

2009 MUNICIPAL STATE AID STREET APPORTIONMENT DATA



**I-94 & Maple Grove Parkway
City of Maple Grove**



January 2009

Maple Grove Parkway Interchange

The long awaited decision by the Minnesota State Legislature to allow construction of a new hospital in Maple Grove stimulated nearly 600 acres of new development surrounding the I-94/CSAH 30 area and necessitated the construction of approximately \$60 million in infrastructure improvements. After completion of the feasibility study in May 2005, plans and specifications to construct a new interchange and an arterial street and utility system that would serve the new hospital and surrounding development were completed within a compressed schedule to be open in September 2007. The tight schedule, maintenance of access to, from and along I-94, and in particular, the financing of such a large project without federal, state or county financial participation made this collaborative effort very unique. Maple Grove Parkway, a Municipal State Aid route, represents the realignment and extension of an A Minor Arterial in Maple Grove.



Thank you to SRF Consulting Group and the City of Maple Grove for providing this photo for our cover.



Minnesota Department of Transportation

MEMO

State Aid for Local Transportation Group

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January 16, 2009

**TO: Municipal Engineers
 City Clerk/Administrator**

**FROM: Marshall Johnston *Marshall*
 Municipal Needs Manager
 (651) 366-3815**

SUBJECT: The 2009 Municipal State Aid Apportionment Book

Enclosed is a copy of the "2009 Municipal State Aid Street Apportionment Data" report for your use in better understanding the means of distributing the annual allocation to each municipality over 5,000 population in Minnesota.

This report has been compiled by the Municipal State Aid Needs Unit, State Aid for Local Transportation, Department of Transportation, in conjunction with the Office of Finance.

This report is distributed to all municipal engineers, and when a consulting engineer is engaged by the municipality, 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/.

Please contact me at the above number if you have questions concerning this publication.

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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.

2009 MUNICIPAL STATE AID STREET APPORTIONMENT DATA

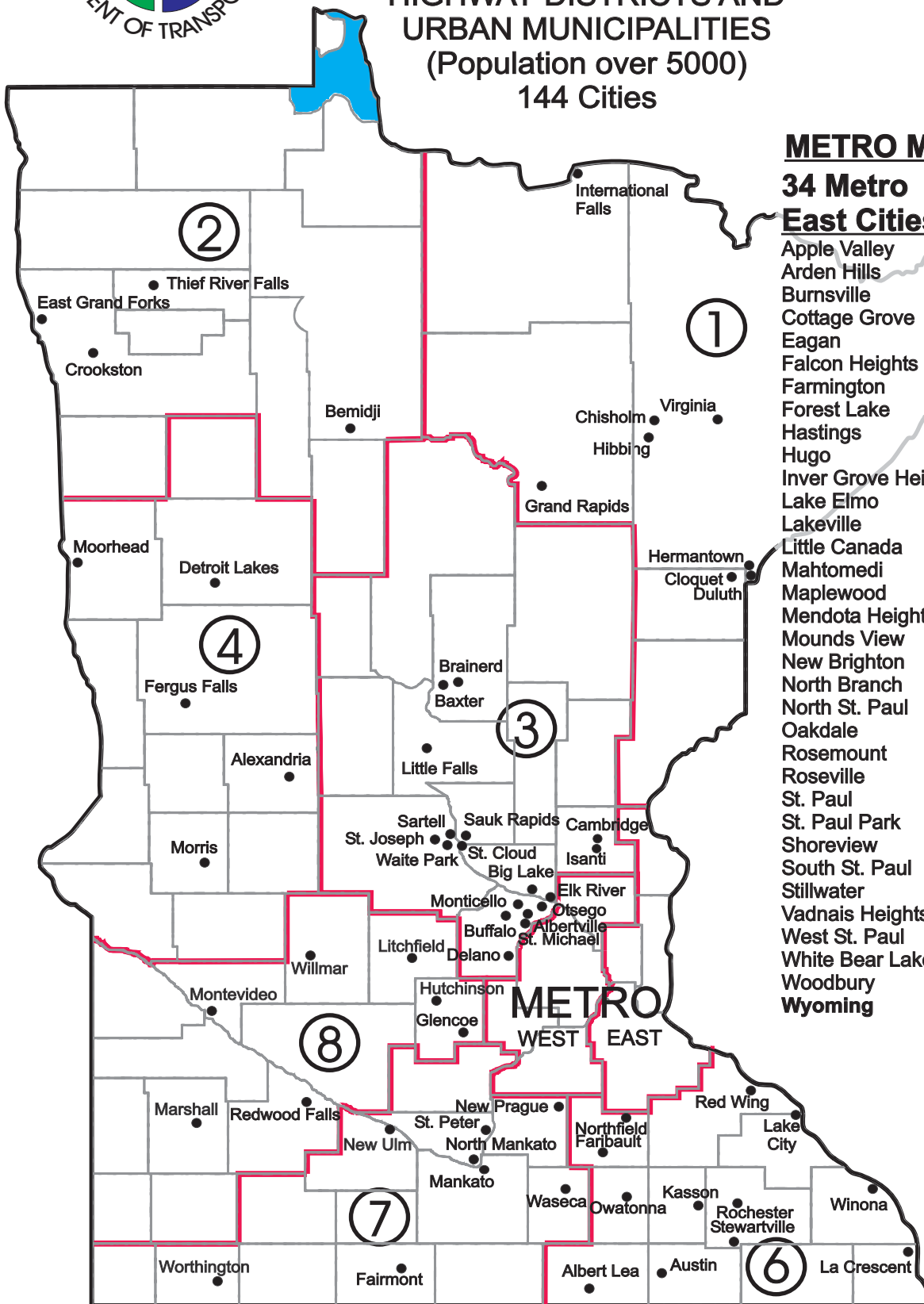
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STATE OF MINNESOTA

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



METRO MUNICIPALITIES

34 Metro East Cities

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

48 Metro West Cities

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

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January 2009

2009 MUNICIPAL SCREENING BOARD

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13-Jan-09

OFFICERS			
Chair	Shelly Pederson	Bloomington	(952) 563-4870
Vice Chair	Jeff Hulsether	Brainerd	(218) 828-2309
Secretary	VACANT to be elected at the January CEAM meeting		

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

ALTERNATES				
District	Year Beginning		City	Phone
1	2011	Jason Fisher	Chisholm	(218) 254-7907
2	2012	Dave Kildahl	Thief River Falls	(218) 281-6522
3	2012	Brad DeWolf	Buffalo	(320) 231-3956
4	2010	Gary Nansen	Detroit Lakes	(218) 299-5390
Metro-West	2010	Tom Mathisen	Crystal	(763) 531-1160
6	2010	David Strauss	Stewartville	(507) 288-6464
7	2011	Jon Rippke	North Mankato	(507) 625-4171
8	2012	John Rodeberg	Glencoe	(952) 912-2600
Metro-East	2011	Mark Graham	Vadnais Heights	(651) 204-6050

2009 SUBCOMMITTEES

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

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

NEEDS STUDY SUBCOMMITTEE	UNENCUMBERED CONSTRUCTION FUNDS SUBCOMMITTEE
<p>Craig Gray, Chair Bemidji (218) 759-3581 Expires after 2009</p> <p>Deb Bloom Roseville (651) 792-7000 Expires after 2010</p> <p>VACANT To be elected at the January CEAM Meeting Expires after 2011</p>	<p>Mike Metso, Chair Past Chair (218) 727-3282 Expires after 2009</p> <p>Chuck Ahl Maplewood (651) 770-4552 Expires after 2010</p> <p>Mel Odens Willmar (320) 235-4202 Expires after 2011</p>

**2008 MUNICIPAL SCREENING BOARD
Fall Meeting Minutes
October 21 & 22, 2008**

Tuesday, October 21

I. Opening by Municipal Screening Board Chair Mel Odens

The 2008 Fall Municipal Screening Board Meeting was called to order at 1:09 p.m. on Tuesday, October 21, 2008

A. Chair Odens introduced the Head Table and Subcommittee members

Mel Odens, Willmar - Chair, Municipal Screening Board
Shelly Pederson, Bloomington - Vice Chair, Municipal Screening Board
Julie Skallman, Mn\DOT – State Aid Engineer
Marshall Johnston, Mn\DOT - Manager, Municipal State Aid Needs Unit
Dave Kildahl, Crookston - Chair, Needs Study Subcommittee
Lee Gustafson, Minnetonka - Chair, Unencumbered Construction Funds Subcommittee
Mike Metso, - Past Chair, Municipal Screening Board
Chuck Ahl, Maplewood - Past Chair, Municipal Screening Board
Jeff Hulsether, Brainerd - Secretary, Municipal Screening Board

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

District 1	Jim Prusak, Cloquet
District 2	Craig Gray, Bemidji
District 3	Terry Maurer, Elk River
District 4	Bob Zimmerman, Moorhead
Metro West	Jean Keely, Blaine
District 6	Katy Gehler-Hess, Northfield
District 7	Ken Saffert, Mankato
District 8	Glenn Olson, Marshall
Metro East	Russ Matthys, Eagan
Duluth	Cindy Voigt
Minneapolis	Don Elwood
St. Paul	Paul Kurtz

C. Recognized Screening Board Alternates:

District 3	Steve Bot, St. Michael
District 8	Kent Exner, Hutchinson

D. Recognize Department of Transportation personnel:

Rick Kjonaas	Deputy State Aid Engineer
Walter Leu	District 1 State Aid Engineer
Lou Tasa	District 2 State Aid Engineer
Kelvin Howison	District 3 State Aid Engineer
Bob Kotaska	Asst. District 4 State Aid Engineer
Steve Kirsch	District 6 State Aid Engineer
Doug Haeder	District 7 State Aid Engineer
Tom Behm	District 8 State Aid Engineer
Greg Coughlin	Metro State Aid Engineer
Mike Kowski	Assistant Metro State Aid Engineer
Stu Peterson	Asst. District 8 State Aid Engineer
Paul Stien	State Aid Operations Engineer
Julee Puffer	State aid

E. Recognize others in Attendance:

Larry Veek	Minneapolis
Jim Vanderhoof	St. Paul
Greg Schroeder	Minneapolis
Bill Wells	Orono City Administrator
Tom Kellogg	Orono City Engineer
Dave Sonnenberg	Chair, CEAM Legislative Committee

II. Review of the '2008 Municipal State Aid Street Needs Report' booklet

- A. The June 2008 Screening Board minutes were presented for approval (Pages 20-37)

Motion by Matthys, Seconded by Gehler –Hess, to approve the minutes. Motion carried unanimously.

Johnston began the review of the Municipal State Aid Needs Report and commented that he will review Pages 39-57, Issues and Minutes of the NSS and UCFS Combined Subcommittee Meeting last.

- B. Tentative 2009 Population Apportionment. Pages 58-66

Johnston started on page 58 and stated that 50% of allocation is based on population. There might be up to two additional cities sharing in the 2009 allocation. Wyoming and Chisago City annexed Wyoming Township. An Administrative Law Judge has established the city boundaries and they are waiting for the State Demographer to estimate the population. If the populations are received by the end of the year and a city's population is greater than 5,000, the city will be included. The cities are included in the Needs Report but may or may not be included in the final computation. It appears that Wyoming will exceed 5,000 and Chisago City is less certain.

Page 59 shows how the population is determined and what the allocations are based on. The population used is either the most recent census or the most recent State Demographer's estimate, whichever is greater.

Page 63 shows the estimated 2009 allocations based on last year's revenues. Total population increased by almost 46,000 people, which reduced the per capita allocation to \$15.70 (page 66).

C. Effects of the 2008 Needs Study Update. Pages 67-69

The spreadsheet shows how the unadjusted construction needs for this year are calculated. It starts with last year's unadjusted construction needs and applies the affects of the normal needs update, such as system revisions and revocations or designations that occurred in 2008; traffic count updates affects; roadway unit costs (approved at the Spring Screening Board Meeting); structure and railroad affects; and the addition of the grading factor, which took away 7 of the removal items. The spreadsheet does not show the reduction associated with the removal of the 7 items, only the addition of the grading factor. The actual net increase is less than shown.

The 3 cities that decreased the most were Bloomington, which lost 2.8 miles after they GPS'd their mileage; Ham Lake which dropped the most, about 5 million in needs, due to elimination of tree removal from the needs, they had over 16,000 trees as part of their needs; and St. Paul Park and Victoria which completed large projects compared to the size of their systems.

The cities that Increased the most included Rochester, which added over 6 miles to their system; and Northfield, which added a little over 2 miles to their system.

D. Mileage, Needs and Apportionment. Pages 70-72

Page 71 provides some historical information on construction needs and apportionment. This year's estimated allocation will provide \$13.16 per \$1,000 of construction needs, which is a decrease of about \$1.00 per 1,000 compared to last year. This is down from a high of about \$65/1000 in 1989.

Page 72 shows the mileage increases from last year. Total mileage increased by about 40 miles, which does not include the 2 new cities. Last year the increase was about 65 miles.

E. Itemized Tabulation of Needs. Pages 73-77

Johnston reviewed the tabulation spreadsheets, which shows the construction needs for the various items and totals. The tabulation also

shows the needs cost per mile. Delano has the highest needs per mile of almost \$2 million/mile. The average needs cost per mile is about \$1.1 million and Oakdale has the lowest needs cost per mile at about \$500,000 /mile. If needs and allocations remain constant, it will take 38.39 years of allocations to equal the needs.

F. Tentative 2009 Construction Needs Apportionment. Pages 78-84

The Screening Board's mandated adjustments are applied to the unadjusted construction needs to determine this year's adjusted construction needs, which are \$4.4 billion, a \$370 million increase over last year. This spreadsheet includes an estimate for the 2 new cities. The spreadsheet on page 82 shows the estimated allocation for the construction needs, which is 50% of the apportionment.

G. Adjustments to the Needs. Pages 87-102

Johnston reviewed each of the adjustments shown on page 80 individually.

The Unencumbered Construction Fund Balance Adjustment (pages 87 – 89) provides for a negative adjustment for positive balances or a positive adjustment for negative balances. The final adjustment to this year's needs will be based on construction fund balances on December 31st.

The Excess Balance Adjustment (page 91) is redistributed as a low balance incentive. The adjustment is made for fund balances that exceed 3 times a city's annual allocation and over \$1million. There is also a multiple year adjustment which multiplies the adjustment by the number of years the excess balance has occurred. The total of the negative adjustments is \$24 million to 8 cities which was redistributed to 78 cities that have a fund balance that is less than one year's annual allocation.

The Bond Account Adjustment (page 96) is either a positive or negative adjustment based on the remaining principal on the bond (a positive adjustment) and subtracting the amount that has not been applied towards State Aid projects.

The After the Fact Non Existing Bridge Adjustment (page 97) provides for a 15 year positive adjustment for any new bridges built on the State Aid System. There were no new bridges this year and no bridges ending their 15 year adjustment.

The Right of Way Acquisition Adjustment (page 99) provides for a 15 year after the fact adjustment based on the actual cost of the right of way.

The After the Fact Retaining Wall Adjustment (page 102) - this is the 2nd year that this adjustment has been in effect. Again this is a 15 year adjustment.

Johnston asked for any questions or comments – there were none.

H. Recommendation to the Commissioner. Pages 103-105

Johnston stated that by State Statute the Screening Board must recommend to the Commissioner of Transportation annually by November 1st, the money needs that the 2009 allocation will be based on. This is an action item for tomorrow's meeting. Following approval, the recommendation must be signed and it will be delivered to the Commissioner by November 1st.

Johnston stated that there will be modifications to the needs as follows: St. Cloud will drop about \$1.2million due to some 6 lane needs requiring additional documentation; and Hutchinson which has a Trunk Highway Turnback that has been incorrectly coded since 2001.

Gray asked if Hutchinson's correction goes back to 2001. Johnson stated yes.

Ahl asked about 6 lane needs and what the criteria is for a 6-lane divided roadway.

Johnston responded that the design charts show a minimum of a 68 foot width for a 6-lane. Any projected ADT over 15,000 can be 4 or 6 lane. 6 lanes if approved by District State Aid Engineer. The maximum width allowed for needs is 68 feet regardless of the number of lanes. Any road over 10,000 projected ADT qualifies for 4 lanes plus parking lanes which also equals 68 feet.

Johnston continued with the known modifications which include Sartell which will have after the fact needs adjustment for retaining walls; the City of Willmar had a system revision which submitted in time but did not make it into the report; Orono may have an adjustment based on action that the Screening Board will be taking tomorrow; and the final modification is associated with any new cities as previously discussed.

Olson asked if there was a list of modifications and the associated value of the adjustments. Johnston stated that a new computer run will be necessary to determine the values when all of the adjustments are made. He will provide a copy of his notes to the Board related to the modifications.

I. Trunk Highway Turnback Maintenance Allowance. Page 106

Johnston stated that there will be one adjustment for the 0.21 miles of turnback to Hutchinson.

K. Tentative 2009 Total Apportionment, Comparisons and Apportionment Rankings. Pages 107-116

Johnston stated that these spreadsheets show the estimated apportionment, both population and needs, using last year's dollars.

Page 110 shows a comparison between last year's and this year's estimated allocations. Ham Lake's apportionment is decreasing by over 25% and Mahtomedi and Corcoran are decreasing by about 9%. The largest percent of increases are in Waite park, Shakopee, Mendota Heights, Morris, and St. Michael all of which increased by over 10%.

Page 113 shows the allocation per mile for each city ranked from greatest to least.

L. Other Topics

a. Certification of MSAS System as Complete Pages 119-121

Johnston stated that 4 cities have certified their systems as complete, which allows them to spend the population portion of their allocation on the remaining 80 % of their system. This is allowed by State Statute when a city certifies that their system is completely adequate for needs purposes or is completely built to State Aid Standards.

b. History of the Administrative Account Page 122

The past history of the Administrative Account is shown on page 122, which has been 1 ½ percent of total funds available each year to administer State Aid and pay other approved expenses.

c. Research Account Motion Pages 123-124

Johnston stated that the Board will be making a motion on this item tomorrow. State Statutes state that up to ½ of 1% of the total funds can be used for research. The Screening Board has always authorized ½ of 1%. One half of one percent of last year's allocation amounted to \$571,991.00.

d. Transportation Revolving Loan Fund Pages 125-126

Kjonaas explained the Revolving Loan Fund, which was established by Statute in 1997 and empowered the Screening board to take some of any new MSA money and create a revolving loan fund. This is the first year since the law has been in effect in which there is new money and we now have the option to set up a fund. The law created the option for 3 funds, a general fund, a county fund, and a city fund. The general fund was initially funded with 3 or 4 million in federal money and has now grown to about 50 million. There is no incentive at the current time to set up a fund. Margaret Donohoe will be at the business meeting tomorrow to discuss the re-authorization and will be monitoring the potential for any incentive money. At this time it is not clear how the fund would be administered and there does not appear to be any interest advantage versus bonding.

Johnston stated that the Board will be taking action on this tomorrow and that this will be an annual agenda item for decision on whether or not to

take some money off of the top of our allocation to put into this account. Johnston reported that there was not a lot of support for this at the District meetings.

Skallman commented that her interpretation of the law was that there is no limit to the amount needed to start the fund. The Screening Board could take \$100 million off of the top if they elected to. Kjonaas concurred that the Statute could be interpreted that way. The Statute is on page 126 of the Needs Report.

Sonnenberg stated that we received new money this year and asked if the fund is not set up this year, do we have to wait for the next new money. Is this year's new money next year's old money?

Skallman stated that it could not be enacted until new money had passed and the new money is always considered new money.

e. County Highway Turnback Policy Pages 127-128

Johnston informed the Board that if anyone has any county turnbacks they should contact their DSAE or him to discuss getting the turnbacks designated.

f. Current Resolutions of the Municipal Screening Board Pages 129-138

Johnston reported that there were no new revisions since the last meeting.

M. Review Combined Subcommittee minutes and recommendations. Pages 41-57

Gustafson lead the discussion of the review of the Combined Subcommittee recommendations.

a. Recommendation of adjustment for Orono for using private roads in their MSAS computations.

Gustafson stated that the subcommittee meeting occurred through a conference call. The history of the Orono issue is located on page 44 and the letter Greg Coughlin sent to Orono is on page 46. Orono submitted a recertification of mileage prior to September 1st, as required by the Screening Board, that removed all of the private local roads, which was a little less than 14 miles. This gave them an excess of 2.94 designated miles. They submitted some system revisions, which have been given preliminary approval and they revoked 2.98 miles which gives them an excess of 0.04 miles currently.

Adjustment options that were reviewed are located on Page 53 along with the history of adjustments on pages 54 – 56. Greg Coughlin, Metro DSAE, who was requested by the Screening Board to prepare a

recommendation, reviewed his recommendation which is located on page 57.

Coughlin discussed his rationale and reasoning behind his recommendation, which is based on the history of past adjustments. The recommendation was based on the following 3 items:

1. Most, if not all adjustments have been forward by the DSAE or SALT office or recognized by the needs system. This is a unique case where the City of Orono brought the matter to the attention of the DSAE in April of 2007.
2. The recommendation on page 54 related to the City of Ramsey and speed humps on State Aid routes. The City removed the speed humps to comply with State Aid requirements and there was no adjustment.
3. The adjustment to the City of Arden Hills had some similarities and differences compared to the Orono matter, the similarities being the private road issue. The State Aid office had to force action which resulted in a \$2.4 million adjustment over a 3-year period.

Coughlin explained that he attempted to find a reasonable, or best fit adjustment, compared to historical adjustments and wanted to encourage and support an environment where cities could bring these issues forward so they can be corrected. His recommendation provides for a 1 ¾ year adjustment, to the date when the city brought the matter forward, which is still a \$6.7 million needs adjustment, which equates to a \$97,000 cash adjustment.

Gustafson reviewed the discussion by the joint subcommittee on Coughlin's recommendation. A motion to support the recommendation failed for the lack of a second. The Committee discussed adjustments, not penalties, the adjustments being for dollars previously given to Orono.

Dave Kildahl commented that the system we have is based on fairness and the equitable distribution of the funds available. The Joint Subcommittee appreciates and recognizes the fact that Orono brought this matter forward. The Subcommittee believed that this was a bigger issue than a speed bump and that an adjustment is necessary to some extent. When Johnston reported that his research went back 11 years and the designations went back further, the Committee felt that a 5-year adjustment was lenient and a good compromise. The Committee wanted to be fair to all of the cities. About \$50,000 per year for at least 11 years has been going to Orono from everyone else. In fairness to all of the other cities, the 5-year adjustment was necessary.

Gustafson stated that there was concern about how the 5-year adjustment would be repaid. As a result there was an amendment to the motion to allow the DSAE to work with the City of Orono to have a

payback period of 3 to 5 years. The motion, which carried unanimously, is shown on the bottom of page 43.

Odens asked Tom Kellogg, Orono City Engineer for any comments.

Kellogg thanked everyone for allowing city representatives to address the Screening Board. He explained that he has served as city engineer (Bonestroo) for 12 years. In 2006, a pavement management system plan was commissioned and in January, 2007 he was asked to certify mileage for the first time. He observed a discrepancy in PMS mileage and certified mileage and told the city that a clarification was necessary to make sure they are certifying the mileage correctly. He reviewed the fall 2007 Screening board actions and the City's response; and the Spring 2008 Screening Board motions and City responses, which included compliance of the Screening Board directives by August 11th. The city reacted to the MSB requests in timely manner. He reiterated that the Fall 2007 Screening Board motion #2 stated that if they complied by December 31, 2007, that there would be no needs adjustment.

Bill Wells, Orono City Administrator stated that he has been on the job for only 3 weeks. On behalf of Council and Mayor, the City would like to be involved in the discussions and work with the Screening Board to resolve the situation.

Odens stated that the final step in this process was to bring the issue to the combined subcommittee to recommend a fair adjustment, if any. He reiterated that the discussion should be related to an adjustment and not a penalty and pointed out that we are a self governing board with an emphasis on fairness. There will be action on this item tomorrow but would like to have discussion on the issue today while the Orono representatives are here.

Olson expressed appreciation to the Orono representatives for being here today and asked for a clarification on the present status of private roads, public versus private, and the transfer of the authority.

Kellogg said that no transfer of roads from private to public has occurred because it would have been too time consuming to get the paperwork completed prior to the Screening Board's September 1 deadline. Their intent was to recertify the system and resolve the over designation by the deadline and add the mileage back onto the system as private roads become public.

Olson stated that he had hoped that Orono would acknowledge that they have overstated their needs and have benefitted from other cities money for at least 10 years and that they would have suggested a ½ the time, or 5-year, adjustment. We are not here to penalize but to encourage bringing mistakes forward. His District thought that a 5 year adjustment was reasonable.

Kellogg state that he could not say for sure how long the mileage has been incorrectly certified, he has only certified the mileage the past 2 years. He believed that the individuals previously certifying the mileage simply took the previous year's certification and added new mileage as appropriate.

Gray asked who certified the mileage prior to Tom.

Kellogg responded that it was a city employee who was the Public Services Director and was a P.E.

Gray suggested that Orono should have representatives at the District Pre-Screening Board meetings where many of these issues are discussed.

Kellogg stated that Hoglund, a colleague, attended the 2007 meeting and that he had attended this year.

Zimmerman asked Johnston if Orono minimized the impact on their allocation and/or adjustment by selecting certain roadways.

Johnston stated that Orono submitted 2 requests, the first of which would require a payback. The DSAE suggested other routes that would not involve paybacks. The adjustments shown on page 53 reflect the actual needs generated by the segments the city has requested to revoke during those years.

Zimmerman asked if unit price needs were based on the individual years or if everything was based on last year's unit prices.

Johnston responded that everything is calculated based on last year's needs unit prices.

Odens pointed out that on the bottom of page 53 the differences in dollar adjustments between the options are identified. The subcommittee's recommended adjustment is a little less than 2 times Orono's annual allocation.

Kellogg reiterated his appreciation for everyone's consideration.

Skallman stated that this is a significant adjustment no matter how it turns out and that the Screening Board's recommendation goes to her. When the matter is discussed tomorrow, she is not looking for just a motion and a vote, she stated everyone should be prepared to explain themselves so that she knows the reasons why an adjustment is being recommended.

N. Other Discussion Items

a. State Aid report

Kjonaas reported that advancements to 2009 allocations are available and can be paid short. Requests for 2009 advancements should go to your DSAE soon.

O. Legislative Update

Sonnenberg reported that a copy of last session's summary report is available if someone needs one. This year's focus will be the local street funding authority. The Street Improvement District authority is modeled after sidewalk districts. Last year there was confusion at the hearings with some of the testimony being related to new construction issues versus maintenance and replacement issues. Going forward, the committee would be proposing a modified Street Improvement District that would be good for everything up to and including a mill and overlay. This would not include street reconstruction. They will also be seeking an amendment to Chapter 429 related to the benefit test requirements. The proposed amendment is to create a threshold under which a benefit test is not required. The threshold could be a percentage of market value, such as 5%. There will be discussions tonight and tomorrow related to the legislative agenda. The legislative Committee would like direction on whether or not you think we are going the right direction.

Odens commented that the next business meeting will be in January, so there will not be another opportunity to discuss the legislative platform. Tomorrow we should give Dave direction or consensus on the legislative issues.

P. Ask for other topics

Gustafson reported that in 2 or 3 weeks the new website will be rolled out. One of the first items members should look for is the survey on legislative items, which Mark Maloney has been working on. He also reported this upcoming winter conference will be the 50th anniversary of the first Association Conference.

Odens reported that there will be a joint CEAM and MCEA meeting tomorrow at 10:00 a.m.

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

Motion by Gray, Seconded by Prusak, to adjourn until tomorrow morning at 8:30. The motion carried unanimously.

2008 MUNICIPAL SCREENING BOARD
Fall Meeting Minutes
October 21 & 22, 2008

WEDNESDAY MORNING SESSION
October 22, 2008

Chairmen Odens called the session to order at 8:35 a.m.

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

A. Needs and Apportionment Data. Pages 67-105

Johnston stated that we need a motion approving the adjusted construction needs with the list of amendments that were distributed this morning and any addition adjustments needed by the end of the year.

Motion by Gray, Seconded by Maurer, to approve the adjusted construction needs. Motion carried unanimously.

The original of the letter on page 103 was then signed by the members of the Screening Board.

B. Research Account Pages 123-124

Odens explained that this is the transfer of ½ of 1 percent of our apportionment into the Research Account, which needs to be approved each year. The history of the account is located on page 124.

Motion by Zimmerman, Seconded by Keely , to approve the transfer of ½ of 1 percent to the Research Account. Motion carried unanimously.

C. Transportation Revolving Loan Fund Pages 125-126

Odens commented that Kjonaas gave an update on this item yesterday, this is the first year that it can be funded. Odens called for discussion and any motions.

Matthys stated that there may be interest from the east metro cities but no action at this time. They may want to consider it in the future.

Kjonaas stated that there was no support at any of the district meetings.

Odens called for any action. No motion was offered.

D. Combined Subcommittee Issues Pages 41-57

a. Recommendation on an adjustment for Orono for using private roads in their computations. Page 43

Odens reviewed the joint subcommittee recommendation for a 5 year adjustment with the repayment schedule worked out between the City and the DSAE on a 3 to 5 year timeframe. He reminded the Board that Skallman had requested that specific rational and reasons for the actions taken be part of the record.

Motion by Olson, Seconded by Matthys, to approve the recommendation of the combined subcommittee.

Olson suggested that the recommendation be in the form of a resolution with the whereas' and there fore's, acknowledging that Orono brought this matter forward; describing the process to date; that Orono made an honest mistake; that their needs were in error and have been for several years; that the Screening Board finds that the needs should be adjusted for 5 years, which is adequate for the Board but does not reimburse other cities for the additional years; and that the Board appreciated them coming forward; and that the 5-year adjustment is generous.

Matthys stated that the perspective from East Metro was that the excess money distributed to Orono should have been distributed to other cities. Once a city becomes State Aid eligible they need to accept responsibility to manage or follow the state aid requirements.

Sonnenberg questioned whether Orono understands that they are not being penalized but are being asked to reimburse a portion of the allocation they received but were not entitled to. Part of the action should state that this retroactive adjustment is simply a partial reimbursement of the funds they received, to which they were not entitled over the years. Orono may think they are being fined when this is really only a partial reimbursement.

Odens commented that at the Screening Board meeting last spring and last fall the discussion has always been in terms of an adjustment, not a penalty. He agreed that Orono might view it as a penalty.

Sonnenberg stated that he didn't think an adjustment means the same thing as a reimbursement. For clarification purposes this should be described as a reimbursement.

Olson stated that he would like to have Sonnenberg's comment inserted in the minutes.

Gustafson stated that Orono will get a letter from the DSAE, which will go to their Council. The letter should explain that while it is an adjustment, it is really a reimbursement for a portion of the money that they were overpaid over the years.

Ahl asked if anyone could take this motion and explain it to their City Council and get a vote in favor. Orono has received money from other cities, \$50,000 per year for at least the past 11 years and the recommendation is that they pay back a portion of the money over 3 to 5 years. Since the money received

by Orono belongs to other cities could anyone get their council to approve an adjustment of only 5 years.

Skallman stated that she needs a clarification of the previous action of the Screening Board in the fall of 2007 which stated that there would be no penalty at all if Orono removed private roads from their system. The Board has gone from no requirement for reimbursement if they took action by the end of last year to settling for a 5-year reimbursement.

Gustafson stated that the intent of the Fall 2007 Screening Board motion was that if they were able to get all of the private roads on their public system by December 31st, there would not be a penalty. The private roads were not on the public system by that date.

Skallman asked why it was alright to not have a penalty if they complied within the first 3 month window and now the Board is saying you want a reimbursement, what has changed. This will likely become a formal Commissioners order so the question needs to be answered.

Gustafson stated that the intent of the Board was that if Orono could prove to the Board that every private road was, and has been, a public road by that date, there would be no penalty.

Skallman rephrased Gustafson's comments stating that when the Board made the action, it wasn't that Orono would convert private roads to public but that they were proving that the roads had always been public.

Gustafson stated that was correct and that Orono has not proven that even one private road was a public road.

Ahl reiterated that point and stated that Orono has spent the past 1 ½ years trying to convince the board that the private streets were public, including requesting that the Board provide a definition of a public road. The discussion at the fall 2007 meeting was that If Orono could prove through documentation that these are public streets, there will be no adjustments. The Board also determined that it was not appropriate at the time to discuss adjustments.

Olson suggested that any correspondence with the City of Orono specifically not include the word penalty. There has never been any discussion by the Board of a penalty.

Keely stated that the West Metro engineers did not feel that the 5-year adjustment was arbitrary because the overstatement of mileage goes back at least 11 years. This is an accountability issue of 11 plus years and is not a penalty but an overpayment adjustment.

Saffert stated that in District 7 there was discussion of the North Mankato adjustment, which was very clear. This one is different, we know it is at least

11 years and there is not an ability for an accurate accounting. Due to the difficulty of an accurate calculation, the subcommittee settled on 5-years.

Olson asked how far back the North Mankato adjustment went.

Saffert responded 7 years.

Prusak stated that the recommendation is consistent with previous actions taken by the Board when a needs calculation error is made that goes beyond 5 years but cannot be determined exactly, a 5 year adjustment has been used.

Odens stated that at their pre-screening board meeting there was discussion related to considering a maximum number of years in calculating adjustments because it takes a lot of State Aid time and discussion. North Mankato was easier because it was well documented and easy to calculate.

Gray stated that District 2 discussed the issue and felt the subcommittee was lenient. They also felt that if Orono made a big issue out of this that everyone would like the same deal from the Commissioner where they could take an additional \$40,000 a year for 10 years and pay back \$50,000 a year for 5 years. This is a pretty good deal. In the spirit of cooperation they agreed to support the motion for the 5-year adjustment.

Elwood stated that the needs is a formula and available funds are distributed based on that formula. The public trust requires that this be done in a reasonable, professional and responsible manner. The subcommittee has done a thorough job of reviewing this matter, overpayment has been made and the subcommittee's recommendation is to correct that overpayment. He stated his support for the subcommittee recommendation.

Maurer stated that the District 3 also discussed the issue and that while members would have preferred that there was an ability to accurately calculate the adjustment back to when the error began. It appeared that there is a precedent for a 5 year adjustment when a needs error exceeds 5 years and cannot be quantified. They recommended support of the subcommittee recommendation.

Zimmerman reported that the District 4 city engineers were also supportive of the subcommittee recommendation.

Gehler-Hess state that the District 6 City Engineers supported the subcommittee recommendation and felt that it was a lenient adjustment for the 11 plus years.

Voigt stated that District 1 also supported the recommendation and that it was a gracious resolution to the problem. They would have preferred longer but would accept the 5 year adjustment.

Odens asked Skallman if she received the specifics she was looking for.

Skallman stated yes.

Gustafson commented that members of the Screening Board would be available to sit down with the City of Orono to discuss this issue.

Motion by Olson, Seconded by Matthys, to approve the recommendation of the combined subcommittee for a 5-year retroactive needs adjustment with the payback over a 3 to 5 year period as determined by the City of Orono and the DSAE. Motion carried unanimously.

II. If necessary

A. Continuation of State Aid report

Odens asked for any additional State Aid Discussion.

