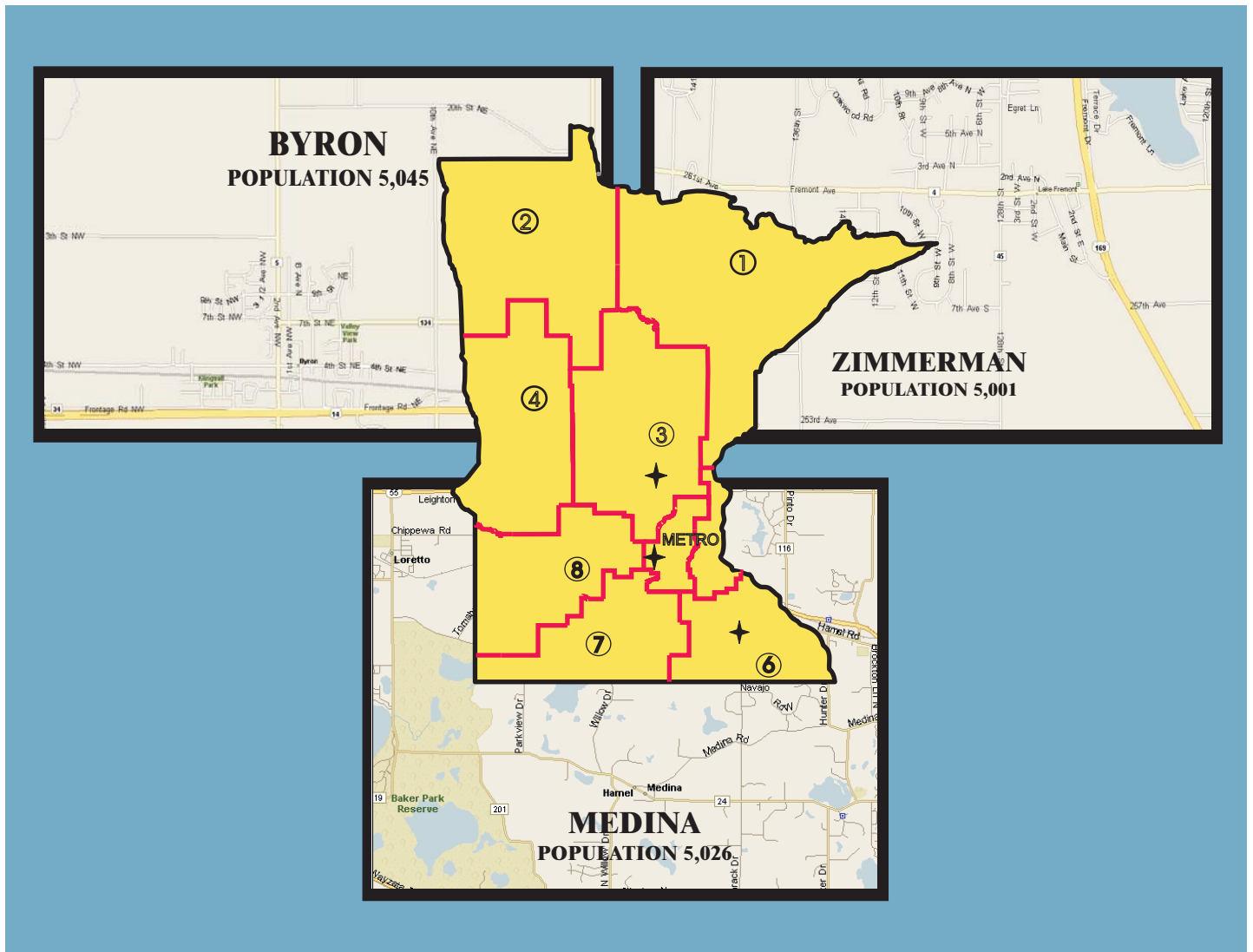


# 2010 MUNICIPAL STATE AID STREET NEEDS REPORT

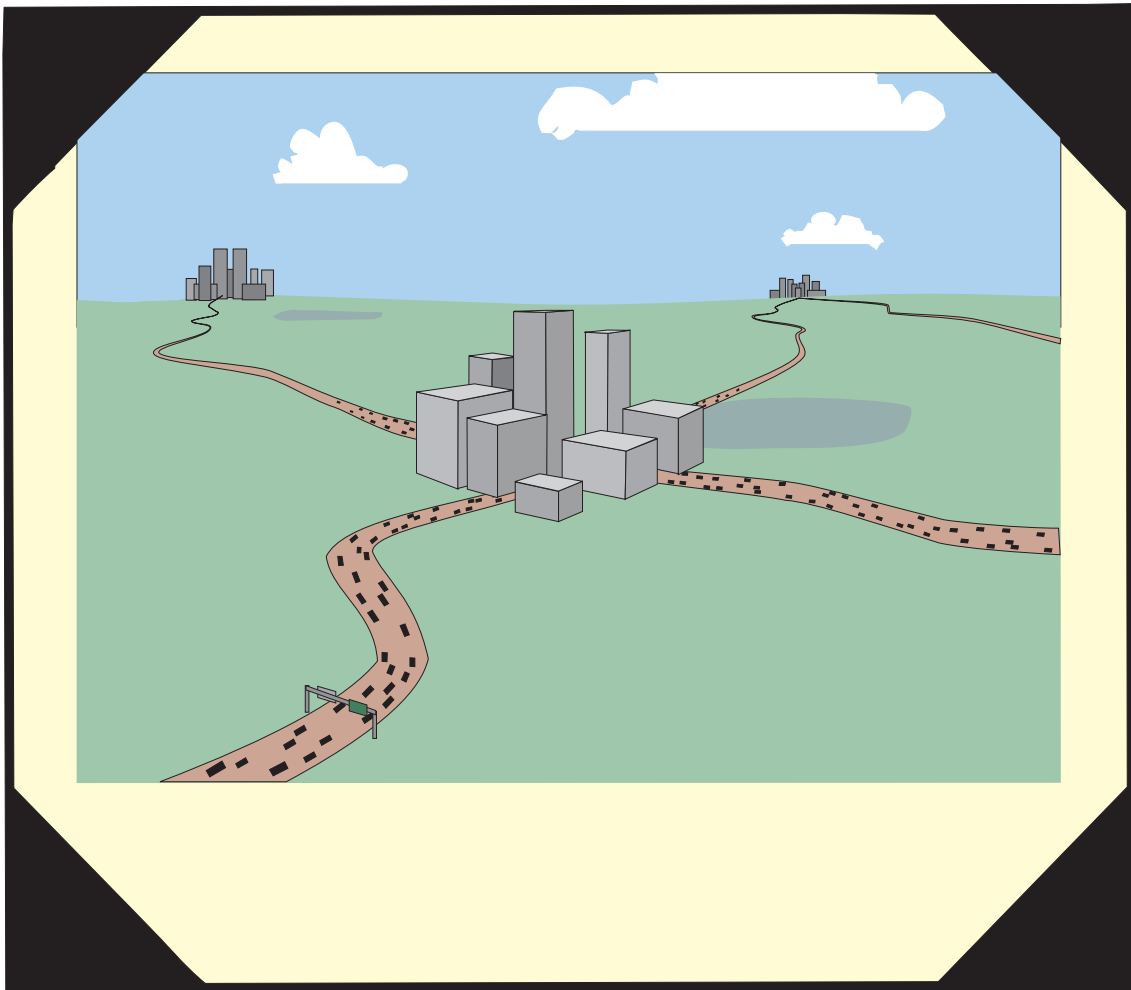


**THREE NEW MSAS CITIES**



**October 2010**





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

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

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

Thank you to those that have already contributed!





**Minnesota Department of Transportation**

**MEMO**

**State Aid for Local Transportation**

Mail Stop 500, 4th Floor  
395 John Ireland Boulevard  
St. Paul, MN 55155-1899

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

**September 22, 2010**

**To: Municipal Engineers**

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

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

Enclosed is a copy of the '2010 Municipal State Aid Street Needs Report' which will be reviewed by the Municipal Screening Board on October 26th and 27th to make a final determination of the annual money needs.

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

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



## **PREFACE**

**The "2010 Municipal State Aid Street Needs Report" is presented to the Municipal Screening Board for use in making their annual construction (money) needs recommendation to the Commissioner of Transportation.**

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

**The construction (money) needs data contained in this publication has been compiled from reports submitted by each municipality. The construction needs are calculated by applying the unit prices, as determined by the Municipal Screening Board at their spring meeting in June 2010, to the quantities in the appropriate design group.**

**The population data is combined with the Commissioner's final construction (money) needs and the result will be used to determine the 2011 allocation which will be reported in the "2011 Municipal State Aid Apportionment Data" to be published in January 2011.**





# The State Aid Program Mission Study

## Mission Statement:

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

## Program Goals:

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

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

## Key Program Concepts:

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

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

- A. Is projected to carry a relatively heavier traffic volume or is functionally classified as collector or arterial
- B. Connects towns, communities, shipping points, and markets within a county or in adjacent counties; provides access to rural churches, schools, community meeting halls, industrial areas, state institutions, and recreational areas; serves as a principal rural mail route and school bus route; or connects the points of major traffic interest, parks, parkways, or recreational areas within an urban municipality.
- C. Provides an integrated and coordinated highway and street system affording, within practical limits, a state-aid highway network consistent with projected traffic demands.

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

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

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



# TABLE OF CONTENTS

Maps of Highway Districts and Urban Municipalities .....	1-2
2010 Municipal Screening Board .....	3
2010 Subcommittees Appointed by the Commissioner .....	4
Past Municipal Screening Board Representatives .....	5-6
Minutes of the Spring Screening Board Meeting.....	7-29
Tentative 2011 Population Apportionment .....	31-39
Effects of the 2010 MSAS Needs Study Update .....	40-43
Mileage, Needs, and Apportionment .....	44-47
Itemized Tabulation of Needs (Pocket Insert) .....	48-49
Comparison of Needs Between 2009 and 2010.....	50
Tentative Construction Needs Apportionment Determination .....	51-57

## ADJUSTMENTS TO THE 2009 CONSTRUCTION NEEDS

Unencumbered Construction Fund Balance .....	60-62
Excess Unencumbered Construction Fund Balance Adjustment.....	63-68
Unamortized Bond Account Balance .....	69
Non-existing Bridge Construction .....	70
Right of Way Acquisition .....	71-74
After the Fact Retaining Wall Adjustment .....	75
Individual Adjustments.....	76-81
Trunk Highway Turnback Maintenance Allowance .....	82
Construction Needs Recommendation to the Commissioner.....	83
Adjusted Construction Needs Recommendation .....	84-85
Tentative 2011 Total Apportionment .....	86-88
2010 Actual to 2011 Total Tentative Apportionment Comparison .....	89-91
Tentative 2011 Apportionment and Rankings .....	92-95

