	1,478		1996	408,593	0	408,593
1970	37,803	35,652	2,151		1997	453,703	0	453,703
1971	41,225	37,914	3,311		1998	452,040	0	452,040
1972	45,227	44,468	759		1999	469,141	0	469,141
1973	45,846	36,861	8,985		2000	487,286	0	487,286
1974	46,622	19,268	27,354		2001	516,013	0	516,013
1975	54,321	35,755	18,566		2002	542,790	0	542,790
1976	57,103	33,901	23,202		2003	582,170	0	582,170
1977	56,983	33,674	23,309		2004	544,962	0	544,962
1978	68,990	70,787	0		2005	554,452	0	554,452
1979	69,665	0	69,665		2006	559,118	0	559,118
1980	77,116	36,352	40,764		2007	557,436	0	557,436
1981	85,031	33,940	51,091		2008	572,095	0	572,095
1982	88,920	47,990	40,930		2009	571,991	0	571,991
1983	105,082	37,656	67,426		2010	608,806	0	608,806
1984	115,766	57,879	57,887		2011	636,577		

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 $132 million in loans to date.

- TRLF PROJECT HISTORY (September 2010)

66 total project applications from 1999 - 2010;
31 city, 18 county, 15 Mn/DOT, and 2 Metropolitan Council.

25 total projects funded from 1999 - 2010;
12 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	0.00
2011	
2012	

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 2010

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

BE IT RESOLVED:

ADMINISTRATION

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

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

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

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

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

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

Appointment to Unencumbered Construction Funds Subcommittee - Revised June 1979

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

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

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

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

Screening Board Meeting Dates and Locations - June 1996

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

Research Account - Oct. 1961

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

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

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

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

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

Improper Needs Report - Oct. 1961

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

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

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

Unit Price Study- Oct. 2006

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

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

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

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

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

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

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

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

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

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

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

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

Population Apportionment - October 1994, 1996

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

DESIGN

Design Limitation on Non-Existing Streets - Oct. 1965

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

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

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

Greater Than Minimum Width (Revised June 1993)

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

Miscellaneous Limitations - Oct. 1961

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

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

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

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

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

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

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

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

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

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

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

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

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

NEEDS COSTS

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

Grading Factors (or Multipliers) October 2007

That Needs for tree removal, pavement removal, curb and gutter removal and sidewalk removal shall be removed from urban segments in the Needs study and replaced with an Urban Grading Multiplier approved by the Municipal Screening Board. This Multiplier will be multiplied by the Grading/Excavation Needs of each deficient proposed urban segment in the Needs study.
That Needs for tree removal, pavement removal, special drainage, gravel surface and gravel shoulders shall be removed from the rural segments in the Needs study and be replaced with a Rural Grading Multiplied approved by the Municipal Screening Board. This Multiplier will be multiplied by the Grading/Excavation Needs of each deficient proposed rural segment in the Needs study.
That these Grading Factors shall take effect for the January 2009 allocation.

Roadway Item Unit Prices (Reviewed Annually)			
Right of Way (Needs Only)			$98,850 per Acre
Grading (Excavation)			**$4.90 per Cu. Yd.**
Base:	Class 5 Gravel	Spec. #2211	**$10.10 per Ton**
	Bituminous		**$56.75 per Ton**
Surface:	Bituminous		**$56.75 per Ton**
Miscellaneous:	Storm Sewer Construction		**$295,400 per Mile**
	Storm Sewer Adjustment		**$94,200 per Mile**
	Street Lighting		$100,000 per Mile
	Curb & Gutter Construction		**$11.00 per Lin. Ft.**
	Sidewalk Construction		**$27.85 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%	**$136,000**	**$34,000 per Mile**
5,000 - 9,999	50%	**$136,000**	$**68,000 per Mile**
10,000 and Over	100%	**$136,000**	$**136,000 per Mile**

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

All Bridge Unit Costs shall be **$120.00 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)	**$250,000 per Unit**
Signals and Gates (Multiple Track – high speed)	**$275,000 per Unit**
Signs Only (low speed)	**$2,500 per Unit**
Concrete Crossing Material Railroad Crossings (Per Track)	**$1,800 per Linear Foot**
Pavement Marking	**$2,500 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	**$1,950 per Mile**	**$3,200 per Mile**
Parking Lanes: Segment length times number of parking lanes times cost per mile	**$1,950 per Mile**	**$1,950 per Mile**
Median Strip: Segment length times cost per mile	**$700 per Mile**	**$1,300 per Mile**
Storm Sewer: Segment length times cost per mile	**$700 per Mile**	**$700 per Mile**
Traffic Signals: Number of traffic signals times cost per signal	**$700 per Unit**	**$700 per Unit**
Minimum allowance per mile is determined by segment length times cost per mile.	**$6,375 per Mile**	**$6,375 per Mile**