Kjonaas talked about the construction inspection software purchased by the counties called One Office by RT Vision. The software has experienced some glitches but after 3 years it is starting to work well and the state is moving towards conducting more electronic business with the counties. At least 6 cities have started using the software, which is now being marketed to cities. Cities have indicated that they would like to use the software for more than just their State Aid work and would like to use it on other local projects. At the joint CEAM/MCEA meeting later this morning, the RT Vision representative will be asking to have a city representative on the county's software steering committee.

Pederson stated that Bloomington is using the One Office software. Their user group has worked some of the bugs out of the program. They have been using it on State Aid projects and are starting to use it on non-state Aid projects. They have been using it for about 1 year and are now requiring consultants to use RT vision on city projects.

Odens asked for any volunteers to serve on the county's steering committee.

Voigt volunteered.

Ahl asked if there were any new changes that can be shared with the Board resulting from there being a new Commissioner, either in State Aid or organizational wide changes. There seems to be a number of new people in new positions.

Skallman commented that most everyone is aware of the massive changes that were made by creating a new division under Bernie Arsoneu dealing with risk assessment and innovation. Things have been slow in progressing because the Commissioner has a lot of ideas, all of which he would like to

move on immediately. A new Legislative Director announcement should be coming out soon. Betsy Parker has a new General Council role which is a reflection of all of the legal issues being raised. The Department is going to have to be more formal about everything because everything is being questioned and being thrown into the court system. The new Commissioner is going out of his way to participate with partners and wants to get to know everyone.

B. Continuation of Legislative Update

Odens commented that one thing discussed briefly yesterday was a platform guidance on the direction the Legislative Committee should go.

Sonnenberg asked for any thoughts, questions, or comments on the direction the Legislative Committee is going. He will be meeting with representatives of the league over the next few months to sort through the policies they have adopted to make sure there is consistency. He also wants to be consistent with wishes of the Screening Board and the City Engineers Association.

Odens asked Sonnenberg to discuss the Chapter 429 amendments being considered.

Sonnenberg said they will suggest to the Legislature a bill to allow cities to create Street Improvement Districts that could be used for the maintenance of existing city streets up to and including mill and overlays. They are also proposing to amend Chapter 429 to eliminate the benefit test on assessments below a threshold, so that if an assessment does not exceed a percentage of market value (3 –5 %) the assumption would be that the benefit is there. If the proposed assessment is above that threshold, the benefit test would apply.

Voigt commented that she would prefer no threshold at all. If a threshold is set arbitrarily there will be legal challenges to how the threshold was set, and there would still be significant paperwork to determine if the threshold is being exceeded.

Sonnenberg commented that if the Street Improvement District Authority is passed, cities would not need to use special assessments to fund mill and overlay projects, they could use the District and there would be no benefit test for that. The cost of the improvement would be spread over the district. There is a concern that as soon as you establish a threshold, if an assessment exceeds the threshold it sets the stage for an automatic challenge.

Olson stated that they have never had a problem proving benefit. The problem has been the market value increase. If the market value increase were eliminated and replaced with benefit, that may solve the problem. Market value increases are tough to prove, particularly with the downturn in the economy and associated reduction in market values.

III. Any other Discussion Topics

Odens reported that he attended the AASHTO Conference last week in Hartford, Connecticut. It was good to get exposed to what is being discussed on the national level. Three of the highlights of the Conference were as follows:

1. Program Funding Flexibility – the policy discussion on the reauthorization bill included providing flexibility to the state to allow them to administer their program in a manner that is best for the state. The current general rule is the worst-first, which does not include preservation. They are encouraging flexibility for funding to include all transportation modes because states know their needs
2. Transportation policy as it addresses global climate change. This was referred to by some as the “polar bear question”. There is legislation being developed that would require a carbon footprint evaluation of transportation projects, mile by mile, to determine the net effect of your project on greenhouse gases. Since there are some projects where emissions simply cannot be minimized this might end up being similar to wetland mitigation program where the entire program is evaluated and reductions made elsewhere. Currently, 13 states started action to implement an evaluation policy; 15 are thinking about it; and 22 states are taking no action.
3. Using targeted marketing to gain credibility and public support. They are trying to encourage people to focus on the benefit not the cost. Effective marketing is not telling people what they want to know, it's telling them what they need to know.

Skallman added that AASHTO is lobbying arm for the states DOT's. The 50 state DOT's try to affect congress by telling congress what is needed. All of the coming technologies effecting climate change will be expensive and seriously impact our funding. One of the policy recommendations is a 3 year mileage based user fee test, that will evaluate how this can be implemented nationwide. She also reported that each year AASHTO announces the top 10 projects of the year and that this year St. Paul's Phalen Corridor project made the top 10.

Odens commented that there was much discussion related to vehicle miles traveled, alternative fuels, the future of environmentally friendly fuel efficient vehicles and how that might affect gas tax revenues and public transit.

Odens asked if there were any other items for discussion.

Matthys asked for a clarification related to a discussion at their pre-screening board meeting related to the increase in the Administrative Account from 1 ½ to 2 %, and if any action is needed.

Ahl stated that the Administrative Account issue was addressed at the summer meeting at which time the increase was approved.

Gray asked if this matter should have been on the Screening Board agenda?

Skallman stated that this is not a needs related item.

Matthys commented on his second item related to the Orono issue and asked if we should have other minimum qualifications for "public streets" such as right of way width, street width, etc. This is not intended for discussion today but perhaps for future meetings.

Odens commented that cities have their local planning/zoning requirements and was not sure how uniform those requirements are.

Johnston commented that the current standard by Resolution is that the 20% of your mileage eligible for designation is 20% of your "improved" mileage.

Chair Odens asked if there any other comments.

IV. Chair Odens thanked the following persons.

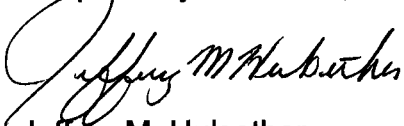
- A. Dave Kildahl, Chair of the Needs Study Subcommittee
- B. Lee Gustafson, Chair of the Unencumbered Construction Funds Subcommittee
- C. Mike Metso and Chuck Ahl Past Chairs of the Municipal Screening Board
- D. Screening Board members
- E. State Aid staff and DSAE's

V. Spring 2009 Screening Board has not been scheduled yet.

VI. Entertain motion for adjournment

Motion by Olson, Seconded by Voigt, to adjourn at 9:49a.m. Motion carried unanimously.

Respectfully submitted,



Jeffrey M. Hulsether
MSA Screening Board Secretary
Brainerd City Engineer

SCHEDULE "A"

Minnesota Department of Transportation Funds Available for Distribution in Calendar Year 2009 From Highway User Tax Distribution Fund

ESTIMATED Gross Income After Refunds (Fiscal 2009)
(7-1-08 to 11-30-08 actual; 12-1-08 to 6-30-09 estimated)

	Total
Motor Fuel Tax	\$759,126,000
Motor Vehicle Tax	\$484,145,000
Motor Vehicle Fee	\$1,039,000
Motor Vehicle Sales Tax 44.25%	\$179,390,000
Interest Earned on Highway User Tax Distribution Fund	\$2,100,000

Total Highway Users Income

\$1,425,800,000

Less Transfer to:

DEPARTMENT OF PUBLIC SAFETY

Motor Vehicle Division Collection Costs	\$8,386,185
General Fund Reimbursement	716,000
Trunk Highway Reimbursement	610,000

DEPARTMENT OF REVENUE

Petroleum Division Collection Costs	2,301,069
Petroleum Division - Highway Refund Interest	1,000

DEPARTMENT OF FINANCE

Contingent Account	250,000
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DEPARTMENT OF NATURAL RESOURCES

Unrefunded Marine Gas Tax	8,703,671
Unrefunded Snowmobile Gas Tax	5,802,448
Unrefunded All Terrain Vehicle Gas Tax	1,240,367
Unrefunded Forest Road	897,000
Unrefunded Off-Road Motorcycle Gas Tax	266,913
Unrefunded Off-Road Vehicle Gas Tax	951,601

DEPARTMENT OF ADMINISTRATION

Statewide Indirect Costs (Estimated)	193,812
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Subtotal: Transfers Out

\$30,320,066

\$30,320,066

ESTIMATED Funds Available for Distribution in Calendar Year 2009

\$1,395,479,934

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

\$1,395,479,934 x 5% = \$69,773,997

		Regular	Total
		\$69,773,997	\$69,773,997
Town Road Account	(30.5%)	21,281,069	21,281,069
Town Bridge Account	(16%)	11,163,840	11,163,840
Flexible Highway Account	(53.5%)		0
		\$37,329,088	
Municipal Turnback Account		2,820,000	2,820,000
Trunk Highway Fund		15,330,000	15,330,000
County Turnback Account		19,179,088	19,179,088
Subtotal: 5% Distribution		\$69,773,997	\$69,773,997

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

\$1,395,479,934 x 95% = \$1,325,705,937

		Regular	Excess Sum	Total
		\$1,274,429,160	\$51,276,777	\$1,325,705,937
Trunk Highway Fund	(62%)	821,937,681		821,937,681
County State Aid Highway Fund	(29%)	333,177,945	51,276,777	384,454,722
Municipal State Aid Street Fund	(9%)	119,313,534		119,313,534
Subtotal: 95% Distribution		\$1,274,429,160	\$51,276,777	\$1,325,705,937

Total Highway User Funds Available for Distribution in Calendar Year 2009

\$1,395,479,934

SCHEDULE "B"

Minnesota Department of Transportation
Funds Available for Distribution in 2009

Counties

INCOME:

	Regular	Excess Sum	Total
Highway Users Fund (29% of 95% Distribution) - Excluding Turnback	\$333,177,945	\$51,276,777	\$384,454,722
Motor Fuel Taxes - FY 2008 actual vs estimate	3,595,198		\$3,595,198
Motor Vehicle Taxes - FY 2008 actual vs estimate	540,689		\$540,689
Motor Vehicle Sales Taxes - FY 2008 actual vs estimate	1,459,757		\$1,459,757
Investment Interest (estimated July 2008-June 2009)	13,000,000		\$13,000,000
Investment Interest - FY 2008 Actual vs Estimate	(643,476)		(\$643,476)
Unexpended balance of Fiscal Year 2008 Administrative Account	1,064,206		\$1,064,206
Federal Reimbursements for State Planning & Research Programs	250,000		\$250,000
Total Funds Available	\$352,444,319	\$51,276,777	\$403,721,096

DEDUCTIONS:

Administrative Account (2% of total funds available)	\$8,074,422		
Disaster Fund			
Legal Limit (2% of Total Apportionment to Co.)	7,665,315		
Unexpended balance as of 12/31/08	0		
Amount required to make the 2% maximum	\$7,665,315		
Research Account (1/2 of 1% of the 2008 Apportionment Sum)			
\$363,874,873 x .50% = \$1,819,374			
(As determined by 2008 Screening Board)	\$1,819,374		
State Park Road Fund			
After deducting for the Administrative Account, Disaster Fund, and Research Account, a sum of three quarters of one percent of the remainder shall be set aside for use as prescribed by law.	\$2,896,215		
		(\$20,455,326)	0 (\$20,455,326)

APPORTIONMENT SUM Available for Distribution to the Counties in 2009

		Regular	Excess Sum	Total
Equalization	10% =	\$33,198,899	\$0	\$33,198,899
Registration	10% =	33,198,899	20,510,711	\$53,709,610
Mileage	30% =	99,596,698	\$0	\$99,596,698
Money Needs	50% =	165,994,497	30,766,066	\$196,760,563
		\$331,988,993	\$51,276,777	\$383,265,770

SCHEDULE "C"

Minnesota Department of Transportation
Funds Available for Distribution in 2009

Municipalities

INCOME:

Highway Users Fund (9% of 95% Distribution) - Excluding Turnback	\$119,313,534
Motor Fuel Taxes - FY 2008 actual vs estimate	1,115,744
Motor Vehicle Taxes - FY 2008 actual vs estimate	167,795
Motor Vehicle Sales Taxes - FY 2008 actual vs estimate	453,028
Interest on Investments (Estimated July 2008 - June 2009)	4,500,000
Investment Interest - FY 2008 Actual vs Estimate	(1,369,893)
Unexpended balance of 2008 Administrative Account	29,487
Federal Reimbursements for State Planning & Research Programs	210,721

Total Funds Available

\$124,420,416

DEDUCTIONS:

Administrative Account (1-1/2% of total funds available) \$1,866,306

Disaster Fund

Legal Limit

(3% of the Current Apportionment Sum) \$3,652,837

Unexpended balance as of 11/30/07 3,431,948

Amount required to make maximum allowed \$220,889

NOTE: Annual amount cannot be greater than 2% of total funds
available after deducting Administrative Account

Research Account (1/2 of 1% of the 2008 Apportionment Sum)

\$114,398,269 x .50% = \$571,991

(As determined by 2008 Screening Board)

\$571,991

(\$2,659,186)

**APPORTIONMENT SUM Available for Distribution to
the Urban Municipalities in 2009**

\$121,761,230

Population	50% =	\$60,880,615
Money Needs	50% =	60,880,615

\$121,761,230

\$121,761,230

SCHEDULE "D"

Minnesota Department of Transportation
Funds Available for Distribution in 2009

Town Bridge Account & Town Road Account

Income to Town Road Account (5% Distribution x 30.5%)	\$21,281,069
Income/Investment Interest - Actual vs 2008 Estimate	<u>256,333</u>

Total monies available for distribution to Towns in 2009

\$21,537,402

Income to Town Bridge Account (5% Distribution x 16%)	\$11,163,840
Income/Investment Interest - Actual vs 2008 Estimate	<u>134,469</u>

Subtotal

\$11,298,309

Less Unallocated Account
(30% of Subtotal - per State Aid)

\$3,389,493

Total monies available for distribution to Towns in 2009

\$7,908,816

APPORTIONMENT SUMMARY

The Municipalities share of the Highway Users Tax Distribution Fund for the 2009 apportionment is \$121,761,230. This amount is an increase of \$7,362,961 or 6.44% more than the January 2008 apportionment. The available funds are distributed 50% based on Population and 50% based on Adjusted Construction (Money) Needs and is computed using the following steps.

Step 1. Population Allocation

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

The 2000 Federal Census or the State Demographer's / Metropolitan Council's 2007 population estimate, whichever is greater is used to determine the 2009 population apportionment. This year, 144 cities share in the Municipal State Aid allocation. Chisholm, with a population of 4,960 in the 2000 Census, continues to qualify for MSA funding based on State Statute 162.09, subd. 4.

The following population adjustments due to annexations were made to the 2007 population estimates after they were released. These figures included adjustments that were approved through November 2008.

<i>Brainerd</i>	+2	<i>New Prague</i>	+4
<i>Detroit Lakes</i>	+195	<i>Redwood Falls</i>	+6
<i>Grand Rapids</i>	+787	<i>Sauk Rapids</i>	+1
<i>Kasson</i>	+2	<i>Waconia</i>	+16
<i>Little Falls</i>	+3	<i>Waite Park</i>	+2
<i>Mankato</i>	+5	<i>Wyoming</i>	+45

The population for allocation purposes has increased 42,042 since last year. This increase includes population estimates, a new city, and the population included in numerous annexations.

Based on 2007 population estimates, 1 new city has been included in the January 2009 allocation. Wyoming, located in Chisago County in Metro District, was added with a population of 6,914.

The 2009 per capita population allocation is approximately \$16.72. This is an increase of \$0.82 from the 2008 allocation. All 144 cities showed an increase in the 2009 population apportionment.

Step 2. MSAS Construction Needs Allocation

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

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

In the 2009 apportionment, \$1000 in Adjusted Construction Needs earns approximately \$13.91. This is a decrease of \$0.38 per \$1000 from the 2008 apportionment. The Construction Needs Allocation yielded an increase to 118 cities and a decrease to 26 cities. The adjusted needs between the 2008 and the 2009 needs study increased over \$369 million. This increase in needs is due to Needs updating, the addition of new cities, system revisions, adjustments to the unit prices, additional mileage designated, and update of traffic counts.

Step 3. The Total Allotment

Population and adjusted construction needs allocations are combined to determine the city's total apportionment. In the 2009 apportionment, 133 cities increased and 11 decreased from the 2008 apportionment.

Step 4. Construction and Maintenance Allotments

Each city's total allotment is used to determine the amount allocated to its Maintenance and Construction Accounts. If a city didn't request more than the minimum maintenance, the maintenance was allocated at a rate of \$1500 per improved mile plus any bond interest due in 2008. A greater maintenance amount, up to 35% of the total allocation, is allocated to those cities that have submitted a written request before December 16 preceding the apportionment. After the maintenance amount is determined, the remaining amount is allocated to the city's construction account.

2009 POPULATION SUMMARY

The 2008 and 2009 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	2006 Population Estimates	2007 Population Estimates	Population used for 2008 Allocation	Population to be used for 2009 Allocation	Difference between Populations used in 2008 & 2009 Allocation
Albert Lea	18,366	18,184	18,125	18,366	18,366	0
Albertville	3,621	5,856	5,942	5,856	5,942	86
Alexandria	9,115	11,323	11,481	11,323	11,481	158
Andover	26,588	30,207	30,598	30,207	30,598	391
Anoka	18,076	18,076	18,038	18,076	18,076	0
Apple Valley	45,527	48,832	49,456	48,832	49,456	624
Arden Hills	9,652	9,903	9,985	9,903	9,985	82
Austin	23,314	23,702	23,671	23,702	23,671	(31)
Baxter	5,555	7,594	7,758	7,594	7,758	164
Belle Plaine	3,789	6,595	6,744	6,595	6,744	149
Bemidji	11,931	13,074	13,143	13,074	13,143	69
Big Lake	6,063	9,035	9,277	9,035	9,277	242
Blaine	44,942	54,927	56,575	54,927	56,575	1,648
Bloomington	85,172	85,832	85,504	85,832	85,504	(328)
Brainerd	13,382	13,947	13,961	13,947	13,961	14
Brooklyn Center	29,172	27,901	27,907	29,172	29,172	0
Brooklyn Park	67,388	71,942	72,724	71,942	72,724	782
Buffalo	10,104	13,776	13,950	13,776	13,950	174
Burnsville	60,220	61,048	61,393	61,048	61,393	345
Cambridge	5,520	7,382	7,615	7,382	7,615	233
Champlin	22,193	23,860	23,990	23,860	23,990	130
Chanhassen	20,321	22,017	22,395	22,017	22,395	378
Chaska	17,449	23,216	23,775	23,216	23,775	559
Chisholm	4,960	4,676	4,645	5,000	5,000	0
Circle Pines	4,663	5,153	5,250	5,153	5,250	97
Cloquet	11,201	11,714	11,753	11,714	11,753	39
Columbia Heights	18,520	18,288	18,124	18,520	18,520	0
Coon Rapids	61,607	63,649	63,081	63,649	63,081	(568)
Corcoran	5,630	5,800	5,791	5,800	5,791	(9)
Cottage Grove	30,582	33,529	33,788	33,529	33,788	259
Crookston	8,192	7,950	8,051	8,192	8,192	0
Crystal	22,698	22,306	22,138	22,698	22,698	0
Dayton	4,699	5,013	5,015	5,013	5,015	2
Delano	3,837	5,050	5,222	5,050	5,222	172
Detroit Lakes	7,425	8,195	8,478	8,195	8,478	283
Duluth	86,319	85,170	85,439	86,319	86,319	0

Municipality	2000 Census	2006 Population Estimates	2007 Population Estimates	Population used for 2008 Allocation	Population to be used for 2009 Allocation	Difference between Populations used in 2008 & 2009 Allocation
Eagan	63,557	66,508	67,106	66,508	67,106	598
East Bethel	10,941	12,142	12,124	12,142	12,124	(18)
East Grand Forks	7,501	7,934	7,879	7,934	7,879	(55)
Eden Prairie	54,901	61,325	62,090	61,325	62,090	765
Edina	47,425	46,896	47,090	47,425	47,425	0
Elk River	16,447	22,550	23,187	22,550	23,187	637
Fairmont	10,889	10,720	10,675	10,889	10,889	0
Falcon Heights	5,572	5,776	5,709	5,776	5,709	(67)
Faribault	20,835	22,733	22,798	22,733	22,798	65
Farmington	12,382	17,495	18,589	17,495	18,589	1,094
Fergus Falls	13,620	13,949	13,971	13,949	13,971	22
Forest Lake	14,440	17,424	17,494	17,424	17,494	70
Fridley	27,449	26,603	26,459	27,449	27,449	0
Glencoe	5,453	5,758	5,751	5,758	5,751	(7)
Golden Valley	20,281	20,355	20,362	20,355	20,362	7
Grand Rapids	7,892	8,790	9,713	8,790	9,713	923
Ham Lake	12,710	15,005	15,290	15,005	15,290	285
Hastings	18,204	21,998	22,439	21,998	22,439	441
Hermantown	8,047	9,192	9,269	9,192	9,269	77
Hibbing	17,071	16,283	16,170	17,071	17,071	0
Hopkins	17,145	17,389	17,526	17,389	17,526	137
Hugo	6,363	10,361	12,022	10,361	12,022	1,661
Hutchinson	13,081	13,977	14,021	13,977	14,021	44
International Falls	6,707	6,335	6,283	6,707	6,707	0
Inver Grove Heights	29,751	33,139	33,608	33,139	33,608	469
Isanti	2,324	5,206	5,485	5,206	5,485	279
Jordan	3,833	5,146	5,316	5,146	5,316	170
Kasson	4,398	5,504	5,522	5,504	5,522	18
LaCrescent	4,923	5,158	5,157	5,158	5,157	(1)
Lake City	5,054	5,339	5,317	5,339	5,317	(22)
Lake Elmo	6,863	7,695	8,182	7,695	8,182	487
Lakeville	43,128	52,323	53,829	52,323	53,829	1,506
Lino Lakes	16,791	19,736	19,851	19,736	19,851	115
Litchfield	6,562	6,869	6,871	6,869	6,871	2
Little Canada	9,771	10,082	10,157	10,082	10,157	75
Little Falls	7,723	8,407	8,430	8,407	8,430	23
Mahtomedi	7,563	8,039	8,005	8,039	8,005	(34)
Mankato	32,427	35,493	36,245	35,493	36,245	752
Maple Grove	50,365	58,491	59,458	58,491	59,458	967
Maplewood	34,947	36,397	36,663	36,397	36,663	266
Marshall	12,717	13,031	13,040	13,031	13,040	9

Municipality	2000 Census	2006 Population Estimates	2007 Population Estimates	Population used for 2008 Allocation	Population to be used for 2009 Allocation	Difference between Populations used in 2008 & 2009 Allocation
Mendota Heights	11,434	11,566	11,752	11,566	11,752	186
Minneapolis	382,618	387,970	388,020	387,970	388,020	50
Minnetonka	51,301	51,519	51,499	51,519	51,499	(20)
Minnetrista	4,358	5,902	6,234	5,902	6,234	332
Montevideo	5,346	5,463	5,467	5,463	5,467	4
Monticello	7,868	11,136	11,253	11,136	11,253	117
Moorhead	32,179	35,225	35,853	35,225	35,853	628
Morris	5,173	5,184	5,223	5,184	5,223	39
Mound	9,435	9,800	9,753	9,800	9,753	(47)
Mounds View	12,738	12,680	12,634	12,738	12,738	0
New Brighton	22,206	22,325	22,391	22,325	22,391	66
New Hope	20,873	20,904	20,824	20,904	20,873	(31)
New Prague	4,559	6,787	7,007	6,787	7,007	220
New Ulm	13,594	13,610	13,568	13,610	13,594	(16)
North Branch	8,023	10,468	10,462	10,468	10,462	(6)
North Mankato	11,800	12,817	12,935	12,817	12,935	118
North St. Paul	11,929	11,776	11,695	11,929	11,929	0
Northfield	17,147	19,413	19,859	19,413	19,859	446
Oak Grove	6,903	8,249	8,433	8,249	8,433	184
Oakdale	26,653	27,249	27,518	27,249	27,518	269
Orono	7,538	7,842	7,841	7,842	7,841	(1)
Otsego	6,389	11,660	12,499	11,660	12,499	839
Owatonna	22,436	24,725	25,090	24,725	25,090	365
Plymouth	65,894	70,676	71,147	70,676	71,147	471
Prior Lake	15,917	21,542	22,111	21,542	22,111	569
Ramsey	18,510	22,059	22,408	22,059	22,408	349
Red Wing	16,116	16,329	16,338	16,329	16,338	9
Redwood Falls	5,459	5,307	5,277	5,459	5,459	0
Richfield	34,439	33,099	33,107	34,439	34,439	0
Robbinsdale	14,123	13,698	13,551	14,123	14,123	0
Rochester	86,806	98,649	100,845	98,649	100,845	2,196
Rogers	3,588	6,570	6,971	6,570	6,971	401
Rosemount	14,619	20,207	20,917	20,207	20,917	710
Roseville	33,690	33,969	34,099	33,969	34,099	130
Saint Anthony	8,102	5,291	8,500	8,102	8,500	398
Saint Cloud	59,111	64,711	65,246	64,711	65,246	535
Saint Francis	4,910	7,201	7,473	7,201	7,473	272
Saint Joseph	4,681	5,873	6,066	5,873	6,066	193
Saint Louis Park	44,126	44,569	45,216	44,569	45,216	647
Saint Michael	9,099	14,698	14,883	14,698	14,883	185
Saint Paul	287,151	286,620	287,669	287,151	287,669	518

Municipality	2000 Census	2006 Population Estimates	2007 Population Estimates	Population used for 2008 Allocation	Population to be used for 2009 Allocation	Difference between Populations used in 2008 & 2009 Allocation
Saint Paul Park	5,070	5,323	5,344	5,323	5,344	21
Saint Peter	9,747	10,887	10,966	10,887	10,966	79
Sartell	9,666	13,917	14,259	13,917	14,259	342
Sauk Rapids	10,221	12,679	12,886	12,679	12,886	207
Savage	21,115	25,065	25,293	25,065	25,293	228
Shakopee	20,570	30,971	32,567	30,971	32,567	1,596
Shoreview	25,924	26,093	26,159	26,093	26,159	66
Shorewood	7,400	7,499	7,611	7,499	7,611	112
South St. Paul	20,167	20,024	20,135	20,167	20,167	0
Spring Lake Park	6,772	6,513	6,690	6,772	6,772	0
Stewartville	5,431	5,759	5,784	5,759	5,784	25
Stillwater	15,143	17,929	18,112	17,929	18,112	183
Thief River Falls	8,410	8,509	8,515	8,509	8,515	6
Vadnais Heights	13,069	13,019	13,038	13,069	13,069	0
Victoria	4,025	6,039	6,330	6,039	6,330	291
Virginia	9,157	8,776	8,732	9,157	9,157	0
Waconia	6,821	9,557	9,717	9,557	9,717	160
Waite Park	6,568	6,738	6,731	6,738	6,731	(7)
Waseca	9,617	9,828	9,827	9,828	9,827	(1)
West St. Paul	19,405	18,816	18,914	19,405	19,405	0
White Bear Lake	24,325	24,245	24,776	24,325	24,776	451
Willmar	18,488	18,948	19,040	18,948	19,040	92
Winona	27,069	27,324	27,458	27,324	27,458	134
Woodbury	46,463	55,395	57,279	55,395	57,279	1,884
Worthington	11,287	11,349	11,379	11,349	11,379	30
Wyoming	3,048	3,760	6,914	0	6,914	6,914
TOTAL	3,339,665	3,588,575	3,630,025	3,598,283	3,640,325	42,042

2009 POPULATION APPORTIONMENT

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Municipality	Population Used for 2008 Allocation	Population to be used for 2009 Allocation	2008 Apport. Using 2000 Census or 06 Estimate	2009 Apport. Using 2000 Census or 07 Estimate	Difference Between 2008 & 09 Apport.	% Increase (Decrease)
Albert Lea	18,366	18,366	\$291,950	\$307,152	\$15,202	5.21%
Albertville	5,856	5,942	93,088	99,374	6,286	6.75%
Alexandria	11,323	11,481	179,993	192,008	12,015	6.68%
Andover	30,207	30,598	480,177	511,719	31,542	6.57%
Anoka	18,076	18,076	287,340	302,302	14,962	5.21%
Apple Valley	48,832	49,456	776,245	827,100	50,855	6.55%
Arden Hills	9,903	9,985	157,420	166,989	9,569	6.08%
Austin	23,702	23,671	376,772	395,873	19,101	5.07%
Baxter	7,594	7,758	120,716	129,744	9,028	7.48%
Belle Plaine	6,595	6,744	104,836	112,786	7,950	7.58%
Bemidji	13,074	13,143	207,827	219,803	11,976	5.76%
Big Lake	9,035	9,277	143,622	155,148	11,526	8.03%
Blaine	54,927	56,575	873,132	946,157	73,025	8.36%
Bloomington	85,832	85,504	1,364,405	1,429,965	65,560	4.81%
Brainerd	13,947	13,961	221,705	233,483	11,778	5.31%
Brooklyn Center	29,172	29,172	463,725	487,871	24,146	5.21%
Brooklyn Park	71,942	72,724	1,143,607	1,216,233	72,626	6.35%
Buffalo	13,776	13,950	218,986	233,299	14,313	6.54%
Burnsville	61,048	61,393	970,433	1,026,733	56,300	5.80%
Cambridge	7,382	7,615	117,346	127,353	10,007	8.53%
Champlin	23,860	23,990	379,284	401,208	21,924	5.78%
Chanhassen	22,017	22,395	349,987	374,533	24,546	7.01%
Chaska	23,216	23,775	369,047	397,612	28,565	7.74%
Chisholm	5,000	5,000	79,481	83,620	4,139	5.21%
Circle Pines	5,153	5,250	81,913	87,801	5,888	7.19%
Cloquet	11,714	11,753	186,208	196,557	10,349	5.56%
Columbia Heights	18,520	18,520	294,398	309,728	15,330	5.21%
Coon Rapids	63,649	63,081	1,011,779	1,054,964	43,185	4.27%
Corcoran	5,800	5,791	92,198	96,848	4,650	5.04%
Cottage Grove	33,529	33,788	532,985	565,069	32,084	6.02%
Crookston	8,192	8,192	130,222	137,003	6,781	5.21%
Crystal	22,698	22,698	360,813	379,600	18,787	5.21%
Dayton	5,013	5,015	79,688	83,871	4,183	5.25%
Delano	5,050	5,222	80,276	87,332	7,056	8.79%
Detroit Lakes	8,195	8,478	130,270	141,786	11,516	8.84%
Duluth	86,319	86,319	1,372,147	1,443,595	71,448	5.21%
Eagan	66,508	67,106	1,057,226	1,122,277	65,051	6.15%
East Bethel	12,142	12,124	193,012	202,761	9,749	5.05%
East Grand Forks	7,934	7,879	126,121	131,768	5,647	4.48%
Eden Prairie	61,325	62,090	974,836	1,038,390	63,554	6.52%

Municipality	Population Used for 2008 Allocation	Population to be used for 2009 Allocation	2008 Apport. Using 2000 Census or 06 Estimate	2009 Apport. Using 2000 Census or 07 Estimate	Difference Between 2008 & 09 Apport.	% Increase (Decrease)
Edina	47,425	47,425	\$753,879	\$793,133	\$39,254	5.21%
Elk River	22,550	23,187	358,460	387,778	29,318	8.18%
Fairmont	10,889	10,889	173,094	182,107	9,013	5.21%
Falcon Heights	5,776	5,709	91,817	95,477	3,660	3.99%
Faribault	22,733	22,798	361,369	381,273	19,904	5.51%
Farmington	17,495	18,589	278,105	310,882	32,777	11.79%
Fergus Falls	13,949	13,971	221,737	233,650	11,913	5.37%
Forest Lake	17,424	17,494	276,976	292,569	15,593	5.63%
Fridley	27,449	27,449	436,336	459,056	22,720	5.21%
Glencoe	5,758	5,751	91,530	96,179	4,649	5.08%
Golden Valley	20,355	20,362	323,568	340,533	16,965	5.24%
Grand Rapids	8,790	9,713	139,728	162,440	22,712	16.25%
Ham Lake	15,005	15,290	238,523	255,709	17,186	7.21%
Hastings	21,998	22,439	349,685	375,269	25,584	7.32%
Hermantown	9,192	9,269	146,118	155,014	8,896	6.09%
Hibbing	17,071	17,071	271,365	285,495	14,130	5.21%
Hopkins	17,389	17,526	276,420	293,104	16,684	6.04%
Hugo	10,361	12,022	164,701	201,055	36,354	22.07%
Hutchinson	13,977	14,021	222,182	234,487	12,305	5.54%
International Falls	6,707	6,707	106,616	112,168	5,552	5.21%
Inver Grove Heights	33,139	33,608	526,785	562,059	35,274	6.70%
Isanti	5,206	5,485	82,756	91,731	8,975	10.85%
Jordan	5,146	5,316	81,802	88,905	7,103	8.68%
Kasson	5,504	5,522	87,493	92,350	4,857	5.55%
La Crescent	5,158	5,157	81,993	86,245	4,252	5.19%
Lake City	5,339	5,317	84,870	88,921	4,051	4.77%
Lake Elmo	7,695	8,182	122,321	136,835	14,514	11.87%
Lakeville	52,323	53,829	831,738	900,234	68,496	8.24%
Lino Lakes	19,736	19,851	313,728	331,987	18,259	5.82%
Litchfield	6,869	6,871	109,191	114,910	5,719	5.24%
Little Canada	10,082	10,157	160,266	169,865	9,599	5.99%
Little Falls	8,407	8,430	133,640	140,983	7,343	5.49%
Mahtomedi	8,039	8,005	127,790	133,875	6,085	4.76%
Mankato	35,493	36,245	564,205	606,160	41,955	7.44%
Maple Grove	58,491	59,458	929,786	994,373	64,587	6.95%
Maplewood	36,397	36,663	578,575	613,150	34,575	5.98%
Marshall	13,031	13,040	207,144	218,080	10,936	5.28%
Mendota Heights	11,566	11,752	183,856	196,540	12,684	6.90%
Minneapolis	387,970	388,020	6,167,260	6,489,227	321,967	5.22%
Minnetonka	51,519	51,499	818,958	861,267	42,309	5.17%
Minnetrista	5,902	6,234	93,820	104,257	10,437	11.12%
Montevideo	5,463	5,467	86,841	91,430	4,589	5.28%
Monticello	11,136	11,253	177,020	188,195	11,175	6.31%
Moorhead	35,225	35,853	559,945	599,604	39,659	7.08%
Morris	5,184	5,223	82,406	87,349	4,943	6.00%
Mound	9,800	9,753	155,783	163,109	7,326	4.70%
Mounds View	12,738	12,738	202,486	213,030	10,544	5.21%
New Brighton	22,325	22,391	354,883	374,466	19,583	5.52%