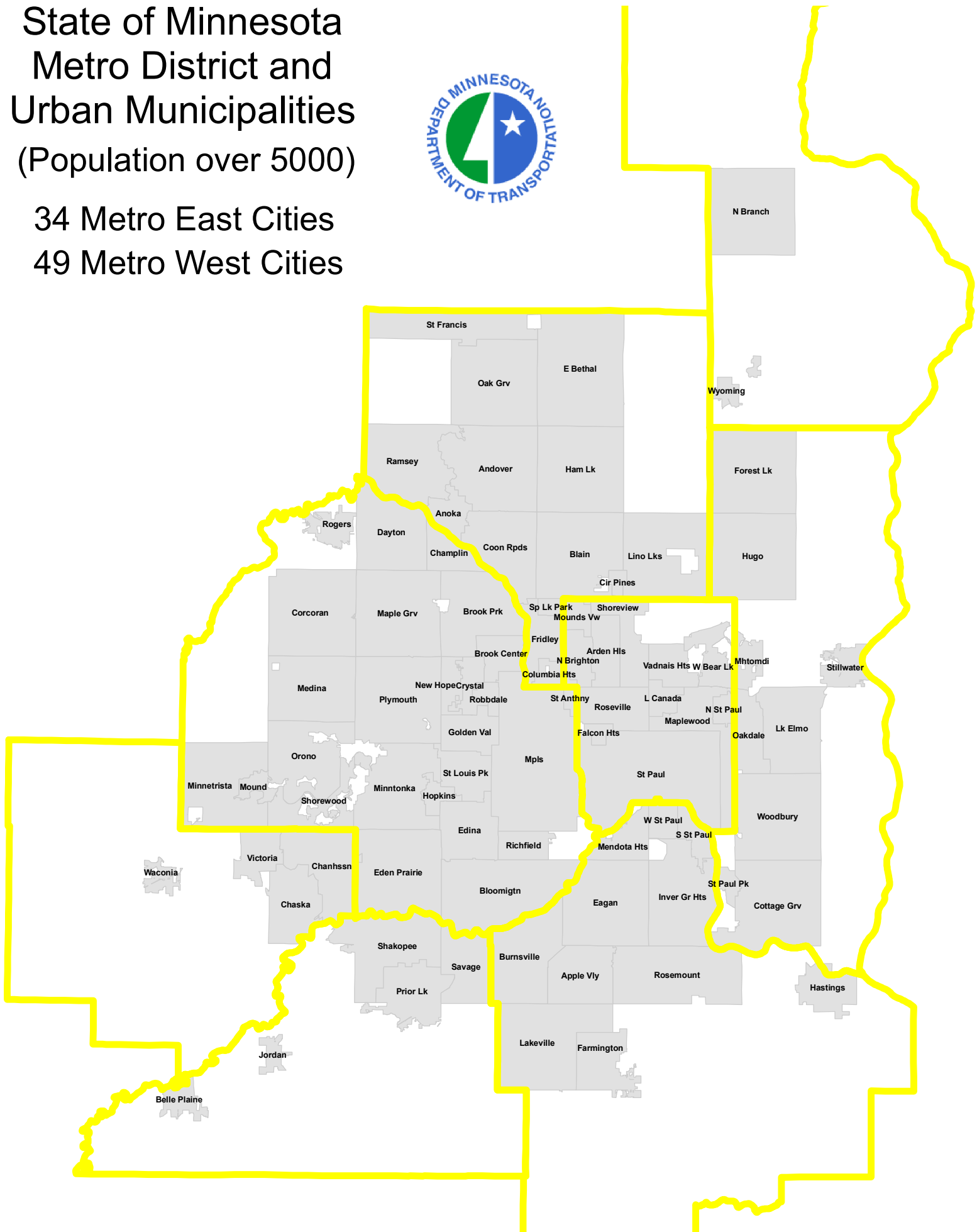
## OTHER TOPICS

MSAS Needs Study Task Force Agenda .....	98-100
MSAS Needs Study Task Force Meeting Minutes .....	101-103
Certification of MSAS System as Complete .....	104-106
State Aid Advances .....	107-108
Past History of the Administrative Account .....	109
Research Account Motion .....	110
Transportation Revolving Loan Fund .....	111-112
County Highway Turnback Policy .....	113-114
Current Resolutions of the Municipal Screening Board .....	115-124

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

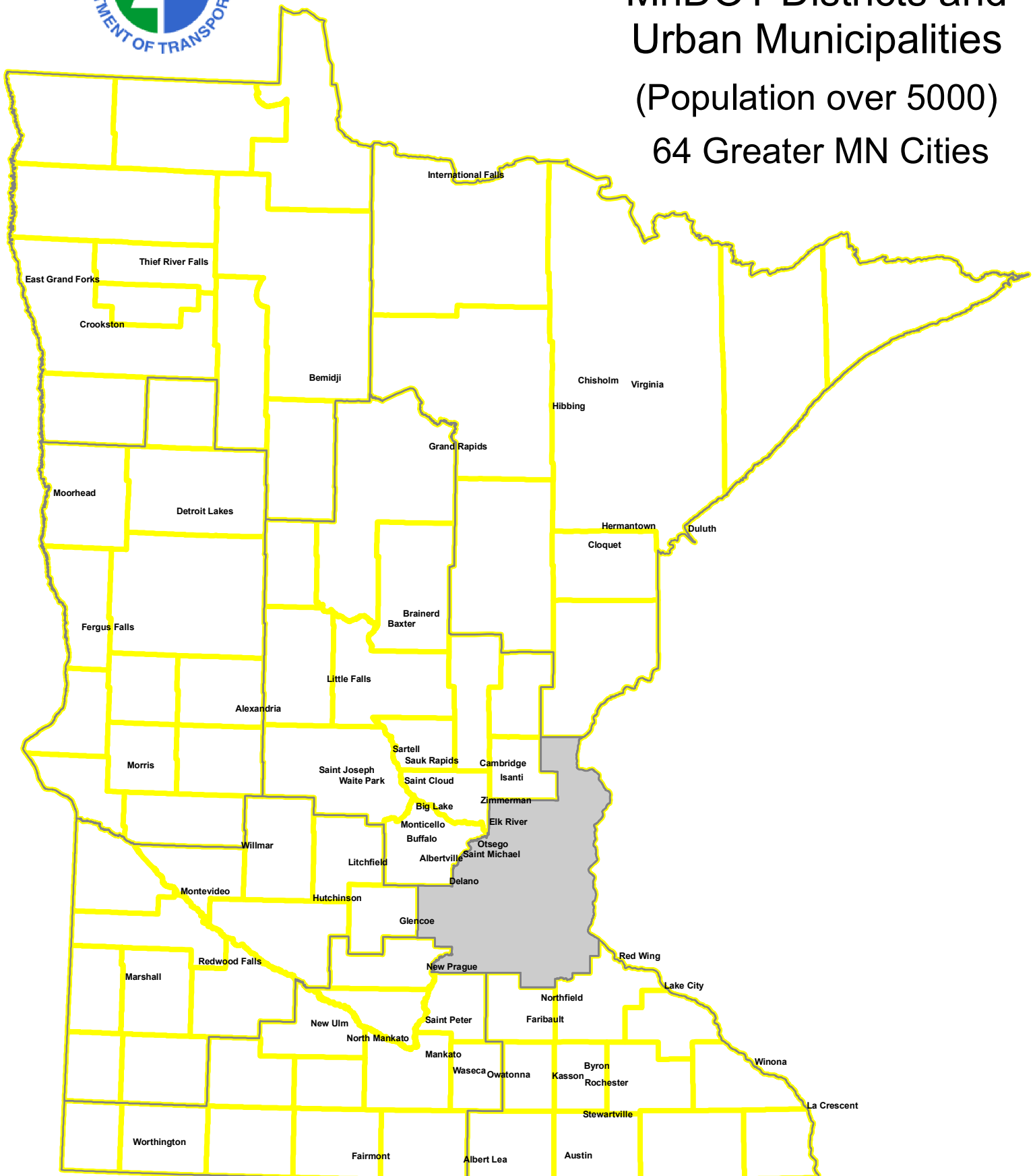


34 Metro East Cities  
49 Metro West Cities





# State of Minnesota MnDOT Districts and Urban Municipalities (Population over 5000) 64 Greater MN Cities



# 2010 MUNICIPAL SCREENING BOARD

N:/MSAS/BOOKS/2010 OCTOBER BOOK/SCREENING BOARD MEMBERS 2010.XLS

22-Sep-10

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

MEMBERS				
District	Years Served	Representative	City	Phone
1	2008-2010	Jim Prusak	Cloquet	(218) 879-6758
2	2009-2011	Greg Bopppe	East Grand Forks	(218) 773-1185
3	2009-2011	Steve Bot	St. Michael	(763) 497-2041
4	2010-2012	Tim Schoonhoven	Alexandria	(320) 762-8149
Metro-West	2010-2012	Tom Mathisen	Crystal	(763) 531-1160
6	2010-2012	David Strauss	Stewartville	(507) 288-6464
7	2008-2010	Jon Rippke	North Mankato	(507) 387-8631
8	2009-2011	Kent Exner	Hutchinson	(320) 234-4212
Metro-East	2008-2010	Russ Matthys	Eagan	(651) 675-5637
<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	David Salo	Hermantown	(218) 727-8796
2	2012	Dave Kildahl	Thief River Falls	(218) 281-6522
3	2012	Brad DeWolf	Buffalo	(320) 231-3956
4	2013	Dan Edwards	Fergus Falls	(218) 332-5416
Metro-West	2013	Rod Rue	Eden Prairie	(952) 949-8314
6	2013	Jon Erichson	Austin	(507) 437-7674
7	2011	Troy Nemmers	Fairmont	(507) 625-4171
8	2012	John Rodeberg	Glencoe	(952) 912-2600
Metro-East	2011	Mark Graham	Vadnais Heights	(651) 204-6050

## 2010 SUBCOMMITTEES

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

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

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

# MUNICIPAL SCREENING BOARD REPRESENTATIVES

## DISTRICTS

YEAR	DISTRICT 1	DISTRICT 2	DISTRICT 3	DISTRICT 4	METRO WEST	DISTRICT 6	DISTRICT 7	DISTRICT 8	METRO EAST
1986	BUSBY Hibbing	SANDERS E. Gr. Forks	SCHWENINGER Brainerd	EDWARDS Fergus Falls	RUDRUD Bloomington	MURPHY Austin	MENK St. Peter	RODEBERG Montevideo	GATLIN White Bear Lk
1987	BUSBY	SANDERS	SCHWENINGER	EDWARDS	OTTENSMANN Coon Rapids	MURPHY	HAFFIELD Worthington	RODEBERG	SIGGERUD Burnsville
1988	BUSBY	WALKER Th River Falls	MAURER Elk River	EDWARDS	OTTENSMANN	MURPHY	HAFFIELD	BETTENDORF Litchfield	SIGGERUD
1989	DRAGISICH Virginia	WALKER	MAURER	MOEN Alexandria	OTTENSMANN	DRAKE Red Wing	HAFFIELD	BETTENDORF	SIGGERUD
1990	DRAGISICH	WALKER	MAURER	MOEN	EASTLING Richfield	DRAKE	MCCLURG New Ulm	BETTENDORF	HAIDER Maplewood
1991	PRUSAK Cloquet	KILDAHL Crookston	WILLIAMSON Sauk Rapids	MOEN	EASTLING	DRAKE	MCCLURG	SWANSON Willmar	HAIDER
1992	PRUSAK	KILDAHL	WILLIAMSON	REIMER Moorhead	EASTLING	PUTNAM Owatonna	MCCLURG	SWANSON	HAIDER
1993	PRUSAK	KILDAHL	WILLIAMSON	REIMER	ANDERSON Prior Lake	PUTNAM	SAFFERT Mankato	SWANSON	BACHMEIER Oakdale
1994	PRUSAK	BOELL Bemidji	KREKLAU Buffalo	REIMER	ANDERSON	PUTNAM	SAFFERT	VICTOR Marshall	BACHMEIER
1995	HALTER Grand Rapids	SANDERS E. Gr. Forks	KREKLAU	NANSEN Det. Lakes	ANDERSON	MALIN Winona	SAFFERT	RODEBERG Hutchinson	BACHMEIER
1996	HALTER	SANDERS	KREKLAU	NANSEN	BITTLE Champlin	MALIN	READ Fairmont	RODEBERG	JESSUP Woodbury
1997	HALTER	KILDAHL Crookston	WOTZKA Sartell, Waite Park	NANSEN	BITTLE	MALIN	READ	SARFF Litchfield	JESSUP
1998	SALO Hermantown	KILDAHL	WOTZKA	SCHOONHOVEN Alexandria	BITTLE	OLSON Albert Lea	READ	SARFF	JESSUP
1999	SALO	KILDAHL	WOTZKA	SCHOONHOVEN	GUSTAFSON Minnetonka	OLSON	KOEHLER New Ulm	SARFF	BURCH White Bear Lk
2000	SALO	METSO Bemidji	KOSHAK Otsego	SCHOONHOVEN	GUSTAFSON	OLSON	KOEHLER	ODENS Willmar	BURCH
2001	SALO Hermantown	SANDERS E. Gr. Forks	KOSHAK	EDWARDS Fergus Falls	PEDERSON Bloomington	MURRAY Faribault	KOEHLER	ODENS	BURCH
2002	SUIHKONEN Hibbing	SANDERS	WEISS Monticello	EDWARDS	PEDERSON	MURRAY	LOOSE St. Peter	ODENS	AHL Maplewood
2003	SUIHKONEN Hibbing	KILDAHL Crookston	WEISS	EDWARDS	PEDERSON	MURRAY	LOOSE	BERRYMAN Montevideo	AHL
2004	SUIHKONEN Hibbing	KILDAHL	WEISS	KUHN Morris	GRAY Anoka	JOHNSON Owatonna	LOOSE	BERRYMAN	AHL
2005	PAGEL Grand Rapids	KILDAHL	WEISS	KUHN	GRAY	JOHNSON	SALSBUURY Waseca	BERRYMAN	BLOOM Roseville
2006	PAGEL	FREEBURG Bemidji	MAUER Elk River	KUHN	GRAY	JOHNSON	SALSBUURY	OLSON Marshall	BLOOM
2007	PAGEL	FREEBURG	MAUER	ZIMMERMAN Moorhead	HAUKAAS/KEELY Fridley/Blaine	GEHLER-HESS Northfield	SALSBUURY	OLSON	BLOOM
2008	PRUSAK Cloquet	GRAY Bemidji	MAUER	ZIMMERMAN	KEELY Blaine	GEHLER-HESS	SAFFERT Mankato	OLSON	MATTHYS Eagan
2009	PRUSAK	BOPPRE	BOT St. Michael	ZIMMERMAN	KEELY	GEHLER-HESS	RIPPKKE	EXNER	MATTHYS
2010	PRUSAK Cloquet	BOPPRE E Grand Forks	BOT	SCHOONHOVEN Alexandria	MATHISEN Crystal	STRAUSS Stewartville	RIPPKKE No Mankato	EXNER	MATTHYS Eagan