NEEDS ADJUSTMENTS

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

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

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

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

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

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

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

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

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

Low Balance Incentive – Oct. 2003

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

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

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

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

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

Excess Maintenance Account – June 2006

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

'After the Fact' Retaining Wall Adjustment Oct. 2006

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

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

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

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

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

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

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

TRAFFIC - June 1971

Traffic Limitation on Non-Existing Streets - Oct. 1965

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

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

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

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

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

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

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

2010 Item By Item Tabulation Of Needs

CITY NUMBER	MUNICIPALITY	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
101	ALBERT LEA	$3,810,128	$2,292,304	$783,744	$8,493,055	$3,559,882	$1,899,744	$2,679,312	$1,234,200	$1,740,000	$993,500	$3,538,700	$6,825,404	$244,075	$38,094,048	24.19	$1,574,785	ALBERT LEA
242	ALBERTVILLE	1,357,198	892,108	305,208	2,994,445	1,076,099	727,100	1,022,377	336,940	626,000	0	277,500	2,115,295	54,421	11,784,691	7.15	1,648,209	ALBERTVILLE
102	ALEXANDRIA	4,379,607	3,798,844	550,128	10,360,428	4,506,073	2,203,586	2,774,253	1,644,920	1,765,000	0	1,110,000	7,280,426	243,016	40,616,281	25.02	1,623,353	ALEXANDRIA
198	ANDOVER	5,100,394	7,311,150	950,478	11,013,169	6,340,636	4,819,375	5,615,368	1,889,720	2,992,000	0	356,700	10,205,579	280,329	56,874,898	42.60	1,335,092	ANDOVER
103	ANOKA	1,790,110	2,590,658	213,834	4,065,846	2,298,152	1,282,457	1,369,969	737,120	1,075,000	0	0	3,393,096	140,594	18,956,836	14.73	1,286,954	ANOKA
186	APPLE VALLEY	5,484,796	1,539,034	1,694,658	13,254,380	6,274,975	2,470,567	3,336,987	3,240,540	2,482,000	0	0	8,751,148	422,531	48,951,616	36.91	1,326,243	APPLE VALLEY
187	ARDEN HILLS	845,693	968,912	150,720	1,833,310	1,078,706	565,444	717,584	334,220	434,000	0	435,900	1,620,188	54,229	9,038,906	7.53	1,200,386	ARDEN HILLS
104	AUSTIN	3,241,185	2,038,260	609,474	7,307,987	4,342,696	1,564,552	1,929,954	1,718,020	1,477,000	11,241,360	555,000	7,925,612	313,385	44,264,485	29.18	1,516,946	AUSTIN
230	BAXTER	1,347,640	1,645,378	203,472	3,201,191	2,687,912	947,892	1,159,341	1,218,560	602,000	0	397,950	2,950,496	152,501	16,514,333	16.48	1,002,083	BAXTER
239	BELLE PLAINE	1,109,740	898,016	268,470	2,413,770	1,244,136	684,079	961,412	287,640	589,000	0	0	1,860,377	66,945	10,383,585	8.46	1,227,374	BELLE PLAINE
105	BEMIDJI	1,735,134	602,616	550,128	3,864,069	2,560,911	980,034	1,061,230	1,159,740	931,000	0	871,800	3,149,669	174,980	17,641,311	16.92	1,042,631	BEMIDJI