Municipality	Population Used for 2008 Allocation	Population to be used for 2009 Allocation	2008 Apport. Using 2000 Census or 06 Estimate	2009 Apport. Using 2000 Census or 07 Estimate	Difference Between 2008 & 09 Apport.	% Increase (Decrease)
New Hope	20,904	20,873	\$332,295	\$349,079	\$16,784	5.05%
New Prague	6,787	7,007	107,888	117,185	9,297	8.62%
New Ulm	13,610	13,594	216,348	227,345	10,997	5.08%
North Branch	10,468	10,462	166,402	174,966	8,564	5.15%
North Mankato	12,817	12,935	203,742	216,324	12,582	6.18%
North St. Paul	11,929	11,929	189,626	199,500	9,874	5.21%
Northfield	19,413	19,859	308,594	332,121	23,527	7.62%
Oak Grove	8,249	8,433	131,128	141,033	9,905	7.55%
Oakdale	27,249	27,518	433,156	460,210	27,054	6.25%
Orono	7,842	7,841	124,658	131,132	6,474	5.19%
Otsego	11,660	12,499	185,350	209,033	23,683	12.78%
Owatonna	24,725	25,090	393,034	419,604	26,570	6.76%
Plymouth	70,676	71,147	1,123,482	1,189,859	66,377	5.91%
Prior Lake	21,542	22,111	342,437	369,783	27,346	7.99%
Ramsey	22,059	22,408	350,655	374,750	24,095	6.87%
Red Wing	16,329	16,338	259,570	273,236	13,666	5.26%
Redwood Falls	5,459	5,459	86,778	91,296	4,518	5.21%
Richfield	34,439	34,439	547,450	575,956	28,506	5.21%
Robbinsdale	14,123	14,123	224,502	236,192	11,690	5.21%
Rochester	98,649	100,845	1,568,147	1,686,527	118,380	7.55%
Rogers	6,570	6,971	104,438	116,583	12,145	11.63%
Rosemount	20,207	20,917	321,215	349,815	28,600	8.90%
Roseville	33,969	34,099	539,979	570,270	30,291	5.61%
St. Anthony	8,102	8,500	128,791	142,154	13,363	10.38%
St. Cloud	64,711	65,246	1,028,661	1,091,171	62,510	6.08%
St. Francis	7,201	7,473	114,469	124,978	10,509	9.18%
St. Joseph	5,873	6,066	93,359	101,447	8,088	8.66%
St. Louis Park	44,569	45,216	708,479	756,190	47,711	6.73%
St. Michael	14,698	14,883	233,643	248,903	15,260	6.53%
St. Paul	287,151	287,669	4,564,618	4,810,962	246,344	5.40%
St. Paul Park	5,323	5,344	84,616	89,373	4,757	5.62%
St. Peter	10,887	10,966	173,062	183,395	10,333	5.97%
Sartell	13,917	14,259	221,228	238,467	17,239	7.79%
Sauk Rapids	12,679	12,886	201,548	215,505	13,957	6.92%
Savage	25,065	25,293	398,439	422,999	24,560	6.16%
Shakopee	30,971	32,567	492,322	544,649	52,327	10.63%
Shoreview	26,093	26,159	414,780	437,482	22,702	5.47%
Shorewood	7,499	7,611	119,206	127,286	8,080	6.78%
South St. Paul	20,167	20,167	320,579	337,272	16,693	5.21%
Spring Lake Park	6,772	6,772	107,649	113,255	5,606	5.21%
Stewartville	5,759	5,784	91,546	96,731	5,185	5.66%
Stillwater	17,929	18,112	285,004	302,904	17,900	6.28%
Thief River Falls	8,509	8,515	135,261	142,404	7,143	5.28%
Vadnais Heights	13,069	13,069	207,748	218,565	10,817	5.21%
Victoria	6,039	6,330	95,997	105,863	9,866	10.28%
Virginia	9,157	9,157	145,562	153,141	7,579	5.21%
Waconia	9,557	9,717	151,920	162,507	10,587	6.97%

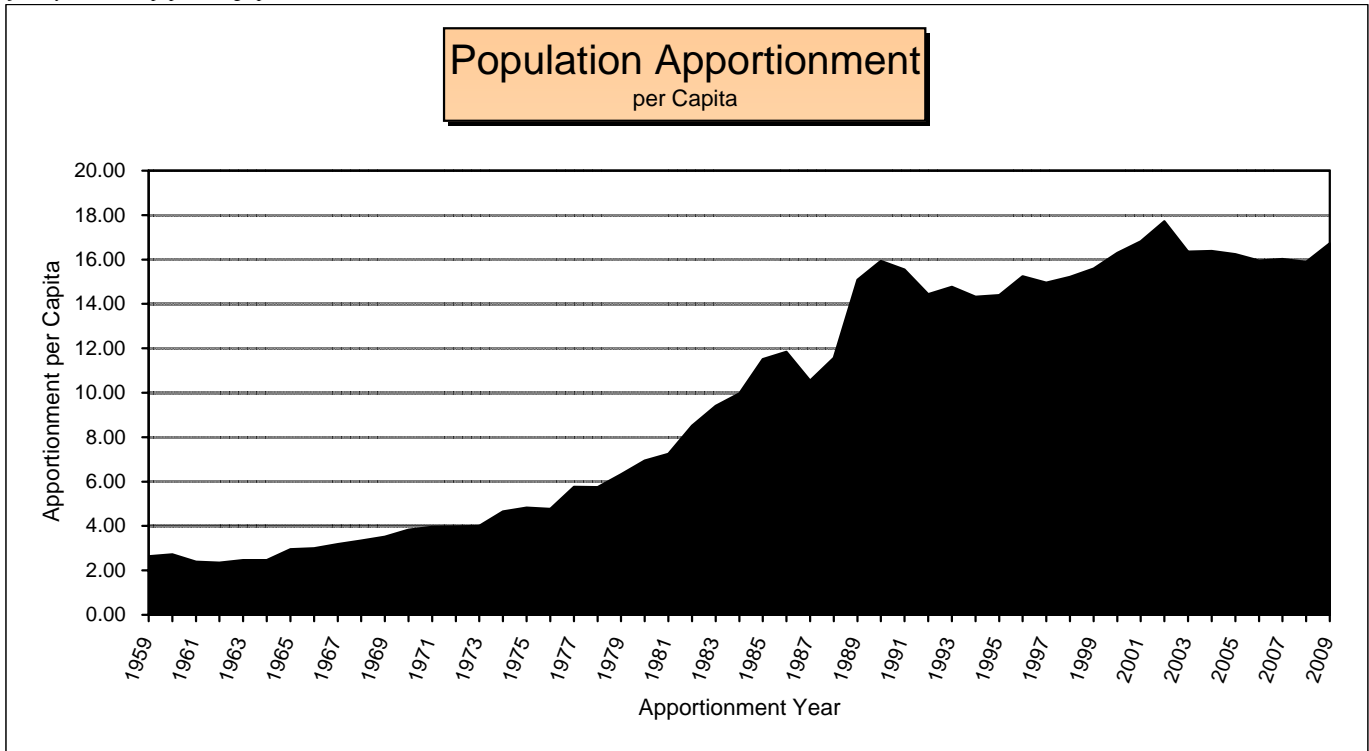
Municipality	Population Used for 2008 Allocation	Population to be used for 2009 Allocation	2008 Apport. Using 2000 Census or 06 Estimate	2009 Apport. Using 2000 Census or 07 Estimate	Difference Between 2008 & 09 Apport.	% Increase (Decrease)
Waite Park	6,738	6,731	\$107,109	\$112,569	\$5,460	5.10%
Waseca	9,828	9,827	156,228	164,346	8,118	5.20%
West St. Paul	19,405	19,405	308,466	324,528	16,062	5.21%
White Bear Lake	24,325	24,776	386,676	414,353	27,677	7.16%
Willmar	18,948	19,040	301,202	318,423	17,221	5.72%
Winona	27,324	27,458	434,349	459,205	24,856	5.72%
Woodbury	55,395	57,279	880,572	957,930	77,358	8.78%
Worthington	11,349	11,379	180,405	190,301	9,896	5.49%
Wyoming	0	6,914	0	115,628	115,628	100.00%
TOTAL	3,598,283	3,640,325	\$57,199,134	\$60,880,615	\$3,681,481	

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

2008	<u>\$57,199,134</u> 3,598,283	Equals	\$15.8962 Per person
2009	<u>\$60,880,615</u> 3,640,325	Equals	\$16.7240 Per person

The population difference between 2008 and 2009 for allocation purposes is 42,042

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



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

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

2009 MSAS CONSTRUCTION APPORTIONMENT NEEDS

The 25 year construction (money) needs shown in this report are computed from the 2008 Needs Study Update that is submitted by each urban municipality. Each city's total construction needs are computed from roadway, structure, and railroad data submitted by that city for their Municipal State Aid Street System. A number of adjustments are made to the actual construction needs as outlined by the Screening Board Resolutions and directed by the Screening Board. These adjusted construction needs are the result of adding or subtracting for the Unencumbered Construction Fund Balance, redistributing the excess balance to cities with a low balance, adding or subtracting for Bond Accounts, adding Non-existing Bridge "After the Fact Needs", adding Right-of-Way "After the Fact Needs", adding Retaining Wall "After the Fact Needs", and adding or subtracting Individual Adjustments.

50% of the total apportionment is determined on a prorated share that each city's adjusted construction needs bears to the total of all the adjusted construction needs. This tabulation shows each municipality's construction needs apportionment based on the amount of funds available to allocate.

This summary provides specific data and shows the impact of the adjustments to each municipality in establishing the 2009 Construction Needs Apportionment. The adjustments are listed individually in the section labeled as "Adjustments to the 25 Year Construction Needs".

2008 ADJUSTED CONSTRUCTION NEEDS

for January 2009 apportionment

S:\MAGS\EXCEL\JANUARY 2009 BOOK\ADJUSTED CONSTRUCTION NEEDS 2008 (08) BOOK.PKLS

Municipality	2007 Unadjusted 25-Year Construction Needs	Unencumbered Construction Fund Balance Adjustment	Excess Balance Adjustment to Low Balance Incentive	(+ or -)	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	2008 Adjusted Construction Needs
Albert Lea	\$31,581,261	(\$990,497)		(\$990,497)			\$6,827						(\$983,670)	\$30,597,591
Albertville	10,753,829	(656,368)		(656,368)									(656,368)	10,097,461
Alexandria	34,367,471	0	\$136,602										136,602	34,504,073
Andover	41,603,509	56,635	165,364	\$1,760,000			5,296	\$20,197					2,007,492	43,611,001
Anoka	15,120,082	(999,115)					4,650						(994,465)	14,125,617
Apple Valley	43,034,251	191,213	171,050	(180,000)			126,066						308,329	43,342,580
Arden Hills	8,137,177	(689,489)											(689,489)	7,447,688
Austin	42,874,030	(2,243,555)					301,895						(1,941,660)	40,932,370
Baxter	13,296,985	344,107	52,852				468,225						865,184	14,162,169
Belle Plaine	9,247,613	(227,856)											(227,856)	9,019,757
Bemidji	16,473,498	(357,098)					56,122						(300,976)	16,172,522
Big Lake	9,434,991	0	37,502										37,502	9,472,493
Blaine	37,746,747	(2,763,733)					415,341						(2,348,392)	35,398,355
Bloomington	115,545,455	(2,781,509)					16,363,191	55,013					13,636,695	129,182,150
Brainerd	16,408,082	(780,220)					640,266						(139,954)	16,268,128
Brooklyn Center	16,967,058	0	67,440				1,309,990						1,377,430	18,344,488
Brooklyn Park	44,493,240	619,997	176,849	(185,000)			721,219						1,333,066	45,826,306
Buffalo	23,636,151	779,081	93,948	(140,000)			1,426,785						2,159,814	25,795,965
Burnsville	66,910,515	0	265,953				6,260						272,213	67,182,728
Cambridge	7,428,272	0	29,526	146,142									175,668	7,603,940
Champlin	19,115,851	(782,720)					75,229						(707,491)	18,408,360
Chanhassen	17,857,485	1,047,737	70,979										1,118,716	18,976,201
Chaska	23,642,263	0	93,972			\$408,699							502,671	24,144,934
Chisholm	10,223,195	0	40,635										40,635	10,263,830
Circle Pines	4,019,413	0	15,976										15,976	4,035,389
Cloquet	24,525,149	0	97,481										97,481	24,622,630
Columbia Heights	18,179,930	0	72,261				3,130						75,391	18,255,321
Coon Rapids	56,155,877	(6,454)	223,206	2,840,000	1,050,431		2,290,994						6,398,177	62,554,054
Corcoran	8,627,523	(145,208)					19,296						(125,912)	8,501,611
Cottage Grove	48,753,927	(30,117)	193,785		51,603		525,651						740,922	49,494,849
Crookston	22,230,650	200,000	88,361										288,361	22,519,011
Crystal	17,436,478	378,792	69,306										448,098	17,884,576
Dayton	7,425,856	0	29,516				5,281						34,797	7,460,653
Delano	11,711,552	(173,268)	46,550										(126,718)	11,584,834
Detroit Lakes	17,309,555	(5,000)	68,801				49,500						113,301	17,422,856
Duluth	166,201,626	602,957	660,610				2,421,341						3,684,908	169,886,534
Eagan	52,204,648	2,815,357	207,500				974,253						3,997,110	56,201,758
East Bethel	33,016,474	(947,094)					94,298						(852,796)	32,163,678
East Grand Forks	20,103,868	(248,765)	79,908										(168,857)	19,935,011
Eden Prairie	61,496,608	(4,660,610)			336,529								(4,361,384)	57,135,224
Edina	46,604,577	0	185,242		1,107,123		398,370						1,690,735	48,295,312
Elk River	38,640,842	0	153,568				1,563,629						1,717,217	40,358,059
Fairmont	28,667,824	0	113,947										113,947	28,781,771
Falcon Heights	2,743,597	(105,173)											(133,161)	2,610,436
Faribault	34,448,136	1,199,401	136,923				298,486						1,634,810	36,082,946
Farmington	22,830,497	0	90,746		1,271,879		60,819						1,423,444	24,253,941
Fergus Falls	37,469,669	(527,809)	148,933				94,773						(284,103)	37,185,566

Municipality	2007 Unadjusted 25-Year Construction Needs	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 Retaining Wall Adjustment	Excess Maintenance Account Adjustment	(-)	(+ or -)	Individual Adjustments	Total Affect Or Adjustments	2008 Adjusted Construction Needs
Forest Lake	\$33,995,154	(\$1,046,428)						\$79,655							(\$966,773)	\$33,028,381
Fridley	28,197,349	(588,701)	\$112,077					95,081							(381,543)	27,815,806
Glencoe	9,674,929	556,984	38,455		(\$421,000)										174,439	9,849,368
Golden Valley	24,523,635	(795,042)													(795,042)	23,728,593
Grand Rapids	23,083,998	(241,229)	91,753		558,180			1,842,235							2,250,939	25,334,937
Ham Lake	26,804,626	(1,714,137)	(5,142,411)					236,431							(6,620,117)	20,184,509
Hastings	16,223,050	(805,943)													(805,943)	15,417,107
Hermantown	20,547,975	(181,734)	81,673					314,097							214,036	20,762,011
Hibbing	56,211,839	(363,743)	223,428					133,300							(7,015)	56,204,824
Hopkins	13,466,470	0	53,526					1,000							13,520,996	13,520,996
Hugo	18,470,687	0	73,416					125,690							199,106	18,669,793
Hutchinson	20,114,757	(300,548)	79,951		(345,000)	\$829,686		341,250							(1,459,430)	18,655,327
International Falls	9,634,597	0	38,295												38,295	9,672,892
Inver Grove Heights	49,624,039	(783,330)	197,243					791,192							205,105	49,829,144
Isanti	5,233,922	(222,765)													(222,765)	5,011,157
Jordan	8,892,844	(301,750)													(301,750)	8,591,094
Kasson	6,466,167	0	25,701												25,701	6,491,868
La Crescent	8,457,871	0	33,618												33,618	8,491,489
Lake City	8,486,183	(426,579)						7,000							(419,579)	8,066,604
Lake Elmo	11,060,231	(445,049)			580,000			6,310							141,261	11,201,492
Lakeville	64,527,879	2,174,221	256,482		4,125,000	959,382		3,773,131		\$118,042					11,406,258	75,934,137
Lino Lakes	27,129,567	0	107,833					412,101							519,934	27,649,501
Litchfield	11,409,998	(930,815)													(930,815)	10,479,183
Little Canada	11,865,419	3,202	47,162		(15,000)			1,455,462							35,364	11,900,783
Little Falls	22,204,894	1,453,690	88,259												2,997,411	25,202,305
Mahtomedi	6,519,480	(1,176,613)													(2,353,226)	4,166,254
Mankato	40,671,008	(830,171)						416,833							(413,338)	40,257,670
Maple Grove	71,747,956	910,430	285,180			10,833,248		4,341,965							16,370,823	88,118,779
Maplewood	44,016,827	1,648,857	174,956		4,545,000			4,738,115							11,106,928	55,123,755
Marshall	23,793,971	0	94,575					20,206							114,781	23,908,752
Mendota Heights	18,704,233	(320,887)						44,304							(276,583)	18,427,650
Minneapolis	344,066,888	(13,939,044)				1,918,503		2,319,091							(9,701,450)	334,365,438
Minnetonka	62,639,584	0	248,977					2,094,013							2,342,990	64,982,574
Minnetrista	17,305,078	(839,657)													(839,657)	16,465,421
Montevideo	7,898,963	355,652	31,396					31,070							418,118	8,317,081
Monticello	11,771,013	(832,430)						149,510							(682,920)	11,028,093
Moorhead	60,471,527	(1,978,134)				1,149,085		719,287							(109,762)	60,361,765
Morris	7,461,191	160,234	29,656					10,500							200,390	7,661,581
Mound	13,230,393	(40,803)	52,587					1,309,579							1,321,363	14,551,756
Mounds View	13,878,770	(1,039,711)	(1,039,711)												(2,079,422)	11,799,348
New Brighton	20,385,552	22,760	81,027												103,787	20,489,339
New Hope	17,160,402	(840,222)													(840,222)	16,320,180
New Prague	6,170,737	(432,419)													(432,419)	5,738,318
New Ulm	23,481,624	(61,877)	93,334												31,457	23,513,081
North Branch	17,177,423	(390,842)			(583,210)										(974,052)	16,203,371
North Mankato	19,153,622	(52,758)	76,131		920,000										943,373	20,096,995
North St. Paul	14,439,358	1,579,530	57,393					461,369							2,098,292	16,537,650
Northfield	19,967,375	(1,322,250)	(1,322,250)												(2,644,500)	17,322,875
Oak Grove	29,283,572	1,139,000	116,395					243,097							1,498,492	30,782,064
Oakdale	10,369,974	938,974	41,218					452,854							1,433,046	11,803,020
Orono	9,027,848	(688,074)						41,351							(646,723)	8,381,125
Otsego	23,213,307	0	92,267					248,688							340,955	23,554,262
Owatonna	35,418,785	(582,501)	140,781					119,703							(322,017)	35,096,768
Plymouth	65,236,225	(3,599)	259,298			3,686,316		365,456							4,309,471	69,545,696

Municipality	2007 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	(-) Excess Maintenance Account Adjustment	(+ or -) Individual Adjustments	Total Affect Or Adjustments	2008 Adjusted Construction Needs
Prior Lake	\$20,551,058	\$0	\$81,685			\$72,533				\$154,218	\$20,705,276
Ramsey	40,443,316	(60,779)	160,752		\$437,787	500				538,260	40,981,576
Red Wing	32,765,200	(141,064)	130,233			774,553				763,722	33,528,922
Redwood Falls	11,571,671	(477,690)								(477,690)	11,093,981
Richfield	30,173,422	(704,202)	119,932			3,128,369				2,544,099	32,717,521
Robbinsdale	12,672,220	(1,374,316)	(1,374,316)							(2,748,632)	9,923,588
Rochester	100,663,548	2,650,882	400,112			521,613				3,572,607	104,236,155
Rogers	8,206,140	(639,393)								(639,393)	7,566,747
Rosemount	34,098,701	(431,311)	135,534		1,756,490	369,250				1,829,963	35,928,664
Roseville	29,438,202	(719,742)				91,009				(628,733)	28,809,469
Saint Anthony	7,255,722	0	28,840	(\$420,000)						(391,160)	6,864,562
Saint Cloud	91,417,375	(1,836,190)				2,086,112				249,922	91,667,297
Saint Francis	18,136,193	0	72,087							72,087	18,208,280
Saint Joseph	5,199,197	(300,853)								(300,853)	4,898,344
Saint Louis Park	39,773,269	(817,571)				477,778				39,433,476	40,311,254
Saint Michael	38,225,249	0	151,936			86,132				238,068	38,463,317
Saint Paul	272,218,223	(4,250,702)	1,081,999		3,256,020	11,297,125	\$51,542			11,435,984	283,654,207
Saint Paul Park	6,782,408	(176,364)			671,027	65,293				559,956	7,342,364
Saint Peter	19,982,582	278,231	79,426			57,382				415,039	20,397,621
Sartell	19,141,990	668,099	76,085			193,878	6,000			1,999,062	21,141,052
Sauk Rapids	14,503,702	1,662,957	57,649			445,208				2,165,814	16,669,516
Savage	22,189,167	(1,089,713)		(261,949)		400,000				(951,662)	21,237,505
Shakopee	30,392,211	1,263,549	120,801							1,384,350	31,776,561
Shoreview	21,247,927	553,861	84,455			34,532				672,848	21,920,775
Shorewood	8,522,675	(178,307)				181,002				2,695	8,525,370
South St. Paul	17,984,368	(628,074)								(628,074)	17,356,294
Spring Lake Park	4,085,965	(810)	16,241			188,005				203,436	4,289,401
Stewartville	5,505,680	341,498	21,884							363,382	5,869,062
Stillwater	15,931,251	392,484	63,323			19,061				474,868	16,406,119
Thief River Falls	25,058,063	0	99,600			49,883				149,483	25,207,546
Vadnais Heights	8,019,392	(197,986)	31,875							(166,111)	7,853,281
Victoria	5,916,967	(141,552)								(141,552)	5,775,415
Virginia	19,077,289	0	75,827							75,827	19,153,116
Waconia	11,484,275	(561,376)								(561,376)	10,922,899
Waite Park	6,395,678	(238,751)				687,300				448,549	6,844,227
Waseca	9,340,302	(308,702)		(165,000)						(473,702)	8,866,600
West St. Paul	13,331,094	(831,116)								(831,116)	12,499,978
White Bear Lake	17,707,601	(170,589)	70,383							(100,206)	17,607,395
Willmar	29,667,532	(172,935)	117,921							112,602	29,780,134
Winona	25,058,503	0	99,601		2,549,303	167,616				2,656,904	27,715,407
Woodbury	53,876,294	3,414,909	214,145		5,771,976	6,675,762				19,026,792	72,903,086
Worthington	13,727,072	(1,046,379)	(1,046,379)			491				(2,092,267)	11,634,805
Wyoming	12,002,770	0								0	12,002,770
STATE TOTAL	\$4,277,355,517	(\$41,732,629)	\$0	\$16,697,872	\$38,047,087	\$86,546,496	\$250,794	\$0	(\$2,064,769)	\$97,744,851	\$4,375,100,368

2009 ADJUSTED CONSTRUCTION NEEDS APPORTIONMENT

Needs Value: \$1,000 in construction needs = approximately **\$13.91** in apportionment

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Municipality	2008 Adjusted Construction Needs	Construction Needs Apportionment minus Actual Dollar Adjustment and Turnback Maintenance	(+ or -) Actual Dollar Adjustment (Not Needs)	(+) TH Turnback Main- tenance Allowance	2009 Construction Needs Apportion- ment	% Of Total Dist.
Albert Lea	\$30,597,591	\$425,651			\$425,651	0.6992
Albertville	10,097,461	140,468			140,468	0.2307
Alexandria	34,504,073	479,995			479,995	0.7884
Andover	43,611,001	606,684			606,684	0.9965
Anoka	14,125,617	196,505			196,505	0.3228
Apple Valley	43,342,580	602,950			602,950	0.9904
Arden Hills	7,447,688	103,607			103,607	0.1702
Austin	40,932,370	569,421			569,421	0.9353
Baxter	14,162,169	197,014			197,014	0.3236
Belle Plaine	9,019,757	125,476			125,476	0.2061
Bemidji	16,172,522	224,980			224,980	0.3695
Big Lake	9,472,493	131,774			131,774	0.2164
Blaine	35,398,355	492,436			492,436	0.8089
Bloomington	129,182,150	1,797,088			1,797,088	2.9518
Brainerd	16,268,128	226,310		\$2,664	228,974	0.3761
Brooklyn Center	18,344,488	255,195			255,195	0.4192
Brooklyn Park	45,826,306	637,502			637,502	1.0471
Buffalo	25,795,965	358,855			358,855	0.5894
Burnsville	67,182,728	934,597			934,597	1.5351
Cambridge	7,603,940	105,780		10,800	116,580	0.1915
Champlin	18,408,360	256,084			256,084	0.4206
Chanhassen	18,976,201	263,983			263,983	0.4336
Chaska	24,144,934	335,887			335,887	0.5517
Chisholm	10,263,830	142,783			142,783	0.2345
Circle Pines	4,035,389	56,137			56,137	0.0922
Cloquet	24,622,630	342,532			342,532	0.5626
Columbia Heights	18,255,321	253,955			253,955	0.4171
Coon Rapids	62,554,054	870,206			870,206	1.4294
Corcoran	8,501,611	118,268			118,268	0.1943
Cottage Grove	49,494,849	688,536			688,536	1.1310
Crookston	22,519,011	313,268			313,268	0.5146
Crystal	17,884,576	248,797			248,797	0.4087
Dayton	7,460,653	103,787			103,787	0.1705
Delano	11,584,834	161,160			161,160	0.2647
Detroit Lakes	17,422,856	242,374			242,374	0.3981
Duluth	169,886,534	2,363,337		19,728	2,383,065	3.9143
Eagan	56,201,758	781,838			781,838	1.2842
East Bethel	32,163,678	447,438			447,438	0.7349
East Grand Forks	19,935,011	277,321			277,321	0.4555
Eden Prairie	57,135,224	794,823			794,823	1.3055
Edina	48,295,312	671,849			671,849	1.1036
Elk River	40,358,059	561,432			561,432	0.9222
Fairmont	28,781,771	400,391			400,391	0.6577
Falcon Heights	2,610,436	36,314			36,314	0.0596
Faribault	36,082,946	501,960			501,960	0.8245
Farmington	24,253,941	337,403			337,403	0.5542
Fergus Falls	37,185,566	517,298			517,298	0.8497
Forest Lake	33,028,381	459,467			459,467	0.7547
Fridley	27,815,806	386,953			386,953	0.6356
Glencoe	9,849,368	137,017			137,017	0.2251
Golden Valley	23,728,593	330,095			330,095	0.5422
Grand Rapids	25,334,937	352,441			352,441	0.5789

Municipality	2008 Adjusted Construction Needs	Construction Needs Apportionment minus Actual Dollar Adjustment and Turnback Maintenance	(+ or -) Actual Dollar Adjustment (Not Needs)	(+) TH Turnback Main- tenance Allowance	2009 Construction Needs Apportion- ment	% Of Total Dist.
Ham Lake	\$20,184,509	\$280,792			\$280,792	0.4612
Hastings	15,417,107	214,472			214,472	0.3523
Hermantown	20,762,011	288,826			288,826	0.4744
Hibbing	56,204,824	781,880			781,880	1.2843
Hopkins	13,520,996	188,094			188,094	0.3090
Hugo	18,669,793	259,721			259,721	0.4266
Hutchinson	18,655,327	259,519		\$10,584	270,103	0.4437
International Falls	9,672,892	134,562			134,562	0.2210
Inver Grove Heights	49,829,144	693,187			693,187	1.1386
Isanti	5,011,157	69,712			69,712	0.1145
Jordan	8,591,094	119,513			119,513	0.1963
Kasson	6,491,868	90,310			90,310	0.1483
La Crescent	8,491,489	118,127			118,127	0.1940
Lake City	8,066,604	112,217			112,217	0.1843
Lake Elmo	11,201,492	155,827			155,827	0.2560
Lakeville	75,934,137	1,056,340			1,056,340	1.7351
Lino Lakes	27,649,501	384,640		2,016	386,656	0.6351
Litchfield	10,479,183	145,779			145,779	0.2395
Little Canada	11,900,783	165,555			165,555	0.2719
Little Falls	25,202,305	350,596			350,596	0.5759
Mahtomedi	4,166,254	57,958			57,958	0.0952
Mankato	40,257,670	560,035			560,035	0.9199
Maple Grove	88,118,779	1,225,844			1,225,844	2.0135
Maplewood	55,123,755	766,841			766,841	1.2596
Marshall	23,908,752	332,601			332,601	0.5463
Mendota Heights	18,427,650	256,352			256,352	0.4211
Minneapolis	334,365,438	4,651,448			4,651,448	7.6403
Minnetonka	64,982,574	903,990			903,990	1.4849
Minnetrista	16,465,421	229,055			229,055	0.3762
Montevideo	8,317,081	115,701			115,701	0.1900
Monticello	11,028,093	153,415			153,415	0.2520
Moorhead	60,361,765	839,709			839,709	1.3793
Morris	7,661,581	106,582			106,582	0.1751
Mound	14,551,756	202,433			202,433	0.3325
Mounds View	11,799,348	164,144			164,144	0.2696
New Brighton	20,489,339	285,033			285,033	0.4682
New Hope	16,320,180	227,034			227,034	0.3729
New Prague	5,738,318	79,827			79,827	0.1311
New Ulm	23,513,081	327,097			327,097	0.5373
North Branch	16,203,371	225,409			225,409	0.3702
North Mankato	20,096,995	279,575			279,575	0.4592
North St. Paul	16,537,650	230,060			230,060	0.3779
Northfield	17,322,875	240,983			240,983	0.3958
Oak Grove	30,782,064	428,218			428,218	0.7034
Oakdale	11,803,020	164,195			164,195	0.2697
Orono	8,381,125	116,592	(\$35,000)		81,592	0.1340
Otsego	23,554,262	327,670			327,670	0.5382
Owatonna	35,096,768	488,241			488,241	0.8020
Plymouth	69,545,696	967,469			967,469	1.5891
Prior Lake	20,705,276	288,037			288,037	0.4731
Ramsey	40,981,576	570,106			570,106	0.9364
Red Wing	33,528,922	466,430			466,430	0.7661
Redwood Falls	11,093,981	154,331			154,331	0.2535
Richfield	32,717,521	455,142			455,142	0.7476
Robbinsdale	9,923,588	138,050			138,050	0.2268
Rochester	104,236,155	1,450,057			1,450,057	2.3818
Rogers	7,566,747	105,263			105,263	0.1729
Rosemount	35,928,664	499,813			499,813	0.8210
Roseville	28,809,469	400,776			400,776	0.6583

Municipality	2008 Adjusted Construction Needs	Construction Needs Apportionment minus Actual Dollar Adjustment and Turnback Maintenance	(+ or -) Actual Dollar Adjustment (Not Needs)	(+) TH Turnback Main- tenance Allowance	2009 Construction Needs Apportion- ment	% Of Total Dist.
Saint Anthony	\$6,864,562	\$95,495			\$95,495	0.1569
Saint Cloud	91,667,297	1,275,208			1,275,208	2.0946
Saint Francis	18,208,280	253,300			253,300	0.4161
Saint Joseph	4,898,344	68,142			68,142	0.1119
Saint Louis Park	39,433,476	548,570			548,570	0.9011
Saint Michael	38,463,317	535,074			535,074	0.8789
Saint Paul	283,654,207	3,945,990			3,945,990	6.4815
Saint Paul Park	7,342,364	102,142			102,142	0.1678
Saint Peter	20,397,621	283,757			283,757	0.4661
Sartell	21,141,052	294,099			294,099	0.4831
Sauk Rapids	16,669,516	231,894			231,894	0.3809
Savage	21,237,505	295,441			295,441	0.4853
Shakopee	31,776,561	442,052		\$6,624	448,676	0.7370
Shoreview	21,920,775	304,946			304,946	0.5009
Shorewood	8,525,370	118,599			118,599	0.1948
South St. Paul	17,356,294	241,448			241,448	0.3966
Spring Lake Park	4,289,401	59,671			59,671	0.0980
Stewartville	5,869,062	81,646			81,646	0.1341
Stillwater	16,406,119	228,230			228,230	0.3749
Thief River Falls	25,207,546	350,669			350,669	0.5760
Vadnais Heights	7,853,281	109,249			109,249	0.1794
Victoria	5,775,415	80,343			80,343	0.1320
Virginia	19,153,116	266,444			266,444	0.4376
Waconia	10,922,899	151,951			151,951	0.2496
Waite Park	6,844,227	95,212			95,212	0.1564
Waseca	8,866,600	123,346			123,346	0.2026
West St. Paul	12,499,978	173,891			173,891	0.2856
White Bear Lake	17,607,395	244,941			244,941	0.4023
Willmar	29,780,134	414,279			414,279	0.6805
Winona	27,715,407	385,557			385,557	0.6333
Woodbury	72,903,086	1,014,175			1,014,175	1.6658
Worthington	11,634,805	161,856			161,856	0.2659
Wyoming	12,002,770	166,975			166,975	0.2743
STATE TOTAL	\$4,375,100,368	\$60,863,199	(\$35,000)	\$52,416	\$60,880,615	100.0000

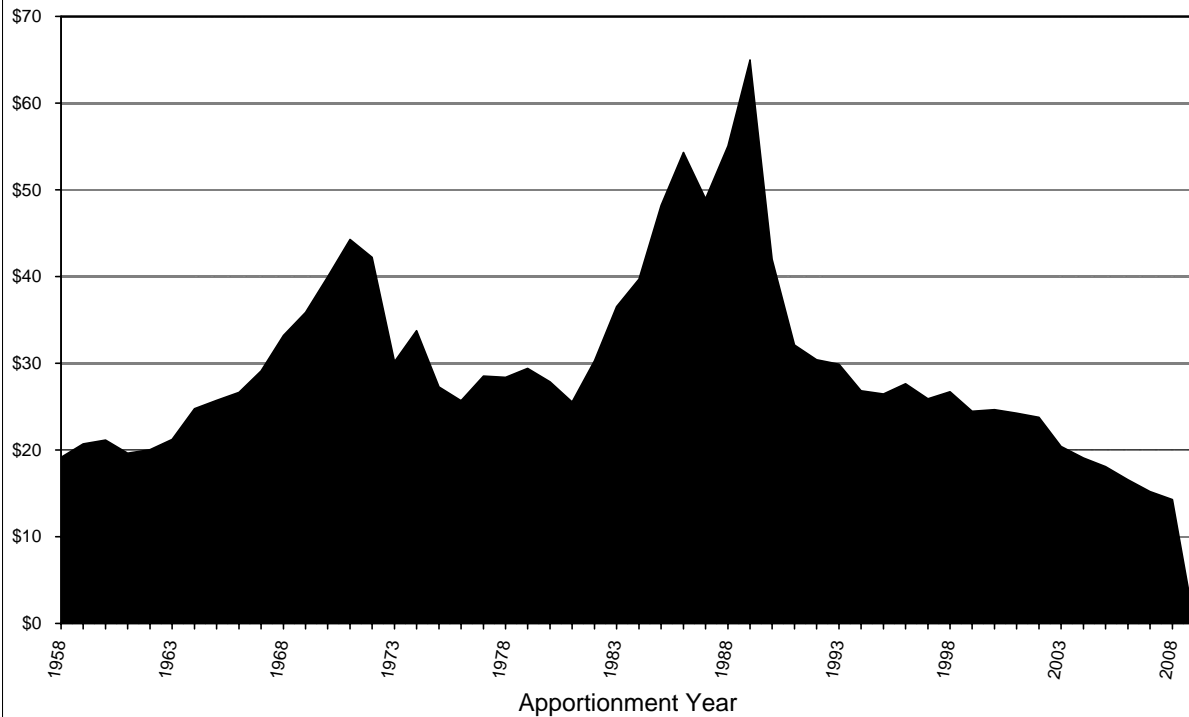
The Hutchinson THTB Maintenance allowance column includes an adjustment for miscalculations in previous years. See Individual Adjustments pages for an explanation.