MEAS Books/2010 October book/Past Screening Board Members.xls

22-Sep-10



# MUNICIPAL SCREENING BOARD REPRESENTATIVES

CITIES OF THE FIRST CLASS AND OFFICERS

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

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

**Tuesday Afternoon Session, May 25, 2010**

**I. Opening by Municipal Screening Board Chair Jeff Hulsether**

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

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

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

**B. Secretary Exner conducted the roll call of the members present:**

District 1	Jim Prusak, Cloquet
District 2	Greg Boppre, East Grand Forks
District 3	Steve Bot, St. Michael
District 4	Tim Schoonhoven, Alexandria
Metro West	Tom Mathisen, Crystal
District 6	David Strauss, Stewartville
District 7	Jon Rippke, North Mankato
District 8	Kent Exner, Hutchinson
Metro East	Russ Matthys, Eagan (not present until 1:30 PM)
Duluth	Cindy Voigt
Minneapolis	Don Elwood
St. Paul	Paul Kurtz

**C. Recognized Screening Board Alternates:**

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

D. Recognized Department of Transportation personnel:

Rick Kjonaas	Deputy State Aid Engineer
Patti Loken	State Aid Programs Engineer
Walter Leu	District 1 State Aid Engineer
Lou Tasa	District 2 State Aid Engineer
Kelvin Howieson	District 3 State Aid Engineer
Merle Earley	District 4 State Aid Engineer
Steve Kirsch	District 6 State Aid Engineer
Doug Haeder	District 7 State Aid Engineer
Stu Peterson	Acting District 8 State Aid Engineer
Greg Coughlin	Metro State Aid Engineer
Mike Kowski	Assistant Metro State Aid Engineer
Julee Puffer	Assistant, Municipal State Aid Needs Unit

E. Recognized others in Attendance:

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

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

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

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

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

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

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

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

C. Unit Price Recommendations

a. ENR CCI calculations (Pages 31-33)

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

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

- c. Individual Construction Items (Page 37)

#### D. Unit Prices and Graphs

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

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

Johnston mentioned that Mike Leuer, State Aid Hydraulic Specialist, will be retiring with Juanita Voigt filling the position. He also referenced the handout on minor structure unit prices. The box culvert costs are based on County State Aid project costs and have not yet been approved by the County Screening Board. Only minor revisions if any are anticipated at the County Screening Board meeting, therefore Municipal Screening Board approval could be based on final box culvert costs approved by the County Screening Board.

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

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

#### E. Other Topics

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

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

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

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

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

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

c. 2010 Apportionment Rankings (Pages 73-75)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

a. Creation of a Needs Study Task Force

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

### III. Other Discussion Items

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### B. One Office, RT Vision discussion – All

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### C. Legislative Update - Dave Sonnenberg

Sonnenberg scheduled to be in attendance during Wednesday morning session.

#### D. Other Topics

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

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

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

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

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

Meeting was adjourned at 3:03 PM.

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

**Wednesday Morning Session, May 26, 2010**

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

Chair Hulsether opened discussion on the motion.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Motion amendment passed unanimously.**

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

**Motion passed unanimously.**

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

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

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

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

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

**No motion necessary.**

## **II. Continuation of State Aid Report and Legislative Update**

### **A. State Aid Report**

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

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

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

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

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

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

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

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

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

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

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

## B. Legislative Update

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

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

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

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

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

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

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

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

### **III. Other Discussion Topics**

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

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

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

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

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

**IV. Chair Hulsether thanked the following people:**

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

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

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

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

Respectfully submitted,



Kent Exner  
Municipal Screening Board Secretary  
Hutchinson City Engineer





## OTES and COMMENTS

[illegible]

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

The 2000 Federal Census or the State Demographer's and Metropolitan Council's 2009 population estimate, whichever is greater, will be used to allocate 50% of the funds for the 2011 apportionment.

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

### **Sec. 6. [STATE AID FOR CITIES.]**

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

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

Fifty percent of the total sum is distributed on a prorated share that each city population bears to the total population. Each city will earn approximately \$17.21 per capita in apportionment from the 2011 population apportionment distribution. This projection will be somewhat revised when the actual revenue for the 2011 apportionment becomes available.

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

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

# 2011 POPULATION SUMMARY

The 2010 and 2011 populations used for allocation are based on 2000 Federal Census or State Demographer and Met Council estimates, whichever is greater.

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Municipality	2000 Census	2008 Population Estimates	2009 Population Estimates	Population used for 2010 Allocation	Population to be used for 2011 Allocation	Difference between Populations used in 2010 & 2011 Allocation
Albert Lea	18,366	18,095	18,061	18,366	18,366	0
Albertville	3,621	6,103	6,218	6,103	6,218	115
Alexandria	9,115	12,428	12,441	12,428	12,441	13
Andover	26,588	31,023	31,298	31,023	31,298	275
Anoka	18,076	17,849	17,966	18,076	18,076	0
Apple Valley	45,527	49,983	49,376	49,983	49,376	(607)
Arden Hills	9,652	9,796	10,137	9,796	10,137	341
Austin	23,314	23,726	23,743	23,726	23,743	17
Baxter	5,555	7,827	7,921	7,827	7,921	94
Belle Plaine	3,789	7,148	7,191	7,148	7,191	43
Bemidji	11,931	13,413	13,541	13,413	13,541	128
Big Lake	6,063	9,459	9,521	9,459	9,521	62
Blaine	44,942	56,888	58,020	56,888	58,020	1,132
Bloomington	85,172	85,238	84,701	85,238	85,172	(66)
Brainerd	13,382	13,954	13,956	13,954	13,956	2
Brooklyn Center	29,172	30,330	29,810	30,330	29,810	(520)
Brooklyn Park	67,388	75,156	75,306	75,156	75,306	150
Buffalo	10,104	14,154	14,193	14,154	14,193	39
Burnsville	60,220	61,081	61,042	61,081	61,042	(39)
<b>Byron</b>	<b>3,500</b>	<b>0</b>	<b>5,045</b>	<b>0</b>	<b>5,045</b>	<b>5,045</b>
Cambridge	5,520	7,657	7,644	7,657	7,644	(13)
Champlin	22,193	23,983	23,934	23,983	23,934	(49)
Chanhassen	20,321	22,590	23,629	22,590	23,629	1,039
Chaska	17,449	24,048	24,177	24,048	24,177	129
Chisholm	4,960	4,629	5,000	5,000	5,000	0
Circle Pines	4,663	5,211	5,279	5,211	5,279	68
Cloquet	11,201	11,780	11,855	11,780	11,855	75
Columbia Heights	18,520	18,137	18,361	18,520	18,520	0
Coon Rapids	61,607	63,005	63,162	63,005	63,162	157
Corcoran	5,630	5,774	5,842	5,774	5,842	68
Cottage Grove	30,582	34,017	34,502	34,017	34,502	485
Crookston	8,192	8,058	8,093	8,192	8,192	0
Crystal	22,698	22,167	22,014	22,698	22,698	0
Dayton	4,699	5,019	5,072	5,019	5,072	53
Delano	3,837	5,359	5,386	5,359	5,386	27
Detroit Lakes	7,425	8,599	8,631	8,599	8,631	32

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

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

Municipality	2000 Census	2008 Population Estimates	2009 Population Estimates	Population used for 2010 Allocation	Population to be used for 2011 Allocation	Difference between Populations used in 2010 & 2011 Allocation
Saint Louis Park	44,126	47,221	46,293	47,221	46,293	(928)
Saint Michael	9,099	15,110	15,277	15,110	15,277	167
Saint Paul	287,151	288,055	287,501	288,055	287,501	(554)
Saint Paul Park	5,070	5,293	5,221	5,293	5,221	(72)
Saint Peter	9,747	10,884	10,917	10,884	10,917	33
Sartell	9,666	14,512	15,062	14,512	15,062	550
Sauk Rapids	10,221	13,083	13,133	13,083	13,133	50
Savage	21,115	26,852	27,567	26,852	27,567	715
Shakopee	20,570	33,969	34,691	33,969	34,691	722
Shoreview	25,924	26,036	25,882	26,036	25,924	(112)
Shorewood	7,400	7,582	7,618	7,582	7,618	36
South St. Paul	20,167	20,250	20,180	20,250	20,180	(70)
Spring Lake Park	6,772	6,678	6,768	6,772	6,772	0
Stewartville	5,431	5,842	5,955	5,842	5,955	113
Stillwater	15,143	17,953	18,235	17,953	18,235	282
Thief River Falls	8,410	8,483	8,522	8,483	8,522	39
Vadnais Heights	13,069	13,081	13,071	13,081	13,071	(10)
Victoria	4,025	6,665	6,727	6,665	6,727	62
Virginia	9,157	8,707	8,609	9,157	9,157	0
Waconia	6,821	9,960	10,183	9,960	10,183	223
Waite Park	6,568	6,731	6,747	6,731	6,747	16
Waseca	9,617	9,789	9,328	9,789	9,617	(172)
West St. Paul	19,405	19,002	18,947	19,405	19,405	0
White Bear Lake	24,325	24,679	24,734	24,679	24,734	55
Willmar	18,488	19,130	19,072	19,130	19,072	(58)
Winona	27,069	27,582	27,474	27,582	27,474	(108)
Woodbury	46,463	58,430	59,338	58,430	59,338	908
Worthington	11,287	11,392	11,405	11,392	11,405	13
Wyoming	3,048	6,940	7,013	6,940	7,013	73
Zimmerman	2,851	0	5,001	0	5,001	5,001
<b>TOTAL</b>	<b>3,350,021</b>	<b>3,660,189</b>	<b>3,689,662</b>	<b>3,668,921</b>	<b>3,698,432</b>	<b>29,511</b>

# 2011 TENATIVE POPULATION APPORTIONMENT

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

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



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

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

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

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

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

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

## **Effects of the 2010 Needs Study Update**

The following tabulation reflects the total difference between the 2009 and the 2010 25-year construction (money) needs study. This update was accomplished in four phases to measure the effect each type of revision has to the total needs.

1. **Accomplishments and system revisions -- Reflects need changes due to construction, the addition of 20 year reinstatement and the addition of needs for new street designations or a reduction for revocations. This is called the Normal Needs Update.**
2. **Traffic Count Update -- is the result of the 2009 traffic counts updated in 2010. Traffic Data Management Services completed traffic maps of 49 municipalities whose traffic was counted in 2009.**
3. **Roadway Unit Cost Revisions -- measures the effect on the needs between last year's roadway unit prices to the unit prices approved by the Screening Board at the 2010 Spring Meeting.**
4. **Structure and Railroad Cost Revisions -- measures the effect on the needs between last year's structure and railroad unit prices to the unit prices approved by the Screening Board at the 2010 Spring Meeting.**