232	BIG LAKE	1,305,070	1,766,492	19,782	2,872,092	1,527,261	720,170	1,012,042	400,180	577,000	0	0	2,244,021	70,783	12,514,893	11.52	1,086,362	BIG LAKE
106	BLAINE	3,503,311	4,371,920	578,388	7,781,583	6,365,148	2,286,735	2,641,741	3,411,560	2,397,000	0	0	7,334,231	415,316	41,086,933	48.71	843,501	BLAINE
107	BLOOMINGTON	12,343,929	6,416,088	3,683,220	30,758,646	14,037,643	9,088,310	9,995,259	6,241,040	6,119,000	4,058,160	3,491,300	23,371,172	1,049,401	130,653,168	74.85	1,745,533	BLOOMINGTON
108	BRAINERD	2,468,982	735,546	836,496	5,592,199	2,990,221	1,492,337	1,660,753	1,116,560	1,204,000	1,935,360	713,400	4,564,087	189,978	25,499,919	19.17	1,330,199	BRAINERD
109	BROOKLYN CENTER	1,569,510	629,202	674,472	3,758,718	3,149,521	1,035,738	1,109,965	1,666,340	969,000	672,840	0	3,351,772	241,068	18,828,146	21.35	881,880	BROOKLYN CENTER
110	BROOKLYN PARK	4,800,901	2,584,750	1,039,026	10,943,554	8,611,658	1,373,471	1,664,651	4,172,480	2,860,000	0	128,500	8,399,378	614,575	47,192,944	59.47	793,559	BROOKLYN PARK
213	BUFFALO	2,763,131	2,815,162	272,238	6,106,992	2,506,778	1,443,101	2,025,423	762,280	1,252,000	0	893,400	4,584,910	139,764	25,565,179	17.19	1,487,212	BUFFALO
179	BURNSVILLE	9,224,580	2,924,460	1,841,610	22,531,374	7,426,828	4,573,415	4,918,456	3,741,020	3,672,000	0	791,700	13,561,997	561,296	75,768,736	45.04	1,682,254	BURNSVILLE
249	BYRON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0	BYRON
218	CAMBRIDGE	843,600	549,444	219,486	1,802,433	2,355,417	563,288	622,309	942,820	478,000	1,199,520	0	2,106,791	154,766	11,837,874	15.88	745,458	CAMBRIDGE
193	CHAMPLIN	2,391,436	1,258,404	245,862	5,316,458	2,967,749	1,166,979	1,376,598	1,228,760	1,314,000	0	0	3,798,574	202,586	21,267,406	20.01	1,062,839	CHAMPLIN
194	CHANHASSEN	2,217,208	1,078,210	789,396	5,142,163	3,350,526	1,470,447	1,399,908	1,336,200	1,042,000	83,200	0	3,940,039	199,027	22,048,324	21.47	1,026,936	CHANHASSEN
196	CHASKA	2,570,064	2,897,874	173,328	5,153,668	2,660,450	1,291,807	1,813,950	1,051,620	1,304,000	1,965,520	228,200	4,644,305	160,879	25,915,665	20.47	1,266,032	CHASKA
111	CHISHOLM	1,417,022	833,028	288,252	3,188,808	1,242,208	711,931	1,001,487	304,980	553,000	169,000	0	2,136,138	69,348	11,915,202	8.39	1,420,167	CHISHOLM
244	CIRCLE PINES	415,499	141,792	160,140	909,285	441,176	253,242	178,102	122,400	218,000	0	0	624,721	27,518	3,491,875	3.53	989,200	CIRCLE PINES
112	CLOQUET	2,914,299	2,927,414	276,948	6,610,681	2,943,355	1,598,168	1,874,341	929,560	1,519,000	0	878,100	4,943,816	160,470	27,576,152	21.67	1,272,550	CLOQUET
113	COLUMBIA HEIGHTS	2,406,561	1,110,704	568,968	5,376,763	1,810,787	1,265,847	1,659,917	653,140	1,143,000	0	81,700	3,537,027	125,809	19,740,223	12.50	1,579,218	COLUMBIA HEIGHTS
114	COON RAPIDS	5,574,173	463,778	2,902,302	13,430,691	6,854,220	3,843,455	5,037,927	3,430,260	3,225,000	8,215,760	0	11,655,064	490,375	65,123,005	41.83	1,556,849	COON RAPIDS
215	CORCORAN	2,272,355	2,097,340	0	4,064,789	1,745,466	822,437	1,099,601	527,000	1,168,000	226,800	0	3,085,233	76,610	17,185,631	15.50	1,108,750	CORCORAN
180	COTTAGE GROVE	5,795,214	4,918,410	739,470	13,754,358	5,556,570	3,294,291	3,933,898	2,572,100	2,573,000	1,162,800	0	9,746,025	325,652	54,371,788	35.35	1,538,099	COTTAGE GROVE
115	CROOKSTON	1,546,868	531,720	330,642	3,451,402	1,670,504	740,454	972,578	452,200	639,000	10,810,720	5,000	4,653,246	108,245	25,912,579	11.65	2,224,256	CROOKSTON
116	CRYSTAL	1,339,105	1,710,366	111,156	3,028,847	2,489,912	771,056	1,125,505	775,880	601,000	0	690,100	2,781,448	138,079	15,562,454	17.94	867,472	CRYSTAL
229	DAYTON	716,650	1,101,842	0	1,819,274	863,818	645,854	304,735	330,480	570,000	0	0	1,397,587	47,748	7,797,988	9.72	802,262	DAYTON