Construction Needs Apportionment = \$60,863,199/ \$4,375,100,368=0.0139112

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

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APPORTIONMENT PER \$1,000 IN NEEDS (ADJUSTED NEEDS)



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

Minimum of \$13.91 in 2009

Maximum of \$64.98 in 1989

COMPARISON OF 2008 to 2009 CONSTRUCTION NEEDS APPORTIONMENT

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14-Jan-09

Municipality	2008 Construction Needs Apportionment	2009 Construction Needs Apportionment	Increase (Decrease) Amount	% Increase (Decrease)
Albert Lea	\$410,934	\$425,651	\$14,717	3.5814
Albertville	128,253	140,468	12,215	9.5241
Alexandria	461,131	479,995	18,864	4.0908
Andover	615,255	606,684	(8,571)	(1.3931)
Anoka	186,015	196,505	10,490	5.6393
Apple Valley	544,836	602,950	58,114	10.6663
Arden Hills	100,904	103,607	2,703	2.6788
Austin	552,825	569,421	16,596	3.0020
Baxter	197,813	197,014	(799)	(0.4039)
Belle Plaine	134,135	125,476	(8,659)	(6.4554)
Bemidji	239,951	224,980	(14,971)	(6.2392)
Big Lake	114,434	131,774	17,340	15.1528
Blaine	473,125	492,436	19,311	4.0816
Bloomington	1,873,729	1,797,088	(76,641)	(4.0903)
Brainerd	218,695	228,974	10,279	4.7002
Brooklyn Center	248,644	255,195	6,551	2.6347
Brooklyn Park	562,156	637,502	75,346	13.4030
Buffalo	331,805	358,855	27,050	8.1524
Burnsville	847,053	934,597	87,544	10.3351
Cambridge	121,786	116,580	(5,206)	(4.2747)
Champlin	191,910	256,084	64,174	33.4396
Chanhassen	225,875	263,983	38,108	16.8713
Chaska	290,272	335,887	45,615	15.7146
Chisholm	122,727	142,783	20,056	16.3420
Circle Pines	45,910	56,137	10,227	22.2762
Cloquet	330,886	342,532	11,646	3.5196
Columbia Heights	239,877	253,955	14,078	5.8688
Coon Rapids	731,910	870,206	138,296	18.8952
Corcoran	131,199	118,268	(12,931)	(9.8560)
Cottage Grove	667,054	688,536	21,482	3.2204
Crookston	310,395	313,268	2,873	0.9256
Crystal	256,802	248,797	(8,005)	(3.1172)
Dayton	100,314	103,787	3,473	3.4621
Delano	150,748	161,160	10,412	6.9069
Detroit Lakes	223,486	242,374	18,888	8.4515
Duluth	2,175,938	2,383,065	207,127	9.5190
Eagan	682,794	781,838	99,044	14.5057
East Bethel	406,742	447,438	40,696	10.0054
East Grand Forks	270,412	277,321	6,909	2.5550
Eden Prairie	746,886	794,823	47,937	6.4182
Edina	653,766	671,849	18,083	2.7660
Elk River	504,388	561,432	57,044	11.3095
Fairmont	393,766	400,391	6,625	1.6825
Falcon Heights	35,755	36,314	559	1.5634
Faribault	503,203	501,960	(1,243)	(0.2470)
Farmington	294,458	337,403	42,945	14.5844
Fergus Falls	503,410	517,298	13,888	2.7588
Forest Lake	372,109	459,467	87,358	23.4765
Fridley	362,074	386,953	24,879	6.8712
Glencoe	120,801	137,017	16,216	13.4237
Golden Valley	313,240	330,095	16,855	5.3809
Grand Rapids	319,335	352,441	33,106	10.3672

Municipality	2008 Construction Needs Apportionment	2009 Construction Needs Apportionment	Increase (Decrease) Amount	% Increase (Decrease)
Ham Lake	\$339,626	\$280,792	(\$58,834)	(17.3232)
Hastings	219,075	214,472	(4,603)	(2.1011)
Hermantown	235,891	288,826	52,935	22.4404
Hibbing	769,394	781,880	12,486	1.6228
Hopkins	150,483	188,094	37,611	24.9935
Hugo	255,501	259,721	4,220	1.6517
Hutchinson	289,111	270,103	(19,008)	(6.5746)
International Falls	129,859	134,562	4,703	3.6216
Inver Grove Heights	630,536	693,187	62,651	9.9361
Isanti	69,626	69,712	86	0.1235
Jordan	116,855	119,513	2,658	2.2746
Kasson	81,284	90,310	9,026	11.1043
La Crescent	115,207	118,127	2,920	2.5346
Lake City	99,387	112,217	12,830	12.9091
Lake Elmo	146,777	155,827	9,050	6.1658
Lakeville	992,765	1,056,340	63,575	6.4038
Lino Lakes	350,522	386,656	36,134	10.3086
Litchfield	142,051	145,779	3,728	2.6244
Little Canada	174,710	165,555	(9,155)	(5.2401)
Little Falls	311,630	350,596	38,966	12.5039
Mahtomedi	71,734	57,958	(13,776)	(19.2043)
Mankato	542,690	560,035	17,345	3.1961
Maple Grove	1,134,156	1,225,844	91,688	8.0842
Maplewood	728,601	766,841	38,240	5.2484
Marshall	259,757	332,601	72,844	28.0431
Mendota Heights	203,057	256,352	53,295	26.2463
Minneapolis	4,616,708	4,651,448	34,740	0.7525
Minnetonka	837,405	903,990	66,585	7.9513
Minnetrista	200,983	229,055	28,072	13.9674
Montevideo	105,332	115,701	10,369	9.8441
Monticello	133,084	153,415	20,331	15.2768
Moorhead	705,260	839,709	134,449	19.0637
Morris	84,217	106,582	22,365	26.5564
Mound	199,134	202,433	3,299	1.6567
Mounds View	171,676	164,144	(7,532)	(4.3873)
New Brighton	281,437	285,033	3,596	1.2777
New Hope	223,992	227,034	3,042	1.3581
New Prague	75,343	79,827	4,484	5.9514
New Ulm	296,850	327,097	30,247	10.1893
North Branch	218,088	225,409	7,321	3.3569
North Mankato	255,987	279,575	23,588	9.2145
North Saint Paul	224,571	230,060	5,489	2.4442
Northfield	186,310	240,983	54,673	29.3452
Oak Grove	375,112	428,218	53,106	14.1574
Oakdale	181,546	164,195	(17,351)	(9.5574)
Orono	169,131	81,592	(87,539)	(51.7581)
Otsego	292,454	327,670	35,216	12.0416
Owatonna	477,866	488,241	10,375	2.1711
Plymouth	917,947	967,469	49,522	5.3949
Prior Lake	266,005	288,037	22,032	8.2826
Ramsey	538,075	570,106	32,031	5.9529
Red Wing	470,854	466,430	(4,424)	(0.9396)
Redwood Falls	142,201	154,331	12,130	8.5302
Richfield	455,687	455,142	(545)	(0.1196)
Robbinsdale	132,167	138,050	5,883	4.4512

Municipality	2008 Construction Needs Apportionment	2009 Construction Needs Apportionment	Increase (Decrease) Amount	% Increase (Decrease)
Rochester	\$1,247,082	\$1,450,057	\$202,975	16.2760
Rogers	99,421	105,263	5,842	5.8760
Rosemount	453,803	499,813	46,010	10.1388
Roseville	372,419	400,776	28,357	7.6143
Saint Anthony	93,415	95,495	2,080	2.2266
Saint Cloud	1,141,778	1,275,208	133,430	11.6862
Saint Francis	228,027	253,300	25,273	11.0833
Saint Joseph	58,171	68,142	9,971	17.1408
Saint Louis Park	549,323	548,570	(753)	(0.1371)
Saint Michael	340,311	535,074	194,763	57.2309
Saint Paul	3,877,790	3,945,990	68,200	1.7587
Saint Paul Park	113,565	102,142	(11,423)	(10.0586)
Saint Peter	267,384	283,757	16,373	6.1234
Sartell	283,053	294,099	11,046	3.9024
Sauk Rapids	237,745	231,894	(5,851)	(2.4610)
Savage	281,082	295,441	14,359	5.1085
Shakopee	347,845	448,676	100,831	28.9873
Shoreview	313,342	304,946	(8,396)	(2.6795)
Shorewood	113,271	118,599	5,328	4.7038
South Saint Paul	230,491	241,448	10,957	4.7538
Spring Lake Park	52,861	59,671	6,810	12.8828
Stewartville	86,044	81,646	(4,398)	(5.1113)
Stillwater	209,285	228,230	18,945	9.0522
Thief River Falls	316,221	350,669	34,448	10.8936
Vadnais Heights	108,540	109,249	709	0.6532
Victoria	92,739	80,343	(12,396)	(13.3665)
Virginia	244,831	266,444	21,613	8.8277
Waconia	151,553	151,951	398	0.2626
Waite Park	70,222	95,212	24,990	35.5871
Waseca	102,479	123,346	20,867	20.3622
West St. Paul	137,780	173,891	36,111	26.2092
White Bear Lake	234,416	244,941	10,525	4.4899
Willmar	386,009	414,279	28,270	7.3237
Winona	371,023	385,557	14,534	3.9173
Woodbury	974,865	1,014,175	39,310	4.0324
Worthington	173,321	161,856	(11,465)	(6.6149)
Wyoming	0	166,975	166,975	100.0000
TOTAL	\$57,199,135	\$60,880,615	\$3,681,480	6.4363

**118 Cities Increased Their Constuction Needs Allocation
26 Cities Decreased Their Constuction Needs Allocation**

2009 M.S.A.S. TOTAL APPORTIONMENT

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14-Jan-09

Municipality	Population Apportionment	Construction Needs Apportionment	2009 Total Apportionment	Distribution Percentage
Albert Lea	\$307,152	\$425,651	\$732,803	0.6018
Albertville	99,374	140,468	239,842	0.1970
Alexandria	192,008	479,995	672,003	0.5519
Andover	511,719	606,684	1,118,403	0.9185
Anoka	302,302	196,505	498,807	0.4097
Apple Valley	827,100	602,950	1,430,050	1.1745
Arden Hills	166,989	103,607	270,596	0.2222
Austin	395,873	569,421	965,294	0.7928
Baxter	129,744	197,014	326,758	0.2684
Belle Plaine	112,786	125,476	238,262	0.1957
Bemidji	219,803	224,980	444,783	0.3653
Big Lake	155,148	131,774	286,922	0.2356
Blaine	946,157	492,436	1,438,593	1.1815
Bloomington	1,429,965	1,797,088	3,227,053	2.6503
Brainerd	233,483	228,974	462,457	0.3798
Brooklyn Center	487,871	255,195	743,066	0.6103
Brooklyn Park	1,216,233	637,502	1,853,735	1.5224
Buffalo	233,299	358,855	592,154	0.4863
Burnsville	1,026,733	934,597	1,961,330	1.6108
Cambridge	127,353	116,580	243,933	0.2003
Champlin	401,208	256,084	657,292	0.5398
Chanhassen	374,533	263,983	638,516	0.5244
Chaska	397,612	335,887	733,499	0.6024
Chisholm	83,620	142,783	226,403	0.1859
Circle Pines	87,801	56,137	143,938	0.1182
Cloquet	196,557	342,532	539,089	0.4427
Columbia Heights	309,728	253,955	563,683	0.4629
Coon Rapids	1,054,964	870,206	1,925,170	1.5811
Corcoran	96,848	118,268	215,116	0.1767
Cottage Grove	565,069	688,536	1,253,605	1.0296
Crookston	137,003	313,268	450,271	0.3698
Crystal	379,600	248,797	628,397	0.5161
Dayton	83,871	103,787	187,658	0.1541
Delano	87,332	161,160	248,492	0.2041
Detroit Lakes	141,786	242,374	384,160	0.3155
Duluth	1,443,595	2,383,065	3,826,660	3.1428
Eagan	1,122,277	781,838	1,904,115	1.5638
East Bethel	202,761	447,438	650,199	0.5340
East Grand Forks	131,768	277,321	409,089	0.3360
Eden Prairie	1,038,390	794,823	1,833,213	1.5056
Edina	793,133	671,849	1,464,982	1.2032
Elk River	387,778	561,432	949,210	0.7796
Fairmont	182,107	400,391	582,498	0.4784
Falcon Heights	95,477	36,314	131,791	0.1082
Faribault	381,273	501,960	883,233	0.7254
Farmington	310,882	337,403	648,285	0.5324
Fergus Falls	233,650	517,298	750,948	0.6167
Forest Lake	292,569	459,467	752,036	0.6176

Municipality	Population Apportionment	Construction Needs Apportionment	2009 Total Apportionment	Distribution Percentage
Fridley	\$459,056	\$386,953	\$846,009	0.6948
Glencoe	96,179	137,017	233,196	0.1915
Golden Valley	340,533	330,095	670,628	0.5508
Grand Rapids	162,440	352,441	514,881	0.4229
Ham Lake	255,709	280,792	536,501	0.4406
Hastings	375,269	214,472	589,741	0.4843
Hermantown	155,014	288,826	443,840	0.3645
Hibbing	285,495	781,880	1,067,375	0.8766
Hopkins	293,104	188,094	481,198	0.3952
Hugo	201,055	259,721	460,776	0.3784
Hutchinson	234,487	270,103	504,590	0.4144
International Falls	112,168	134,562	246,730	0.2026
Inver Grove Heights	562,059	693,187	1,255,246	1.0309
Isanti	91,731	69,712	161,443	0.1326
Jordan	88,905	119,513	208,418	0.1712
Kasson	92,350	90,310	182,660	0.1500
La Crescent	86,245	118,127	204,372	0.1678
Lake City	88,921	112,217	201,138	0.1652
Lake Elmo	136,835	155,827	292,662	0.2404
Lakeville	900,234	1,056,340	1,956,574	1.6069
Lino Lakes	331,987	386,656	718,643	0.5902
Litchfield	114,910	145,779	260,689	0.2141
Little Canada	169,865	165,555	335,420	0.2755
Little Falls	140,983	350,596	491,579	0.4037
Mahtomedi	133,875	57,958	191,833	0.1575
Mankato	606,160	560,035	1,166,195	0.9578
Maple Grove	994,373	1,225,844	2,220,217	1.8234
Maplewood	613,150	766,841	1,379,991	1.1334
Marshall	218,080	332,601	550,681	0.4523
Mendota Heights	196,540	256,352	452,892	0.3720
Minneapolis	6,489,227	4,651,448	11,140,675	9.1496
Minnetonka	861,267	903,990	1,765,257	1.4498
Minnetrista	104,257	229,055	333,312	0.2737
Montevideo	91,430	115,701	207,131	0.1701
Monticello	188,195	153,415	341,610	0.2806
Moorhead	599,604	839,709	1,439,313	1.1821
Morris	87,349	106,582	193,931	0.1593
Mound	163,109	202,433	365,542	0.3002
Mounds View	213,030	164,144	377,174	0.3098
New Brighton	374,466	285,033	659,499	0.5416
New Hope	349,079	227,034	576,113	0.4731
New Prague	117,185	79,827	197,012	0.1618
New Ulm	227,345	327,097	554,442	0.4554
North Branch	174,966	225,409	400,375	0.3288
North Mankato	216,324	279,575	495,899	0.4073
North St. Paul	199,500	230,060	429,560	0.3528
Northfield	332,121	240,983	573,104	0.4707
Oak Grove	141,033	428,218	569,251	0.4675
Oakdale	460,210	164,195	624,405	0.5128
Orono	131,132	81,592	212,724	0.1747
Otsego	209,033	327,670	536,703	0.4408

Municipality	Population Apportionment	Construction Needs Apportionment	2009 Total Apportionment	Distribution Percentage
Owatonna	419,604	488,241	907,845	0.7456
Plymouth	\$1,189,859	\$967,469	\$2,157,328	1.7718
Prior Lake	369,783	288,037	657,820	0.5403
Ramsey	374,750	570,106	944,856	0.7760
Red Wing	273,236	466,430	739,666	0.6075
Redwood Falls	91,296	154,331	245,627	0.2017
Richfield	575,956	455,142	1,031,098	0.8468
Robbinsdale	236,192	138,050	374,242	0.3074
Rochester	1,686,527	1,450,057	3,136,584	2.5760
Rogers	116,583	105,263	221,846	0.1822
Rosemount	349,815	499,813	849,628	0.6978
Roseville	570,270	400,776	971,046	0.7975
St. Anthony	142,154	95,495	237,649	0.1952
St. Cloud	1,091,171	1,275,208	2,366,379	1.9435
St. Francis	124,978	253,300	378,278	0.3107
St. Joseph	101,447	68,142	169,589	0.1393
St. Louis Park	756,190	548,570	1,304,760	1.0716
St. Michael	248,903	535,074	783,977	0.6439
St. Paul	4,810,962	3,945,990	8,756,952	7.1919
St. Paul Park	89,373	102,142	191,515	0.1573
St. Peter	183,395	283,757	467,152	0.3837
Sartell	238,467	294,099	532,566	0.4374
Sauk Rapids	215,505	231,894	447,399	0.3674
Savage	422,999	295,441	718,440	0.5900
Shakopee	544,649	448,676	993,325	0.8158
Shoreview	437,482	304,946	742,428	0.6097
Shorewood	127,286	118,599	245,885	0.2019
South St. Paul	337,272	241,448	578,720	0.4753
Spring Lake Park	113,255	59,671	172,926	0.1420
Stewartville	96,731	81,646	178,377	0.1465
Stillwater	302,904	228,230	531,134	0.4362
Thief River Falls	142,404	350,669	493,073	0.4050
Vadnais Heights	218,565	109,249	327,814	0.2692
Victoria	105,863	80,343	186,206	0.1529
Virginia	153,141	266,444	419,585	0.3446
Waconia	162,507	151,951	314,458	0.2583
Waite Park	112,569	95,212	207,781	0.1706
Waseca	164,346	123,346	287,692	0.2363
West St. Paul	324,528	173,891	498,419	0.4093
White Bear Lake	414,353	244,941	659,294	0.5415
Willmar	318,423	414,279	732,702	0.6018
Winona	459,205	385,557	844,762	0.6938
Woodbury	957,930	1,014,175	1,972,105	1.6196
Worthington	190,301	161,856	352,157	0.2892
Wyoming	115,628	166,975	282,603	0.2321
TOTAL	\$60,880,615	\$60,880,615	\$121,761,230	100.0000

COMPARISON OF THE 2008 TO 2009 APPORTIONMENT

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1/14/2009

Municipality	2008 Total Apportionment	2009 Total Apportionment	Increase (Decrease) Amount	% Increase (Decrease)
Albert Lea	\$702,884	\$732,803	\$29,919	4.2566
Albertville	221,341	239,842	18,501	8.3586
Alexandria	641,124	672,003	30,879	4.8164
Andover	1,095,432	1,118,403	22,971	2.0970
Anoka	473,355	498,807	25,452	5.3769
Apple Valley	1,321,081	1,430,050	108,969	8.2485
Arden Hills	258,324	270,596	12,272	4.7506
Austin	929,597	965,294	35,697	3.8401
Baxter	318,529	326,758	8,229	2.5834
Belle Plaine	238,971	238,262	(709)	(0.2967)
Bemidji	447,778	444,783	(2,995)	(0.6689)
Big Lake	258,056	286,922	28,866	11.1859
Blaine	1,346,257	1,438,593	92,336	6.8587
Bloomington	3,238,134	3,227,053	(11,081)	(0.3422)
Brainerd	440,400	462,457	22,057	5.0084
Brooklyn Center	712,369	743,066	30,697	4.3091
Brooklyn Park	1,705,763	1,853,735	147,972	8.6748
Buffalo	550,791	592,154	41,363	7.5097
Burnsville	1,817,486	1,961,330	143,844	7.9144
Cambridge	239,132	243,933	4,801	2.0077
Champlin	571,194	657,292	86,098	15.0733
Chanhassen	575,862	638,516	62,654	10.8800
Chaska	659,319	733,499	74,180	11.2510
Chisholm	202,208	226,403	24,195	11.9654
Circle Pines	127,823	143,938	16,115	12.6073
Cloquet	517,094	539,089	21,995	4.2536
Columbia Heights	534,275	563,683	29,408	5.5043
Coon Rapids	1,743,689	1,925,170	181,481	10.4079
Corcoran	223,397	215,116	(8,281)	(3.7069)
Cottage Grove	1,200,039	1,253,605	53,566	4.4637
Crookston	440,617	450,271	9,654	2.1910
Crystal	617,615	628,397	10,782	1.7457
Dayton	180,002	187,658	7,656	4.2533
Delano	231,024	248,492	17,468	7.5611
Detroit Lakes	353,756	384,160	30,404	8.5946
Duluth	3,548,085	3,826,660	278,575	7.8514
Eagan	1,740,020	1,904,115	164,095	9.4306
East Bethel	599,754	650,199	50,445	8.4109
East Grand Forks	396,533	409,089	12,556	3.1664
Eden Prairie	1,721,722	1,833,213	111,491	6.4756
Edina	1,407,645	1,464,982	57,337	4.0733
Elk River	862,848	949,210	86,362	10.0089
Fairmont	566,860	582,498	15,638	2.7587
Falcon Heights	127,572	131,791	4,219	3.3072
Faribault	864,572	883,233	18,661	2.1584
Farmington	572,563	648,285	75,722	13.2251
Fergus Falls	725,147	750,948	25,801	3.5580
Forest Lake	649,085	752,036	102,951	15.8609

Municipality	2008 Total Apportionment	2009 Total Apportionment	Increase (Decrease) Amount	% Increase (Decrease)
Fridley	\$798,410	\$846,009	\$47,599	5.9617
Glencoe	212,331	233,196	20,865	9.8266
Golden Valley	636,808	670,628	33,820	5.3109
Grand Rapids	459,063	514,881	55,818	12.1591
Ham Lake	578,149	536,501	(41,648)	(7.2037)
Hastings	568,760	589,741	20,981	3.6889
Hermantown	382,009	443,840	61,831	16.1857
Hibbing	1,040,759	1,067,375	26,616	2.5574
Hopkins	426,903	481,198	54,295	12.7183
Hugo	420,202	460,776	40,574	9.6558
Hutchinson	511,293	504,590	(6,703)	(1.3110)
International Falls	236,475	246,730	10,255	4.3366
Inver Grove Heights	1,157,321	1,255,246	97,925	8.4614
Isanti	152,382	161,443	9,061	5.9462
Jordan	198,657	208,418	9,761	4.9135
Kasson	168,777	182,660	13,883	8.2256
La Crescent	197,200	204,372	7,172	3.6369
Lake City	184,257	201,138	16,881	9.1617
Lake Elmo	269,098	292,662	23,564	8.7567
Lakeville	1,824,503	1,956,574	132,071	7.2387
Lino Lakes	664,250	718,643	54,393	8.1886
Litchfield	251,242	260,689	9,447	3.7601
Little Canada	334,976	335,420	444	0.1325
Little Falls	445,270	491,579	46,309	10.4002
Mahtomedi	199,524	191,833	(7,691)	(3.8547)
Mankato	1,106,895	1,166,195	59,300	5.3573
Maple Grove	2,063,942	2,220,217	156,275	7.5717
Maplewood	1,307,176	1,379,991	72,815	5.5704
Marshall	466,901	550,681	83,780	17.9438
Mendota Heights	386,913	452,892	65,979	17.0527
Minneapolis	10,783,968	11,140,675	356,707	3.3078
Minnetonka	1,656,363	1,765,257	108,894	6.5743
Minnetrista	294,803	333,312	38,509	13.0626
Montevideo	192,173	207,131	14,958	7.7836
Monticello	310,104	341,610	31,506	10.1598
Moorhead	1,265,205	1,439,313	174,108	13.7612
Morris	166,623	193,931	27,308	16.3891
Mound	354,917	365,542	10,625	2.9937
Mounds View	374,162	377,174	3,012	0.8050
New Brighton	636,320	659,499	23,179	3.6427
New Hope	556,287	576,113	19,826	3.5640
New Prague	183,231	197,012	13,781	7.5211
New Ulm	513,198	554,442	41,244	8.0367
North Branch	384,490	400,375	15,885	4.1314
North Mankato	459,729	495,899	36,170	7.8677
North St. Paul	414,197	429,560	15,363	3.7091
Northfield	494,904	573,104	78,200	15.8010
Oak Grove	506,240	569,251	63,011	12.4469
Oakdale	614,702	624,405	9,703	1.5785
Orono	293,789	212,724	(81,065)	(27.5929)
Otsego	477,804	536,703	58,899	12.3270
Owatonna	870,900	907,845	36,945	4.2422
Plymouth	2,041,429	2,157,328	115,899	5.6773

Municipality	2008 Total Apportionment	2009 Total Apportionment	Increase (Decrease) Amount	% Increase (Decrease)
Prior Lake	\$608,442	\$657,820	\$49,378	8.1155
Ramsey	888,730	944,856	56,126	6.3153
Red Wing	730,424	739,666	9,242	1.2653
Redwood Falls	228,979	245,627	16,648	7.2705
Richfield	1,003,137	1,031,098	27,961	2.7874
Robbinsdale	356,669	374,242	17,573	4.9270
Rochester	2,815,229	3,136,584	321,355	11.4149
Rogers	203,859	221,846	17,987	8.8233
Rosemount	775,018	849,628	74,610	9.6269
Roseville	912,398	971,046	58,648	6.4279
St. Anthony	222,206	237,649	15,443	6.9499
St. Cloud	2,170,439	2,366,379	195,940	9.0277
St. Francis	342,496	378,278	35,782	10.4474
St. Joseph	151,530	169,589	18,059	11.9178
St. Louis Park	1,257,802	1,304,760	46,958	3.7333
St. Michael	573,954	783,977	210,023	36.5923
St. Paul	8,442,408	8,756,952	314,544	3.7258
St. Paul Park	198,181	191,515	(6,666)	(3.3636)
St. Peter	440,446	467,152	26,706	6.0634
Sartell	504,281	532,566	28,285	5.6090
Sauk Rapids	439,293	447,399	8,106	1.8452
Savage	679,521	718,440	38,919	5.7274
Shakopee	840,167	993,325	153,158	18.2295
Shoreview	728,122	742,428	14,306	1.9648
Shorewood	232,477	245,885	13,408	5.7675
South St. Paul	551,070	578,720	27,650	5.0175
Spring Lake Park	160,510	172,926	12,416	7.7353
Stewartville	177,590	178,377	787	0.4432
Stillwater	494,289	531,134	36,845	7.4541
Thief River Falls	451,482	493,073	41,591	9.2121
Vadnais Heights	316,288	327,814	11,526	3.6441
Victoria	188,736	186,206	(2,530)	(1.3405)
Virginia	390,393	419,585	29,192	7.4776
Waconia	303,473	314,458	10,985	3.6198
Waite Park	177,331	207,781	30,450	17.1713
Waseca	258,707	287,692	28,985	11.2038
West St. Paul	446,246	498,419	52,173	11.6915
White Bear Lake	621,092	659,294	38,202	6.1508
Willmar	687,211	732,702	45,491	6.6197
Winona	805,372	844,762	39,390	4.8909
Woodbury	1,855,437	1,972,105	116,668	6.2879
Worthington	353,726	352,157	(1,569)	(0.4436)
Wyoming	0	282,603	282,603	100.0000
TOTAL	\$114,398,269	\$121,761,230	\$7,362,961	6.4363

133 Cities Increased Their Total Allocation
11 Cities Decreased Their Total Allocation

DETERMINATION OF THE CONSTRUCTION AND MAINTENANCE ALLOTMENTS

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

General Maintenance Allotment

The General Maintenance requested is subtracted from the Total Apportionment minus Turnback Maintenance Allowance. It may or may not include Bond Interest.

Except for the minimum amount of \$1,500 per improved mile, any Bond Interest due is included within the city's General Maintenance Allotment unless they specifically request an amount or percentage plus bond interest.

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

Bond interest due in the current year is included in all General Maintenance Allotments unless the city notifies State Aid to add it onto the Total Maintenance Allotment. By City Council resolution, a city may request State Aid to use local funds for the interest

Total Maintenance Allotment

The Total Maintenance Allotment is the General Maintenance Allotment plus Trunk Highway Turnback Maintenance Allowance plus Bond Interest if it is not included in the General Maintenance Allotment.

Per State Aid rule, the Total Maintenance Allotment of a city may not exceed 35% of its Total Apportionment without a variance. If a Total Maintenance Allotment exceeds 35% of the total allocation, it is capped at 35%.

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

Maintenance Expenditure Report

If any city's General Maintenance Allotment, not including Bond Interest, exceeds 25% of its Total Apportionment that city must submit a Maintenance Expenditure Report to receive the final payment of its Total Maintenance Allotment.

The cities that will need to file a Maintenance Expenditure Report at the end of 2009 are:

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

2009 CONSTRUCTION AND MAINTENANCE ALLOTMENTS

JANUARY 2009 BOOK/2009 MAINTENANCE & CONSTRUCTION ALLOTMENTS.XLS

14-Jan-09

MUNICIPALITY	TOTAL APPORTION-MENT	TRUNK HIGHWAY TURNBACK MAINTENANCE ALLOWANCE	AMOUNT OF BOND INTEREST APPLIED TO MAINTENANCE	GENERAL MAINTENANCE ALLOTMENT	TOTAL MAINTENANCE ALLOTMENT	CONSTRUCTION ALLOTMENT
Albert Lea	\$732,803			\$183,201	\$183,201 *	\$549,602
Albertville	239,842			8,190	8,190	231,652
Alexandria	672,003			168,001	168,001 *	504,002
Andover	1,118,403		\$75,222	260,299	335,521 ***	782,882
Anoka	498,807			124,702	124,702 *	374,105
Apple Valley	1,430,050		194,765	47,955	242,720	1,187,330
Arden Hills	270,596			67,649	67,649 *	202,947
Austin	965,294			92,930	92,930 #	872,364
Baxter	326,758			23,295	23,295	303,463
Belle Plaine	238,262			11,115	11,115	227,147
Bemidji	444,783			111,196	111,196 *	333,587
Big Lake	286,922			71,731	71,731 ##	215,191
Blaine	1,438,593			359,648	359,648 *	1,078,945
Bloomington	3,227,053			1,129,469	1,129,469 **	2,097,584
Brainerd	462,457	\$2,664		24,285	26,949	435,508
Brooklyn Center	743,066			90,000	90,000 #	653,066
Brooklyn Park	1,853,735		84,150	379,284	463,434 *	1,390,301
Buffalo	592,154		17,108	148,039	165,147 ##	427,007
Burnsville	1,961,330			490,333	490,333 *	1,470,997
Cambridge	243,933	10,800	5,280	25,000	41,080 #	202,853
Champlin	657,292			164,323	164,323 *	492,969
Chanhassen	638,516			100,000	100,000 #	538,516
Chaska	733,499			183,375	183,375 *	550,124
Chisholm	226,403			56,601	56,601 *	169,802
Circle Pines	143,938		47,084	4,755	50,378	93,560
Cloquet	539,089			188,681	188,681 **	350,408
Columbia Heights	563,683			140,921	140,921 *	422,762
Coon Rapids	1,925,170		92,300	62,370	154,670	1,770,500
Corcoran	215,116			75,291	75,291 **	139,825
Cottage Grove	1,253,605			42,210	42,210	1,211,395
Crookston	450,271			112,568	112,568 ##	337,703
Crystal	628,397			157,099	157,099 *	471,298
Dayton	187,658			46,915	46,915 *	140,743
Delano	248,492		29,914	32,209	62,123 *	186,369
Detroit Lakes	384,160			96,040	96,040 *	288,120

MUNICIPALITY	TOTAL APPORTIONMENT	TRUNK HIGHWAY TURNBACK MAINTENANCE ALLOWANCE	AMOUNT OF BOND INTEREST APPLIED TO MAINTENANCE	GENERAL MAINTENANCE ALLOTMENT	TOTAL MAINTENANCE ALLOTMENT	CONSTRUCTION ALLOTMENT
Duluth	\$3,826,660	\$19,728		\$1,128,270	\$1,147,998 ***	\$2,678,662
Eagan	1,904,115		\$191,135	67,335	258,470	1,645,645
East Bethel	650,199			162,550	162,550 *	487,649
East Grand Forks	409,089			102,272	102,272 *	306,817
Eden Prairie	1,833,213			70,620	70,620	1,762,593
Edina	1,464,982			366,246	366,246 *	1,098,736
Elk River	949,210			40,065	40,065	909,145
Fairmont	582,498			29,085	29,085	553,413
Falcon Heights	131,791			46,127	46,127 **	85,664
Faribault	883,233			220,808	220,808 *	662,425
Farmington	648,285			162,071	162,071 *	486,214
Fergus Falls	750,948			187,737	187,737 *	563,211
Forest Lake	752,036			188,009	188,009 *	564,027
Fridley	846,009			211,502	211,502 *	634,507
Glencoe	233,196		23,510	58,299	81,619 ##	151,577
Golden Valley	670,628		98,431	69,226	167,657 *	502,971
Grand Rapids	514,881		67,707	61,013	128,720 *	386,161
Ham Lake	536,501			37,965	37,965	498,536
Hastings	589,741			147,435	147,435 *	442,306
Hermantown	443,840			65,000	65,000 #	378,840
Hibbing	1,067,375			266,844	266,844 *	800,531
Hopkins	481,198			120,300	120,300 *	360,898
Hugo	460,776			115,194	115,194 *	345,582
Hutchinson	504,590	1,512	2,700	27,405	31,617	472,973
International Falls	246,730			12,090	12,090	234,640
Inver Grove Heights	1,255,246			313,812	313,812 *	941,434
Isanti	161,443			40,361	40,361 *	121,082
Jordan	208,418			52,105	52,105 *	156,313
Kasson	182,660			6,990	6,990	175,670
La Crescent	204,372			8,565	8,565	195,807
Lake City	201,138			50,285	50,285 ##	150,853
Lake Elmo	292,662		24,600	73,166	97,766 ##	194,896
Lakeville	1,956,574		449,732	235,069	684,801 #	1,271,773
Lino Lakes	718,643	2,016		177,645	179,661 *	538,982
Litchfield	260,689			91,241	91,241 **	169,448
Little Canada	335,420			83,855	83,855 *	251,565
Little Falls	491,579			24,030	24,030	467,549
Mahtomedi	191,833			47,958	47,958 ##	143,875
Mankato	1,166,195			291,549	291,549 *	874,646
Maple Grove	2,220,217			555,054	555,054 *	1,665,163