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

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

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

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

Municipality	2008 Unadjusted Construction Needs	Effect of Normal Update	Percent change	Effect of Traffic Update	Percent Change	Effect of Roadway Unit Cost Update	Percent change	Effect of Structure and Railroad Update	Percent Change	2009 Unadjusted Construction Needs	Net Change	Percent of change 2009 to 2010
Albert Lea	\$35,080,477	\$1,353,354	3.86%	(\$17,302)	-0.05%	\$4,516,782	12.88%	\$784,460	2.24%	\$41,717,771	\$6,637,294	18.92%
Albertville	11,443,566	No Updates	0.00%	0	0	1,600,197	13.98%	31,720	0.28%	13,075,483	1,631,917	14.26%
Alexandria	37,594,966	1,807,384	4.81%	0	0	5,240,636	13.94%	126,880	0.34%	44,769,866	7,174,900	19.08%
Andover	53,540,022	1,765,029	3.30%	0	0	6,349,948	11.86%	58,560	0.11%	61,713,559	8,173,537	15.27%
Anoka	16,991,854	1,455,084	8.56%	0	0	2,212,483	13.02%	0	0	20,659,421	3,667,567	21.58%
Apple Valley	45,993,340	1,572,339	3.42%	0	0	6,573,802	14.29%	0	0	54,139,481	8,146,141	17.71%
Arden Hills	8,687,985	No Updates	0.00%	34,684	0.40%	1,035,150	11.91%	85,400	0.98%	9,843,219	1,155,234	13.30%
Austin	43,937,995	(1,042,619)	-2.37%	0	0	3,920,470	8.92%	531,176	1.21%	47,347,022	3,409,027	7.76%
Baxter	13,259,770	2,692,532	20.31%	0	0	1,740,087	13.12%	103,700	0.78%	17,796,089	4,536,319	34.21%
Belle Plaine	10,104,057	No Updates	0.00%	0	0	1,335,004	13.21%	0	0	11,439,061	1,335,004	13.21%
Bemidji	18,427,309	(1,423,981)	-7.73%	0	0	2,117,359	11.49%	170,800	0.93%	19,291,487	864,178	4.69%
Big Lake	12,175,110	No Updates	0.00%	0	0	1,580,988	12.99%	0	0	13,756,098	1,580,988	12.99%
Blaine	40,627,950	(792,873)	-1.95%	104,898	0.26%	4,479,370	11.03%	0	0	44,418,945	3,791,395	9.33%
Bloomington	126,533,377	(113,241)	-0.09%	0	0	15,136,386	11.96%	837,030	0.66%	142,393,552	15,860,175	12.53%
Brainerd	22,904,140	1,760,614	7.69%	0	0	2,967,917	12.96%	215,501	0.94%	27,848,172	4,944,032	21.59%
Brooklyn Center	17,568,781	708,115	4.03%	0	0	2,009,733	11.44%	34,203	0.19%	20,320,832	2,752,051	15.66%
Brooklyn Park	45,894,128	(36,513)	-0.08%	(48,489)	-0.11%	5,906,078	12.87%	43,920	0.10%	51,759,124	5,864,996	12.78%
Buffalo	24,700,218	23,973	0.10%	0	0	3,290,768	13.32%	178,120	0.72%	28,193,079	3,492,861	14.14%
Burnsville	73,074,759	435,979	0.60%	0	0	10,878,630	14.89%	152,500	0.21%	84,541,868	11,467,109	15.69%
Cambridge	9,343,431	2,132,442	22.82%	0	0	1,103,374	11.81%	60,975	0.65%	12,640,222	3,296,791	35.28%
Champlin	20,572,868	101,068	0.49%	0	0	2,867,991	13.94%	0	0	23,541,927	2,969,059	14.43%
Chanhassen	21,232,969	174,460	0.82%	(76,758)	-0.36%	2,724,809	12.83%	101,504	0.48%	24,156,984	2,924,015	13.77%
Chaska	25,641,659	(488,162)	-1.90%	0	0	2,719,893	10.61%	145,705	0.57%	28,019,095	2,377,436	9.27%
Chisholm	11,595,322	No Updates	0.00%	0	0	1,660,683	14.32%	0	0	13,256,005	1,660,683	14.32%
Circle Pines	3,397,894	No Updates	0.00%	0	0	489,153	14.40%	0	0	3,887,047	489,153	14.40%
Cloquet	26,358,058	324,439	1.23%	0	0	3,417,738	12.97%	181,780	0.69%	30,282,015	3,923,957	14.89%
Columbia Heights	19,611,492	(433,584)	-2.21%	0	0	2,823,066	14.39%	28,060	0.14%	22,029,034	2,417,542	12.33%
Coon Rapids	61,675,272	1,615,102	2.62%	0	0	6,843,149	11.10%	291,141	0.47%	70,424,664	8,749,392	14.19%
Corcoran	9,277,388	7,490,765	80.74%	0	0	1,504,600	16.22%	11,529	0.12%	18,284,282	9,006,894	97.08%
Cottage Grove	52,631,673	326,922	0.62%	(50,469)	-0.10%	6,931,298	13.17%	0	0	59,839,424	7,207,751	13.69%
Crookston	25,386,769	(10,895)	-0.04%	(28,779)	-0.11%	1,824,063	7.19%	212,621	0.84%	27,383,779	1,997,010	7.87%
Crystal	17,563,588	(2,526,845)	-14.39%	0	0	1,685,868	9.60%	113,460	0.65%	16,836,071	(727,517)	-4.14%
Dayton	7,597,297	No Updates	0.00%	0	0	805,066	10.60%	0	0	8,402,363	805,066	10.60%
Delano	12,218,136	No Updates	0.00%	0	0	1,506,878	12.33%	68,320	0.56%	13,793,334	1,575,198	12.89%
Detroit Lakes	17,801,148	588,803	3.31%	0	0	2,155,397	12.11%	276,940	1.56%	20,822,288	3,021,140	16.97%
Duluth	174,115,857	41,289,559	23.71%	0	0	27,691,712	15.90%	1,787,762	1.03%	244,884,890	70,769,033	40.64%
Eagan	61,603,745	14,901,938	24.19%	0	0	11,033,153	17.91%	419,680	0.68%	87,958,516	26,354,771	42.78%
East Bethel	34,474,607	1,617,685	4.69%	(32,045)	-0.09%	2,451,733	7.11%	0	0	38,511,980	4,037,373	11.71%
East Grand Forks	21,200,046	1,576,858	7.44%	31,720	0.15%	3,180,402	15.00%	163,175	0.77%	26,152,201	4,952,155	23.36%
Eden Prairie	60,971,599	450,499	0.74%	8,326	0.01%	7,570,158	12.42%	0	0	69,000,582	8,028,983	13.17%
Edina	50,181,685	984,140	1.96%	(594,396)	-1.18%	6,834,355	13.62%	150,018	0.30%	57,555,802	7,374,117	14.69%
Elk River	43,265,690	1,342,973	3.10%	0	0	5,062,782	11.70%	210,450	0.49%	49,881,895	6,616,205	15.29%
Fairmont	29,459,376	1,194,319	4.05%	0	0	4,286,890	14.55%	168,970	0.57%	35,109,555	5,650,179	19.18%
Falcon Heights	2,901,629	No Updates	0.00%	(19,968)	-0.69%	385,810	13.30%	0	0	3,267,471	365,842	12.61%
Faribault	36,604,925	1,224,434	3.34%	0	0	4,587,535	12.53%	359,937	0.98%	42,776,831	6,171,906	16.86%
Farmington	22,627,062	(375,075)	-0.90%	0	0	2,424,644	10.72%	127,953	0.57%	25,179,659	2,552,597	12.96%
Fergus Falls	41,505,008	No Updates	0.00%	0	0	4,977,053	11.99%	775,725	1.87%	46,882,711	5,377,703	12.96%
Forest Lake	35,756,056	(597,679)	-1.67%	0	0	4,657,668	13.03%	0	0	39,816,045	4,059,989	11.35%
Fridley	30,320,069	882,794	2.91%	(74,180)	-0.24%	4,320,788	14.28%	74,420	0.25%	35,532,891	5,212,822	17.19%
Glencoe	10,223,569	911,030	8.91%	(90,799)	-0.89%	1,557,320	15.23%	0	0	12,601,120	2,377,551	23.26%
Glendon Valley	26,493,922	1,587,169	5.99%	(190,884)	-0.72%	3,439,005	12.98%	369,660	1.40%	31,698,872	5,204,950	19.65%

Municipality	2008 Unadjusted Construction Needs	Effect of Normal Update	Percent change	Effect of Traffic Update	Percent Change	Effect of Roadway Unit Cost Update	Percent change	Effect of Structure and Railroad Update	Percent Change	2009 Unadjusted Construction Needs	Net Change	Percent of change 2009 to 2010
Grand Rapids	\$35,380,375	\$1,466,512	4.14%	(\$148,598)	-0.42%	\$4,924,109	13.92%	\$117,120	0.33%	\$41,739,518	\$6,359,143	17.97%
Ham Lake	27,281,773	2,345,697	8.60%	0	0	3,545,500	13.00%	0	0	33,172,970	5,891,197	21.59%
Hastings	17,983,235	(1,143,545)	-6.36%	0	0	2,253,416	12.53%	0	0	19,093,106	1,109,871	6.17%
Hermantown	25,910,978	No Updates	0.00%	0	0	3,544,457	13.68%	0	0	29,455,435	3,544,457	13.68%
Hibbing	60,530,786	9,657	0.02%	0	0	6,305,484	10.42%	285,480	0.47%	67,131,407	6,600,621	10.90%
Hopkins	13,707,288	No Updates	0.00%	0	0	1,937,228	14.13%	0	0	15,644,516	1,937,228	14.13%
Hugo	19,596,616	475	0.00%	0	0	1,825,564	9.32%	0	0	21,422,655	1,826,039	9.32%
Hutchinson	21,686,537	(15,950)	-0.07%	(81,589)	-0.38%	2,750,811	12.68%	372,405	1.72%	24,712,214	3,025,677	13.95%
International Falls	10,181,501	No Updates	0.00%	0	0	1,589,033	15.61%	11,770,534	0	11,770,534	1,589,033	15.61%
Inver Grove Heights	51,269,175	149,353	0.29%	0	0	6,985,564	13.63%	0	0	58,404,092	7,134,917	13.92%
Jacoti	6,913,663	200,962	2.91%	0	0	799,570	11.57%	142,740	2.06%	8,057,115	1,143,452	16.54%
Jordan	9,473,119	No Updates	0.00%	0	0	1,020,922	10.78%	126,270	1.33%	10,620,311	1,147,192	12.11%
Kasson	6,554,846	No Updates	0.00%	0	0	889,546	13.57%	0	0	7,444,392	889,546	13.57%
La Crescent	8,703,006	(490,304)	-5.63%	0	0	1,261,734	14.50%	0	0	9,474,436	771,430	8.86%
Lake City	8,999,006	No Updates	0.00%	0	0	1,128,926	12.55%	0	0	10,127,932	1,128,926	12.55%
Lake Elmo	12,301,085	379,253	3.08%	0	0	1,366,747	11.11%	1,830	0.01%	14,048,915	1,747,830	14.21%
Lakeville	70,064,997	2,577,084	3.68%	0	0	9,429,766	13.46%	153,720	0.22%	82,225,567	12,160,570	17.36%
Lino Lakes	28,100,432	472,323	1.68%	0	0	3,996,871	14.22%	0	0	32,569,626	4,469,194	15.90%
Litchfield	13,033,223	50,406	0.39%	0	0	1,647,999	12.64%	325,740	2.50%	15,057,368	2,024,145	15.53%
Little Canada	12,814,368	171,438	1.34%	0	0	1,494,371	11.66%	69,540	0.54%	14,549,717	1,735,349	13.54%
Little Falls	24,537,939	(1,469,355)	-5.99%	(65,935)	-0.27%	2,906,774	11.85%	87,230	0.36%	25,996,653	1,458,714	5.94%
Mahtomedi	7,515,585	399,010	5.31%	(44,011)	-0.59%	864,919	11.51%	0	0	8,375,503	1,219,918	16.23%
Mankato	46,902,785	6,264,573	13.36%	(321,460)	-0.69%	7,494,567	15.98%	69,015	0.15%	60,409,480	13,506,695	28.80%
Maple Grove	79,914,883	569,528	0.71%	0	0	11,431,187	14.30%	256,200	0.32%	92,171,776	12,256,913	15.34%
Maplewood	45,232,800	(192,451)	-0.43%	(1,189,047)	-2.63%	5,925,466	13.10%	0	0	49,776,768	4,543,968	10.05%
Marshall	23,814,546	266,590	1.12%	0	0	3,402,059	14.29%	20,204	0.08%	27,503,399	3,688,853	15.49%
Mendota Heights	19,790,973	No Updates	0.00%	0	0	2,630,621	13.29%	0	0	22,421,594	2,630,621	13.29%
Minneapolis	374,536,347	(4,067,799)	-1.09%	0	0	43,181,724	11.53%	3,103,240	0.83%	416,753,512	42,217,165	11.27%
Minnetonka	68,245,086	2,495,026	3.66%	0	0	9,818,085	14.39%	141,520	0.21%	80,699,717	12,454,631	18.25%
Minnetrista	15,942,702	No Updates	0.00%	0	0	1,704,671	10.69%	0	0	17,647,373	1,704,671	10.69%
Montevideo	8,345,824	No Updates	0.00%	0	0	1,184,209	14.19%	0	0	9,530,033	1,184,209	14.19%
Monticello	12,502,173	518,083	4.14%	0	0	1,576,876	12.61%	0	0	14,597,132	2,094,959	16.76%
Moorhead	66,008,045	1,000,980	1.52%	140,480	0.21%	7,487,483	11.34%	932,214	1.41%	75,569,202	9,561,157	14.48%
Morris	9,172,450	No Updates	0.00%	0	0	1,248,146	13.61%	0	0	10,420,596	1,248,146	13.61%
Mound	13,750,299	(142,131)	-1.03%	0	0	1,964,317	14.29%	0	0	15,572,485	1,822,186	13.25%
Mounds View	14,981,784	(1,613,498)	-10.77%	0	0	1,701,643	11.36%	0	0	15,069,929	88,145	0.59%
New Brighton	22,091,706	No Updates	0.00%	(19,209)	-0.09%	2,436,797	11.03%	620,980	2.81%	25,130,274	3,038,568	13.75%
New Hope	17,701,511	1,542,042	8.71%	(11,500)	-0.06%	2,394,598	13.53%	157,380	0.89%	21,784,031	4,082,520	23.06%
New Prague	5,704,085	1,416,189	24.83%	(2,520)	-0.04%	902,053	15.81%	100,040	1.75%	8,119,847	2,415,762	42.35%
New Ulm	25,300,231	2,787,089	11.02%	0	0	3,443,333	13.61%	742,370	2.93%	32,273,023	6,972,792	27.56%
North Branch	29,510,825	(504)	0.00%	(15,896)	-0.05%	4,364,193	14.79%	224,724	0.76%	34,083,342	4,572,517	15.49%
North Mankato	22,907,306	(416,446)	-1.82%	0	0	3,358,544	14.66%	0	0	25,849,404	2,942,098	12.84%
North Saint Paul	15,749,026	137,761	0.87%	(14,992)	-0.10%	2,345,677	14.89%	0	0	18,217,472	2,468,446	15.67%
Northfield	21,789,377	No Updates	0.00%	0	0	2,329,608	10.69%	362,535	1.66%	24,481,520	2,692,143	12.36%
Oak Grove	28,401,392	147,344	0.52%	74,669	0.26%	3,204,083	11.28%	0	0	31,827,488	3,426,096	12.06%
Oakdale	11,667,980	No Updates	0.00%	0	0	1,414,686	12.12%	0	0	13,082,666	1,414,686	12.12%
Orono	9,584,633	No Updates	0.00%	0	0	1,039,563	10.85%	0	0	10,624,196	1,039,563	10.85%
Otsego	24,071,263	No Updates	0.00%	0	0	3,088,480	12.83%	0	0	27,159,743	3,088,480	12.83%
Owatonna	40,473,845	(2,430,552)	-6.01%	0	0	4,105,269	10.14%	362,340	0.90%	42,510,902	2,037,057	5.03%
Plymouth	70,920,572	9,094,512	12.82%	58,262	0.08%	11,814,672	16.66%	210,328	0.30%	92,098,346	21,177,774	29.86%
Prior Lake	21,675,254	(2,620,550)	-12.09%	(56,368)	-0.26%	2,542,521	11.73%	0	0	21,540,927	(134,327)	-0.62%
Ramsey	41,227,775	(694,893)	-1.69%	(28,668)	-0.07%	4,676,230	11.34%	0	0	45,180,444	3,952,669	9.59%
Red Wing	34,781,131	629,722	1.81%	0	0	4,619,964	13.28%	271,450	0.78%	40,302,267	5,521,136	15.87%
Redwood Falls	12,592,343	(782,908)	-6.22%	0	0	1,780,247	14.14%	0	0	13,589,682	997,339	7.92%
Richfield	32,560,275	13,896	0.04%	104,178	0.32%	3,886,765	11.94%	265,960	0.82%	36,831,074	4,270,799	13.12%