247	DELANO	1,278,077	1,450,414	76,302	2,821,747	909,308	664,356	934,367	212,500	586,000	1,344,000	0	2,260,955	39,782	12,577,808	6.11	2,058,561	DELANO
117	DETROIT LAKES	1,965,889	1,391,334	265,644	3,866,749	3,224,094	1,076,471	814,864	927,520	1,005,000	0	997,800	3,417,781	202,932	19,156,078	22.35	857,095	DETROIT LAKES
118	DULUTH	24,321,626	21,770,980	2,254,206	58,578,292	18,314,081	11,530,464	15,378,864	7,310,340	9,519,000	15,167,420	1,361,300	40,811,441	1,174,247	227,492,261	114.92	1,979,571	DULUTH
195	EAGAN	9,327,465	1,036,854	2,961,648	23,172,808	8,159,642	4,284,852	5,637,400	3,972,900	3,495,000	0	2,341,800	14,165,883	531,310	79,087,562	47.81	1,654,205	EAGAN
203	EAST BETHEL	3,811,587	5,272,890	530,346	7,015,464	4,474,860	2,708,728	3,641,667	1,009,120	1,707,000	0	0	6,637,765	160,855	36,970,282	28.78	1,284,582	EAST BETHEL
119	EAST GRAND FORKS	2,778,845	1,081,164	136,590	6,343,721	2,472,889	1,170,708	340,940	865,640	1,138,000	2,550,000	282,500	4,215,423	152,437	23,528,857	16.81	1,399,694	EAST GRAND FORKS
181	EDEN PRAIRIE	6,184,313	3,804,752	2,162,832	14,648,034	6,420,370	4,308,656	5,163,869	3,633,580	3,629,000	1,407,600	0	11,299,863	455,807	63,118,676	47.08	1,340,669	EDEN PRAIRIE
120	EDINA	5,750,795	2,174,144	1,125,690	13,423,347	5,781,308	2,842,026	2,258,972	3,252,100	3,152,000	2,530,760	67,300	9,318,861	408,874	52,086,177	40.27	1,293,424	EDINA
204	ELK RIVER	4,467,469	5,857,782	190,284	9,529,159	5,660,711	2,625,601	3,648,439	2,181,780	2,336,000	0	988,400	8,246,837	297,459	46,029,921	36.33	1,266,995	ELK RIVER
123	FAIRMONT	3,612,111	3,482,766	195,936	8,149,152	3,090,561	1,615,581	2,267,854	1,316,140	1,410,000	0	656,000	5,675,146	202,853	31,674,100	20.13	1,573,477	FAIRMONT
124	FALCON HEIGHTS	320,223	162,470	76,302	699,028	405,706	162,723	276,047	125,120	179,000	0	0	529,456	26,850	2,962,925	3.29	900,585	FALCON HEIGHTS
125	FARIBAULT	3,855,461	2,437,050	452,160	8,944,013	3,673,722	1,965,876	2,438,632	1,593,920	1,703,000	2,929,320	1,871,700	7,010,268	239,735	39,114,857	24.27	1,611,655	FARIBAULT
212	FARMINGTON	3,293,515	2,688,140	8,478	5,551,136	2,281,297	1,093,125	1,282,354	810,220	1,183,000	309,120	515,100	4,183,407	114,072	23,312,964	16.24	1,435,527	FARMINGTON
126	FERGUS FALLS	4,457,022	1,432,690	844,032	11,393,984	4,054,119	1,843,347	1,730,220	1,674,160	2,076,000	1,460,160	3,992,100	7,690,718	254,170	42,902,722	24.67	1,739,065	FERGUS FALLS
214	FOREST LAKE	3,958,553	5,550,566	69,708	9,150,660	3,019,903	2,165,988	2,713,454	916,300	1,935,000	0	0	6,485,626	147,783	36,113,541	23.70	1,523,778	FOREST LAKE
127	FRIDLEY	3,655,240	1,733,998	1,080,474	8,164,132	3,501,258	1,781,659	2,754,394	1,102,280	1,847,000	0	470,450	5,739,995	229,128	32,060,008	22.87	1,401,837	FRIDLEY
226	GLENCOE	1,313,843	1,054,578	172,386	2,898,907	1,216,154	703,835	967,902	310,420	606,000	0	0	2,033,687	73,904	11,351,616	7.99	1,420,728	GLENCOE
128	GOLDEN VALLEY	2,880,289	1,341,116	781,860	6,522,767	3,279,371	1,599,125	1,703,917	1,338,920	1,312,000	128,000	2,668,700	5,182,334	231,996	28,970,395	23.57	1,229,122	GOLDEN VALLEY
129	GRAND RAPIDS	4,130,916	4,927,272	205,356	9,249,106	3,625,486	2,133,670	2,920,048	1,040,740	1,886,000	0	713,400	6,783,037	195,690	37,810,721	23.52	1,607,599	GRAND RAPIDS
197	HAM LAKE	2,927,578	5,837,104	32,028	6,345,421	3,901,526	2,325,598	238,507	1,149,540	2,017,000	0	0	5,450,355	189,362	30,414,019	32.28	942,194	HAM LAKE
130	HASTINGS	1,840,930	221,550	274,122	4,163,466	3,054,463	1,018,160	1,226,431	1,309,000	938,000	0	0	3,090,149	205,924	17,342,195	21.24	816,488	HASTINGS
202	HERMANTOWN	2,961,389	4,017,440	18,840	6,573,267	2,355,638	1,601,325	2,049,929	1,069,980	1,095,000	0	0	4,783,420	112,654	26,638,882	15.50	1,718,638	HERMANTOWN
131	HIBBING	6,966,232	4,835,698	545,418	18,211,710	6,600,584	2,621,784	2,584,874	2,258,620	4,017,000	32,000	2,104,700	11,171,296	413,314	62,363,230	53.74	1,160,462	HIBBING