MUNICIPALITY	TOTAL APPORTION- MENT	TRUNK HIGHWAY TURNBACK MAINTENANCE ALLOWANCE	AMOUNT OF BOND INTEREST APPLIED TO MAINTENANCE	GENERAL MAINTENANCE ALLOTMENT	TOTAL MAINTENANCE ALLOTMENT	CONSTRUCTION ALLOTMENT
Maplewood	\$1,379,991		\$363,184	\$206,999	\$482,997 #	\$896,994
Marshall	550,681			24,840	24,840	525,841
Mendota Heights	452,892			113,223	113,223 *	339,669
Minneapolis	11,140,675			3,899,236	3,899,236 **	7,241,439
Minnetonka	1,765,257		101,508	71,220	172,728	1,592,529
Minnetrista	333,312			18,885	18,885	314,427
Montevideo	207,131			12,825	12,825	194,306
Monticello	341,610			85,403	85,403 *	256,207
Moorhead	1,439,313			280,666	280,666 #	1,158,647
Morris	193,931			48,483	48,483 *	145,448
Mound	365,542			91,386	91,386 *	274,156
Mounds View	377,174			94,294	94,294 *	282,880
New Brighton	659,499			164,875	164,875 *	494,624
New Hope	576,113			144,028	144,028 *	432,085
New Prague	197,012			49,253	49,253 *	147,759
New Ulm	554,442			22,920	22,920	531,522
North Branch	400,375		65,460	34,634	100,094 *	300,281
North Mankato	495,899		33,360	38,000	71,360 #	424,539
North St. Paul	429,560			107,390	107,390 *	322,170
Northfield	573,104			143,276	143,276 *	429,828
Oak Grove	569,251			142,313	142,313 *	426,938
Oakdale	624,405			156,101	156,101 ##	468,304
Orono	212,724			53,181	53,181 *	159,543
Otsego	536,703			134,176	134,176 *	402,527
Owatonna	907,845			38,250	38,250	869,595
Plymouth	2,157,328			539,332	539,332 *	1,617,996
Prior Lake	657,820			230,237	230,237 **	427,583
Ramsey	944,856			330,700	330,700 **	614,156
Red Wing	739,666			258,883	258,883 **	480,783
Redwood Falls	245,627			61,407	61,407 *	184,220
Richfield	1,031,098			257,775	257,775 *	773,323
Robbinsdale	374,242			15,105	15,105	359,137
Rochester	3,136,584			313,658	313,658 #	2,822,926
Rogers	221,846			55,462	55,462 *	166,384
Rosemount	849,628			30,165	30,165	819,463
Roseville	971,046			242,762	242,762 *	728,284
St. Anthony	237,649		22,568	36,844	59,412 *	178,237
St. Cloud	2,366,379			591,595	591,595 *	1,774,784
St. Francis	378,278			94,570	94,570 ##	283,708
St. Joseph	169,589			6,180	6,180	163,409

MUNICIPALITY	TOTAL APPORTION-MENT	TRUNK HIGHWAY TURNBACK MAINTENANCE ALLOWANCE	AMOUNT OF BOND INTEREST APPLIED TO MAINTENANCE	GENERAL MAINTENANCE ALLOTMENT	TOTAL MAINTENANCE ALLOTMENT	CONSTRUCTION ALLOTMENT
St. Louis Park	\$1,304,760			\$456,666	\$456,666 **	\$848,094
St Michael	783,977			195,994	195,994 *	587,983
St. Paul	8,756,952			3,064,933	3,064,933 **	5,692,019
St. Paul Park	191,515			47,879	47,879 *	143,636
St. Peter	467,152			21,960	21,960	445,192
Sartell	532,566		\$49,618	24,555	74,173	458,393
Sauk Rapids	447,399			21,015	21,015	426,384
Savage	718,440		34,200	35,085	69,285	649,155
Shakopee	993,325	\$6,624		241,707	248,331 *	744,994
Shoreview	742,428			26,835	26,835	715,593
Shorewood	245,885			61,471	61,471 *	184,414
South St. Paul	578,720			144,680	144,680 *	434,040
Spring Lake Park	172,926			43,232	43,232 *	129,694
Stewartville	178,377			44,594	44,594 *	133,783
Stillwater	531,134			132,784	132,784 *	398,350
Thief River Falls	493,073		54,295	68,973	123,268 *	369,805
Vadnais Heights	327,814			81,954	81,954 ##	245,860
Victoria	186,206			46,552	46,552 *	139,654
Virginia	419,585			104,896	104,896 *	314,689
Waconia	314,458			15,045	15,045	299,413
Waite Park	207,781			8,085	8,085	199,696
Waseca	287,692		18,020	53,903	71,923 *	215,769
West St. Paul	498,419			120,000	120,000 #	378,419
White Bear Lake	659,294			164,824	164,824 *	494,470
Willmar	732,702			183,176	183,176 *	549,526
Winona	844,762			211,191	211,191 *	633,571
Woodbury	1,972,105		55,414	493,026	548,440 ##	1,423,665
Worthington	352,157			60,000	60,000 #	292,157
Wyoming	282,603			17,955	17,955	264,648
TOTAL	\$121,761,230	\$43,344	\$2,201,265	\$26,728,335	\$28,884,107	\$92,877,123

* 25% of Allotment including Bond Interest, if any.

** 35% of Allotment requested. (Maintenance expenditure report required).

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

**** Requested that bond interest be paid with local funds.

Lump sum amount or certain % requested. Total cannot exceed 35% of total Allotment. (No maintenance expenditure report required).

25% of Allotment plus bond interest, if any.

MAINTENANCE ALLOCATION CHANGES IN 2008 **For the 2009 Allocation**

January 2009 Book\2009 Maintenance Revisions.xls

City	2009 Maintenance Allocation	2008 Maintenance Allocation	2009 Maintenance Allocation	2008 Maintenance Allocation	Difference
1 Crystal	25% of Allotment Requested	35% of Allotment Requested	\$157,099	\$216,165	(\$59,066)
2 Lakeville	35% of Allotment plus bond interest	\$1,500 per improved mile plus Bond Interest	684,801	288,023	396,778
3 Mahtomedi	25% of Allotment plus bond interest	\$1,500 per improved mile	47,958	12,765	35,193
4 Wyoming	\$1,500 per improved Mile	New City	17,955	0	17,955
TOTAL			\$841,900	\$504,188	\$337,712

Type of Maintenance Allocation*	Number of Cities
35% =	12
25% =	83
\$1500 per Improved Mile =	35
Other =	14
TOTAL	144

*May or may not include bond interest

2008 IMPROVED MILEAGE RECORD

(MILEAGE USED FOR MINIMUM MAINTENANCE ALLOCATION)

used for the January 2009 allocation

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

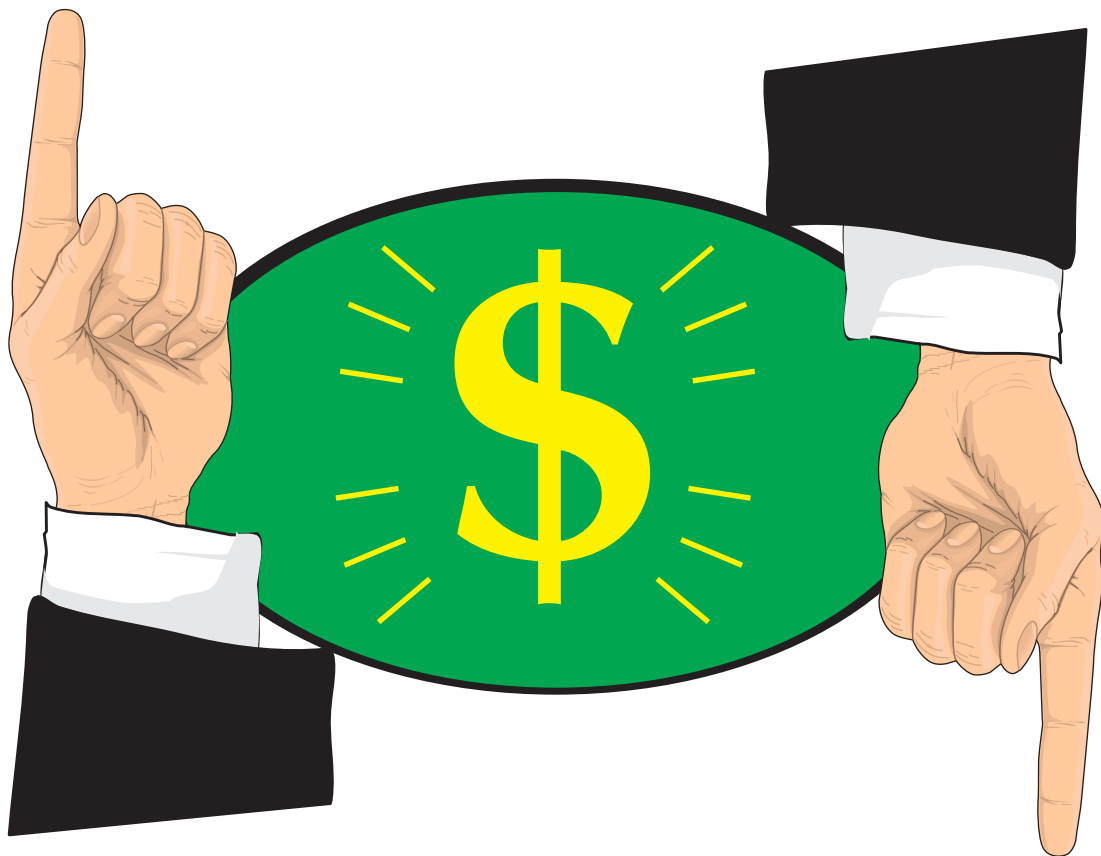
MUNICIPALITY	IMPROVED MILEAGE	MUNICIPALITY	IMPROVED MILEAGE	MUNICIPALITY	IMPROVED MILEAGE	MUNICIPALITY	IMPROVED MILEAGE
Albert Lea	23.40	Eagan	44.89	Mahtomedi	8.51	Rogers	11.17
Albertville	5.46	East Bethel	21.62	Mankato	32.23	Rosemount	20.11
Alexandria	21.63	East Grand Forks	15.76	Maple Grove	46.05	Roseville	27.33
Andover	30.93	Eden Prairie	47.08	Maplewood	35.42	Saint Anthony	5.95
Anoka	13.14	Edina	40.27	Marshall	16.56	Saint Cloud	57.28
Apple Valley	31.97	Elk River	26.71	Mendota Heights	14.67	Saint Francis	7.11
Arden Hills	6.53	Fairmont	19.39	Minneapolis	204.68	Saint Joseph	4.12
Austin	28.62	Falcon Heights	3.29	Minnetonka	47.48	Saint Louis Park	30.92
Baxter	15.53	Faribault	22.43	Minnetrista	12.59	Saint Michael	17.40
Belle Plaine	7.41	Farmington	11.43	Montevideo	8.55	Saint Paul	161.12
Bemidji	16.64	Fergus Falls	24.02	Monticello	11.60	Saint Paul Park	6.08
Big Lake	9.28	Forest Lake	19.51	Moorhead	39.82	Saint Peter	14.64
Blaine	41.59	Fridley	22.87	Morris	9.03	Sartell	16.37
Bloomington	71.73	Glencoe	7.21	Mound	7.71	Sauk Rapids	14.01
Brainerd *	16.19	Golden Valley	23.03	Mounds View	12.43	Savage	23.39
Brooklyn Center	21.40	Grand Rapids	14.39	New Brighton	12.87	Shakopee*	30.83
Brooklyn Park	52.96	Ham Lake	25.31	New Hope	12.64	Shoreview	17.89
Buffalo	13.32	Hastings	21.24	New Prague	5.29	Shorewood	8.61
Burnsville	43.37	Hermantown	15.50	New Ulm	15.28	South St. Paul	16.82
Cambridge*	11.33	Hibbing	51.67	North Branch	22.12	Spring Lake Park	5.82
Champlin	17.27	Hopkins	9.92	North Mankato	15.07	Stewartville	4.30
Chanhassen	21.06	Hugo	19.90	North St. Paul	10.15	Stillwater	15.99
Chaska	15.73	Hutchinson*	18.27	Northfield	16.53	Thief River Falls	15.13
Chisholm	7.99	International Falls	8.06	Oak Grove	19.62	Vadnais Heights	7.88
Circle Pines	3.17	Inver Grove Heights	29.89	Oakdale	19.30	Victoria	5.12
Cloquet	21.55	Isanti	6.73	Orono	9.45	Virginia	15.63
Columbia Heights	12.50	Jordan	5.45	Otsego	11.77	Waconia	10.03
Coon Rapids	41.58	Kasson	4.66	Owatonna	25.50	Waite Park	5.39
Corcoran	14.80	La Crescent	5.71	Plymouth	55.71	Waseca	7.28
Cottage Grove	28.14	Lake City	8.39	Prior Lake	14.46	West St. Paul	13.54
Crookston	11.65	Lake Elmo	13.73	Ramsey	29.22	White Bear Lake	19.85
Crystal	17.78	Lakeville	57.65	Red Wing	20.66	Willmar	25.70
Dayton	8.25	Lino Lakes*	12.63	Redwood Falls	6.69	Winona	21.79
Delano	5.14	Litchfield	8.77	Richfield	24.68	Woodbury	50.27
Detroit Lakes	22.05	Little Canada	11.25	Robbinsdale	10.07	Worthington	11.39
Duluth*	110.92	Little Falls	16.02	Rochester	80.79	Wyoming	11.97
TOTAL							3,240.09

The Improved Mileage had an increase of 46.23 miles.



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Adjustments to the 25 Year



Construction Needs



OTES and COMMENTS

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UNENCUMBERED CONSTRUCTION FUND BALANCE ADJUSTMENT

Each city's December 31, 2008 Unencumbered Construction Fund Balance is deducted from its total needs. For reference see the 'Current Resolutions of the Municipal Screening Board' in the back of this booklet. For the computation of this adjustment see the '2008 Adjusted Construction Needs Apportionment' spreadsheet in this booklet.

Any city that had a General Fund Advance from its 2008 Construction Allocation is shown with a negative balance for the amount advanced.

The total Municipal State Aid expenditures for 2008 was \$107,179,788. The expenditures are the difference between the 2007 and 2008 year end balance plus the 2008 construction allotment of \$92,877,123.

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	Unencumbered Amount Available	Unencumbered Amount Available	Difference Between 12-31-08 and 12-31-07	Percentage of Total Amount in 2008 Account
Municipalities	12-31-07	12-31-08	12-31-07	
Albert Lea	\$696,861	\$990,497	\$293,636	2.37
Albertville	443,397	656,368	212,971	1.57
Alexandria	217,103	0	(217,103)	0.00
Andover	(550,265)	(56,635)	493,630	(0.14)
Anoka	644,099	999,115	355,016	2.39
Apple Valley	259,656	(191,213)	(450,869)	(0.46)
Arden Hills	495,746	689,489	193,743	1.65
Austin	2,292,304	2,243,555	(48,749)	5.38
Baxter	(641,111)	(344,107)	297,004	(0.82)
Belle Plaine	0	227,856	227,856	0.55
Bemidji	222,319	357,098	134,779	0.86
Big Lake	690,115	0	(690,115)	0.00
Blaine	1,609,864	2,763,733	1,153,869	6.62
Bloomington	2,186,269	2,781,509	595,240	6.67
Brainerd	767,546	780,220	12,674	1.87
Brooklyn Center	204,890	0	(204,890)	0.00
Brooklyn Park	(776,000)	(619,997)	156,003	(1.49)
Buffalo	(1,027,629)	(779,081)	248,548	(1.87)
Burnsville	6,429	0	(6,429)	0.00
Cambridge	0	0	0	0.00
Champlin	354,324	782,720	428,396	1.88
Chanhassen	0	(1,047,737)	(1,047,737)	(2.51)
Chaska	0	0	0	0.00
Chisholm	178,252	0	(178,252)	0.00
Circle Pines	130,938	0	(130,938)	0.00
Cloquet	218,481	0	(218,481)	0.00
Columbia Heights	0	0	0	0.00
Coon Rapids	279,601	6,454	(273,147)	0.02
Corcoran	0	145,208	145,208	0.35
Cottage Grove	(1,081,255)	30,117	1,111,372	0.07
Crookston	(300,000)	(200,000)	100,000	(0.48)
Crystal	(780,242)	(378,792)	401,450	(0.91)
Dayton	139,780	0	(139,780)	0.00
Delano	0	173,268	173,268	0.42
Detroit Lakes	0	5,000	5,000	0.01
Duluth	(846,967)	(602,957)	244,010	(1.44)
Eagan	(4,964,935)	(2,815,357)	2,149,578	(6.75)
East Bethel	875,933	947,094	71,161	2.27
East Grand Forks	6,967	248,765	241,798	0.60

	Unencumbered Amount Available	Unencumbered Amount Available	Difference Between 12-31-08 and 12-31-07	Percentage of Total Amount in 2008 Account
Municipalities	12-31-07	12-31-08	12-31-07	
Eden Prairie	\$4,622,289	\$4,660,610	\$38,321	11.17
Edina	0	0	0	0.00
Elk River	(616,944)	0	616,944	0.00
Fairmont	88,450	0	(88,450)	0.00
Falcon Heights	22,251	105,173	82,922	0.25
Faribault	(747,597)	(1,199,401)	(451,804)	(2.87)
Farmington	1,056,931	0	(1,056,931)	0.00
Fergus Falls	0	527,809	527,809	1.26
Forest Lake	559,614	1,046,428	486,814	2.51
Fridley	819,894	588,701	(231,193)	1.41
Glencoe	(579,999)	(556,984)	23,015	(1.33)
Golden Valley	466,117	795,042	328,925	1.91
Grand Rapids	106,883	241,229	134,346	0.58
Ham Lake	2,672,772	1,714,137	(958,635)	4.11
Hastings	379,373	805,943	426,570	1.93
Hermantown	137,573	181,734	44,161	0.44
Hibbing	394,935	363,743	(31,192)	0.87
Hopkins	1,060,755	0	(1,060,755)	0.00
Hugo	0	0	0	0.00
Hutchinson	0	300,548	300,548	0.72
International Falls	123,921	0	(123,921)	0.00
Inver Grove Heights	1,011,329	783,330	(227,999)	1.88
Isanti	108,479	222,765	114,286	0.53
Jordan	152,757	301,750	148,993	0.72
Kasson	173,138	0	(173,138)	0.00
La Crescent	(92,555)	0	92,555	0.00
Lake City	288,386	426,579	138,193	1.02
Lake Elmo	325,081	445,049	119,968	1.07
Lakeville	(3,432,115)	(2,174,221)	1,257,894	(5.21)
Lino Lakes	0	0	0	0.00
Litchfield	767,508	930,815	163,307	2.23
Little Canada	(254,434)	(3,202)	251,232	(0.01)
Little Falls	(1,876,235)	(1,453,690)	422,545	(3.48)
Mahtomedi	989,854	1,176,613	186,759	2.82
Mankato	0	830,171	830,171	1.99
Maple Grove	(1,710,430)	(910,430)	800,000	(2.18)
Maplewood	(2,166,668)	(1,648,857)	517,811	(3.95)
Marshall	435,998	0	(435,998)	0.00
Mendota Heights	30,702	320,887	290,185	0.77
Minneapolis	14,283,657	13,939,044	(344,613)	33.40
Minnetonka	0	0	0	0.00
Minnetrista	561,789	839,657	277,868	2.01
Montevideo	(260,000)	(355,652)	(95,652)	(0.85)
Monticello	588,612	832,430	243,818	1.99
Moorhead	2,559,367	1,978,134	(581,233)	4.74
Morris	(285,201)	(160,234)	124,967	(0.38)
Mound	(225,385)	40,803	266,188	0.10
Mounds View	759,090	1,039,711	280,621	2.49
New Brighton	(500,000)	(22,760)	477,240	(0.05)
New Hope	474,289	840,222	365,933	2.01
New Prague	455,461	432,419	(23,042)	1.04
New Ulm	539,678	61,877	(477,801)	0.15
North Branch	460,291	390,842	(69,449)	0.94

	Unencumbered Amount Available	Unencumbered Amount Available	Difference Between 12-31-08 and 12-31-07	Percentage of Total Amount in 2008 Account
Municipalities	12-31-07	12-31-08	12-31-07	
North Mankato	(\$177,925)	\$52,758	\$230,683	0.13
North St. Paul	(1,632,318)	(1,579,530)	52,788	(3.78)
Northfield	951,072	1,322,250	371,178	3.17
Oak Grove	127,456	(1,139,000)	(1,266,456)	(2.73)
Oakdale	(1,400,000)	(938,974)	461,026	(2.25)
Orono	699,892	688,074	(11,818)	1.65
Otsego	118,956	0	(118,956)	0.00
Owatonna	2,765	582,501	579,736	1.40
Plymouth	0	3,599	3,599	0.01
Prior Lake	0	0	0	0.00
Ramsey	702,836	60,779	(642,057)	0.15
Red Wing	(241,076)	141,064	382,140	0.34
Redwood Falls	305,956	477,690	171,734	1.14
Richfield	626,099	704,202	78,103	1.69
Robbinsdale	1,031,642	1,374,316	342,674	3.29
Rochester	(1,776,075)	(2,650,882)	(874,807)	(6.35)
Rogers	486,499	639,393	152,894	1.53
Rosemount	0	431,311	431,311	1.03
Roseville	87,166	719,742	632,576	1.72
Saint Anthony	0	0	0	0.00
Saint Cloud	1,511,398	1,836,190	324,792	4.40
Saint Francis	285,525	0	(285,525)	0.00
Saint Joseph	155,458	300,853	145,395	0.72
Saint Louis Park	0	817,571	817,571	1.96
Saint Michael	(338,444)	0	338,444	0.00
Saint Paul	5,819,877	4,250,702	(1,569,175)	10.19
Saint Paul Park	148,988	176,364	27,376	0.42
Saint Peter	(156,451)	(278,231)	(121,780)	(0.67)
Sartell	(924,000)	(668,099)	255,901	(1.60)
Sauk Rapids	(2,081,235)	(1,662,957)	418,278	(3.98)
Savage	589,718	1,089,713	499,995	2.61
Shakopee	(848,893)	(1,263,549)	(414,656)	(3.03)
Shoreview	(1,255,148)	(553,861)	701,287	(1.33)
Shorewood	3,949	178,307	174,358	0.43
South Saint Paul	616,820	628,074	11,254	1.50
Spring Lake Park	87,051	810	(86,241)	0.00
Stewartville	(474,690)	(341,498)	133,192	(0.82)
Stillwater	(763,201)	(392,484)	370,717	(0.94)
Thief River Falls	210,501	0	(210,501)	0.00
Vadnais Heights	0	197,986	197,986	0.47
Victoria	0	141,552	141,552	0.34
Virginia	312,359	0	(312,359)	0.00
Waconia	31,573	561,376	529,803	1.35
Waite Park	69,505	238,751	169,246	0.57
Waseca	194,672	308,702	114,030	0.74
West Saint Paul	653,995	831,116	177,121	1.99
White Bear Lake	0	170,589	170,589	0.41
Willmar	27,066	172,935	145,869	0.41
Winona	0	0	0	0.00
Woodbury	(3,920,609)	(3,414,909)	505,700	(8.18)
Worthington	879,104	1,046,379	167,275	2.51
Wyoming	0	0	0	0.00
TOTAL	\$27,429,964	\$41,732,629	\$14,302,665	100.00

EXCESS BALANCE ADJUSTMENT REDISTRIBUTED AS LOW BALANCE INCENTIVE

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Municipalities	January 2008 Construction Allotment	Unencumbered Balance Available 12/31/08)	Ratio bet. Balance & City's 2008 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	2007 Unadjusted 25- Year Construction Needs	Low Balance Incentive Factor	Low Balance Incentive
Albert Lea	\$527,163	\$990,497	1.879						
Albertville	212,971	656,368	3.082			No Adjustment			
Alexandria	480,843	0	0.000				\$34,367,471	0.0123	\$136,602
Andover	766,802	(56,635)	(0.074)				41,603,509	0.0149	165,364
Anoka	355,016	999,115	2.814						
Apple Valley	1,064,131	(191,213)	(0.180)				43,034,251	0.0154	171,050
Arden Hills	193,743	689,489	3.559			No Adjustment			
Austin	836,682	2,243,555	2.681						
Baxter	297,004	(344,107)	(1.159)				13,296,985	0.0048	52,852
Belle Plaine	227,856	227,856	1.000						
Bemidji	335,833	357,098	1.063						
Big Lake	193,542	0	0.000				9,434,991	0.0034	37,502
Blaine	1,009,693	2,763,733	2.737						
Bloomington	2,104,787	2,781,509	1.322						
Brainerd	413,451	780,220	1.887						
Brooklyn Center	622,369	0	0.000				16,967,058	0.0061	67,440
Brooklyn Park	1,279,322	(619,997)	(0.485)				44,493,240	0.0159	176,849
Buffalo	393,548	(779,081)	(1.980)				23,636,151	0.0085	93,948
Burnsville	1,363,114	0	0.000				66,910,515	0.0240	265,953
Cambridge	195,714	0	0.000				7,428,272	0.0027	29,526
Champlin	428,395	782,720	1.827						
Chanhassen	475,862	(1,047,737)	(2.202)				17,857,485	0.0064	70,979
Chaska	494,489	0	0.000				23,642,263	0.0085	93,972
Chisholm	151,656	0	0.000				10,223,195	0.0037	40,635
Circle Pines	123,533	0	0.000				4,019,413	0.0014	15,976
Cloquet	336,111	0	0.000				24,525,149	0.0088	97,481
Columbia Heights	400,706	0	0.000				18,179,930	0.0065	72,261
Coon Rapids	1,574,819	6,454	0.004				56,155,877	0.0201	223,206
Corcoran	145,208	145,208	1.000						
Cottage Grove	1,157,829	30,117	0.026				48,753,927	0.0175	193,785
Crookston	330,463	(200,000)	(0.605)				22,230,650	0.0080	88,361
Crystal	401,450	(378,792)	(0.944)				17,436,478	0.0062	69,306
Dayton	135,001	0	0.000				7,425,856	0.0027	29,516
Delano	173,268	173,268	0.000				11,711,552	0.0042	46,550
Detroit Lakes	265,317	5,000	0.019				17,309,555	0.0062	68,801
Duluth	2,465,415	(602,957)	(0.245)				166,201,626	0.0595	660,610

Municipalities	January 2008 Construction Allotment	Unencumbered Balance Available 12/31/08	Ratio bet. Balance & City's 2008 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	2007 Unadjusted 25- Year Construction Needs	Low Balance Incentive Factor	Low Balance Incentive
Egan	\$1,672,820	(\$2,815,357)	(1.683)				\$52,204,648	0.0187	\$207,500
East Bethel	449,815	947,094	2.106						
East Grand Forks	297,400	248,765	0.836				20,103,868	0.0072	79,908
Eden Prairie	1,653,517	4,660,610	2.819						
Edina	1,055,734	0	0.000				46,604,577	0.0167	185,242
Elk River	823,158	0	0.000				38,640,842	0.0138	153,588
Fairmont	537,775	0	0.000				28,667,824	0.0103	113,947
Falcon Heights	82,922	105,173	1.268						
Faribault	648,429	(1,199,401)	(1.850)				34,448,136	0.0123	136,923
Farmington	429,422	0	0.000				22,830,497	0.0082	90,746
Fergus Falls	542,240	527,809	0.973				37,469,669	0.0134	148,933
Forest Lake	486,814	1,046,428	2.150						
Fridley	598,807	588,701	0.983				28,197,349	0.0101	112,077
Glencoe	138,015	(556,984)	(4.036)				9,674,929	0.0035	38,455
Golden Valley	413,925	795,042	1.921						
Grand Rapids	314,352	241,229	0.767				23,083,998	0.0083	91,753
Ham Lake	540,184	1,714,137	3.173	2007	3	(5,142,411)			
Hastings	426,570	805,943	1.889						
Hermantown	317,009	181,734	0.573				20,547,975	0.0074	81,673
Hibbing	780,569	363,743	0.466				56,211,839	0.0201	223,428
Hopkins	320,177	0	0.000				13,466,470	0.0048	53,526
Hugo	315,151	0	0.000				18,470,687	0.0066	73,416
Hutchinson	475,548	300,548	0.632				20,114,757	0.0072	79,951
International Falls	224,385	0	0.000				9,634,597	0.0034	38,295
Inver Grove Heights	867,991	783,330	0.902				49,624,039	0.0178	197,243
Isanti	114,286	222,765	1.949						
Jordan	148,993	301,750	2.025						
Kasson	161,787	0	0.000				6,466,167	0.0023	25,701
La Crescent	188,710	0	0.000				8,457,871	0.0030	33,618
Lake City	138,193	426,579	3.087			No Adjustment			
Lake Elmo	174,968	445,049	2.544						
Lakeville	1,536,480	(2,174,221)	(1.415)				64,527,879	0.0231	256,482
Lino Lakes	496,675	0	0.000				27,129,567	0.0097	107,833
Litchfield	163,307	930,815	5.700			No Adjustment			
Little Canada	251,232	(3,202)	(0.013)				11,865,419	0.0042	47,162
Little Falls	422,545	(1,453,690)	(3.440)				22,204,894	0.0080	88,259
Mahtomedi	186,759	1,176,613	6.300	2009	1	(1,176,613)			
Mankato	830,171	830,171	1.000						
Maple Grove	1,547,956	(910,430)	(0.588)				71,747,956	0.0257	285,180

Municipalities	January 2008 Construction Allotment	Unencumbered Balance Available 12/31/08	Ratio bet. Balance & City's 2008 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	2007 Unadjusted 25- Year Construction Needs	Low Balance Incentive Factor	Low Balance Incentive
Maplewood	\$928,188	(\$1,648,857)	(1.776)				\$44,016,827	0.0158	\$174,956
Marshall	444,176	0	0.000				23,793,971	0.0085	94,575
Mendota Heights	290,185	320,887	1.106						
Minneapolis	7,009,579	13,939,044	1.989						
Minnetonka	1,585,143	0	0.000				62,639,584	0.0224	248,977
Minnetrista	277,868	839,657	3.022			No Adjustment			
Montevideo	179,348	(355,652)	(1.983)			No Adjustment	7,898,963	0.0028	31,396
Monticello	232,578	832,430	3.579						
Moorhead	1,018,490	1,978,134	1.942						
Morris	124,967	(160,234)	(1.282)				7,461,191	0.0027	29,656
Mound	266,188	40,803	0.153				13,230,393	0.0047	52,587
Mounds View	280,621	1,039,711	3.705	2009	1	(\$1,039,711)			
New Brighton	477,240	(22,760)	(0.048)				20,385,552	0.0073	81,027
New Hope	417,215	840,222	2.014						
New Prague	137,423	432,419	3.147			No Adjustment			
New Ulm	490,278	61,877	0.126				23,481,624	0.0084	93,334
North Branch	288,367	390,842	1.355						
North Mankato	382,147	52,758	0.138				19,153,622	0.0069	76,131
North St. Paul	310,648	(1,579,530)	(5.085)				14,439,358	0.0052	57,393
Northfield	371,178	1,322,250	3.562	2009	1	(1,322,250)			
Oak Grove	379,680	(1,139,000)	(3.000)				29,283,572	0.0105	116,395
Oakdale	461,026	(938,974)	(2.037)				10,369,974	0.0037	41,218
Orono	220,342	688,074	3.123			No Adjustment			
Otsego	358,353	0	0.000				23,213,307	0.0083	92,267
Owatonna	832,650	582,501	0.700				35,418,785	0.0127	140,781
Plymouth	1,531,072	3,599	0.002				65,236,225	0.0234	259,298
Prior Lake	395,487	0	0.000				20,551,058	0.0074	81,685
Ramsey	577,674	60,779	0.105				40,443,316	0.0145	160,752
Red Wing	474,776	141,064	0.297				32,765,200	0.0117	130,233
Redwood Falls	171,734	477,690	2.782						
Richfield	752,353	704,202	0.936				30,173,422	0.0108	119,932
Robbinsdale	342,674	1,374,316	4.011	2009	1	(1,374,316)			
Rochester	2,533,706	(2,650,882)	(1.046)			No Adjustment	100,663,548	0.0360	400,112
Rogers	152,894	639,393	4.182						
Rosemount	745,903	431,311	0.578				34,098,701	0.0122	135,534
Roseville	684,298	719,742	1.052						
Saint Anthony	166,654	0	0.000				7,255,722	0.0026	28,840
Saint Cloud	1,624,103	1,836,190	1.131						
Saint Francis	256,872	0	0.000				18,136,193	0.0065	72,087

Municipalities	January 2008 Construction Allotment	Unencumbered Balance Available 12/31/08)	Ratio bet. Balance & City's 2008 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	2007 Unadjusted 25- Year Construction Needs	Low Balance Incentive Factor	Low Balance Incentive
Saint Joseph	\$145,395	\$300,853	2.069						
Saint Louis Park	817,571	817,571	1.000						
Saint Michael	430,465	0	0.000				\$38,225,249	0.0137	\$151,936
Saint Paul	5,487,565	4,250,702	0.775				272,218,223	0.0975	1,081,999
Saint Paul Park	148,636	176,364	1.187						
Saint Peter	418,486	(278,231)	(0.665)				19,982,582	0.0072	79,426
Sartell	425,901	(668,099)	(1.569)				19,141,990	0.0069	76,085
Sauk Rapids	418,278	(1,662,957)	(3.976)				14,503,702	0.0052	57,649
Savage	604,995	1,089,713	1.801						
Shakopee	625,157	(1,263,549)	(2.021)				30,392,211	0.0109	120,801
Shoreview	701,287	(553,861)	(0.790)				21,247,927	0.0076	84,455
Shorewood	174,358	178,307	1.023						
South Saint Paul	413,302	628,074	1.520						
Spring Lake Park	120,382	810	0.007				4,085,965	0.0015	16,241
Stewartville	133,192	(341,498)	(2.564)				5,505,680	0.0020	21,884
Stillwater	370,717	(392,484)	(1.059)				15,931,251	0.0057	63,323
Thief River Falls	338,611	0	0.000				25,058,063	0.0090	99,600
Vadnais Heights	237,216	197,986	0.835				8,019,392	0.0029	31,875
Victoria	141,552	141,552	1.000						
Virginia	292,795	0	0.000				19,077,289	0.0068	75,827
Waconia	288,413	561,376	1.946						
Waite Park	169,246	238,751	1.411						
Waseca	194,030	308,702	1.591						
West Saint Paul	334,684	831,116	2.483						
White Bear Lake	465,819	170,589	0.366				17,707,601	0.0063	70,383
Willmar	515,408	172,935	0.336				29,667,532	0.0106	117,921
Winona	604,029	0	0.000				25,058,503	0.0090	99,601
Woodbury	1,320,091	(3,414,909)	(2.587)				53,876,294	0.0193	214,145
Worthington	293,726	1,046,379	3.562	2009	1	(\$1,046,379)			
Wyoming	0	0	0.000						
TOTAL	\$87,513,282	\$41,732,629				(\$11,101,680)	\$2,793,051,415	1.0000	\$11,101,680

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

FOR THE JANUARY 2008 ALLOCATION

Two cities with over three times their January 2007 construction allotment in their December 31, 2007 account balance had \$6,406,299 in needs redistributed to 88 cities with less than one times their allotment in their account. One city had the adjustment doubled because the city has been over three times for two years in a row.