Municipality	2008 Unadjusted Construction Needs	Effect of Normal Update	Percent change	Effect of Traffic Update	Percent Change	Effect of Roadway Unit Cost Update	Percent change	Effect of Structure and Railroad Update	Percent Change	2009 Unadjusted Construction Needs	Net Change	Percent of change 2009 to 2010
Robbinsdale	\$13,635,329	(\$122,466)	-0.90%	(\$17,240)	-0.13%	\$1,826,840	13.40%	\$103,090	0.76%	\$15,425,553	\$1,790,224	13.13%
Rochester	109,165,370	32,509,086	29.78%	\$0		17,794,363	16.30%	1,243,680	1.14%	160,712,499	51,547,129	47.22%
Rogers	9,248,592	3,626,036	39.21%	0		1,557,086	16.84%	0		14,431,714	5,183,122	56.04%
Rosemount	38,312,447	1,162,252	3.03%	0		4,997,374	13.04%	178,120	0.46%	44,650,193	6,337,746	16.54%
Roseville	32,204,422	791,619	2.46%	(25,378)	-0.08%	4,581,015	14.22%	315,980	0.98%	37,967,658	5,663,236	17.59%
St Anthony	8,972,371	(804,989)	-8.97%	0		1,144,508	12.76%	0		9,311,890	339,519	3.78%
St Cloud	98,407,640	642,698	0.65%	(608,420)	-0.62%	10,948,402	11.13%	964,190	0.98%	110,354,510	11,946,870	12.14%
St Francis	18,589,177	9	0.00%	0		1,658,335	8.92%	0		20,247,521	1,658,344	8.92%
St Joseph	5,213,101	(1,704)	-0.03%	0		656,239	12.59%	0		5,867,636	654,535	12.56%
St Louis Park	42,352,095	(97,652)	-0.23%	47,183	0.11%	5,454,505	12.88%	151,097	0.36%	47,907,228	5,555,133	13.12%
St Michael	41,293,435	(2,191,907)	-5.31%	0		5,523,623	13.38%	0		44,625,151	3,331,716	8.07%
St Paul	292,084,545	3,982,376	1.36%	0		34,829,817	11.92%	3,719,064	1.27%	334,615,802	42,531,257	14.56%
St Paul Park	7,209,721	(1,257,469)	-17.44%	(247,822)	-3.44%	743,100	10.31%	28,670	0.40%	6,476,200	(733,521)	-10.17%
St Peter	22,889,334	63,631	0.28%	0		3,224,019	14.09%	0		26,176,984	3,287,650	14.36%
Sartell	20,295,897	(1,141,396)	-5.62%	41,286	0.20%	2,376,250	11.71%	0		21,572,037	1,276,140	6.29%
Sauk Rapids	15,946,426	No Updates	0.00%	0		2,091,174	13.11%	54,900	0.34%	18,092,500	2,146,074	13.46%
Savage	24,700,784	1,071,397	4.34%	0		3,000,422	12.15%	109,312	0.44%	28,881,915	4,181,131	16.93%
Shakopee	33,898,971	(398,719)	-1.18%	0		3,894,424	11.49%	351,360	1.04%	37,746,036	3,847,065	11.35%
Shoreview	22,362,051	(1,108,375)	-4.96%	(165)	0.00%	2,179,392	9.75%	0		23,432,903	1,070,852	4.79%
Shorewood	9,030,306	(158,488)	-1.76%	2,381	0.03%	1,167,665	12.93%	0		10,041,864	1,011,558	11.20%
South St Paul	19,362,065	173,365	0.90%	0		3,147,177	16.25%	95,404	0.49%	22,778,011	3,415,946	17.64%
Spring Lake Park	4,353,717	No Updates	0.00%	0		542,696	12.47%	0		4,896,413	542,696	12.47%
Stewartville	5,673,099	(243,180)	-4.29%	0		808,976	14.26%	0		6,238,895	565,796	9.97%
Stillwater	22,815,405	(37,314)	-0.16%	1,690	0.01%	2,946,818	12.92%	112,240	0.49%	25,838,839	3,023,434	13.25%
Thief River Falls	27,362,522	1,197,229	4.38%	0		3,541,549	12.94%	515,889	1.89%	32,617,189	5,254,667	19.20%
Vadnais Heights	8,730,497	No Updates	0.00%	0		968,753	11.10%	0		9,699,250	968,753	11.10%
Victoria	6,062,113	(80,027)	-1.32%	0		763,091	12.59%	0		6,745,177	683,064	11.27%
Virginia	22,134,677	(475,474)	-2.15%	0		2,676,785	12.09%	0		24,335,988	2,201,311	9.95%
Waconia	13,185,056	417,739	3.17%	0		1,866,456	14.16%	0		15,469,251	2,284,195	17.32%
Waite Park	5,751,910	(1,063,970)	-18.50%	(106,173)	-1.85%	380,841	6.62%	113,460	1.97%	5,076,068	(675,842)	-11.75%
Waseca	10,017,906	No Updates	0.00%	0		1,333,394	13.31%	166,530	1.66%	11,517,830	1,499,924	14.97%
West St Paul	15,068,286	(406,220)	-2.70%	(103,486)	-0.69%	1,947,771	12.93%	0		16,506,331	1,438,065	9.54%
White Bear Lake	18,804,393	(718,489)	-3.82%	166,113	0.88%	2,321,980	12.35%	122,000	0.65%	20,695,997	1,891,604	10.06%
Willmar	32,013,828	528,638	1.65%	0		4,186,889	13.08%	439,200	1.37%	37,168,555	5,154,727	16.10%
Winona	26,965,884	439,358	1.63%	0		3,489,511	12.94%	0		30,884,753	3,928,869	14.57%
Woodbury	56,657,434	No Updates	0.00%	0		6,985,350	12.33%	0		63,642,784	6,985,350	12.33%
Worthington	14,830,909	271,949	1.83%	0		1,974,298	13.31%	23,912	0.16%	17,101,068	2,270,159	15.31%
Wyoming	12,777,769	139,321	1.09%	0		1,396,701	10.93%	0		14,313,791	1,536,022	12.02%
<b>STATE TOTAL</b>	<b>\$4,650,919,417</b>	<b>\$142,183,816</b>	<b>3.06%</b>	<b>(\$3,516,676)</b>	<b>-0.08%</b>	<b>\$596,320,309</b>	<b>12.82%</b>	<b>\$27,784,428</b>	<b>0.60%</b>	<b>\$5,413,691,294</b>	<b>\$762,771,877</b>	<b>16.40%</b>

## **MILEAGE, NEEDS AND APPORTIONMENT**

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

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

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



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

MILEAGE NEEDS AND APPORT 1958 TO 2011

22-Sep-10

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 Municipalities	Needs Mileage	Actual 25 Year Construction Needs	Total Apportionment	Adjusted 25 Year Construction Needs	Total Apportionment Per Needs Mileage	Apportionment Per \$1000 of Adjusted Needs
1999	126	2859.05	\$1,927,808,456	\$97,457,150	\$1,981,933,166	\$34,087.25	24.4674
2000	127	2910.87	2,042,921,321	103,202,769	2,084,650,298	35,454.27	24.6423
2001	129	2972.16	2,212,783,436	108,558,171	2,228,893,216	36,525.01	24.2606
2002	130	3020.39	2,432,537,238	116,434,082	2,441,083,093	38,549.35	23.7741
2003	131	3080.67	2,677,069,498	108,992,464	2,663,903,876	35,379.47	20.3866
2004	133	3116.44	2,823,888,537	110,890,581	2,898,358,498	35,582.45	19.0811
2005	136	3190.82	2,986,013,788	111,823,549	3,086,369,911	35,045.40	18.0717
2006	138	3291.64	3,272,908,979	111,487,130	3,356,466,332	33,869.78	16.5713
2007	142	3382.28	3,663,172,809	114,419,009	3,760,234,514	33,828.96	15.1929
2008	143	3453.10	3,896,589,388	114,398,269	4,005,371,748	33,129.15	14.2871
2009	144	3504.00	4,277,355,517	121,761,230	4,375,100,368	34,749.21	13.9113
2010	144	3533.22	4,650,919,417	127,315,538	4,764,771,798	36,033.86	13.3606
2011	147	3561.07	5,428,746,520	127,315,538	5,948,855,917	35,752.05	10.7013

The figures for 2011 are estimates

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

JHMSAS\BOOKS\2010 OCTOBER BOOK NEEDS MILEAGE 2010.xls

## **2010 Itemized Tabulation of Needs**

**The 2010 money needs reflects an increase due to the updating of the needs, new designations and an increase in unit prices. See the Screening Board Resolutions in the back of this book for the unit prices used in the 2010 needs computation.**

**The 2010 itemized tabulation of needs on the following page shows all the construction items except the "after the fact needs" used in the Municipal State Aid Needs Study. The tabulation is provided to give each municipality the opportunity to compare its needs of the individual construction items to that of other cities.**

**The overall average cost per mile is \$1,416,205. Oakdale has the lowest cost per mile with \$677,858 while Crookston has the highest cost with \$2,350,539 per mile.**

**The six cities that exceed \$2,000,000 per mile are listed alphabetically as follows: Crookston, Delano, Duluth, Minneapolis, St. Paul, and Thief River Falls. The seven cities that are less than \$900,000 per mile are: Brooklyn Park, Cambridge, Dayton, Hastings, Oakdale, Spring Lake Park, and Waite Park.**