132	HOPKINS	1,626,556	983,682	373,974	3,685,130	1,516,934	772,431	1,068,520	709,920	730,000	0	0	2,522,777	107,617	14,097,541	9.99	1,411,165	HOPKINS
224	HUGO	3,320,068	1,940,778	0	5,039,396	2,135,165	763,136	903,733	749,360	1,498,000	0	0	3,596,920	116,585	20,063,141	20.61	973,466	HUGO
133	HUTCHINSON	2,304,897	1,004,360	651,864	5,149,475	2,696,544	1,297,912	1,219,695	982,600	1,133,000	918,000	958,800	4,029,773	173,142	22,520,062	18.69	1,204,926	HUTCHINSON
134	INTERNATIONAL FALLS	1,366,018	159,516	377,742	3,056,716	1,204,304	627,165	881,852	313,140	540,000	0	0	1,875,822	69,111	10,471,386	8.06	1,299,179	INTERNATIONAL FALLS
178	INVER GROVE HEIGHTS	5,826,409	5,408,774	568,026	13,580,778	5,957,906	3,061,641	4,262,555	1,947,180	2,478,000	0	0	9,480,081	302,368	52,873,718	33.30	1,587,799	INVER GROVE HEIGHTS
245	ISANTI	656,885	714,868	35,796	1,310,803	934,960	412,346	579,920	234,260	313,000	72,000	789,000	1,331,845	46,706	7,432,389	6.89	1,078,721	ISANTI
246	JORDAN	843,458	1,025,038	90,432	1,849,267	918,785	514,569	723,796	241,740	360,000	612,000	832,500	1,762,546	43,963	9,818,094	5.89	1,666,909	JORDAN
240	KASSON	743,773	865,522	34,854	1,636,638	777,535	425,139	478,380	190,060	335,000	0	0	1,207,118	43,015	6,737,034	5.08	1,326,188	KASSON
236	LA CRESCENT	1,085,215	552,398	227,964	2,428,581	866,973	498,300	585,353	202,980	429,000	0	0	1,512,888	52,691	8,442,343	5.84	1,445,607	LA CRESCENT
234	LAKE CITY	969,186	168,378	514,332	2,060,920	1,224,957	698,247	938,465	307,020	632,000	0	0	1,652,971	79,624	9,246,100	8.39	1,102,038	LAKE CITY
206	LAKE ELMO	1,171,009	1,394,288	44,274	3,608,829	1,645,867	601,678	816,896	479,740	845,000	0	5,000	2,334,767	81,175	13,028,523	14.07	925,979	LAKE ELMO
188	LAKEVILLE	8,129,592	5,485,578	1,672,992	18,012,116	8,959,876	4,798,310	5,366,835	3,503,020	3,860,000	0	1,089,200	13,393,062	539,025	74,809,606	60.02	1,246,411	LAKEVILLE
210	LINO LAKES	3,377,780	4,336,472	20,724	7,043,395	3,264,266	1,653,069	1,930,257	807,840	1,569,000	0	0	5,280,619	139,358	29,422,780	23.00	1,279,251	LINO LAKES
135	LITCHFIELD	1,377,923	1,639,470	152,604	3,023,286	1,302,820	831,523	1,006,226	298,180	616,000	0	957,900	2,465,305	75,597	13,746,834	8.77	1,567,484	LITCHFIELD
200	LITTLE CANADA	1,233,024	856,660	300,498	2,692,073	1,410,641	788,106	1,099,488	521,900	684,000	1,101,600	201,900	2,395,778	91,397	13,377,065	11.35	1,178,596	LITTLE CANADA
136	LITTLE FALLS	2,390,805	2,386,832	284,484	5,415,045	2,894,260	1,424,269	1,990,446	843,540	1,233,000	0	440,900	4,246,791	172,347	23,722,719	18.34	1,293,496	LITTLE FALLS
219	MAHTOMEDI	677,980	963,004	205,356	1,451,789	1,000,561	631,895	888,775	391,000	374,000	0	0	1,448,562	57,808	8,090,730	8.44	958,617	MAHTOMEDI
137	MANKATO	6,278,068	1,237,726	1,754,946	15,503,453	5,960,260	2,944,799	4,190,150	3,148,400	2,570,000	508,080	160,900	9,736,490	445,421	54,438,693	38.17	1,426,217	MANKATO
189	MAPLE GROVE	9,609,929	5,269,936	1,430,898	22,769,474	10,080,468	4,617,613	4,449,287	4,372,740	3,525,000	0	1,491,600	14,875,726	539,253	83,031,924	56.66	1,465,442	MAPLE GROVE
138	MAPLEWOOD	4,929,768	4,182,864	810,120	11,013,359	5,414,697	2,675,651	3,551,627	1,794,520	2,306,000	0	0	8,069,294	340,300	45,088,200	36.16	1,246,908	MAPLEWOOD
139	MARSHALL	2,877,925	2,380,924	358,902	6,409,850	2,936,137	1,257,069	1,458,728	867,340	1,188,000	397,440	0	4,429,114	204,841	24,766,270	18.80	1,317,355	MARSHALL
250	MEDINA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0	MEDINA
140	MENDOTA HEIGHTS	2,213,120	1,317,484	600,996	5,401,701	2,195,092	1,258,994	1,771,009	727,940	1,084,000	0	0	3,645,475	130,096	20,345,907	14.67	1,386,906	MENDOTA HEIGHTS