Five other cities had over three times their January 2007 construction allotment as their December 31, 2007 account balance, but received no adjustment because the balance was less than \$1 million.

This is a redistribution of 0.16% of the \$3,896,589,388 billion in unadjusted needs.

Needs are valued at \$14.29 per \$1000 of needs, so this is a redistribution of \$91,546 in actual dollars from 2 cities to 88 cities.

FOR THE JANUARY 2009 ALLOCATION

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

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

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

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

49 cities did not receive this redistribution because their year end construction balance was greater than one times and less than three times their January 2008 construction allotment.

The new city of Wyoming does not qualify for the low balance incentive because it did not have a January 2008 Construction Allotment.

UNAMORTIZED BOND ACCOUNT BALANCE

(Amount as of December 31, 2007)

(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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		(A)	(B)	(C)	(D)	(D minus C)
			Total	(A Minus B)		
			Amount	Amount Not	Remaining	
			Applied Toward	Applied Toward	Amount of	
			State Aid	State Aid	Principal	
Municipality	Date of Issue	Amount of Issue	Projects	Projects	To Be Paid	Bond Account Adjustment
Andover	6-28-01	\$2,755,000	\$2,755,000	\$0	\$1,760,000	\$1,760,000
Apple Valley	2-01-04	855,000	0	855,000	675,000	(180,000)
Brooklyn Park	10/24/05	2,710,000	0	2,710,000	2,525,000	(185,000)
Buffalo	6-29-05	845,000	0	845,000	705,000	(140,000)
Cambridge	5-01-01	340,000	311,142	28,858	175,000	146,142
Coon Rapids	11/29/05	3,555,000	3,555,000	0	2,840,000	2,840,000
Eden Prairie	7-01-92	1,940,000	1,902,697	37,303	0	(37,303)
Falcon Heights	4-21-80	170,000	142,012	27,988	0	(27,988)
Glencoe	06-01-03	974,000	0	974,000	708,000	(266,000)
Glencoe	08-01-98	155,000	0	155,000	0	(155,000)
Grand Rapids	08-29-05	1,105,000	768,180	336,820	895,000	558,180
Hutchinson	09-13-05	700,000	0	700,000	355,000	(345,000)
Lake Elmo	10-01-01	1,080,000	1,080,000	0	580,000	580,000
Lakeville	08-21-00	4,290,000	4,290,000	0	3,295,000	3,295,000
Lakeville	12-01-01	1,080,000	1,080,000	0	830,000	830,000
Little Canada	11-01-93	315,000	300,000	15,000	0	(15,000)
Maplewood	08-01-04	5,355,000	5,355,000	0	4,545,000	4,545,000
North Branch	10-23-00	320,000	161,790	158,210	0	(158,210)
North Branch	8-01-02	785,000	0	785,000	570,000	(215,000)
North Branch	8-01-04	1,360,000	0	1,360,000	1,150,000	(210,000)
North Mankato	08-01-98	1,900,000	1,900,000	0	920,000	920,000
Sartell	07-24-00	1,650,000	1,650,000	0	1,055,000	1,055,000
Savage	04-02-00	800,000	0	800,000	470,000	(330,000)
Savage	06-17-96	717,775	488,051	229,724	297,775	68,051
St. Anthony	07-01-00	950,000	0	950,000	530,000	(420,000)
Waseca	05-01-05	805,000	0	805,000	640,000	(165,000)
Woodbury	07-20-01	4,589,700	4,589,700	0	2,950,000	2,950,000
TOTAL		\$42,101,475	\$30,328,572	\$11,772,903	\$28,470,775	\$16,697,872

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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14-Jan-09

Municipality	MSAS Number	Structure Number	First Year of Adjustment	Year of Apportionment Expiration	15 Years Amount Expired	Type of Funds	Project Development & Construction Engineering	Project Needs	Total Needs Adjustment
Chaska	107		1997	2011			\$62,344	\$346,355	\$408,699
Coon Rapids	120		1999	2013			160,235	890,196	1,050,431
Cottage Grove	111		1997	2011			7,872	43,731	51,603
Eden Prairie	107		1997	2011			51,335	285,194	336,529
Edina	174		1997	2011			168,883	938,240	1,107,123
Farmington	107		2008	2022		Local Funds	229,355	1,042,524	1,271,879
Hutchinson	108		1998	2012			212,207	617,479	829,686
Lakeville	122		1996	2010			146,346	813,036	959,382
Maple Grove	127	97986	2000	2014		MSAS	17,926	99,588	
	135	27A49	2002	2016		Local Funds	125,466	627,329	
	134	27A40	2002	2016		MSAS	62,150	310,749	
	138	27A69	2003	2017		Local Funds	645,000	3,348,800	
	138	27A69	2004	2018		Local Funds	174,300	1,100,000	
	106	27A98	2008	2022		Local Funds	779,366	3,542,574	10,833,248
Minneapolis	419		1996	2010			292,653	1,625,850	1,918,503
Moorhead	135		1998	2012			175,284	973,801	1,149,085
Plymouth	153-005	27A31	1999	2013			171,465	952,585	
	165-007	27A95	2004	2018		MSAS	311,915	1,559,577	
	164-009	27A68	2004	2018		MSAS	115,462	577,312	3,688,316
Ramsey	104		1998	2012			54,554	303,077	
	109-002	02569	2006	2020		MSAS	13,359	66,797	437,787
Rosemount	104-004	19557	2006	2020		MSAS	292,748	1,463,742	1,756,490
Saint Paul	288-003	62598	2005	2019		MSAS, Local	281,122	1,142,855	
	288-004	62616	2006	2020		MSAS	284,960	1,424,802	
	302-002	62617	2006	2020		MSAS	20,380	101,901	3,256,020
St. Paul Park	108-001	82027	2006	2020		MSAS	111,838	559,189	671,027
Winona	125-006	85555	2007	2021		MSAS	459,710	2,089,593	2,549,303
Woodbury	108		1996	2010			253,835	1,410,197	
	102	82518	2006	2020		Local	684,657	3,423,287	5,771,976
TOTAL					\$0		\$6,366,727	\$31,680,360	\$38,047,087

PROJECT LISTING OF RIGHT-OF-WAY ACQUISITION

Acquired in 2007

EXCEL\2009\January 2009 Book\Right of Way Projects 2007 for 2009.xls

MUNICIPALITY	PROJECT	PROJECT AMOUNT	TOTAL ADJUSTMENT
Buffalo	213-117-001	\$1,253,922	\$1,253,922
Coon Rapids	114-104-016	88,980	
	114-127-004	300,000	388,980
Duluth	118-147-018	2,382	
	118-151-010	1,270	
	118-160-020	169,871	
	118-178-005	274,983	
	118-196-003	433,491	
	118-200-001	83,810	
	118-201-001	420,846	
	118-202-001	302,253	1,688,906
Eagan	195-112-007	597,292	597,292
East Bethel	203-103-003	1,750	
	203-109-001	662	2,412
Elk River	204-104-007	110,831	110,831
Grand Rapids	129-117-001	242,864	242,864
	129-119-005	6,795	
	129-116-003	85,000	
	129-141-001	1,137,004	
	129-119-006	302,717	1,774,380
Ham Lake	197-107-002	661	661
Inver Grove Heights	178-111-001	776,192	776,192
Lakeville	188-118-002	478,520	
	188-129-001	531,014	1,009,534
Marshall	139-112-005	7,781	7,781
Moorhead	144-116-010	97,435	
	144-128-009	998	
	144-128-010	763	
	144-135-005	14,695	113,891
Oak Grove	223-103-001	1,085	
	223-120-001	51,912	
	223-121-001	39,951	92,948
Otsego	217-107-004	62,912	62,912
Plymouth	155-164-011	236,250	236,250
Rosemount	208-104-003	79,800	79,800
Waite Park	221-101-002	457,819	457,819
Woodbury	192-108-003	(1,750,399)	
	192-127-001	775,000	(975,399)
			\$7,921,976

NEEDS ADJUSTMENT FOR RIGHT-OF-WAY ACQUISITION

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

MSAS\EXCEL\2009\January 2009 BOOK\Right of Way Adjustment 2009.xls

14-Jan-09

MUNICIPALITY	1992-2006 RIGHT-OF-WAY EXPENDITURES	+	2007 RIGHT-OF-WAY EXPENDITURES	-	EXPIRED RIGHT-OF-WAY EXPENDITURES	=	TOTAL RIGHT-OF-WAY ADJUSTMENT FOR 2009 APPORTIONMENT
Albert Lea	\$6,827		--		--		\$6,827
Albertville	--		--		--		--
Alexandria	--		--		--		--
Andover	5,296		--		--		5,296
Anoka	4,650		--		--		4,650
Apple Valley	126,066		--		--		126,066
Arden Hills	--		--		--		--
Austin	301,895		--		--		301,895
Baxter	468,225		--		--		468,225
Belle Plaine	--		--		--		--
Bemidji	56,122		--		--		56,122
Big Lake	--		--		--		--
Blaine	499,122		--		(\$83,781)		415,341
Bloomington	16,363,191		--		--		16,363,191
Brainerd	640,266		--		--		640,266
Brooklyn Center	1,653,250		--		(343,260)		1,309,990
Brooklyn Park	721,219		--		--		721,219
Buffalo	172,863		\$1,253,922		--		1,426,785
Burnsville	6,260		--		--		6,260
Cambridge	--		--		--		--
Champlin	75,229		--		--		75,229
Chanhassen	--		--		--		--
Chaska	--		--		--		--
Chisholm	--		--		--		--
Circle Pines	--		--		--		--
Cloquet	--		--		--		--
Columbia Heights	3,130		--		--		3,130
Coon Rapids	1,909,014		388,980		(7,000)		2,290,994
Corcoran	25,058		--		(5,762)		19,296
Cottage Grove	885,212		--		(359,561)		525,651
Crookston	--		--		--		--
Crystal	796,562		--		(796,562)		--
Dayton	5,281		--		--		5,281
Delano	--		--		--		--
Detroit Lakes	49,500		--		--		49,500
Duluth	739,435		1,688,906		(7,000)		2,421,341
Eagan	376,961		597,292		--		974,253
East Bethel	91,886		2,412		--		94,298
East Grand Forks	--		--		--		--
Eden Prairie	--		--		--		--
Edina	398,370		--		--		398,370
Elk River	1,452,798		110,831		--		1,563,629
Fairmont	--		--		--		--
Falcon Heights	--		--		--		--
Faribault	298,486		--		--		298,486

MUNICIPALITY	1992-2006 RIGHT-OF-WAY EXPENDITURES	+	2007 RIGHT-OF-WAY EXPENDITURES	-	EXPIRED RIGHT-OF-WAY EXPENDITURES	=	TOTAL RIGHT-OF-WAY ADJUSTMENT FOR 2009 APPORTIONMENT
Farmington	\$60,819		--		--		\$60,819
Fergus Falls	94,773		--		--		94,773
Forest Lake	79,655		--		--		79,655
Fridley	95,081		--		--		95,081
Glencoe	--		--		--		--
Golden Valley	--		--		--		--
Grand Rapids	67,855		\$1,774,380		--		1,842,235
Ham Lake	235,770		661		--		236,431
Hastings	--		--		--		--
Hermantown	314,097		--		--		314,097
Hibbing	133,300		--		--		133,300
Hopkins	1,000		--		--		1,000
Hugo	125,690		--		--		125,690
Hutchinson	341,250		--		--		341,250
International Falls	--		--		--		--
Inver Grove Heights	189,800		776,192		(\$174,800)		791,192
Isanti	--		--		--		--
Jordan	--		--		--		--
Kasson	--		--		--		--
La Crescent	--		--		--		--
Lake City	7,000		--		--		7,000
Lake Elmo	6,310		--		--		6,310
Lakeville	2,763,597		1,009,534		--		3,773,131
Lino Lakes	412,101		--		--		412,101
Litchfield	--		--		--		--
Little Canada	--		--		--		--
Little Falls	1,615,118		--		(159,656)		1,455,462
Mahtomedi	--		--		--		--
Mankato	416,833		--		--		416,833
Maple Grove	4,341,965		--		--		4,341,965
Maplewood	4,738,115		--		--		4,738,115
Marshall	12,425		7,781		--		20,206
Mendota Heights	44,304		--		--		44,304
Minneapolis	5,032,259		--		(2,713,168)		2,319,091
Minnetonka	2,094,013		--		--		2,094,013
Minnetrissa	--		--		--		--
Montevideo	31,070		--		--		31,070
Monticello	149,510		--		--		149,510
Moorhead	605,396		113,891		--		719,287
Morris	10,500		--		--		10,500
Mound	1,309,579		--		--		1,309,579
Mounds View	--		--		--		--
New Brighton	--		--		--		--
New Hope	--		--		--		--
New Prague	--		--		--		--
New Ulm	--		--		--		--
North Branch	--		--		--		--
North Mankato	--		--		--		--
North St. Paul	461,369		--		--		461,369
Northfield	--		--		--		--
Oak Grove	150,149		92,948		--		243,097
Oakdale	604,264		--		(151,410)		452,854
Orono	41,351		--		--		41,351

MUNICIPALITY	1992-2006 RIGHT-OF-WAY EXPENDITURES	+	2007 RIGHT-OF-WAY EXPENDITURES	-	EXPIRED RIGHT-OF-WAY EXPENDITURES	=	TOTAL RIGHT-OF-WAY ADJUSTMENT FOR 2009 APPORTIONMENT
Otsego	\$185,776		\$62,912		--		\$248,688
Owatonna	119,703		--		--		119,703
Plymouth	129,206		236,250		--		365,456
Prior Lake	72,533		--		--		72,533
Ramsey	500		--		--		500
Red Wing	774,553		--		--		774,553
Redwood Falls	--		--		--		--
Richfield	3,128,369		--		--		3,128,369
Robbinsdale	--		--		--		--
Rochester	781,711		--		(\$260,098)		521,613
Rogers	--		--		--		--
Rosemount	289,450		79,800		--		369,250
Roseville	368,730		--		(277,721)		91,009
Saint Anthony	--		--		--		--
Saint Cloud	2,086,112		--		--		2,086,112
Saint Francis	--		--		--		--
Saint Joseph	--		--		--		--
Saint Louis Park	477,778		--		--		477,778
Saint Michael	86,132		--		--		86,132
Saint Paul	12,600,341		--		(1,303,216)		11,297,125
Saint Paul Park	65,293		--		--		65,293
Saint Peter	57,382		--		--		57,382
Sartell	193,878		--		--		193,878
Sauk Rapids	445,208		--		--		445,208
Savage	400,000		--		--		400,000
Shakopee	--		--		--		--
Shoreview	34,532		--		--		34,532
Shorewood	181,002		--		--		181,002
South St. Paul	--		--		--		--
Spring Lake Park	188,005		--		--		188,005
Stewartville	--		--		--		--
Stillwater	19,061		--		--		19,061
Thief River Falls	49,883		--		--		49,883
Vadnais Heights	--		--		--		--
Victoria	--		--		--		--
Virginia	--		--		--		--
Waconia	--		--		--		--
Waite Park	229,481		457,819		--		687,300
Waseca	--		--		--		--
West St. Paul	--		--		--		--
White Bear Lake	--		--		--		--
Willmar	167,616		--		--		167,616
Winona	8,000		--		--		8,000
Woodbury	7,651,161		(975,399)		--		6,675,762
Worthington	491		--		--		491
Wyoming	--		--		--		--
TOTAL	\$85,510,379		\$7,679,112		(\$6,642,995)		\$86,546,496

AFTER THE FACT RETAINING WALL ADJUSTMENT

Amount as of December 31, 2007

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	2007 Eligible Retaining Wall Expenditures	Expired Retaining Wall Expenditures	Total Retaining Wall Adjustment for 2009 Apportionment
Andover	\$20,197	\$0	\$0	\$20,197
Bloomington	55,013	0	0	55,013
Lakeville	118,042	0	0	118,042
Saint Paul	34,371	17,171	0	51,542
Sartell	0	6,000	0	6,000
TOTAL	\$227,623	\$23,171	\$0	\$250,794

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Individual Adjustments

Hutchinson

THTB Mileage incorrectly coded in Needs program

Hutchinson had 0.21 miles of former TH 22 released to the city by Release # 1208 effective on February 15, 2001. They designated this road as a TH TB on their MSAS system by City Council resolution adopted on December 21, 2001 and Commissioner's Order # 86012 dated January 28, 2002. It was included in the Needs in 2002 for the January 2003 allocation as a Trunk Highway Turnback not eligible for THTB Funding.

In September 2008, it was determined that this mileage is eligible for THTB funding and has been generating dollars incorrectly for the city. In the Special Message field of the Needs update program, it should have been coded as '1 THTB-MILES ONLY- NO NEEDS- ELIGIBLE FOR THTB FUNDING' Because eligible mileage is funded out of the Trunk Highway Turnback Account and not the general MSAS distribution, the update program does not allow them to generate Needs for the city. Instead, it has been coded as THTB mileage not eligible for TB Funding, which does generate Needs for the city. So, this THTB has been generating Needs for six years when it shouldn't have.

Because mileage coded as being eligible for TB funding is not included in the computations, it is not used in the city's maintenance calculations. To make up for this all eligible mileage receives a THTB Maintenance Allowance. This Maintenance Allowance is an actual dollar amount (not Needs) that is added to the city's allocation.

Hutchinson will receive a one time six year negative adjustment (2003 to 2008) to its Needs of **\$2,064,769**.

Hutchinson will also receive a one time positive actual dollar adjustment to their Maintenance Allowance of **\$9,072**. This number is six times the annual Maintenance Allotment of \$1,512.

For future allocations, these segments will not generate Needs and will receive a TH TB Maintenance Allowance until constructed with THTB Funding. After this construction, the segments will generate Needs like any other segment on the MSAS system.

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, the attached letter from the city and other background information to the Commissioner for a final decision.

The Commissioner reviewed the information and on December 18 issued the attached Commissioner's Order.

This Order determines 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

IN THE MATTER OF THE:

Needs adjustment for the City of Orono

Findings of Fact

1. On October 22, 2008 the Municipal State Aid Screening Board, made up of representatives as required by Minnesota Statute 162.13, recommended to the Commissioner that a Needs repayment of \$17, 688,164 be applied to the City of Orono's state aid Needs. The payback would occur over a 3 to 5 year period and equates to a total of approximately \$250,000 in actual apportionment decrease.¹
2. The Screening Board based their recommendation on the following facts:
 - a. Orono first brought the issue of private roads being included in the mileage computation to their District State Aid Engineer in April 2007.²
 - b. The Fall 2007 Screening Board had agreed that if the roads in question could be shown to be public streets by December 31, 2007 then no reimbursement of the allocation would be required.³ Orono was unable to demonstrate that these roads were public and was requested to remove them from their mileage certification form.⁴
 - c. The State Aid for Local Transportation Office has determined that there have been private roads certified as improved public street mileage for at least 11 years based on a review of Orono's mileage certification forms.⁵
 - d. The inclusion of these 13.84 miles of private roads resulted in the designation of an extra 2.94 miles of State Aid streets increasing the allocation that Orono received. Orono has now removed these miles and their current mileage certification reflects this decrease.⁶
 - e. The current Metro District State Aid Engineer, Greg Coughlin, recommended a 1 9/12 years adjustment to cover the time from April 2007 when the city self-reported the issue until the January 2009 apportionment calculation. This would result in a reimbursement of \$96,600.⁷
 - f. The other approximately 140 cities who receive Municipal State Aid Street allocations did not receive their share of the approximately \$50,000 per year that Orono collected but was not entitled to.⁸
3. The city of Orono strongly disagrees with the Screening Board's decision to not allow the privately maintained roads to part of the Needs calculation but has respected that decision and has removed them. They believe the reimbursement recommended by

¹ Minutes of the October 22, 2008 Screening Board meeting

² Meeting with Kevin Hoglund from the consulting firm of Bonestroo, Inc. representing the city and Mark Gieseke, Metro District State Aid Engineer and Mike Kowski, Assistant Metro DSAE on April 6, 2007

³ Minutes of the October 24, 2007 Screening Board meeting

⁴ Minutes of the May 29, 2008 Screening Board meeting

⁵ Research was done by Marshall Johnston of the State Aid for Local Transportation Office and presented at the April 23, 2008 meeting and further discussed at the September 17, 2008 meeting of the Combined Subcommittee of the Municipal State Aid Screening Board

⁶ Annual Certification of Mileage form dated 8/22/08

⁷ Minutes of the September 17, 2008 Combined Subcommittee meeting

⁸ Minutes of the October 22, 2008 Screening Board meeting

the Screening Board is unfairly punitive and that the fair thing to do is require the 19/12 adjustment proposed by District State Aid Engineer Greg Coughlin.⁹

Conclusions

1. The Commissioner is authorized to make the final determination of the money needs of each city after a properly constituted screening board submits its findings and recommendations.¹⁰
2. A city's money needs are defined as "the estimated cost of constructing and maintaining over a period of 25 years the municipal state-aid street system in a city."¹¹
3. The city of Orono has been paid an amount of approximately \$250,000 during a period of 5 years over and above its money needs as defined by Minnesota law.
4. Full recovery of the overpaid monies will unduly burden the city of Orono because the money is fully budgeted in their highway construction program.
5. The District State Aid Engineer's suggested compromise to collect only \$96,600 is an appropriate and a reasonable means of collecting a part of the money that should have been paid to other cities without setting an undesirable precedent of punishing and discouraging self reporting of errors.

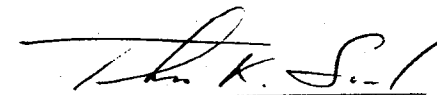
Based on the foregoing Findings and Conclusions, the agency issues the following:

Order

The annual needs of the City of Orono shall be adjusted according to the following schedule to result in a repayment of \$96,600 by the January 2011 apportionment.

2009 repayment	\$35,000
2010 repayment	\$35,000
2011 repayment	\$26,600

BY ORDER OF THE COMMISSIONER



Thomas K. Sorel
Commissioner
Department of Transportation

Dated 12/18/08

⁹ November 20, 2008 letter to Thomas Sorel from James White, Mayor of Orono.

¹⁰ Minn. Stat. Section 162.13, subd. 3 (a)

¹¹ Minn. Stat. section 162.13, subd. 2



November 20, 2008

CITY of ORONO

Municipal Offices

Street Address:
2750 Kelley Parkway
Orono, MN 55356

Mailing Address:
P.O. Box 66
Crystal Bay, MN 55323-0066

Mr. Thomas Sorel, PE
Commissioner of Transportation
Attn: Julie Skallman
MS 100
395 John Ireland Boulevard
St. Paul, MN 55155

Re: Minnesota State Aid / Orono

Dear Mr. Sorel:

I am writing this letter to request that your office reconsider the Screening Board's recommendation regarding the five year adjustment to Orono's State Aid funding. It is my understanding that Ms. Skallman will be forwarding to you, for your review, a timeline of the activities surrounding this issue, all correspondence between the City of Orono and Mn/DOT, and the Minutes from all subcommittee meetings and Screening Boards where this item was on the agenda. The City does not have any additional documentation to submit but would request that you consider this correspondence when making your determination as to the appropriate adjustment.

During 2007, the City Engineer, Tom Kellogg, was preparing the annual MSA certification of mileage. During Mr. Kellogg's review of the mileage he noticed that the City was including roads where the City had established Private Maintenance Agreements with the citizens adjoining these roads as part of the subdivision process. These agreements were called Private Road Agreements. Mr. Kellogg noted that the City had a history of including these roads and felt that it would be appropriate to receive confirmation from Mn/DOT's Office of State Aid regarding the inclusion of the privately maintained roads when preparing the MSA certification of mileage. There were various e-mails and telephone conversations between the City of Orono and State Aid regarding this issue. Eventually, it was determined that this issue should be presented to the Screening Board for consideration. The issue was presented, during the fall of 2007, to the Screening Board and two important motions were made regarding Orono's inclusion of the privately maintained roads that had been described as "private roads".

The first motion that was made, and carried unanimously, was: "Orono's private roads should not be included towards the center line mileage for the certificate of needs mileage and should not count towards their total mileage in the City of Orono."

The second motion that was made, and carried on a 7 to 5 margin, was: "If the City of Orono accepts these private roads as public streets prior to December 31, 2007, that there would be no needs adjustment."

While this information was never formally relayed to the City of Orono, the City's Engineers were able to obtain rough copies of the Minutes of the Screening Board's directives. Relying on the Screening Board's direction, the City Council passed Resolution No. 5711 whereby the City specifically states:

"The City of Orono formally declares that all private streets within the City of Orono are City streets and are under the control and authority of the City of Orono."

I have attached a copy of this Resolution for your review.

Despite passing a Resolution as directed by the Screening Board, the City of Orono was notified, via e-mail, from Marshall Johnston that Rick Kjonaas, Deputy State Aid Engineer, felt the Resolution passed by the City of Orono did not meet the intent of the Screening Board's motion. Upon receiving this e-mail the City prepared for and attended a joint meeting on April 23, 2008 where the content of Orono's Resolution was discussed. Even though the City of Orono passed a Resolution re-confirming that the private streets within the City of Orono are under the control and authority of the City, the Joint Board felt that the Resolution was inadequate. A motion was made at the April 23, 2008 meeting that stated, "recommend to DSAE and the MSB that any "private street" segments not made "public streets" by September 1, 2008, shall be removed from the 2007 certificate of mileage (submitted 1/15/2008)."

While the City strongly disagrees with the Screening Board's characterization of the privately maintained streets, the City has decided that they will remove the privately maintained streets from the certificate of mileage. It should be noted that part of the City's frustration with the process to this point has been that during the various Screening Board meetings there has been discussion about a lack of a definition of what constitutes a city street and ultimately deciding that the private streets listed in the certified mileage were not City streets. The City has always maintained an easement over the areas designated as private streets.

The City has been working under the assumption that the definition of a city street was found in Minnesota Rules Chapter 8820, subpart 3b., and defined city streets as "those streets under the jurisdiction of an urban municipality, and do not include County Highways or Trunk Highways within the urban municipality." Noticeably absent from the Screening Board's analysis is why Orono's privately maintained streets do not meet the definition contained within Minnesota Rules Chapter 8820. It is the sincere hope of the City of Orono that the Board charged with deciding the City's fate, on an issue involving tens of thousands of dollars, is aware

Page 3
November 20, 2008
Mr. Thomas Sorel, PE

of the definition of a city street. If the definition of city streets found within Minnesota Rules Chapter 8820 has no application to the Minnesota State Aid process, the City would appreciate clarification on this point from your office.

Based on the motion and discussion by the joint board, the City of Orono has removed all of the roads declared by the joint board as private streets from their calculations. At the Screening Board meeting on October 21 and 22, 2008, the Screening Board once again reviewed the decisions made by the City of Orono. At this point the sole issue before the Screening Board was whether an adjustment, if any, was necessary. Several options were presented to the Screening Board regarding what adjustments could be made with a recommendation made by Mr. Coughlin that the City should receive a 1 ¾ year adjustment (see page 57 of the Minutes from the fall 2008 Screening Board Needs Report). His recommendation was based largely on the fact that Orono self-reported this issue, that this issue is unique and not directly comparable to previous Screening Board decisions and recommended that the adjustment go back to the time of the reporting which results in a \$97,000.00 cash adjustment. The Screening Board reviewed Mr. Coughlin's recommendation and decided that a five-year adjustment was necessary based on prior adjustments made in other communities. Orono feels strongly that the decision regarding an adjustment be determined based on the facts related to Orono's case not based on past cases that are not specifically relevant to the Orono situation.

The City of Orono feels that the present needs adjustment is unfairly punitive towards the City. It should be noted that the City of Orono, rather than simply continuing to sign off on the needs adjustment, made the inquiry on their own initiative as to whether the privately maintained roads could be used as part of the needs calculation. Although the City of Orono strongly disagrees with the Screening Board's decision to not allow these roads as part of the calculation, the City of Orono respects the decision and will remove those streets from their needs.

Given the nature of the reporting system set up by the Screening Board, the fair thing to do in the immediate instance is to abide by Mr. Coughlin's recommendation and implement a 1 ¾ year adjustment. The City thanks you for the opportunity to submit this letter and looks forward to receiving your determination in this matter.

By: James M. White
James M. White, Mayor

Enclosures

Cc: William Wells, Orono City Administrator
Greg Coughlin, PE, Metro District State Aid Engineer
Tom Kellogg, Orono City Engineer

October 22, 2008

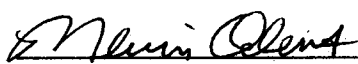
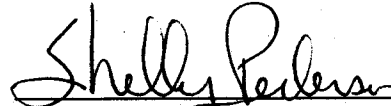
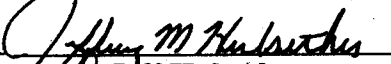

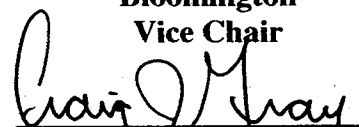
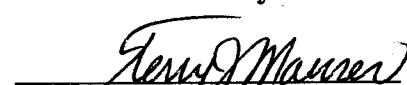

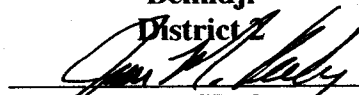
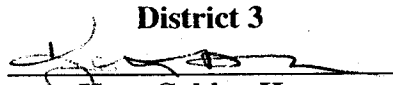
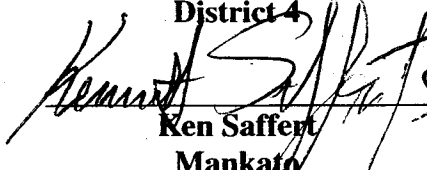
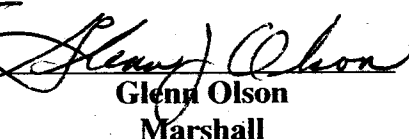
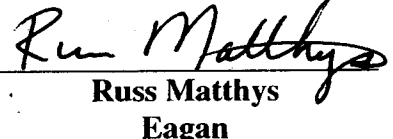
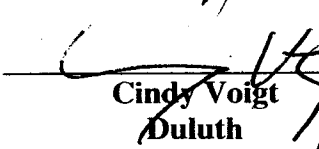
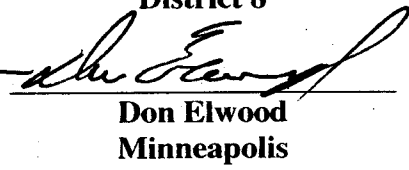

Thomas Sorel, Commissioner
Mail Stop 100
395 John Ireland Blvd.
St. Paul, MN 55155

Dear Commissioner Sorel:

We, the undersigned, as members of the 2008 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 2009 Apportionment Sum as provided by Minnesota Statutes, Chapter 162.13, Subdivision 1.