## This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There is no text or other markings on the paper.

2010 Item by Item Tabulation of Needs

CITY	MUNICIPALITY	COMPLETE STORMSEWER	PARTIAL STORMSEWER	BASE SURFACE	CURB AND GUTTER	SIDEWALK	STRUCTURES	RAILROAD CROSSINGS	ENGINEERING	MAINTENANCE	TOTAL MILEAGE	TOTAL COST PER MILE	MUNICIPALITY
201	ALBERTA	8,790,338	0	58,693,652	17,621,912	52,679,312	0	0	17,621,912	52,679,312	17.62	\$3,015,000	ALBERTA
202	ALEXANDRIA	2,415,224	305,208	2,904,452	2,227,000	1,622,377	0	277,500	2,480,001	1,207,548	2.15	\$1,282,739	ALEXANDRIA
102	ALEXANDRIA	10,560,428	550,128	10,560,428	4,506,093	2,774,253	0	11,000	1,766,000	44,709,866	25.02	\$1,789,563	ALEXANDRIA
108	ANDOVER	9,068,572	0	5,610,635	1,809,720	5,610,635	0	356,700	11,078,122	301,329	42.60	\$1,486,075	ANDOVER
109	ANDOVER	1,031,150	0	1,031,150	0	0	0	0	0	0	0.00	\$0	ANDOVER
186	APPLE VALLEY	9,752,441	1,694,658	6,274,675	2,470,567	3,336,987	0	0	9,606,668	422,531	36.91	\$1,466,797	APPLE VALLEY
187	ARDEN HILLS	1,504,957	180,720	1,854,444	1,078,706	717,284	0	435,900	1,785,227	9,843,219	7.53	\$1,307,200	ARDEN HILLS
184	AUSTIN	5,709,255	600,474	4,842,006	1,420,554	1,420,554	11,141,360	0	8,641,479	47,437,032	29.18	\$1,622,585	AUSTIN
185	AUSTIN	1,030,400	0	1,030,400	0	0	0	0	0	0	0.00	\$0	AUSTIN
239	BELLE PLAINE	1,974,885	268,470	2,443,770	1,244,136	961,412	0	0	2,695,708	114,930,000	8.46	\$1,352,135	BELLE PLAINE
105	BERNARD	3,607,728	550,128	3,866,069	2,566,211	1,067,400	0	871,800	3,447,241	19,247,487	16.92	\$1,180,159	BERNARD
232	BET LAKE	1,978,952	0	1,978,952	1,417,442	0	0	0	2,467,945	1,756,000	14.52	\$1,184,106	BET LAKE
107	BLOOMINGTON	6,152,451	1,978,952	7,931,403	2,729,136	2,729,136	0	0	1,783,000	142,903,552	48.40	\$1,452,900	BLOOMINGTON
107	BLOOMINGTON	21,967,291	3,683,220	30,758,648	14,037,317	9,995,259	4,085,140	3,491,300	25,488,284	1,849,481	74.85	\$1,982,585	BLOOMINGTON
108	BRANDER	4,393,778	836,496	5,562,199	2,990,221	1,660,753	11,204,000	0	4,097,144	37,848,172	19.17	\$1,452,695	BRANDER
109	BROOKLYN CENTER	1,030,400	0	1,030,400	0	0	0	0	0	0	0.00	\$0	BROOKLYN CENTER
110	BROOKLYN CENTER	1,030,400	0	1,030,400	0	0	0	0	0	0	0.00	\$0	BROOKLYN CENTER
213	BUFALO	4,972,139	273,238	6,106,952	2,815,162	2,023,423	0	953,600	5,058,802	139,764	17.19	\$1,600,086	BUFALO
179	BURNSVILLE	16,415,670	1,841,610	22,531,374	4,913,456	3,072,000	0	791,700	15,144,039	8,541,969	45.04	\$1,877,600	BURNSVILLE
239	CAMBRIDGE	1,501,261	0	1,501,261	0	0	1,199,220	0	2,251,478	12,640,722	15.88	\$78,984	CAMBRIDGE
193	CHAMBERLAIN	4,255,794	245,862	4,501,656	1,166,079	1,376,598	0	0	4,208,237	302,586	20.01	\$1,756,508	CHAMBERLAIN
194	CHAMPAIGN	3,945,618	789,396	4,735,014	1,470,447	1,356,226	83,300	0	4,520,289	199,027	21.47	\$1,125,151	CHAMPAIGN
111	CHENNAI	2,516,048	288,257	3,188,308	1,001,487	1,001,487	169,000	228,300	1,255,006	69,548	28.39	\$1,579,977	CHENNAI
244	CIRCLE PINES	739,411	141,792	739,411	253,242	178,032	218,000	0	695,081	27,518	3.53	\$1,161,146	CIRCLE PINES
112	CLOQUET	5,132,222	276,948	5,409,170	2,927,141	1,874,341	0	878,100	5,637,156	38,250,015	21.67	\$1,397,416	CLOQUET
113	CLOQUET	5,132,222	276,948	5,409,170	2,927,141	1,874,341	0	878,100	5,637,156	38,250,015	21.67	\$1,397,416	CLOQUET
114	CORCORAN	9,019,790	483,728	13,430,691	4,884,220	3,037,227	8,211,276	0	12,411,185	70,424,582	41.83	\$1,694,592	CORCORAN
215	CORCORAN	2,097,740	0	4,064,789	3,823,437	1,099,601	235,800	0	3,283,582	76,610	15.50	\$1,796,831	CORCORAN
180	COTTAGE GROVE	10,276,884	739,470	11,754,358	3,294,291	3,933,898	2,572,100	0	10,731,091	9,839,424	35.35	\$1,492,770	COTTAGE GROVE
116	CRYSTAL	2,383,051	111,156	3,028,847	2,489,412	1,125,562	10,881,720	698,100	3,011,119	16,838,077	17.94	\$938,465	CRYSTAL
239	DAYTON	1,801,842	1,801,842	0	645,854	0	330,000	0	1,506,972	86,441	9.72	\$86,441	DAYTON
239	DELANO	2,274,006	76,302	2,450,308	645,854	934,367	1,344,000	0	2,480,122	39,782	6.11	\$2,577,501	DELANO
118	DULUTH LAKES	1,404,414	0	1,404,414	0	0	0	0	0	0	0.00	\$0	DULUTH LAKES
118	DULUTH LAKES	1,404,414	0	1,404,414	0	0	0	0	0	0	0.00	\$0	DULUTH LAKES
105	EAGAN	16,598,077	2,261,648	18,596,725	2,172,002	1,796,015	15,167,420	1,511,300	15,955,645	531,310	47.81	\$1,839,751	EAGAN
203	EAST BETHEL	5,572,771	530,346	7,015,464	4,474,560	2,708,728	3,641,667	0	6,915,779	160,855	28.78	\$1,381,151	EAST BETHEL
181	EAST PRABIR	1,062,545	0	1,062,545	4,208,626	5,165,669	3,629,000	0	12,566,237	455,807	47.08	\$1,462,601	EAST PRABIR
120	EDINA	10,234,695	217,414	11,252,109	5,701,308	2,258,972	67,300	0	3,152,000	57,555,802	40.27	\$1,429,248	EDINA
204	ELK RIVER	7,625,823	190,284	9,120,159	5,606,711	3,648,439	2,101,700	988,400	8,541,457	49,831,898	36.33	\$1,373,022	ELK RIVER
124	FALCON HEIGHTS	6,857,079	76,302	7,609,185	405,706	270,467	0	0	680,000	3,262,474	3.29	\$941,552	FALCON HEIGHTS
212	FARMINGTON	4,823,500	8,478	5,151,136	2,281,297	1,091,125	801,120	0	4,230,027	114,072	16.24	\$1,584,972	FARMINGTON
214	FOREST LAKE	6,993,300	45,708	7,550,566	3,019,903	2,713,454	1,935,000	0	7,153,293	39,816,648	23.70	\$1,680,002	FOREST LAKE
127	FRIEDLEY	1,733,908	1,080,474	2,814,382	1,501,258	1,102,200	470,600	0	6,565,544	229,128	22.87	\$1,553,690	FRIEDLEY
226	GLENCOE	2,358,026	172,386	2,988,907	1,216,154	703,835	0	0	2,259,008	73,904	31.79	\$1,577,111	GLENCOE
129	GRAND RAPIDS	7,531,241	205,556	9,240,106	2,132,670	1,680,740	713,400	23,520	7,491,589	41,738,518	23.52	\$1,774,639	GRAND RAPIDS
197	HAM LAKE	5,837,014	3,028,208	6,345,423	3,901,226	3,635,826	1,288,000	0	5,047,666	189,562	33.28	\$1,467,663	HAM LAKE
130	HASTINGS	2,750,003	217,122	3,067,125	1,038,160	1,228,431	0	0	1,309,000	205,524	21.24	\$889,922	HASTINGS
131	HAWTHORN	1,030,400	0	1,030,400	0	0	0	0	0	0	0.00	\$0	HAWTHORN
131	HAWTHORN	1,030,400	0	1,030,400	0	0	0	0	0	0	0.00	\$0	HAWTHORN
131	HAWTHORN	1,030,400	0	1,030,400	0	0	0	0	0	0	0.00	\$0	HAWTHORN
132	HOPKINS	2,894,509	373,074	3,267,583	772,431	709,920	2,801,739	0	2,801,739	107,617	53.74	\$1,291,189	HOPKINS
133	HOPKINS	4,432,424	1,801,778	6,234,202	1,979,500	1,979,500	0	0	4,452,575	24,712,525	20.61	\$1,560,018	HOPKINS
134	INTERNATIONAL FALLS	19,316	37,742	3,950,716	1,294,384	627,145	0	0	2,110,092	69,111	8.86	\$1,776,534	INTERNATIONAL FALLS
178	INVER GROVE HEIGHTS	5,089,776	568,022	5,657,798	3,061,441	4,267,852	2,478,000	0	10,477,962	902,568	33.30	\$1,753,977	INVER GROVE HEIGHTS
246	KANAWAN	1,030,400	0	1,030,400	0	0	0	0	0	0	0.00	\$0	KANAWAN
240	KANSON	1,323,575	34,854	1,638,638	777,535	478,380	0	0	1,234,674	43,015	5.68	\$1,465,431	KANSON
236	LAC CROIX	1,931,193	227,964	2,429,581	806,973	429,000	0	0	1,699,003	52,091	5.84	\$1,623,435	LAC CROIX
236	LAC CROIX	1,931,193	227,964	2,429,581	806,973	429,000	0	0	1,699,003	52,091	5.84	\$1,623,435	LAC CROIX
236	LAC CROIX	1,931,193	227,964	2,429,581	806,973	429,000	0	0	1,699,003	52,091	5.84	\$1,623,435	LAC CROIX
188	LAKVILLE	16,208,248	1,077,992	18,041,116	8,959,876	4,798,310	5,366,835	1,009,200	14,736,367	539,025	60.02	\$1,309,969	LAKVILLE
210	LITTLE CANADA	1,826,408	3,008,608	2,402,070	1,010,441	1,090,446	20,000	0	2,007,200	15,450,710	17.57	\$1,289,933	LITTLE CANADA
136	LITTLE FALLS	4,254,686	2,306,932	5,415,045	1,904,440	1,424,269	440,900	0	4,656,444	17,347	18.34	\$1,417,484	LITTLE FALLS
219	MADISON	1,296,482	963,064	1,451,789	1,008,561	888,775	0	0	1,564,833	57,808	8.44	\$1,050,512	MADISON
189	MADEWOOD	5,200,356	1,348,988	6,549,342	4,449,287	3,525,500	0	1,491,000	16,523,984	539,253	56.66	\$1,626,572	MADEWOOD
138	MADEWOOD	4,182,864	810,120	5,514,697	2,975,453	1,794,520	0	0	8,914,175	340,300	36.16	\$1,762,570	MADEWOOD
139	MARSHALL	5,121,475	353,002	6,400,850	1,257,669	1,485,728	397,440	0	4,922,633	294,841	18.80	\$1,462,947	MARSHALL
140	MENOTA HEIGHTS	3,914,504	600,996	4,505,500	1,258,994	727,940	0	0	4,019,736	22,421,504	14.07	\$1,528,398	MENOTA HEIGHTS
141	MINNEAPOLIS	8,641,593	13,073,670	8,521,270	19,766,747	27,317,779	47,980,260	8,017,700	74,699,276	410,753,512	205.63	\$2,052,716	MINNEAPOLIS
142	MINNEAPOLIS	14,689,582	5,609,044	19,035,861	7,443,742	5,340,073	3,107,600	785,400	14,776,035	80,699,717	59.86	\$1,586,903	MINNEAPOLIS
143	MINNEAPOLIS	1,771,514	18,762	2,190,690	1,171,781	689,094	0	0	1,594,000	36,023	3.65	\$1,146,624	MINNEAPOLIS
222	MONTICELLO	1,683,700	108,330	2,771,000	1,091,192	797,742	680,400	0	2,611,269	14,597,132	12.48	\$1,298,372	MONTICELLO
144	MONTICELLO	1,133,710	990,984	1,511,495	6,073,537	2,855,864	3,044,000	2,217,450	13,336,094	492,984	45.34	\$1,670,407	MONTICELLO
145	MOUND	1,388,380	273,188	1,661,568	1,155,071	1,218,696	0	0	1,579,652	58,526	7.94	\$1,901,270	MOUND
146	MOUNDS VIEW	3,025,230	187,458	3,212,688	1,559,209	992,441	0	0	2,606,976	102,800	12.43	\$1,212,284	MOUNDS VIEW
147	NEW BRIGHTON	3,598,523	326,670	4,853,210	1,938,558	626,640	1,020,000	0	4,509,469	133,782	15.36	\$1,646,807	NEW BRIGHTON
237	NEW PRAGUE	1,352,266	227,964	1,638,443	1,054,025	629,540	1,125,375	0	1,452,722	8,119,374	7.72	\$1,681,794	NEW PRAGUE
148	NEW ULM	2,209,159	781,860	6,475,501	2,132,679	867,400	1,367,600	0	5,785,770	32,273,023	17.68	\$1,825,597	NEW ULM
225	NORTH BRANCH	6,658,172	32,070	8,535,397	2,097,469	2,92							