141	MINNEAPOLIS	36,197,626	8,681,806	13,079,670	85,217,270	31,127,854	19,766,747	27,317,779	17,097,580	16,831,000	47,989,260	8,017,700	68,491,355	2,511,537	382,327,184	205.63	1,859,297	MINNEAPOLIS
142	MINNETONKA	8,254,633	5,689,404	1,087,068	19,035,461	7,443,742	4,414,531	5,340,073	3,107,600	3,598,000	612,000	785,400	13,060,944	420,221	72,849,077	50.86	1,432,345	MINNETONKA
243	MINNETRISTA	2,634,473	2,239,132	10,362	3,932,850	1,473,688	893,266	628,184	432,140	1,089,000	0	0	2,933,279	59,357	16,325,731	12.71	1,284,479	MINNETRISTA
143	MONTEVIDEO	995,477	333,802	198,762	2,190,690	1,171,781	555,269	689,094	340,000	495,000	0	0	1,533,371	80,021	8,583,267	8.55	1,003,891	MONTEVIDEO
222	MONTICELLO	1,271,705	1,683,780	108,330	2,771,000	1,801,192	797,742	1,076,905	680,340	687,000	0	0	2,393,159	116,454	13,387,607	12.08	1,108,246	MONTICELLO
144	MOORHEAD	6,312,695	1,964,410	990,984	15,118,495	6,673,537	2,855,864	2,913,254	3,064,080	2,362,000	12,144,840	2,217,450	12,455,872	492,084	69,565,565	45.24	1,537,700	MOORHEAD
190	MORRIS	1,039,816	1,098,888	24,492	2,322,221	1,296,970	495,847	645,561	307,020	427,000	0	0	1,684,723	89,123	9,431,661	9.03	1,044,481	MORRIS
145	MOUND	1,671,579	1,388,380	273,180	3,688,122	1,195,671	894,300	1,218,496	312,800	771,000	0	0	2,510,978	58,236	13,982,742	7.94	1,761,051	MOUND
146	MOUNDS VIEW	1,398,870	1,302,714	187,458	3,025,520	1,559,209	982,641	1,375,597	499,460	846,000	0	0	2,459,041	102,880	13,739,390	12.43	1,105,341	MOUNDS VIEW
147	NEW BRIGHTON	2,033,428	1,878,744	362,670	4,833,210	2,198,558	1,193,038	1,612,040	695,640	1,029,000	186,000	2,909,700	4,165,048	123,782	23,220,858	15.26	1,521,681	NEW BRIGHTON
182	NEW HOPE	2,012,855	91,574	953,304	4,579,907	1,905,498	1,170,818	1,546,763	846,940	1,043,000	1,285,200	738,050	3,558,261	137,452	19,869,622	12.70	1,564,537	NEW HOPE
237	NEW PRAGUE	744,739	336,756	227,964	1,638,443	1,054,025	447,755	629,549	262,480	386,000	0	293,000	1,324,556	66,337	7,411,604	7.72	960,052	NEW PRAGUE
148	NEW ULM	2,927,333	765,086	781,860	6,475,501	2,672,589	1,524,017	2,135,679	846,940	1,317,000	1,305,600	3,265,300	5,283,723	188,322	29,488,950	17.68	1,667,927	NEW ULM
225	NORTH BRANCH	3,753,552	889,154	32,970	8,332,307	3,457,670	2,097,469	2,923,637	887,400	1,756,000	276,600	515,100	5,482,810	137,477	30,542,146	23.93	1,276,312	NORTH BRANCH
150	NORTH MANKATO	2,838,640	753,270	645,270	7,073,015	2,660,273	1,260,138	1,535,679	1,127,780	940,000	0	0	4,143,496	172,043	23,149,604	15.07	1,536,138	NORTH MANKATO
151	NORTH ST PAUL	1,996,816	516,950	654,690	4,479,580	1,660,969	1,054,669	1,483,514	539,920	908,000	0	0	2,924,925	98,320	16,318,353	11.39	1,432,691	NORTH ST PAUL
149	NORTHFIELD	1,969,296	1,485,862	372,090	4,432,185	2,489,629	1,028,511	1,485,937	784,720	920,000	2,211,840	1,262,500	4,057,368	158,341	22,658,279	17.06	1,328,152	NORTHFIELD
223	OAK GROVE	2,891,147	4,306,932	0	7,270,216	3,260,234	1,754,071	2,164,920	836,400	1,509,000	0	0	5,278,441	127,744	29,399,105	24.60	1,195,086	OAK GROVE
185	OAKDALE	1,114,067	782,810	187,458	2,505,496	2,584,682	230,296	299,806	1,452,820	551,000	0	0	2,135,858	178,832	12,023,125	19.30	622,960	OAKDALE
152	ORONO	870,657	1,417,920	0	2,321,515	1,186,530	557,568	695,999	406,980	559,000	0	0	1,763,556	68,238	9,847,963	9.45	1,042,112	ORONO
217	OTSEGO	2,541,242	3,453,226	0	5,602,324	3,308,473	1,366,024	1,915,773	789,140	1,176,000	0	0	4,433,484	157,222	24,742,908	22.51	1,099,196	OTSEGO
153	OWATONNA	3,503,081	1,890,560	571,794	8,469,478	4,212,224	1,631,509	2,305,234	1,776,500	1,811,000	4,403,000	1,408,700	7,036,281	279,758	39,299,119	28.35	1,386,212	OWATONNA
155	PLYMOUTH	10,031,890	3,905,188	2,773,248	23,182,342	9,020,659	5,429,853	2,738,269	4,943,600	4,381,000	72,400	675,600	14,773,899	629,457	82,557,405	58.40	1,413,654	PLYMOUTH