 Mel Odens Willmar Chair	 Shelly Pederson Bloomington Vice Chair	 Jeff Hulsether Brainerd Secretary
 Jim Prusak Cloquet District 1	 Craig Gray Bemidji District 2	 Terry Maurer Elk River District 3
 Bob Zimmerman Moorhead District 4	 Jean Keely Blaine Metro West	 Katy Gehler-Hess Northfield District 6
 Ken Saffert Mankato District 7	 Glenn Olson Marshall District 8	 Russ Matthys Eagan Metro East
 Cindy Voigt Duluth	 Don Elwood Minneapolis	 Paul Kurtz Saint Paul

Attachment: Money Needs Listing

2008 ADJUSTED CONSTRUCTION NEEDS RECOMMENDATIONS

Based on the 2008 Needs Study of the 2007 construction needs for the January 2009 allocation

N:\MSAS\EXCEL\2009\JANUARY 2009 BOOK\2008 Adjusted Construction Needs Recommendations.xls

14-Jan-09

Adjusted Construction Needs		Adjusted Construction Needs	
Municipality		Municipality	
Albert Lea	\$30,597,591	Forest Lake	\$33,028,381
Albertville	10,097,461	Fridley	27,815,806
Alexandria	34,504,073	Glencoe	9,849,368
Andover	43,611,001	Golden Valley	23,728,593
Anoka	14,125,617	Grand Rapids	25,334,937
Apple Valley	43,342,580	Ham Lake	20,184,509
Arden Hills	7,447,688	Hastings	15,417,107
Austin	40,932,370	Hermantown	20,762,011
Baxter	14,162,169	Hibbing	56,204,824
Belle Plaine	9,019,757	Hopkins	13,520,996
Bemidji	16,172,522	Hugo	18,669,793
Big Lake	9,472,493	Hutchinson	18,655,327
Blaine	35,398,355	International Falls	9,672,892
Bloomington	129,182,150	Inver Grove Heights	49,829,144
Brainerd	16,268,128	Isanti	5,011,157
Brooklyn Center	18,344,488	Jordan	8,591,094
Brooklyn Park	45,826,306	Kasson	6,491,868
Buffalo	25,795,965	La Crescent	8,491,489
Burnsville	67,182,728	Lake City	8,066,604
Cambridge	7,603,940	Lake Elmo	11,201,492
Champlin	18,408,360	Lakeville	75,934,137
Chanhassen	18,976,201	Lino Lakes	27,649,501
Chaska	24,144,934	Litchfield	10,479,183
Chisholm	10,263,830	Little Canada	11,900,783
Circle Pines	4,035,389	Little Falls	25,202,305
Cloquet	24,622,630	Mahtomedi	4,166,254
Columbia Heights	18,255,321	Mankato	40,257,670
Coon Rapids	62,554,054	Maple Grove	88,118,779
Corcoran	8,501,611	Maplewood	55,123,755
Cottage Grove	49,494,849	Marshall	23,908,752
Crookston	22,519,011	Mendota Heights	18,427,650
Crystal	17,884,576	Minneapolis	334,365,438
Dayton	7,460,653	Minnetonka	64,982,574
Delano	11,584,834	Minnetrista	16,465,421
Detroit Lakes	17,422,856	Montevideo	8,317,081
Duluth	169,886,534	Monticello	11,028,093
Eagan	56,201,758	Moorhead	60,361,765
East Bethel	32,163,678	Morris	7,661,581
East Grand Forks	19,935,011	Mound	14,551,756
Eden Prairie	57,135,224	Mounds View	11,799,348
Edina	48,295,312	New Brighton	20,489,339
Elk River	40,358,059	New Hope	16,320,180
Fairmont	28,781,771	New Prague	5,738,318
Falcon Heights	2,610,436	New Ulm	23,513,081
Faribault	36,082,946	North Branch	16,203,371
Farmington	24,253,941	North Mankato	20,096,995
Fergus Falls	37,185,566	North St. Paul	16,537,650

Municipality	Adjusted Construction Needs	Municipality	Adjusted Construction Needs
Northfield	\$17,322,875	St. Peter	\$20,397,621
Oak Grove	30,782,064	Sartell	21,141,052
Oakdale	11,803,020	Sauk Rapids	16,669,516
Orono	8,381,125	Savage	21,237,505
Otsego	23,554,262	Shakopee	31,776,561
Owatonna	35,096,768	Shoreview	21,920,775
Plymouth	69,545,696	Shorewood	8,525,370
Prior Lake	20,705,276	South St. Paul	17,356,294
Ramsey	40,981,576	Spring Lake Park	4,289,401
Red Wing	33,528,922	Stewartville	5,869,062
Redwood Falls	11,093,981	Stillwater	16,406,119
Richfield	32,717,521	Thief River Falls	25,207,546
Robbinsdale	9,923,588	Vadnais Heights	7,853,281
Rochester	104,236,155	Victoria	5,775,415
Rogers	7,566,747	Virginia	19,153,116
Rosemount	35,928,664	Waconia	10,922,899
Roseville	28,809,469	Waite Park	6,844,227
St. Anthony	6,864,562	Waseca	8,866,600
St. Cloud	91,667,297	West St. Paul	12,499,978
Saint Francis	18,208,280	White Bear Lake	17,607,395
St. Joseph	4,898,344	Willmar	29,780,134
St. Louis Park	39,433,476	Winona	27,715,407
St. Michael	38,463,317	Woodbury	72,903,086
St. Paul	283,654,207	Worthington	11,634,805
St. Paul Park	7,342,364	Wyoming	12,002,770
		STATE TOTAL	\$4,375,100,368

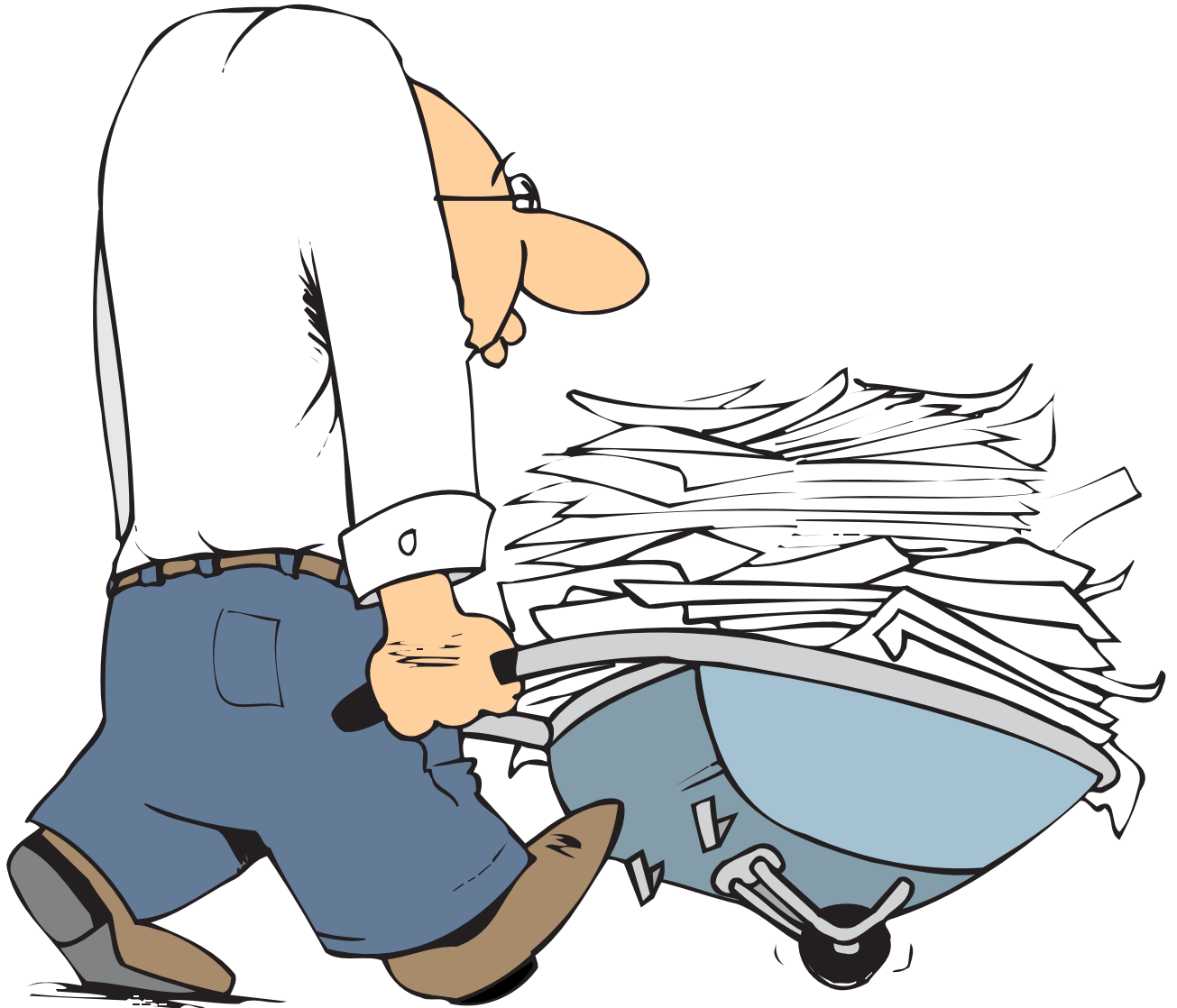
TRUNK HIGHWAY TURNBACK MAINTENANCE ALLOWANCE

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

14 Jan 09

Msas Route No.	Date of Release	Project Number	Plan Approved	Original Miles Eligible for TB Funding	Miles Constructed with THTB Funds	Current Miles Eligible for TB Maint.	Date of MSAS Designation	Maintenance Allowance Eligible Miles X \$7,200	Total Turnback Maintenance Allocation
Brainerd									
122 (TH 18)	11-01-00		No	0.37	0.00	0.37	01-02	\$2,664	\$2,664
Cambridge									
113 (TH 65)	11-1-94	218-113-02 218-113-004	Yes Yes	2.15	0.29 <u>0.36</u> 0.65	1.50	12-94	10,800	10,800
Duluth									
TH 23	12-15-95			14.61			2-1-96		
109 (TH 23)		118-109-015	Yes		0.28				
115 (TH 23)		118-115-005	Yes		0.11				
126 (TH 23)		118-126-08	Yes		2.36				
126 (TH 23)		118-126-015	Yes		1.98				
152 (TH 23)		118-152-13	Yes		0.21				
147 (TH 23)		118-147-015	Yes		1.16				
147 (TH 23)		118-147-016	Yes		0.45				
147 (TH 23)		118-147-017	Yes		2.21				
149 (TH 23)		118-149-004	Yes		0.14				
173 (TH 23)		118-173-001	Yes		0.84				
194 (TH 23)		118-194-001	Yes		0.78				
194 (TH 23)		118-194-004	Yes		0.77				
194 (TH 23)		118-194-005	Yes		0.42				
194 (TH 23)		118-194-006	Yes		0.34				
TH 61									
12-15-95				1.79		2.56	2-1-96	18,432	
172 (TH 61)		118-172-004	Yes		0.31				
193 (TH 61)		118-193-001	Yes		1.27				
195 (TH 61)		118-195-001	Yes		0.13				
150 (TH 61)		118-150-006	Yes		<u>0.21</u> 13.97	<u>0.18</u> 2.74		<u>1,296</u> 19,728	19,728
Hutchinson									
110 (TH 22)	2-15-01		No	0.21	0.00	0.21		1,512	1,512
Lino Lakes									
103 (TH 49)	11-1-96		No	0.28	0.00	0.28	01-97	2,016	2,016
Shakopee									
TH 300				0.92					
105 (TH 300)	4-27-97		No		0.00		12-02		
122 (TH 300)	4-27-97		No		<u>0.00</u>	0.92	12-02	6,624	6,624
TOTAL				20.33	14.62	6.02			\$43,344

Reference



Material

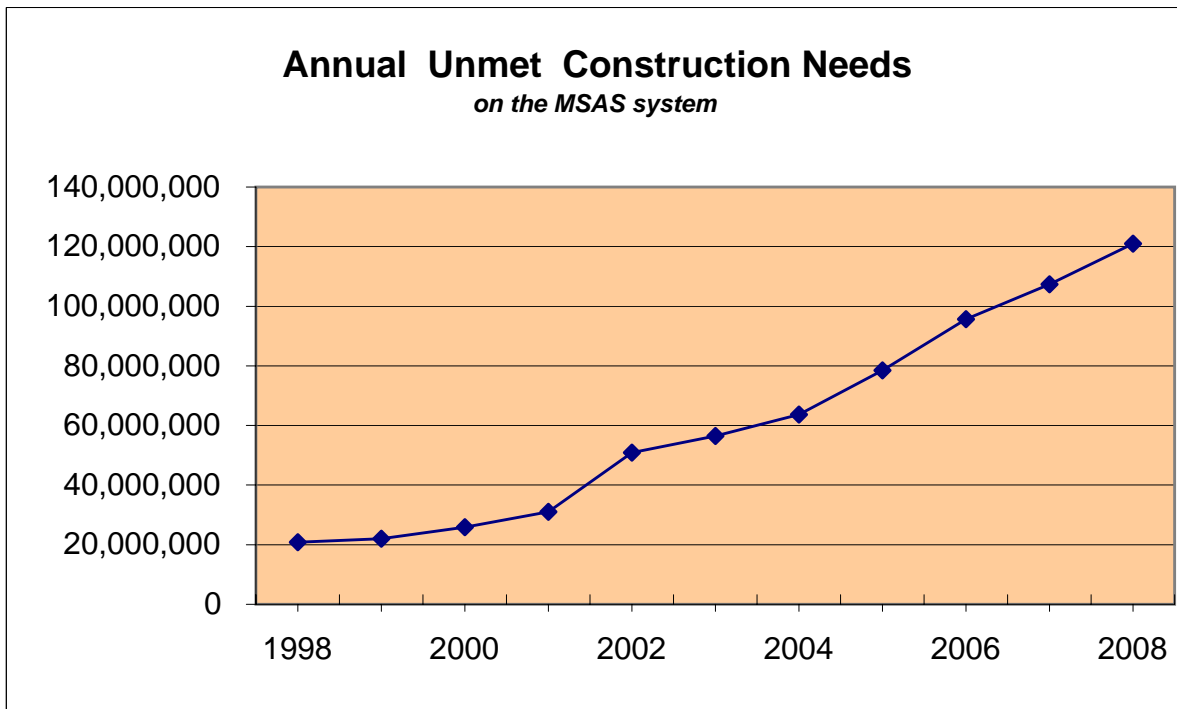


OTES and COMMENTS

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ANNUAL UNMET CONSTRUCTION NEEDS ON THE MSAS SYSTEM

Needs Year	20 Year Construction Needs	Annual Construction Needs	Annual Construction Allocation	Annual Unmet Needs	Percent of Annual Needs Unmet
1998	1,927,808,456	96,390,423	75,595,243	20,795,180	21.57
1999	2,042,921,321	102,146,066	80,189,255	21,956,811	21.50
2000	2,212,783,436	110,639,172	84,711,549	25,927,623	23.43
2001	2,432,537,238	121,626,862	90,646,885	30,979,977	25.47
2002	2,677,069,498	133,853,475	82,974,496	50,878,979	38.01
2003	2,823,888,537	141,194,427	84,740,941	56,453,486	39.98
2004	2,986,013,788	149,300,689	85,619,350	63,681,339	42.65
2005	3,272,908,979	163,645,449	85,116,889	78,528,560	47.99
2006	3,663,172,809	183,158,640	87,542,451	95,616,189	52.20
2007	3,896,589,388	194,829,469	87,513,283	107,316,186	55.08
2008	4,277,355,517	213,867,776	92,877,123	120,990,653	56.57



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

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

MILEAGE NEEDS AND APPORT 1958 TO 2009

14-Jan-09

Appt. Year	Number 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
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 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
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

YEARLY APPORTIONMENT COMPARISONS

MSAS\Excel\2009\January 2009 Book\YEARLY APP COMPARISONS.xls

14-Jan-09

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

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

* Used estimate and census beginning in 1996.

2008 TOTAL NEEDS MILES

For the January 2009 Allocation

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14-Jan-09

Municipality	2007	2008	INCREASE (DECREASE)
ALBERT LEA	23.40	23.40	0.00
ALBERTVILLE	7.15	7.15	0.00
ALEXANDRIA	23.17	23.17	0.00
ANDOVER	41.75	42.08	0.33
ANOKA	12.64	13.14	0.50
APPLE VALLEY	36.91	36.91	0.00
ARDEN HILLS	7.53	7.53	0.00
AUSTIN	28.61	28.62	0.01
BAXTER	16.04	16.48	0.44
BELLE PLAINE	8.46	8.46	0.00
BEMIDJI	16.99	16.64	(0.35)
BIG LAKE	10.47	10.65	0.18
BLAINE	46.40	47.87	1.47
BLOOMINGTON	75.34	72.54	(2.80)
BRAINERD	16.56	16.56	0.00
BROOKLYN CENTER	21.40	21.40	0.00
BROOKLYN PARK	58.65	59.36	0.71
BUFFALO	17.26	17.08	(0.18)
BURNSVILLE	44.73	45.04	0.31
CAMBRIDGE	13.08	13.08	0.00
CHAMPLIN	19.81	19.92	0.11
CHANHASSEN	21.22	21.47	0.25
CHASKA	21.44	20.47	(0.97)
CHISHOLM	7.99	7.99	0.00
CIRCLE PINES	3.22	3.53	0.31
CLOQUET	21.67	21.67	0.00
COLUMBIA HEIGHTS	12.50	12.50	0.00
COON RAPIDS	41.83	41.83	0.00
CORCORAN	14.80	14.80	0.00
COTTAGE GROVE	35.51	35.51	0.00
CROOKSTON	11.65	11.65	0.00
CRYSTAL	17.88	17.88	0.00
DAYTON	9.72	9.72	0.00
DELANO	6.11	6.11	0.00
DETROIT LAKES	21.05	22.05	1.00
DULUTH	114.62	114.84	0.22
EAGAN	47.71	47.63	(0.08)
EAST BETHEL	28.85	28.85	0.00
EAST GRAND FORKS	16.01	16.01	0.00
EDEN PRAIRIE	46.95	47.08	0.13
EDINA	40.27	40.27	0.00
ELK RIVER	34.71	36.36	1.65
FAIRMONT	19.70	19.70	0.00
FALCON HEIGHTS	3.29	3.29	0.00
FARIBAULT	23.60	23.60	0.00
FARMINGTON	14.88	16.23	1.35
FERGUS FALLS	24.67	24.67	0.00
FOREST LAKE	23.05	24.08	1.03
FRIDLEY	22.87	22.87	0.00
GLENCOE	7.88	8.02	0.14
GOLDEN VALLEY	23.57	23.57	0.00
GRAND RAPIDS	16.99	17.00	0.01
HAM LAKE	31.24	31.24	0.00
HASTINGS	21.43	21.24	(0.19)
HERMANTOWN	14.08	15.50	1.42
HIBBING	53.74	53.74	0.00
HOPKINS	9.99	9.99	0.00
HUGO	20.61	20.61	0.00
HUTCHINSON	19.10	19.10	0.00
INTERNATIONAL FALLS	8.06	8.06	0.00

Municipality	2007	2008	INCREASE (DECREASE)
INVER GROVE HEIGHTS	30.87	32.51	1.64
ISANTI	6.79	6.79	0.00
JORDAN	5.89	5.89	0.00
KASSON	5.08	5.08	0.00
LA CRESCENT	5.84	5.84	0.00
LAKE CITY	7.56	8.39	0.83
LAKE ELMO	14.39	14.38	(0.01)
LAKEVILLE	60.02	60.02	0.00
LINO LAKES	23.09	23.09	0.00
LITCHFIELD	8.77	8.77	0.00
LITTLE CANADA	11.16	11.25	0.09
LITTLE FALLS	16.83	18.34	1.51
MAHTOMEDI	8.62	8.62	0.00
MANKATO	33.30	33.31	0.01
MAPLE GROVE	54.24	55.75	1.51
MAPLEWOOD	34.35	35.73	1.38
MARSHALL	15.64	18.47	2.83
MENDOTA HEIGHTS	14.67	14.67	0.00
MINNEAPOLIS	208.02	207.88	(0.14)
MINNETONKA	50.86	50.86	0.00
MINNETRISTA	11.41	12.71	1.30
MONTEVIDEO	8.55	8.55	0.00
MONTICELLO	11.40	12.08	0.68
MOORHEAD	42.66	43.61	0.95
MORRIS	8.83	9.03	0.20
MOUND	8.17	8.17	0.00
MOUNDS VIEW	12.43	12.43	0.00
NEW BRIGHTON	15.26	15.26	0.00
NEW HOPE	12.70	12.70	0.00
NEW PRAGUE	6.95	6.95	0.00
NEW ULM	16.11	16.11	0.00
NORTH BRANCH	22.53	22.53	0.00
NORTH MANKATO	14.33	15.07	0.74
NORTH ST PAUL	11.40	11.40	0.00
NORTHFIELD	15.03	17.06	2.03
OAK GROVE	24.14	24.56	0.42
OAKDALE	19.30	19.30	0.00
ORONO	12.43	9.45	(2.98)
OTSEGO	21.65	22.41	0.76
OWATONNA	26.25	26.25	0.00
PLYMOUTH	57.15	57.80	0.65
PRIOR LAKE	19.92	20.16	0.24
RAMSEY	36.03	37.47	1.44
RED WING	24.54	24.65	0.11
REDWOOD FALLS	8.20	8.20	0.00
RICHFIELD	25.11	25.11	0.00
ROBBINSDALE	9.37	10.11	0.74
ROCHESTER	78.30	84.55	6.25
ROGERS	11.72	11.72	0.00
ROSEMOUNT	30.96	30.96	0.00
ROSEVILLE	29.12	29.12	0.00
ST ANTHONY	5.95	5.95	0.00
ST CLOUD	63.22	64.78	1.56
ST FRANCIS	11.55	11.94	0.39
ST JOSEPH	5.52	5.52	0.00
ST LOUIS PARK	31.38	31.38	0.00
ST MICHAEL	20.92	22.92	2.00
ST PAUL	164.81	164.81	0.00
ST PAUL PARK	6.08	6.08	0.00
ST PETER	15.26	15.26	0.00

2008 TOTAL NEEDS MILES

For the January 2009 Allocation

Municipality	2007	2008	INCREASE (DECREASE)
SARTELL	17.97	17.97	0.00
SAUK RAPIDS	14.01	14.01	0.00
SAVAGE	26.10	26.13	0.03
SHAKOPEE	35.00	35.80	0.80
SHOREVIEW	19.52	19.52	0.00
SHOREWOOD	8.61	8.61	0.00
SOUTH ST PAUL	16.82	16.82	0.00
SPRING LAKE PARK	5.82	5.82	0.00
STEWARTVILLE	4.59	4.59	0.00
STILLWATER	16.23	16.51	0.28
THIEF RIVER FALLS	15.23	15.50	0.27
VADNAIS HEIGHTS	8.45	8.45	0.00

Municipality	2007	2008	INCREASE (DECREASE)
VICTORIA	6.44	6.44	0.00
VIRGINIA	15.91	15.91	0.00
WACONIA	10.13	10.12	(0.01)
WAITE PARK	6.12	6.12	0.00
WASECA	6.71	7.61	0.90
WEST ST PAUL	13.54	13.54	0.00
WHITE BEAR LAKE	20.35	20.35	0.00
WILLMAR	24.76	25.70	0.94
WINONA	22.29	22.29	0.00
WOODBURY	53.67	53.78	0.11
WORTHINGTON	11.39	11.39	0.00
WYOMING	0.00	13.45	13.45
TOTAL	3,453.10	3,504.00	50.90

HISTORY OF INDIVIDUAL ADJUSTMENTS

From 2000 to 2009

If an inequity has existed for longer than five years, and the first year of the inequity cannot be easily determined, a five year adjustment has historically been applied.

If the length of time an inequity has been included can be easily determined, an adjustment from the first year to the current year has historically been applied.

Since the January 2000 allocation the following cities have received Individual Adjustments:

2000 None

2001, 2002, 2003 Arden Hills- private road on MSAS system.

Four year negative Needs adjustment received in 2001 Based on year private road was designated as MSAS. Total \$1,445,443

One year negative Needs adjustment in 2002. Total \$449,912.

One year negative Needs adjustment in 2003 Total \$533,702.

Total negative adjustment for city is \$2,429,057 over a three year period

2001 Maplewood truck routes

A route which had been restricting trucks was removed from the system in 1998. The city added that route back onto their MSAS system in 2001.

2001 Ramsey speed humps

The city was notified that speed humps were not allowed on MSAS routes. The city removed the speed humps.

No adjustment applied

2001, 2002 Edina Combination Routes

Per MSB resolution, the Needs from 1.99 miles of combination routes were removed in 2001.

An negative adjustment of \$2,785,982 for the 1.99 miles of combination routes in 2002.

An two year estimated negative adjustment of over \$5M.

2002, 2003, 2004, 2005, 2006 Robbinsdale Combination routes

A negative adjustment of \$687,962 for 0.74 miles of combination routes in 2002.

A negative adjustment of \$763,925 in 2003.

A negative adjustment of \$1,477,845 in 2004

A negative adjustment of \$1,531,502 in 2005

A negative adjustment of \$1,602,835 in 2006

Total negative adjustment was \$6,064,069

2003 Alexandria non qualifying bridge Needs

A one time negative adjustment for up to 5 years of Needs was \$30,130

2003 Chaska non qualifying bridge Needs

A one time negative adjustment for up to 5 years of Needs was \$134,860

2003 Minneapolis non qualifying bridge Needs

A one time negative adjustment for up to 5 years of Needs was \$32,200,220

2003 St. Paul non qualifying bridge Needs

A one time negative adjustment for up to 5 years of Needs was \$5,473,341

2004 73 cities Street Lighting

A one time one year positive adjustment of \$9,962,160

2004 Brainerd THTB incorrectly coded

A one time one year negative adjustment of \$2,357,895

2004 Maple Grove incorrectly computed non existing bridge adjustment

A one time one year positive needs adjustment of \$645,000

2004 St. Francis incorrectly computed non existing bridge adjustment

A one time one year positive needs adjustment of \$680,000

2005 Marshall Excess Balance adjustment

A one time one year positive adjustment of \$1,538,905

2005 New Ulm Low Balance Incentive adjustment

A one time one year negative adjustment of \$96,064

2006 Andover incorrectly computed non existing bridge adjustment

A one time one year negative adjustment of \$377,400

2006 Chanhassen segment incorrectly removed from needs

A one time one year positive adjustment of \$2,241,645

2006 Chanhassen bridge incorrectly generating needs

A one time five year negative (unknown year) adjustment of \$2,820,816

2006 Fridley Soil Factor revision

A one time one year positive adjustment of \$1,602,781

2006 Inver Grove Heights segment not removed from needs

A one time negative eleven year (from year of revocation) of \$7,680,750

2006 North Mankato segment not removed from needs

A one time seven year negative adjustment (from year of revocation) of \$978,583

2006 Richfield ‘After the Fact’ right of way adjustment

A one time one year positive adjustment of \$1,472,480

2007 None

2008 Shakopee THTB incorrectly coded in needs

A one time four year negative (from year of designation) of \$4,359,892

2008 Duluth THTB incorrectly coded in needs

A one time five year (unknown year) positive adjustment of \$1,030,699

2008 Duluth THTB Maintenance incorrectly computed

A one time negative actual dollar adjustment of \$81,285. This is not a needs adjustment.

2009 Hutchinson THTB incorrectly coded in Needs

A one time six year negative needs adjustment of \$2,064,769. From 2003 to 2008

2009 Hutchinson THTB Maintenance incorrectly computed

A one time six year positive actual dollar adjustment of \$9,072. This is not a needs adjustment.

2009 Orono Private roads included in computations for calculation the 20% MSAS mileage allowed

A 1 ³/₄ year negative actual dollar adjustment of \$96,600. Based upon the date the city self reported the inequity. A three year payback schedule determined by the Commissioner of Transportation.

2009 APPORTIONMENT RANKINGS

1/15/2009

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

MASS Elected 2009 January 2009 Bridge 2009 Apportionment Rankings.xls

POPULATION APPORTIONMENT				MONEY NEEDS APPORTIONMENT				TOTAL APPORTIONMENT			
Rank	Municipality	2008 Total Needs Mileage	2009 Population Apportionment Per Need Mile	Rank	Municipality	2008 Total Needs Mileage	2009 Money Needs Apportionment Per Need Mile	Rank	Municipality	2008 Total Needs Mileage	2009 Total Apportionment Per Need Mile
1	MINNEAPOLIS	207.88	\$31,216	1	CROOKSTON	11.65	\$26,890	1	MINNEAPOLIS	207.88	\$53,592
2	HOPKINS	9.99	29,340	2	DELANO	6.11	26,376	2	SOUTH ST PAUL	164.81	53,134
3	SOUTH ST PAUL	164.81	29,191	3	MOUND	8.17	24,778	3	HOPKINS	9.99	48,168
4	FALCON HEIGHTS	3.29	29,020	4	BLOOMINGTON	72.54	24,774	4	COON RAPIDS	41.83	46,024
5	NEW HOPE	12.70	27,487	5	SOUTH ST PAUL	164.81	23,943	5	NEW HOPE	12.70	45,363
6	VADNAIS HEIGHTS	8.45	25,866	6	SHOREWOOD	22.92	23,345	6	COLUMBIA HEIGHTS	12.50	45,095
7	COON RAPIDS	41.83	25,220	7	THIEF RIVER FALLS	15.50	22,624	7	MOUND	8.17	44,742
8	CIRCLE PINES	3.53	24,873	8	MINNEAPOLIS	207.88	22,376	8	BLOOMINGTON	72.54	44,487
9	COLUMBIA HEIGHTS	12.50	24,778	9	MAPLE GROVE	55.75	21,988	9	BURNSVILLE	45.04	43,546
10	NEW BRIGHTON	15.26	24,539	10	MAPLEWOOD	35.73	21,462	10	NEW BRIGHTON	15.26	43,217
11	SHOREVIEW	31.38	24,098	11	INVER GROVE HEIGHTS	32.51	21,322	11	SHOREVIEW	31.38	41,579
12	WEST ST PAUL	13.54	23,968	12	FARIBAULT	23.60	21,269	12	RICHFIELD	25.11	41,063
13	SARTELL	5.95	23,891	13	SAVAGE	11.94	21,214	13	CIRCLE PINES	3.53	40,776
14	OAKDALE	19.30	23,845	14	BUFFALO	17.08	21,010	14	DELANO	6.11	40,670
15	EAGAN	47.63	23,562	15	FERGUS FALLS	24.67	20,969	15	FALCON HEIGHTS	3.29	40,058
16	ROBBINSDALE	10.11	23,362	16	COON RAPIDS	41.83	20,803	16	EAGAN	47.63	39,977
17	ANOKA	13.14	23,006	17	FARMINGTON	16.23	20,789	17	FARMINGTON	16.23	39,944
18	RICHFIELD	25.11	22,937	18	DULUTH	114.84	20,751	18	SARTELL	5.95	39,941
19	BROOKLYN CENTER	21.40	22,798	19	BURNSVILLE	45.04	20,750	19	MAPLE GROVE	55.75	39,825
20	BURNSVILLE	45.04	22,796	20	GRAND RAPIDS	17.00	20,732	20	EDEN PRAIRIE	47.08	38,938
21	ST MICHAEL	19.52	22,412	21	ALEXANDRIA	23.17	20,716	21	STEWARTVILLE	4.59	38,862
22	APPLE VALLEY	36.91	22,409	22	FAIRMONT	19.70	20,324	22	VADNAIS HEIGHTS	8.45	38,795
23	ARDEN HILLS	7.53	22,176	23	COLUMBIA HEIGHTS	12.50	20,316	23	APPLE VALLEY	36.91	38,744
24	EDEN PRAIRIE	47.08	22,056	24	NEW ULM	16.11	20,304	24	CROOKSTON	11.65	38,650
25	WASECA	7.61	21,596	25	JORDAN	5.89	20,291	25	MAPLEWOOD	35.73	38,623
26	CRYSTAL	17.88	21,230	26	LA CRESCENT	5.84	20,227	26	INVER GROVE HEIGHTS	32.51	38,611
27	STEWARTVILLE	4.59	21,074	27	NORTH ST PAUL	11.40	20,181	27	ST MICHAEL	19.52	38,034
28	WINONA	22.29	20,601	28	AUSTIN	28.62	19,896	28	ANOKA	13.14	37,961
29	PLYMOUTH	57.80	20,586	29	SAUK RAPIDS	64.78	19,685	29	WINONA	22.29	37,899
30	BROOKLYN PARK	59.36	20,489	30	ALBERTVILLE	7.15	19,646	30	WASECA	7.61	37,804
31	WHITE BEAR LAKE	20.35	20,361	31	COTTAGE GROVE	35.51	19,390	31	NORTH ST PAUL	11.40	37,681
32	CHAMPLIN	19.92	20,141	32	MOORHEAD	43.61	19,255	32	FARIBAULT	23.60	37,425
33	FRIDLEY	22.87	20,072	33	LITTLE FALLS	18.34	19,116	33	PLYMOUTH	57.80	37,324
34	ST PAUL PARK	16.82	20,052	34	FOREST LAKE	24.08	19,081	34	ROCHESTER	84.55	37,097
35	MOUND	8.17	19,964	35	RED WING	24.65	18,922	35	ROBBINSDALE	10.11	37,017
36	ROCHESTER	84.55	19,947	36	WOODBURY	53.78	18,858	36	FRIDLEY	22.87	36,992
37	BLAINE	47.87	19,765	37	HOPKINS	9.99	18,828	37	WEST ST PAUL	13.54	36,811
38	BLOOMINGTON	72.54	19,713	38	REDWOOD FALLS	8.20	18,821	38	WOODBURY	53.78	36,670
39	EDINA	40.27	19,695	39	NEW BRIGHTON	15.26	18,678	39	SAUK RAPIDS	64.78	36,529
40	ROSEVILLE	29.12	19,583	40	HERMANTOWN	15.50	18,634	40	EDINA	40.27	36,379
41	NORTHFIELD	17.06	19,468	41	OWATONNA	26.25	18,600	41	KASSON	5.08	35,957
42	ST PETER	5.82	19,460	42	ST ANTHONY	15.26	18,595	42	ARDEN HILLS	7.53	35,936

POPULATION APPORTIONMENT				MONEY NEEDS APPORTIONMENT				TOTAL APPORTIONMENT			
Rank	Municipality	2008 Total Needs Mileage	2009 Population Apportionment Per Need Mile	Rank	Municipality	2008 Total Needs Mileage	2009 Money Needs Apportionment Per Need Mile	Rank	Municipality	2008 Total Needs Mileage	2009 Total Apportionment Per Need Mile
43	CHASKA	20.47	\$19,424	43	NORTH MANKATO	15.07	\$18,552	43	CHASKA	20.47	\$35,833
44	FARMINGTON	16.23	19,155	44	ALBERT LEA	23.40	18,190	44	JORDAN	5.89	35,385
45	WAITE PARK	6.12	18,394	45	RICHFIELD	25.11	18,126	45	COTTAGE GROVE	35.51	35,303
46	SHAKOPEE	5.52	18,378	46	MINNETRISTA	12.71	18,022	46	CRYSTAL	17.88	35,145
47	STILLWATER	16.51	18,347	47	MARSHALL	18.47	18,008	47	MANKATO	33.31	35,010
48	PRIOR LAKE	20.16	18,342	48	NORTH HOPE	12.70	17,877	48	LA CRESCENT	5.84	34,995
49	MANKATO	33.31	18,198	49	CHISHOLM	7.99	17,870	49	BROOKLYN CENTER	21.40	34,723
50	KASSON	5.08	18,179	50	STEWARTVILLE	4.59	17,788	50	MINNETONKA	50.86	34,708
51	MAPLE GROVE	55.75	17,836	51	KASSON	5.08	17,778	51	BUFFALO	17.08	34,669
52	WOODBURY	53.78	17,812	52	MINNETONKA	50.86	17,774	52	OWATONNA	26.25	34,585
53	HASTINGS	21.24	17,668	53	LAKEVILLE	60.02	17,600	53	NEW ULM	16.11	34,416
54	NORTH ST PAUL	11.40	17,500	54	SHOREVIEW	31.38	17,482	54	ST PAUL PARK	16.82	34,407
55	CHANHASSEN	21.47	17,444	55	MENDOTA HEIGHTS	14.67	17,475	55	SHOREWOOD	22.92	34,205
56	INVER GROVE HEIGHTS	32.51	17,289	56	OAK GROVE	24.56	17,436	56	WAITE PARK	6.12	33,951
57	MAPLEWOOD	35.73	17,161	57	EAST GRAND FORKS	16.01	17,322	57	AUSTIN	28.62	33,728
58	MOONDS VIEW	12.43	17,138	58	WINONA	22.29	17,297	58	NORTHFIELD	17.06	33,593
59	MINNETONKA	50.86	16,934	59	ROCHESTER	84.55	17,150	59	ALBERTVILLE	7.15	33,544
60	NEW PRAGUE	6.95	16,861	60	GLENCOE	8.02	17,084	60	ROSEVILLE	29.12	33,346
61	SAUK RAPIDS	64.78	16,844	61	FRIDLEY	22.87	16,920	61	DULUTH	114.84	33,322
62	WORTHINGTON	11.39	16,708	62	EDEN PRAIRIE	47.08	16,882	62	MOORHEAD	43.61	33,004
63	VICTORIA	6.44	16,438	63	MANKATO	33.31	16,813	63	CHAMPLIN	19.92	32,997
64	ST JOSEPH	26.13	16,188	64	SPRING LAKE PARK	6.08	16,800	64	NORTH MANKATO	15.07	32,906
65	FARIBAULT	23.60	16,156	65	VIRGINIA	15.91	16,747	65	PRIOR LAKE	20.16	32,630
66	WACONIA	10.12	16,058	66	LINO LAKES	23.09	16,746	66	LAKEVILLE	60.02	32,599
67	OWATONNA	26.25	15,985	67	PLYMOUTH	57.80	16,738	67	WHITE BEAR LAKE	20.35	32,398
68	COTTAGE GROVE	35.51	15,913	68	INTERNATIONAL FALLS	8.06	16,695	68	OAKDALE	19.30	32,353
69	MONTICELLO	12.08	15,579	69	EDINA	40.27	16,684	69	WYOMING	13.45	18,167
70	MAHTOMEDI	8.62	15,531	70	LITCHFIELD	8.77	16,622	70	STILLWATER	16.51	32,170
71	ST FRANCIS	14.01	15,382	71	ST FRANCIS	14.01	16,552	71	ST FRANCIS	14.01	31,934
72	ST LOUIS PARK	35.80	15,214	72	EAGAN	47.63	16,415	72	THIEF RIVER FALLS	15.50	31,811
73	LITTLE CANADA	11.25	15,099	73	CHASKA	20.47	16,409	73	SAVAGE	11.94	31,682
74	JORDAN	5.89	15,094	74	ST CLOUD	17.97	16,366	74	SPRING LAKE PARK	6.08	31,499
75	LAKEVILLE	60.02	14,999	75	APPLE VALLEY	36.91	16,336	75	ALBERT LEA	23.40	31,316
76	ST PAUL	8.61	14,784	76	WASECA	7.61	16,208	76	FOREST LAKE	24.08	31,231
77	LA CRESCENT	5.84	14,768	77	ROSEMOUNT	30.96	16,144	77	BROOKLYN PARK	59.36	31,229
78	SPRING LAKE PARK	6.08	14,700	78	WILLMAR	25.70	16,120	78	LINO LAKES	23.09	31,124
79	BIG LAKE	10.65	14,568	79	SARTELL	5.95	16,050	79	WACONIA	10.12	31,073
80	GOLDEN VALLEY	23.57	14,448	80	CIRCLE PINES	3.53	15,903	80	WORTHINGTON	11.39	30,918
81	LINO LAKES	23.09	14,378	81	CLOQUET	21.67	15,807	81	MENDOTA HEIGHTS	14.67	30,872
82	NORTH MANKATO	15.07	14,355	82	ST MICHAEL	19.52	15,622	82	SHAKOPEE	5.52	30,723
83	DELANO	6.11	14,293	83	WAITE PARK	6.12	15,558	83	ST ANTHONY	15.26	30,613
84	NEW ULM	16.11	14,112	84	EAST BETHEL	28.85	15,509	84	INTERNATIONAL FALLS	8.06	30,612
85	BRAINERD	16.56	14,099	85	ELK RIVER	36.36	15,441	85	FERGUS FALLS	24.67	30,440
86	INTERNATIONAL FALLS	8.06	13,917	86	RAMSEY	37.47	15,215	86	MOONDS VIEW	12.43	30,344
87	ALBERTVILLE	7.15	13,898	87	WACONIA	10.12	15,015	87	GRAND RAPIDS	17.00	30,287
88	ORONO	9.45	13,876	88	ANOKA	13.14	14,955	88	BLAINE	47.87	30,052
89	AUSTIN	28.62	13,832	89	BELLE PLAINE	8.46	14,832	89	RED WING	24.65	30,007
90	MOORHEAD	43.61	13,749	90	LITTLE CANADA	11.25	14,716	90	REDWOOD FALLS	8.20	29,955
91	WYOMING	13.45	17,328	91	OTSEGO	22.41	14,622	91	LITTLE CANADA	11.25	29,815
92	BUFFALO	17.08	13,659	92	HIBBING	53.74	14,549	92	MARSHALL	18.47	29,815