# COMPARISON OF NEEDS BETWEEN 2009 AND 2010

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

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Needs Year	Grading	Complete Storm Sewer	Storm Sewer Adjustment	Base Needs	Surface Needs	Curb & Gutter Construction	
2009	\$481,934,748	\$308,576,059	\$94,354,400	\$1,110,845,446	\$509,961,705	\$251,542,163	
2010	\$897,348,698	\$332,401,804	\$99,030,576	\$1,177,440,835	\$535,128,079	\$274,191,203	
Difference	\$415,413,950	\$23,825,745	\$4,676,176	\$66,595,389	\$25,166,374	\$22,649,040	
% of increase	86.20%	7.72%	4.96%	6.00%	4.93%	9.00%	
Needs Year	Sidewalk Construction	Traffic Signal Construction	Street Lighting Construction	Total Structure Needs	Railroad Crossing Needs	Engineering	Total Maintenance Needs
2009	\$302,823,144	\$210,297,100	\$234,214,000	\$201,542,625	\$79,218,050	\$832,771,185	\$32,826,139
2010	\$328,830,928	\$219,799,460	\$237,996,000	\$211,292,280	\$96,027,300	\$970,089,771	\$34,103,476
Difference	\$26,007,784	\$9,502,360	\$3,782,000	\$9,749,655	\$16,809,250	\$137,318,586	\$1,277,337
% of increase	8.59%	4.52%	1.61%	4.84%	21.22%	16.49%	3.89%
Needs Year	Total Money Needs	Total Mileage	After the fact Retaining Wall Needs	After the fact Right of way Needs	After the fact Bridge Needs	Overall Apportionment Needs	Needs To Apport. Ratio
2009	\$4,650,919,417	3,533.22	\$285,052	\$97,329,071	\$42,040,656	\$4,790,574,196	39.34
2010	\$5,413,691,294	3,561.07	\$1,091,771	\$92,931,219	\$37,498,739	\$5,545,213,023	43.55
Difference	\$762,771,877	27.85	\$806,719	(\$4,397,852)	(\$4,541,917)	\$754,638,827	4.21
% of increase	16.40%	0.79%	283.01%	-4.52%	-10.80%	15.75%	

## **TENTATIVE 2011 CONSTRUCTION NEEDS and CONSTRUCTION NEEDS APPORTIONMENT**

**These tabulations show each municipality's tentative adjusted construction needs and tentative construction needs apportionment based on a projected apportionment amount. The actual amount of the road user fund for distribution to the Municipal State Aid Account will not be available until January 2011.**

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

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

**The September 1, 2010 unencumbered construction fund balance was used as the adjustment in this report. The unencumbered balance as of December 31, 2010 will be used for the 2011 January apportionment.**

**This summary provides specific data and shows the impact of the adjustments to each municipality for the Screening Board's use in establishing the 2011 Tentative Construction Needs Apportionment Determination.**

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

# 2010 ADJUSTED CONSTRUCTION NEEDS

Estimate for January 2011 apportionment

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Municipality	2009 Unadjusted 25-Year Construction Needs	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	Individual Adjustments	Total Affect Of Adjustments	2010 Adjusted Construction Needs
Albert Lea	\$41,717,771	(\$1,599,334)						\$67,342		\$3,385,675	\$1,853,683	\$43,571,454
Albertville	13,075,483	(240,190)								1,251,957	1,011,767	14,087,250
Alexandria	44,769,866	(108,905)	\$378,130				\$340,593		25,633	3,872,419	4,507,870	49,277,736
Andover	61,713,559	(175,000)	521,237	\$1,430,000			5,296		20,197	4,619,835	6,421,565	68,135,124
Anoka	20,659,421	0	174,491				4,650			1,555,847	1,734,988	22,394,409
Apple Valley	54,139,481	(266,279)	457,266	(2,230,000)			126,066			4,826,316	2,913,369	57,052,850
Arden Hills	9,843,219	(1,098,114)								780,116	(317,998)	9,525,221
Austin	47,347,022	(2,513,510)					301,895			2,987,789	776,174	48,123,196
Baxter	17,796,089	(119,737)	150,307				468,225			936,981	1,435,776	19,231,865
Belle Plaine	11,439,061	(696,827)								1,023,706	326,879	11,765,940
Bemidji	19,291,487	(308,725)	162,937				56,122			1,756,087	1,666,422	20,957,909
Big Lake	13,756,098	(383,645)								1,203,867	820,222	14,576,320
Blaine	44,418,945	(2,366,562)					5,540,372			3,280,966	6,454,776	50,873,721
Bloomington	142,393,552	(5,213,638)					11,698,459		55,013	11,551,240	18,091,074	160,484,626
Brainerd	27,848,172	(827,292)					640,266			2,344,466	2,157,440	30,005,612
Brooklyn Center	20,320,832	(688,973)					1,309,990			1,468,051	2,089,068	22,409,900
Brooklyn Park	51,759,124	0	437,161	1,268,955			508,372			4,438,440	6,652,929	58,412,053
Buffalo	28,193,079	221,645	238,121	(435,000)			1,426,785			2,548,957	4,000,408	32,193,487
Burnsville	84,541,868	2,000,000	714,047				6,260			8,476,443	11,196,749	95,738,617
Byron	3,796,005	0	0							0	0	3,796,005
Cambridge	12,640,222	0	106,760	31,142						573,254	711,157	13,351,379
Champlin	23,541,927	0	198,837				72,191			2,122,623	2,393,651	25,935,578
Chanhassen	24,156,984	(73,820)	204,032							2,128,453	2,258,665	26,415,649
Chaska	28,019,095	0	236,651				\$408,699			2,353,987	2,999,337	31,018,432
Chisholm	13,256,005	0	111,961				111,961			1,307,339	1,419,301	14,675,306
Circle Pines	3,887,047	(84,128)	32,830	946,592			82,365			383,284	1,360,943	5,247,990
Cloquet	30,282,015	(556,559)								2,631,552	2,074,993	32,357,008
Columbia Heights	22,029,034	(176,660)	186,059				3,130			2,276,719	2,289,248	24,318,282
Coon Rapids	70,424,664	(756,181)	594,812	2,130,000	1,050,431		2,459,956			4,907,520	10,386,538	80,811,202
Corcoran	18,284,282	(56,884)	154,430				19,296			1,132,731	1,249,574	19,533,856
Cottage Grove	59,839,424	(2,419,665)					51,603			5,198,531	3,356,120	63,195,544
Crookston	27,383,779	(154,837)	231,285							1,413,842	1,490,290	28,874,069
Crystal	16,836,071	0	142,199						27,285	1,514,893	1,684,377	18,520,448
Dayton	8,402,363	0	70,967				5,281			641,650	717,898	9,120,261
Delano	13,793,334	(338,373)		(90,000)						1,178,967	750,594	14,543,928
Detroit Lakes	20,822,288	(194,929)	175,867				51,476			1,678,764	1,711,177	22,533,465
Duluth	244,884,890	0	2,068,315				2,764,841		594,891	18,625,438	24,053,485	268,938,375
Eagan	87,958,516	301,213	742,904	3,961,220	2,197,306		4,114,225			7,168,886	18,485,754	106,444,270
East Bethel	38,511,980	(735,384)					121,580			3,234,289	2,620,485	41,132,465
East Grand Forks	26,152,201	(53,955)	220,883							2,305,487	2,472,415	28,624,616
Eden Prairie	69,000,582	(5,967,486)	(5,967,486)				336,529			5,598,279	(6,000,164)	63,000,418
Edina	57,555,802	(2,157,453)					398,370			5,214,141	4,562,181	62,117,983
Elk River	49,881,895	(204,492)	421,306	(474,500)	1,107,123		2,341,462			4,006,629	6,090,405	55,972,300
Fairmont	35,109,555	(631,856)								3,161,034	2,529,178	37,638,733
Falcon Heights	3,267,471	(149,535)					295,389				145,854	3,413,325
Faribault	42,776,831	(77,360)	361,296				298,486			3,413,848	3,996,270	46,773,101
Farmington	25,179,659	0	212,669		1,271,879					2,719,724	4,204,272	29,383,931
Fergus Falls	46,882,711	(1,107,359)					94,773			4,015,783	3,003,197	49,885,908
Forest Lake	39,816,045	(2,115,038)	(2,115,038)				51,755			3,692,813	(485,508)	39,330,537