201	PRIOR LAKE	2,113,047	1,887,606	197,820	4,595,313	2,632,480	1,187,197	1,363,452	799,000	1,105,000	0	0	3,493,801	156,605	19,531,321	20.38	958,357	PRIOR LAKE
199	RAMSEY	3,767,782	5,453,084	569,910	8,103,055	5,543,358	2,682,922	3,942,500	1,336,880	2,475,000	0	0	7,452,386	286,225	41,613,102	38.09	1,092,494	RAMSEY
156	RED WING	3,842,778	4,041,072	355,134	8,502,977	3,776,900	2,023,208	2,842,512	1,557,880	1,745,000	0	1,167,300	6,568,045	224,716	36,647,522	25.05	1,462,975	RED WING
207	REDWOOD FALLS	1,524,302	906,878	252,456	3,409,593	1,227,334	704,935	975,810	289,000	607,000	0	0	2,177,407	65,297	12,140,012	8.50	1,428,237	REDWOOD FALLS
157	RICHFIELD	3,175,189	1,739,906	1,001,346	6,664,378	4,077,332	2,318,052	3,218,401	1,655,460	2,032,000	0	1,604,300	6,046,998	284,839	33,818,201	25.17	1,343,592	RICHFIELD
158	ROBBINSDALE	1,536,856	708,960	379,626	3,473,944	1,546,331	864,072	1,030,006	524,960	734,000	0	567,150	2,500,497	97,379	13,963,781	10.11	1,381,185	ROBBINSDALE
159	ROCHESTER	14,779,847	9,606,408	1,451,622	36,938,095	15,848,723	6,713,377	8,948,011	7,562,960	5,601,000	7,641,840	4,286,500	26,263,245	1,033,345	146,674,973	92.37	1,587,907	ROCHESTER
238	ROGERS	1,251,887	1,689,688	129,054	2,748,094	1,935,859	1,030,876	707,474	721,140	554,000	0	0	2,368,977	104,069	13,241,118	12.00	1,103,427	ROGERS
208	ROSEMOUNT	4,136,735	5,184,270	195,936	9,156,755	4,706,910	2,302,278	2,839,588	1,439,560	1,982,000	0	1,236,200	7,299,652	235,986	40,715,870	30.96	1,315,112	ROSEMOUNT
160	ROSEVILLE	3,904,410	1,137,290	1,380,972	8,916,633	3,783,587	1,493,217	2,554,150	1,231,820	2,014,000	129,000	1,262,500	6,117,669	244,284	34,169,532	29.12	1,173,404	ROSEVILLE
220	SARTELL	1,932,080	2,413,418	133,764	4,195,038	2,712,824	1,206,931	1,595,387	822,120	1,039,000	0	0	3,531,128	152,698	19,734,388	17.97	1,098,185	SARTELL
191	SAUK RAPIDS	1,728,146	1,255,450	402,234	3,972,265	2,131,938	1,062,809	1,073,903	718,760	852,000	0	160,900	2,938,850	151,553	16,448,808	14.01	1,174,076	SAUK RAPIDS
211	SAVAGE	2,888,370	2,008,720	164,850	6,028,157	3,946,859	1,253,219	993,215	1,743,520	1,312,000	1,232,000	0	4,745,605	256,035	26,572,550	27.01	983,804	SAVAGE
166	SHAKOPEE	3,177,583	2,425,234	373,974	7,686,757	5,403,847	1,622,379	1,822,897	2,030,480	1,577,000	0	2,065,200	6,200,785	374,819	34,760,955	37.02	938,978	SHAKOPEE
167	SHOREVIEW	3,106,929	1,344,070	777,150	4,374,134	2,777,068	1,453,903	2,048,368	851,020	1,006,000	0	0	3,902,498	163,555	21,804,695	19.00	1,147,616	SHOREVIEW
216	SHOREWOOD	975,019	1,541,988	37,680	2,123,084	880,874	614,306	206,591	457,640	589,000	0	0	1,633,761	54,626	9,114,569	8.58	1,062,304	SHOREWOOD
168	SOUTH ST PAUL	2,719,887	357,434	389,046	6,173,015	2,428,229	917,081	1,213,394	864,280	1,272,000	78,200	0	3,610,772	167,932	20,191,270	16.82	1,200,432	SOUTH ST PAUL
183	SPRING LAKE PARK	439,156	0	193,110	974,661	739,000	238,117	429,058	293,420	320,000	0	0	797,834	54,373	4,478,729	5.82	769,541	SPRING LAKE PARK
161	ST ANTHONY	958,536	451,962	264,702	2,240,676	887,005	507,870	691,905	400,520	434,000	0	0	1,504,176	58,918	8,400,270	5.95	1,411,810	ST ANTHONY
162	ST CLOUD	8,849,020	8,002,386	1,250,034	21,881,788	11,407,120	5,559,444	6,594,577	5,532,140	3,696,000	7,519,680	2,725,350	18,263,858	656,649	101,938,046	64.89	1,570,936	ST CLOUD
235	ST FRANCIS	1,668,455	2,939,230	0	4,927,691	1,740,981	1,155,748	1,625,575	539,920	995,000	0	0	3,430,374	58,669	19,081,643	11.94	1,598,128	ST FRANCIS
233	ST JOSEPH	533,708	505,134	67,824	1,170,598	838,487	435,567	360,380	221,680	227,000	0	0	959,286	40,425	5,360,089	5.52	971,031	ST JOSEPH
163	ST LOUIS PARK	4,588,124	602,616	1,542,054	10,548,387	4,910,554	2,480,819	2,087,361	2,486,760	2,205,000	3,669,000	249,800	7,781,510	391,765	43,543,750	31.45	1,384,539	ST LOUIS PARK
227	ST MICHAEL	4,665,759	5,541,704	0	10,715,384	3,609,306	2,364,978	3,057,987	997,560	1,876,000	0	0	7,222,309	136,697	40,187,684	23.10	1,739,727	ST MICHAEL