POPULATION APPORTIONMENT				MONEY NEEDS APPORTIONMENT				TOTAL APPORTIONMENT			
Rank	Municipality	2008 Total Needs Mileage	2009 Population Apportionment Per Need Mile	Rank	Municipality	2008 Total Needs Mileage	2009 Money Needs Apportionment Per Need Mile	Rank	Municipality	2008 Total Needs Mileage	2009 Total Apportionment Per Need Mile
93	ISANTI	6.79	\$13,510	93	ANDOVER	42.08	\$14,417	93	CHANHASSEN	21.47	\$29,740
94	MENDOTA HEIGHTS	14.67	13,397	94	ST PAUL PARK	16.82	14,355	94	LITCHFIELD	8.77	29,725
95	BELLE PLAINE	8.46	13,332	95	PRIOR LAKE	20.16	14,288	95	ST PETER	5.82	29,712
96	ST CLOUD	17.97	13,270	96	WORTHINGTON	11.39	14,210	96	ST CLOUD	17.97	29,636
97	BEMIDJI	16.64	13,209	97	HUTCHINSON	19.10	14,142	97	FAIRMONT	19.70	29,568
98	ALBERT LEA	23.40	13,126	98	NORTHFIELD	17.06	14,126	98	GLENCOE	8.02	29,077
99	LITCHFIELD	8.77	13,103	99	GOLDEN VALLEY	23.57	14,005	99	ALEXANDRIA	23.17	29,003
100	DULUTH	114.84	12,570	100	CRYSTAL	17.88	13,915	100	VICTORIA	6.44	28,914
101	WILLMAR	25.70	12,390	101	BRAINERD	16.56	13,827	101	HERMANTOWN	15.50	28,635
102	HUTCHINSON	19.10	12,277	102	STILLWATER	16.51	13,824	102	ST PAUL	8.61	28,558
103	ANDOVER	42.08	12,161	103	ST PAUL	8.61	13,775	103	WILLMAR	25.70	28,510
104	FOREST LAKE	24.08	12,150	104	ROSEVILLE	29.12	13,763	104	GOLDEN VALLEY	23.57	28,453
105	ST ANTHONY	15.26	12,018	105	ARDEN HILLS	7.53	13,759	105	NEW PRAGUE	6.95	28,347
106	GLENCOE	8.02	11,992	106	ROBBINSDALE	10.11	13,655	106	CHISHOLM	7.99	28,336
107	MARSHALL	18.47	11,807	107	MONTEVIDEO	8.55	13,532	107	MONTECELLO	12.08	28,279
108	CROOKSTON	11.65	11,760	108	BEMIDJI	16.64	13,520	108	BELLE PLAINE	8.46	28,163
109	ROSEMOUNT	30.96	11,299	109	LAKE CITY	8.39	13,375	109	BRAINERD	16.56	27,926
110	REDWOOD FALLS	8.20	11,134	110	MOUNDS VIEW	12.43	13,205	110	HASTINGS	21.24	27,766
111	RED WING	24.65	11,085	111	VADNAIS HEIGHTS	8.45	12,929	111	ST LOUIS PARK	35.80	27,747
112	SHOREWOOD	22.92	10,860	112	CHAMPLIN	19.92	12,856	112	ST JOSEPH	26.13	27,495
113	MONTEVIDEO	8.55	10,694	113	WEST ST PAUL	13.54	12,843	113	ROSEMOUNT	30.96	27,443
114	ELK RIVER	36.36	10,665	114	MONTECELLO	12.08	12,700	114	BIG LAKE	10.65	26,941
115	LAKE CITY	8.39	10,598	115	HUGO	20.61	12,602	115	LITTLE FALLS	18.34	26,804
116	SAVAGE	11.94	10,467	116	ST LOUIS PARK	35.80	12,533	116	BEMIDJI	16.64	26,730
117	CHISHOLM	7.99	10,466	117	VICTORIA	6.44	12,476	117	ANDOVER	42.08	26,578
118	RAMSEY	37.47	10,001	118	WYOMING	13.45	12,414	118	HUTCHINSON	19.10	26,418
119	HERMANTOWN	15.50	10,001	119	BIG LAKE	10.65	12,373	119	VIRGINIA	15.91	26,372
120	ROGERS	11.72	9,947	120	SHAKOPEE	5.52	12,345	120	MINNETRISTA	12.71	26,224
121	HUGO	20.61	9,755	121	CHANHASSEN	21.47	12,295	121	ELK RIVER	36.36	26,106
122	CAMBRIDGE	13.08	9,736	122	WHITE BEAR LAKE	20.35	12,036	122	EAST GRAND FORKS	16.01	25,552
123	MORRIS	9.03	9,673	123	BAXTER	16.48	11,955	123	RAMSEY	37.47	25,216
124	VIRGINIA	15.91	9,625	124	BROOKLYN CENTER	21.40	11,925	124	CLOQUET	21.67	24,877
125	GRAND RAPIDS	17.00	9,555	125	MORRIS	9.03	11,803	125	MONTEVIDEO	8.55	24,226
126	LAKE ELMO	14.38	9,516	126	NEW PRAGUE	6.95	11,486	126	LAKE CITY	8.39	23,974
127	FERGUS FALLS	24.67	9,471	127	ST JOSEPH	26.13	11,307	127	OTSEGO	22.41	23,949
128	OTSEGO	22.41	9,328	128	FALCON HEIGHTS	3.29	11,038	128	ISANTI	6.79	23,777
129	FAIRMONT	19.70	9,244	129	DETROIT LAKES	22.05	10,992	129	OAK GROVE	24.56	23,178
130	THIEF RIVER FALLS	15.50	9,187	130	LAKE ELMO	14.38	10,836	130	EAST BETHEL	28.85	22,537
131	CLOQUET	21.67	9,070	131	BROOKLYN PARK	59.36	10,740	131	ORONO	9.45	22,510
132	DAYTON	9.72	8,629	132	DAYTON	9.72	10,678	132	HUGO	20.61	22,357
133	ALEXANDRIA	23.17	8,287	133	BLAINE	47.87	10,287	133	MAHTOMEDI	8.62	22,254
134	EAST GRAND FORKS	16.01	8,230	134	ISANTI	6.79	10,267	134	MORRIS	9.03	21,476
135	MINNETRISTA	12.71	8,203	135	ST PETER	5.82	10,253	135	LAKE ELMO	14.38	20,352
136	HAM LAKE	31.24	8,185	136	HASTINGS	21.24	10,098	136	HIBBING	53.74	19,862
137	BAXTER	16.48	7,873	137	NORTH BRANCH	22.53	10,005	137	BAXTER	16.48	19,828
138	NORTH BRANCH	22.53	7,766	138	HAM LAKE	31.24	8,988	138	DAYTON	9.72	19,306
139	LITTLE FALLS	18.34	7,687	139	ROGERS	11.72	8,981	139	ROGERS	11.72	18,929
140	EAST BETHEL	28.85	7,028	140	CAMBRIDGE	13.08	8,913	140	CAMBRIDGE	13.08	18,649
141	CORCORAN	14.80	6,544	141	ORONO	9.45	8,634	141	NORTH BRANCH	22.53	17,771
142	DETROIT LAKES	22.05	6,430	142	OAKDALE	19.30	8,508	142	DETROIT LAKES	22.05	17,422
143	OAK GROVE	24.56	5,742	143	CORCORAN	14.80	7,991	143	HAM LAKE	31.24	17,174
144	HIBBING	53.74	5,313	144	MAHTOMEDI	8.62	6,724	144	CORCORAN	14.80	14,535
AVERAGE			\$15,917	AVERAGE			\$16,180	AVERAGE			\$32,016

Certification of MSAS System as Complete

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

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

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

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

Determine what percentage the population apportionment is of the total apportionment. This percent is then multiplied times the construction allotment. This is the amount of the construction allotment that is generated from the population apportionment. Only its construction allotment is used because the city has already received its maintenance allotment. This is done for each year that there is less money in the city's unencumbered construction fund account than was generated by its population apportionment.

Population Apportionment / Total Apportionment * Construction Allocation =
Local Amount Available.

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

LOCAL AMOUNT AVAILABLE AFTER JANUARY 2009 ALLOCATION

Prepared for the January 2009 booklet

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

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	Fridley	Columbia Heights	Falcon Heights	South St. Paul
Total Construction Allocation received in January 2009	\$634,507	\$422,762	\$85,664	\$434,040
Amount of 2009 Construction Allocation based on Population	344,292	232,296	62,235	252,954
Maximum Local Amount Available in 2008	675,136	203,494	254,734	731,885
Local Amount Spent in 2008	633,750	203,494	0	0
Local Amount Remaining from 2008	41,386	0	254,734	731,885
Maximum Local Amount Available after January 2009 Allocation	\$385,678	\$232,296	\$316,969	\$984,839

Certification of MSAS System as Complete

Amount Spent



Graph Example:

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

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

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

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

MUNICIPAL STATE AID CONSTRUCTION ACCOUNT ADVANCE GUIDELINES

State Aid Advances

M.S. 162.14 provides for municipalities to make advances from future 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

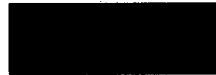
Guidelines for advances are determined by the following codes.



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



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.



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.



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.
 - Mail completed form to Sandra Martinez in State Aid Finance.

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.
 - Mail completed form to Sandra Martinez in State Aid Finance.
 - 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.
 - 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.
 - 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.
 - Should federal funds fail to be programmed, or the project (or a portion of the project) be declared federally ineligible, the local agency is required to pay back the advance under a payment plan mutually agreed to between State Aid and the Municipality.

RELATIONSHIP OF CONSTRUCTION BALANCE TO CONSTRUCTION ALLOTMENT

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

JANUARY 2009 BOOK/RELATIONSHIP OF CONSTRUCTION BALANCE TO ALLOTMENT.XLS

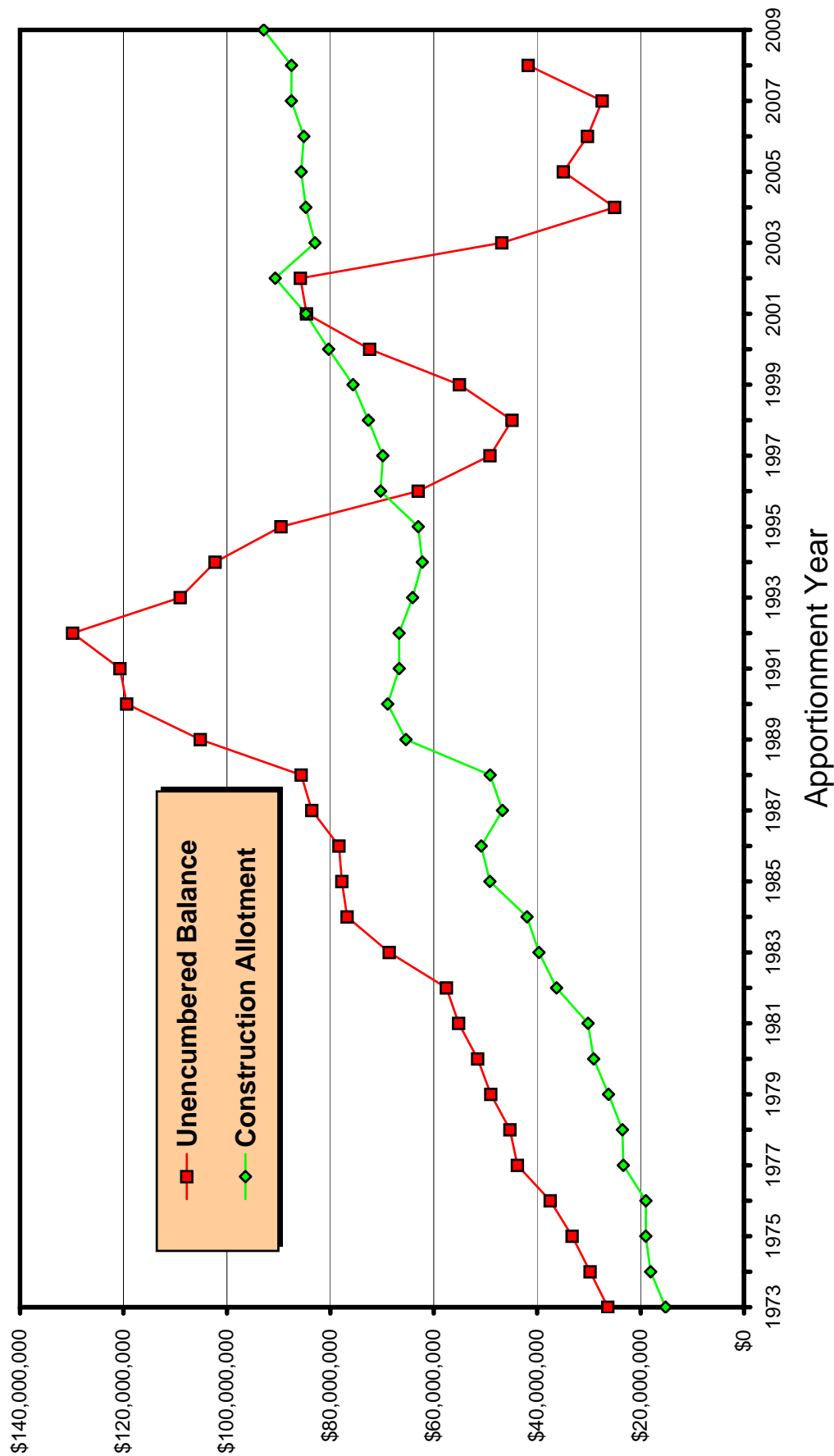
15-Jan-09

App. Year	No. of Cities	Needs Mileage	January Construction Allotment	31-Dec Unencumbered Construction Balance	Amount Spent on Construction Projects	Ratio of Construction Balance to Construction Allotment	Ratio of Amount spent to Amount Received
1973	94	1,580.45	\$15,164,273	\$26,333,918	\$12,855,250	1.7366	0.8477
1974	95	1608.06	18,052,386	29,760,552	14,625,752	1.6486	0.8102
1975	99	1629.30	19,014,171	33,239,840	15,534,883	1.7482	0.8170
1976	101	1718.92	18,971,282	37,478,614	14,732,508	1.9755	0.7766
1977	101	1748.55	23,350,429	43,817,240	17,011,803	1.8765	0.7285
1978	104	1807.94	23,517,393	45,254,560	22,080,073	1.9243	0.9389
1979	106	1853.71	26,196,935	48,960,135	22,491,360	1.8689	0.8585
1980	106	1889.03	29,082,865	51,499,922	26,543,078	1.7708	0.9127
1981	106	1933.64	30,160,696	55,191,785	26,468,833	1.8299	0.8776
1982	105	1976.17	36,255,443	57,550,334	33,896,894	1.5874	0.9349
1983	106	2022.37	39,660,963	68,596,586	28,614,711	1.7296	0.7215
1984	106	2047.23	41,962,145	76,739,685	33,819,046	1.8288	0.8059
1985	107	2110.52	49,151,218	77,761,378	48,129,525	1.5821	0.9792
1986	107	2139.42	50,809,002	78,311,767	50,258,613	1.5413	0.9892
1987	*	2148.07	46,716,190	83,574,312	41,453,645	1.7890	0.8874
1988		2171.89	49,093,724	85,635,991	47,032,045	1.7443	0.9580
1989		2205.05	65,374,509	105,147,959	45,862,541	1.6084	0.7015
1990	112	2265.64	68,906,409	119,384,013	54,670,355	1.7326	0.7934
1991	113	2330.30	66,677,426	120,663,647	65,397,792	1.8097	0.9808
1992	116	2376.79	66,694,378	129,836,670	57,521,355	1.9467	0.8625
1993	116	2410.53	64,077,980	109,010,201	84,904,449	1.7012	1.3250
1994	117	2471.04	62,220,930	102,263,355	68,967,776	1.6436	1.1084
1995	118	2526.39	62,994,481	89,545,533	75,712,303	1.4215	1.2019
1996		2614.71	70,289,831	62,993,508	96,841,856	0.8962	1.3778
1997	**	2740.46	69,856,915	49,110,546	83,739,877	0.7030	1.1987
1998		2815.99	72,626,164	44,845,521	76,891,189	0.6175	1.0587
1999		2859.05	75,595,243	55,028,453	65,412,311	0.7279	0.8653
2000	127	2910.87	80,334,284	72,385,813	62,976,924	0.9011	0.7839
2001	129	2972.16	84,711,549	84,583,631	72,513,731	0.9985	0.8560
2002	130	3020.39	90,646,885	85,771,900	89,458,616	0.9462	0.9869
2003	131	3080.67	82,974,496	46,835,689	121,910,707	0.5645	1.4693
2004	133	3116.44	84,740,941	25,009,033	106,567,597	0.2951	1.2576
2005	136	3190.82	85,619,350	34,947,345	75,681,038	0.4082	0.8839
2006	138	3291.64	85,116,889	30,263,685	89,800,549	0.3556	1.0550
2007	142	3382.28	87,542,451	27,429,964	90,376,172	0.3133	1.0324
2008	143	3453.10	87,513,283	41,732,629	107,179,788	0.4769	1.2247
2009	144	3504.00	92,877,123				

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

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

Relationship of Balance to Allotment



2008 ADEQUATE & DEFICIENT MILES

As of December 31, 2008

N:\MSAS\EXCEL\2009\JANUARY 2009 BOOK\ADEQUATE & DEFICIENT MILES 2008.XLS

01/15/09

DISTRICT 1				
DISTRICT	CITY NAME	ADEQUATE MILES	DEFICIENT MILES	PERCENTAGE OF TOTAL MILEAGE DEFICIENT
1	CHISHOLM	2.29	5.70	71.3%
1	CLOQUET	6.88	14.79	68.3%
1	DULUTH	17.77	97.07	84.5%
1	GRAND RAPIDS	4.84	12.16	71.5%
1	HERMANTOWN	2.70	12.80	82.6%
1	HIBBING	13.47	40.27	74.9%
1	INTERNATIONAL FALLS	2.66	5.40	67.0%
1	VIRGINIA	5.88	10.03	63.0%
DISTRICT 1 TOTAL		56.49	198.22	77.8%

DISTRICT 2				
DISTRICT	CITY NAME	ADEQUATE MILES	DEFICIENT MILES	PERCENTAGE OF TOTAL MILEAGE DEFICIENT
2	BEMIDJI	7.36	9.28	55.8%
2	CROOKSTON	5.57	6.08	52.2%
2	EAST GRAND FORKS	5.35	10.66	66.6%
2	THIEF RIVER FALLS	4.17	11.33	73.1%
DISTRICT 2 TOTAL		22.45	37.35	62.5%

DISTRICT 3				
DISTRICT	CITY NAME	ADEQUATE MILES	DEFICIENT MILES	PERCENTAGE OF TOTAL MILEAGE DEFICIENT
3	ALBERTVILLE	0.89	6.26	87.6%
3	BAXTER	10.46	6.02	36.5%
3	BIG LAKE	5.73	4.92	46.2%
3	BRAINERD	6.29	10.27	62.0%
3	BUFFALO	4.40	12.68	74.2%
3	CAMBRIDGE	9.22	3.86	29.5%
3	DELANO	0.20	5.91	96.7%
3	ELK RIVER	13.21	23.15	63.7%
3	ISANTI	4.02	2.77	40.8%
3	LITTLE FALLS	5.38	12.96	70.7%
3	MONTICELLO	5.21	6.87	56.9%
3	OTSEGO	10.29	12.12	54.1%
3	SARTELL	6.82	11.15	62.0%
3	SAUK RAPIDS	5.84	8.17	58.3%
3	ST CLOUD	24.44	40.34	62.3%
3	ST JOSEPH	2.58	2.94	53.3%
3	ST MICHAEL	3.54	19.38	84.6%
3	WAITE PARK	4.37	1.75	28.6%
DISTRICT 3 TOTAL		122.89	191.52	60.9%

DISTRICT 4				
DISTRICT	CITY NAME	ADEQUATE MILES	DEFICIENT MILES	PERCENTAGE OF TOTAL MILEAGE DEFICIENT
4	ALEXANDRIA	4.44	18.73	80.8%
4	DETROIT LAKES	11.80	10.25	46.5%
4	FERGUS FALLS	4.66	20.01	81.1%
4	MOORHEAD	20.38	23.23	53.3%
4	MORRIS	5.43	3.60	39.9%
DISTRICT 4 TOTAL		46.71	75.82	61.9%

METRO WEST				
DISTRICT	CITY NAME	ADEQUATE MILES	DEFICIENT MILES	PERCENTAGE OF TOTAL MILEAGE DEFICIENT
5	ANDOVER	13.42	28.66	68.1%
5	ANOKA	4.01	9.13	69.5%
5	BELLE PLAINE	2.79	5.67	67.0%
5	BLAINE	23.67	24.20	50.6%
5	BLOOMINGTON	11.97	60.57	83.5%
5	BROOKLYN CENTER	11.12	10.28	48.0%
5	BROOKLYN PARK	29.55	29.81	50.2%
5	CHAMPLIN	7.00	12.92	64.9%
5	CHANHASSEN	9.84	11.63	54.2%
5	CHASKA	7.20	13.27	64.8%
5	CIRCLE PINES	0.43	3.10	87.8%
5	COLUMBIA HEIGHTS	1.38	11.12	89.0%
5	COON RAPIDS	11.58	30.25	72.3%
5	CORCORAN	4.36	10.44	70.5%
5	CRYSTAL	8.60	9.28	51.9%
5	DAYTON	3.83	5.89	60.6%
5	EAST BETHEL	5.90	22.95	79.5%
5	EDEN PRAIRIE	10.94	36.14	76.8%
5	EDINA	9.71	30.56	75.9%
5	FRIDLEY	5.22	17.65	77.2%
5	GOLDEN VALLEY	11.37	12.20	51.8%
5	HAM LAKE	10.52	20.72	66.3%
5	HOPKINS	2.57	7.42	74.3%
5	JORDAN	1.46	4.43	75.2%
5	LINO LAKES	7.56	15.53	67.3%
5	MAPLE GROVE	20.94	34.81	62.4%
5	MINNEAPOLIS	39.66	168.22	80.9%
5	MINNETONKA	16.49	34.37	67.6%
5	MINNETRISTA	1.36	11.35	89.3%
5	MOUND	0.14	8.03	98.3%
5	NEW HOPE	3.65	9.05	71.3%
5	OAK GROVE	7.55	17.01	69.3%
5	ORONO	3.86	5.59	59.2%
5	PLYMOUTH	16.76	41.04	71.0%
5	PRIOR LAKE	7.72	12.44	61.7%
5	RAMSEY	9.56	27.91	74.5%
5	RICHFIELD	4.43	20.68	82.4%
5	ROBBINSDALE	2.96	7.15	70.7%
5	ROGERS	6.15	5.57	47.5%
5	SAVAGE	14.97	11.16	42.7%
5	SHAKOPEE	19.83	15.97	44.6%
5	SHOREWOOD	2.68	5.93	68.9%
5	SPRING LAKE PARK	2.62	3.20	55.0%
5	ST ANTHONY	1.60	4.35	73.1%
5	ST FRANCIS	1.62	10.32	86.4%

5	ST LOUIS PARK	9.32	22.06	70.3%
5	VICTORIA	3.07	3.37	52.3%
5	WACONIA	3.47	6.65	65.7%
METRO WEST TOTAL		416.41	930.05	69.1%

DISTRICT 6				
DISTRICT	CITY NAME	ADEQUATE MILES	DEFICIENT MILES	PERCENTAGE OF TOTAL MILEAGE DEFICIENT
6	ALBERT LEA	7.64	15.76	67.4%
6	AUSTIN	14.33	14.29	49.9%
6	FARIBAULT	7.19	16.41	69.5%
6	KASSON	1.23	3.85	75.8%
6	LA CRESCENT	1.11	4.73	81.0%
6	LAKE CITY	2.07	6.32	75.3%
6	NORTHFIELD	8.25	8.81	51.6%
6	OWATONNA	8.90	17.35	66.1%
6	RED WING	6.33	18.32	74.3%
6	ROCHESTER	35.33	49.22	58.2%
6	STEWARTVILLE	1.46	3.13	68.2%
6	WINONA	4.90	17.39	78.0%
DISTRICT 6 TOTAL		98.74	175.58	64.0%

DISTRICT 7				
DISTRICT	CITY NAME	ADEQUATE MILES	DEFICIENT MILES	PERCENTAGE OF TOTAL MILEAGE DEFICIENT
7	FAIRMONT	6.31	13.39	68.0%
7	MANKATO	13.45	19.86	59.6%
7	NEW PRAGUE	3.26	3.69	53.1%
7	NEW ULM	4.70	11.41	70.8%
7	NORTH MANKATO	6.48	8.59	57.0%
7	ST PETER	4.32	10.94	71.7%
7	WASECA	2.17	5.44	71.5%
7	WORTHINGTON	3.65	7.74	68.0%
DISTRICT 7 TOTAL		44.34	81.06	64.6%

DISTRICT 8				
DISTRICT	CITY NAME	ADEQUATE MILES	DEFICIENT MILES	PERCENTAGE OF TOTAL MILEAGE DEFICIENT
8	GLENCOE	2.54	5.48	68.3%
8	HUTCHINSON	7.77	11.33	59.3%
8	LITCHFIELD	1.60	7.17	81.8%
8	MARSHALL	5.94	12.53	67.8%
8	MONTEVIDEO	3.60	4.95	57.9%
8	REDWOOD FALLS	1.94	6.26	76.3%
8	WILLMAR	10.53	15.17	59.0%
DISTRICT 8 TOTAL		33.92	62.89	65.0%

METRO EAST				
DISTRICT	CITY NAME	ADEQUATE MILES	DEFICIENT MILES	PERCENTAGE OF TOTAL MILEAGE DEFICIENT
9	APPLE VALLEY	13.04	23.87	64.7%
9	ARDEN HILLS	2.65	4.88	64.8%
9	BURNSVILLE	9.43	35.61	79.1%
9	COTTAGE GROVE	10.55	24.96	70.3%
9	EAGAN	14.80	32.83	68.9%
9	FALCON HEIGHTS	1.50	1.79	54.4%
9	FARMINGTON	3.27	12.96	79.9%
9	FOREST LAKE	3.79	20.29	84.3%
9	HASTINGS	12.08	9.16	43.1%
9	HUGO	5.63	14.98	72.7%
9	INVER GROVE HEIGHTS	4.55	27.96	86.0%
9	LAKE ELMO	6.22	8.16	56.7%
9	LAKEVILLE	23.95	36.07	60.1%
9	LITTLE CANADA	4.81	6.44	57.2%
9	MAHTOMEDI	4.61	4.01	46.5%
9	MAPLEWOOD	11.35	24.38	68.2%
9	MENDOTA HEIGHTS	3.83	10.84	73.9%
9	MOUNDS VIEW	3.22	9.21	74.1%
9	NEW BRIGHTON	5.04	10.22	67.0%
9	NORTH BRANCH	4.02	18.51	82.2%
9	NORTH ST PAUL	2.91	8.49	74.5%
9	OAKDALE	14.30	5.00	25.9%
9	ROSEMOUNT	12.70	18.26	59.0%
9	ROSEVILLE	10.88	18.24	62.6%
9	SHOREVIEW	5.92	13.60	69.7%
9	SOUTH ST PAUL	4.43	12.39	73.7%
9	ST PAUL	37.81	127.00	77.1%
9	ST PAUL PARK	2.40	3.68	60.5%
9	STILLWATER	6.84	9.67	58.6%
9	VADNAIS HEIGHTS	3.00	5.45	64.5%
9	WEST ST PAUL	5.90	7.64	56.4%
9	WHITE BEAR LAKE	10.63	9.72	47.8%
9	WOODBURY	28.10	25.68	47.8%
9	WYOMING	2.80	10.65	79.2%
METRO EAST TOTAL		296.96	612.60	67.4%

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

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.

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**CURRENT RESOLUTIONS
OF THE
MUNICIPAL SCREENING BOARD**

January 2009

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

BE IT RESOLVED:

ADMINISTRATION

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

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

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

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

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

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

Appointment to Unencumbered Construction Funds Subcommittee - Revised June 1979

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

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

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

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

Screening Board Meeting Dates and Locations - June 1996

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

Research Account - Oct. 1961

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

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

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

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

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

Improper Needs Report - Oct. 1961

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

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

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

Unit Price Study- Oct. 2006

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

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

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

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

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

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

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

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

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

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

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

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

Population Apportionment - October 1994, 1996

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

DESIGN

Design Limitation on Non-Existing Streets - Oct. 1965

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

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

That if a Municipal State Aid Street is constructed with State Aid funds to a width less than the design width in the quantity tables for Needs purposes, the total Needs shall be taken off such constructed street other than Additional Surfacing Needs.

Additional surfacing and other future Needs shall be limited to the constructed width as reported in the Needs Study, unless exception is justified to the satisfaction of the State Aid Engineer.

Greater Than Minimum Width (Revised June 1993)

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

Miscellaneous Limitations - Oct. 1961

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

MILEAGE - Feb. 1959 (Revised Oct. 1994, 1998)

That the maximum mileage for Municipal State Aid Street designation shall be 20 percent of the municipality's basic mileage - which is comprised of the total improved mileage of local streets, county roads and county road turnbacks.

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

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

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

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

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

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

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

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

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

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

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

NEEDS COSTS

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

Grading Factors (or Multipliers) October 2007

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

That Needs for tree removal, pavement removal, special drainage, gravel surface and gravel shoulders shall be removed from the rural segments in the Needs study and be replaced with a Rural Grading Multiplier 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)			\$5.10 per Cu. Yd.
Base:	Class 5 Gravel	Spec. #2211	\$9.00 per Ton
	Bituminous	Spec. #2350	\$45.00 per Ton
Surface:	Bituminous	Spec. #2350	\$45.00 per Ton
Miscellaneous:	Storm Sewer Construction		\$278,200 per Mile
	Storm Sewer Adjustment		\$89,700 per Mile
	Street Lighting		\$100,000 per Mile
	Curb & Gutter Construction		\$10.45 per Lin. Ft.
	Sidewalk Construction		\$29.00 per Sq. Yd.
	Project Development		22%

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

Bridge Width & Costs - (Reviewed Annually)

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

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

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

RAILROAD CROSSINGS

Railroad Crossing Costs - (Reviewed Annually)

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

Railroad Grade Crossings	
Signals - (Single track - low speed)	\$175,000 per Unit
Signals and Gates (Multiple Track – high speed)	\$200,000 per Unit
Signs Only (low speed)	\$1,500 per Unit
Concrete Crossing Material Railroad Crossings (Per Track)	\$1,100 per Linear Foot
Pavement Marking	\$1,100 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	\$1,850 per Mile	\$3,050 per Mile
Parking Lanes: Segment length times number of parking lanes times cost per mile	\$1,850 per Mile	\$1,850 per Mile
Median Strip: Segment length times cost per mile	\$620 per Mile	\$1,210 per Mile
Storm Sewer: Segment length times cost per mile	\$620 per Mile	\$620 per Mile
Traffic Signals: Number of traffic signals times cost per signal	\$620 per Unit	\$620 per Unit
Minimum allowance per mile is determined by segment length times cost per mile.	\$6,130 per Mile	\$6,130 per Mile

NEEDS ADJUSTMENTS

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

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

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

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

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

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

Excess Unencumbered Construction Fund Balance Adjustment – Oct. 2002

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

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

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

Low Balance Incentive – Oct. 2003

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

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

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

When "After the Fact" Needs are requested for right-of-way projects that have been funded with local funds, but qualify for State Aid reimbursement, documentation (copies of warrants and description of acquisition) must be submitted to the State Aid Engineer.

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

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

Excess Maintenance Account – June 2006

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

'After the Fact' Retaining Wall Adjustment Oct. 2006

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

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

That any trunk highway turnback which reverts directly to the municipality and becomes part of the State Aid Street system shall not have its Construction Needs considered in the Construction Needs apportionment determination as long as the former trunk highway is fully eligible for 100 percent construction payment from the Municipal Turnback Account. During this time of eligibility, financial aid for the additional maintenance obligation, of the municipality imposed by the turnback shall be computed on the basis of the current year's apportionment data and shall be accomplished in the following manner.

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

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

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

TRAFFIC - June 1971

Traffic Limitation on Non-Existing Streets - Oct. 1965

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

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

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

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

1. The municipalities in the metropolitan area cooperate with the State by agreeing to participate in counting traffic every two or four years at the discretion of the city.
2. The cities in the outstate area may have their traffic counted and maps prepared by State forces every four years, or may elect to continue the present procedure of taking their own counts and have state forces prepare the maps.
3. Any city may count traffic with their own forces every two years at their discretion and expense, unless the municipality has made arrangements with the Mn/DOT district to do the count.

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OTES and COMMENTS

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