164	ST PAUL	29,472,561	1,701,504	11,843,766	69,810,823	24,608,503	15,840,297	18,532,895	13,091,020	13,149,000	41,230,540	10,504,400	54,952,786	1,850,204	306,588,299	164.77	1,860,705	ST PAUL
184	ST PAUL PARK	612,028	425,376	98,910	1,346,966	889,162	337,898	430,339	268,600	291,000	0	84,200	1,052,584	57,074	5,894,137	6.08	969,430	ST PAUL PARK
165	ST PETER	2,710,304	2,534,532	248,688	6,332,090	2,404,050	1,300,728	1,818,328	763,980	1,114,000	0	0	4,229,866	142,696	23,599,262	15.35	1,537,411	ST PETER
228	STEWARTVILLE	690,058	316,078	162,024	1,536,244	688,324	325,996	379,680	157,420	286,000	0	0	999,202	41,567	5,582,593	4.63	1,205,744	STEWARTVILLE
169	STILLWATER	2,469,134	1,580,390	517,158	6,022,835	2,580,316	1,389,025	1,770,623	1,033,600	1,084,000	0	699,000	4,212,143	162,639	23,520,863	17.68	1,330,366	STILLWATER
170	THIEF RIVER FALLS	3,029,650	2,877,196	149,778	6,927,604	2,408,537	1,312,388	985,474	855,440	1,186,000	2,276,640	2,234,200	5,333,447	159,438	29,735,792	15.78	1,884,397	THIEF RIVER FALLS
209	VADNAIS HEIGHTS	837,151	608,524	116,808	2,222,286	1,158,382	548,229	822,215	430,100	554,000	0	0	1,605,495	71,452	8,974,642	9.17	978,696	VADNAIS HEIGHTS
241	VICTORIA	620,540	599,662	11,304	1,365,135	954,595	361,262	508,151	316,200	269,000	0	0	1,101,286	47,863	6,154,998	7.43	828,398	VICTORIA
171	VIRGINIA	3,306,582	1,456,322	314,628	6,058,793	2,491,673	960,575	1,351,143	1,098,540	1,065,000	0	0	3,982,714	155,626	22,241,596	17.14	1,297,643	VIRGINIA
231	WACONIA	1,564,873	1,509,494	204,414	3,443,323	1,596,836	845,405	1,072,866	408,340	728,000	0	0	2,502,182	105,183	13,980,916	10.74	1,301,761	WACONIA
221	WAITE PARK	268,986	35,448	84,780	717,996	1,065,089	130,086	161,726	618,120	102,000	0	702,600	855,103	78,281	4,820,215	6.12	787,617	WAITE PARK
172	WASECA	1,129,658	537,628	157,314	2,484,498	1,091,250	631,884	842,908	275,060	544,000	0	807,000	1,870,267	72,039	10,443,506	7.61	1,372,340	WASECA
173	WEST ST PAUL	1,609,541	806,442	476,652	3,623,690	1,973,597	971,454	1,280,517	705,840	714,000	0	0	2,675,582	138,315	14,975,630	13.55	1,105,213	WEST ST PAUL
174	WHITE BEAR LAKE	1,912,338	1,547,896	305,208	4,388,516	2,775,026	860,321	813,836	1,094,800	921,000	0	702,800	3,370,785	184,696	18,877,222	21.06	896,354	WHITE BEAR LAKE
175	WILLMAR	3,518,042	2,564,072	485,130	8,103,858	4,296,325	1,703,042	2,105,522	1,684,700	1,573,000	0	1,475,500	6,052,023	313,926	33,875,140	26.73	1,267,308	WILLMAR
176	WINONA	3,000,971	1,092,980	624,546	7,223,166	3,658,912	1,741,971	1,918,531	1,817,980	1,823,000	0	0	5,038,450	248,491	28,188,998	22.29	1,264,648	WINONA
192	WOODBURY	5,597,060	4,776,618	872,292	13,102,089	8,522,108	3,544,233	4,106,148	4,310,180	2,503,000	0	0	10,413,428	572,407	58,319,563	54.21	1,075,808	WOODBURY
177	WORTHINGTON	1,728,735	115,206	309,918	3,805,273	1,611,767	841,467	6,824	501,160	834,000	2,826,600	0	2,767,808	108,195	15,456,953	11.39	1,357,063	WORTHINGTON
248	WYOMING	1,107,449	3,154,872	9,420	2,304,658	1,592,126	1,237,060	227,089	488,240	675,000	0	0	2,375,104	89,522	13,260,540	13.58	976,476	WYOMING
251	ZIMMERMAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0	ZIMMERMAN
	TOTAL	$512,124,732	$333,119,626	$99,030,576	$1,178,592,035	$535,588,594	$274,473,452	$329,227,930	$220,021,820	$238,239,000	$211,292,280	$96,027,300	$886,102,405	$34,133,188	$4,947,972,938	3,561.07	1,292,208	TOTAL
Percent of Total Needs - 2010		10.35%	6.73%	2.00%	23.82%	10.82%	5.55%	6.65%	4.45%	4.81%	4.27%	1.94%	17.91%	0.69%	100.00%			
Percent of Total Needs - 2009		10.36%	6.64%	2.03%	23.89%	10.96%	5.41%	6.51%	4.52%	5.04%	4.33%	1.70%	17.91%	0.71%	100.00%			
Difference		-0.01%	0.09%	-0.03%	-0.07%	-0.14%	0.14%	0.14%	-0.07%	-0.23%	-0.06%	0.24%	0.00%	-0.02%				