Municipality	2009 Unadjusted 25-Year Construction Needs	(+ or -)	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	2010 Adjusted Construction Needs
Fridley	\$35,532,891	(\$14,930)		\$300,113						\$3,242,940	\$3,528,123	\$39,061,016	
Glencoe	12,601,120	375,081		106,430	(\$542,000)					1,095,945	1,035,456	13,636,576	
Golden Valley	31,698,872	(1,535,441)	(1,535,441)	(1,535,441)	(175,000)					2,505,825	(740,057)	30,958,815	
Grand Rapids	41,739,518	(235,322)	(235,322)	352,535	1,667,005			\$2,101,208		3,607,144	7,492,569	49,232,087	
Ham Lake	33,172,970	(622,659)	(622,659)	280,181				413,032		2,303,300	2,373,854	35,546,824	
Hastings	19,093,106	(69,766)	(69,766)	161,262						1,840,901	1,932,396	21,025,502	
Hermantown	29,455,435	0	0	248,783				277,237		2,731,784	3,257,804	32,713,239	
Hibbing	67,131,407	(475,029)	(475,029)	566,997				133,300		6,002,365	6,227,633	73,359,040	
Hopkins	15,644,516	0	0	132,135				1,500,435		1,633,570	1,000	17,278,086	
Hugo	21,422,655	1,084,965	(1,084,965)	180,937	(700,000)			125,690		2,610,269	4,001,862	25,424,517	
Hutchinson	24,712,214	(1,103,151)	(1,103,151)					341,250		2,127,617	1,495,402	26,207,616	
International Falls	11,770,534	(468,949)	(468,949)					791,192		1,260,089	791,140	12,561,674	
Inver Grove Heights	58,404,092	(1,681,752)	(1,681,752)							5,432,528	4,541,968	62,946,060	
Isanti	8,057,115	(482,109)	(482,109)							553,742	71,633	8,128,748	
Jordan	10,620,311	0	0	89,700						778,065	867,765	11,488,076	
Kasson	7,444,392	(350,066)	(350,066)							686,089	336,023	7,780,415	
La Crescent	9,474,436	(39,705)	(39,705)	80,022				25,000	\$8,624	1,055,593	1,129,534	10,603,970	
Lake City	10,127,932	(730,898)	(730,898)					7,000		888,019	164,121	10,292,053	
Lake Elmo	14,048,915	(723,011)	(723,011)		455,000			6,310		996,885	735,184	14,784,099	
Lakeville	82,225,567	671,111	671,111	694,483	3,350,000			3,773,131	118,042	7,121,457	15,728,224	97,953,791	
Lino Lakes	32,569,626	0	0	275,085				412,101		3,061,896	3,749,082	36,318,708	
Litchfield	15,057,368	(1,117,934)	(1,117,934)							1,271,095	153,161	15,210,529	
Little Canada	14,549,717	0	0	122,888	(15,000)					1,122,598	1,230,486	15,780,203	
Little Falls	25,996,653	488,596	488,596	219,570				1,435,391		2,373,581	4,517,137	30,513,790	
Mahtomedi	8,735,503	(1,225,608)	(1,225,608)							579,843	(645,765)	8,089,738	
Mankato	60,409,480	(2,177,759)	(2,177,759)					408,064		5,069,660	3,299,965	63,709,445	
Maple Grove	92,171,776	0	0	778,489				3,639,196		8,772,861	24,023,795	116,195,571	
Maplewood	49,776,768	1,672,159	1,672,159	420,418	7,196,104			4,738,115		4,639,082	18,665,879	68,442,647	
Marshall	27,503,399	1,286,114	1,286,114	232,296				275,880		2,611,975	4,406,264	31,909,663	
Medina	7,666,574	0	0							0	0	7,666,574	
Menota Heights	22,421,594	(1,005,584)	(1,005,584)					44,304		2,042,383	1,081,103	23,502,697	
Minneapolis	416,753,512	(16,353,135)	(16,353,135)					1,046,426		34,041,964	18,735,255	435,488,767	
Minnetonka	80,699,717	0	0	681,596	2,215,000			2,094,013		7,272,063	12,262,672	92,962,389	
Minnetrista	17,647,373	(1,292,170)	(1,292,170)							2,132,352	840,182	18,487,555	
Montevideo	9,530,033	(34,460)	(34,460)	80,491				31,070		918,284	995,386	10,525,419	
Monticello	14,597,132	(1,350,910)	(1,350,910)							1,173,113	(177,797)	14,419,335	
Moorhead	75,569,202	(1,536,716)	(1,536,716)					772,238		5,709,255	6,093,862	81,663,064	
Morris	10,420,596	(138,087)	(138,087)	88,013				10,500		959,183	919,609	11,340,205	
Mound	15,572,485	(193,971)	(193,971)	131,526				1,309,579		1,535,325	2,782,459	18,354,944	
Mounds View	15,069,929	0	0	127,282						1,448,736	1,576,018	16,645,947	
New Brighton	25,130,274	500,000	500,000	212,252						1,876,510	2,588,763	27,719,037	
New Hope	21,784,031	(1,554,710)	(1,554,710)	(1,554,710)					32,400	1,667,207	(1,409,813)	20,374,218	
New Prague	8,119,847	(148,447)	(148,447)					6,287		550,542	408,382	8,528,229	
New Ulm	32,273,023	165,202	165,202	272,580						2,390,260	2,828,043	35,101,066	
North Branch	34,083,342	(572,694)	(572,694)		(818,210)			13,538		3,555,359	2,177,993	36,261,335	
North Mankato	25,849,404	532,018	532,018	218,326	645,000					2,678,223	4,073,567	29,922,971	
North St. Paul	18,217,472	926,759	926,759	153,866				461,369		1,785,979	3,327,973	21,545,445	
Northfield	24,481,520	(2,190,217)	(2,190,217)	(6,570,651)						1,818,094	(6,942,774)	17,538,746	
Oak Grove	31,827,488	621,455	621,455	268,817				631,843		2,658,410	4,180,525	36,008,013	
Oakdale	13,082,666	0	0	110,497				452,854	20,658	1,027,674	1,611,683	14,694,349	
Orono	10,624,196	(872,259)	(872,259)					41,351		794,134	(36,774)	10,587,422	
Osago	27,159,743	(631,054)	(631,054)					293,120		2,344,157	2,006,223	29,165,966	
Owatonna	42,510,902	(731,018)	(731,018)	359,050				119,703		3,353,093	3,100,828	45,611,730	
Plymouth	92,098,346	0	0	777,869				528,821	64,144	8,820,715	13,879,866	105,978,212	
Prior Lake	21,540,927	(235,768)	(235,768)	181,936				633		2,194,392	2,141,193	23,682,120	
Ramsey	45,180,444	(158,047)	(158,047)	381,597				500		3,520,744	4,182,581	49,363,025	

Municipality	2009 Unadjusted 25-Year Construction Needs	(+ or -)	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 Retaining Wall Adjustment	(+ or -)	Individual Adjustments	Total Affect Of Adjustments	2010 Adjusted Construction Needs
Red Wing	\$40,302,267	(\$108,589)		\$340,396				\$774,553				\$3,476,598	\$4,482,958	\$44,785,225
Redwood Falls	13,589,682	(207,520)										1,520,427	1,312,907	14,902,589
Richfield	36,831,074	(106,595)		311,078				3,045,607				2,919,035	6,169,125	43,000,199
Robbinsdale	15,425,553	(2,006,109)		(6,018,327)								1,433,176	(6,591,260)	8,834,293
Rochester	160,712,499	(1,437,666)		1,357,389				512,108				10,536,571	10,968,403	171,680,902
Rogers	14,431,714	(984,083)										764,637	(219,446)	14,212,268
Rosemount	44,650,193	(358,955)		377,119		\$1,756,490		389,000				3,755,957	5,919,610	50,569,803
Roseville	37,867,658	(306,810)		319,833				91,009				3,552,870	3,656,902	41,524,560
Saint Anthony	9,311,890	0		78,649								998,200	446,849	9,758,739
Saint Cloud	110,354,510	(512,723)		932,062				2,166,371				8,120,444	10,706,154	121,060,664
Saint Francis	20,247,521	(297,131)						14,990				1,551,961	1,269,820	21,517,341
Saint Joseph	5,867,636	(628,339)										492,305	(136,034)	5,731,602
Saint Louis Park	47,907,228	(1,767,712)						474,738				4,219,669	2,926,695	50,833,923
Saint Michael	44,625,151	448,381						86,132				4,606,309	5,517,729	50,142,880
Saint Paul	334,615,802	(8,243,571)				3,256,020		13,449,073		\$51,542		26,663,734	35,176,798	369,792,600
Saint Paul Park	6,476,200	0		54,698		671,027		65,293				741,507	1,532,525	8,008,725
Saint Peter	26,176,984	(455,235)		221,093				31,826				2,488,149	2,285,833	28,462,817
Sartell	21,572,037	2,642		182,199				193,878		6,000		1,912,679	3,182,398	24,754,435
Sauk Rapids	18,092,500	794,497		152,811				441,264				1,594,194	2,982,765	21,075,265
Savage	28,881,915	(2,219,076)		(2,219,076)				400,000				2,509,296	(2,010,805)	26,871,110
Shakopee	37,746,036	155,785		318,806								2,846,798	3,321,389	41,067,425
Shoreview	23,432,903	(280,233)		197,916				34,532				3,774,234	3,726,449	27,159,352
Shorewood	10,041,864	83,694		84,814				203,488				906,765	1,278,762	11,320,626
South St. Paul	22,778,011	(796,897)										2,477,425	1,680,528	24,458,539
Spring Lake Park	4,896,413	0		41,355				188,005				405,110	634,471	5,530,884
Stewartville	6,238,895	72,645		52,694								671,556	796,896	7,035,791
Stillwater	25,838,839	(218,607)		218,237				19,061				2,278,621	2,297,312	28,136,151
Thief River Falls	32,617,189	148,898		275,487		1,796,263		109,283				2,718,771	4,933,249	37,550,438
Vadnais Heights	9,699,250	(690,840)										774,423	83,583	9,782,833
Victoria	6,745,177	(425,864)										602,417	176,553	6,921,730
Virginia	24,335,988	0		205,544								2,858,279	3,063,823	27,399,811
Waconia	15,469,251	(282,563)		130,654								1,383,543	1,251,634	16,720,885
Waite Park	5,076,068	(190,419)		42,873				742,264				395,175	989,893	6,065,961
Waseca	11,517,830	(570,412)				(325,000)						1,042,037	146,625	11,664,455
West St. Paul	16,506,331	(809,222)										1,440,066	630,844	17,137,175
White Bear Lake	20,695,997	0		174,800								1,860,631	2,035,431	22,731,428
Willmar	37,168,555	(1,032,454)						167,616				3,141,776	2,276,938	39,445,493
Winona	30,894,753	(655,333)				2,549,303		8,000				2,650,776	4,552,746	35,447,499
Woodbury	63,642,784	1,771,438		537,532		1,755,000		6,722,202				5,163,058	20,057,174	83,699,958
Worthington	17,101,068	(982,302)						491				1,547,418	565,607	17,666,675
Wyoming	14,313,791	(534,291)										1,007,795	473,504	14,787,295
Zimmerman	3,592,647			0								0	0	3,592,647
STATE TOTAL	\$5,428,746,520	(\$89,437,274)		(\$0)	\$20,903,906	\$37,498,739		\$92,931,219		\$1,091,771		\$457,121,036	\$520,109,397	\$5,948,855,917

# TENTATIVE 2011 ADJUSTED CONSTRUCTION NEEDS APPORTIONMENT

Needs Value: \$1,000 in construction needs = approximately \$10.70 in apportionment

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Municipality	2010 Adjusted Construction Needs	Construction Needs Apportion- ment Minus Turnback Maintenance	Actual Dollar Adjustment (Not Needs)	(+) TH Turnback Main- tenance Allowance	2011 Construction Needs Apportion- ment	% Of Total Dist.
Albert Lea	\$43,571,454	\$466,362			\$466,362	0.7326
Albertville	14,087,250	150,781			150,781	0.2369
Alexandria	49,277,736	527,438			527,438	0.8286
Andover	68,135,124	729,276			729,276	1.1456
Anoka	22,394,409	239,696			239,696	0.3765
Apple Valley	57,052,850	610,658			610,658	0.9593
Arden Hills	9,525,221	101,952			101,952	0.1602
Austin	48,123,196	515,081			515,081	0.8091
Baxter	19,231,865	205,846			205,846	0.3234
Belle Plaine	11,765,940	125,935			125,935	0.1978
Bemidji	20,957,909	224,320			224,320	0.3524
Big Lake	14,576,320	156,016			156,016	0.2451
Blaine	50,873,721	544,521			544,521	0.8554
Bloomington	160,484,626	1,717,727			1,717,727	2.6984
Brainerd	30,005,612	321,161		\$2,664	323,825	0.5087
Brooklyn Center	22,409,900	239,862			239,862	0.3768
Brooklyn Park	58,412,053	625,206			625,206	0.9821
Buffalo	32,193,487	344,579			344,579	0.5413
Burnsville	95,738,617	1,024,727			1,024,727	1.6097
Byron	3,796,005	40,630			40,630	0.0638
Cambridge	13,351,379	142,905			142,905	0.2245
Champlin	25,935,578	277,598			277,598	0.4361
Chanhassen	26,415,649	282,737			282,737	0.4442
Chaska	31,018,432	332,002			332,002	0.5215
Chisholm	14,675,306	157,075			157,075	0.2467
Circle Pines	5,247,990	56,171			56,171	0.0882
Cloquet	32,357,008	346,329			346,329	0.5440
Columbia Heights	24,318,282	260,288			260,288	0.4089
Coon Rapids	80,811,202	864,953			864,953	1.3588
Corcoran	19,533,856	209,078			209,078	0.3284
Cottage Grove	63,195,544	676,406			676,406	1.0626
Crookston	28,874,069	309,050			309,050	0.4855
Crystal	18,520,448	198,231			198,231	0.3114
Dayton	9,120,261	97,618			97,618	0.1533
Delano	14,543,928	155,669			155,669	0.2445
Detroit Lakes	22,533,465	241,184			241,184	0.3789
Duluth	268,938,375	2,878,549		0	2,878,549	4.5219
Eagan	106,444,270	1,139,313			1,139,313	1.7897
East Bethel	41,132,465	440,256			440,256	0.6916
East Grand Forks	28,624,616	306,380			306,380	0.4813
Eden Prairie	63,000,418	674,317			674,317	1.0593
Edina	62,117,983	664,872			664,872	1.0444
Elk River	55,972,300	599,093			599,093	0.9411
Fairmont	37,638,733	402,862			402,862	0.6329
Falcon Heights	3,413,325	36,534			36,534	0.0574
Faribault	46,773,101	500,630			500,630	0.7864
Farmington	29,383,931	314,507			314,507	0.4941
Fergus Falls	49,885,908	533,948			533,948	0.8388
Forest Lake	39,330,537	420,970			420,970	0.6613
Fridley	39,061,014	418,085			418,085	0.6568
Glencoe	13,636,576	145,957			145,957	0.2293
Golden Valley	30,958,815	331,364			331,364	0.5205
Grand Rapids	49,232,087	526,950			526,950	0.8278

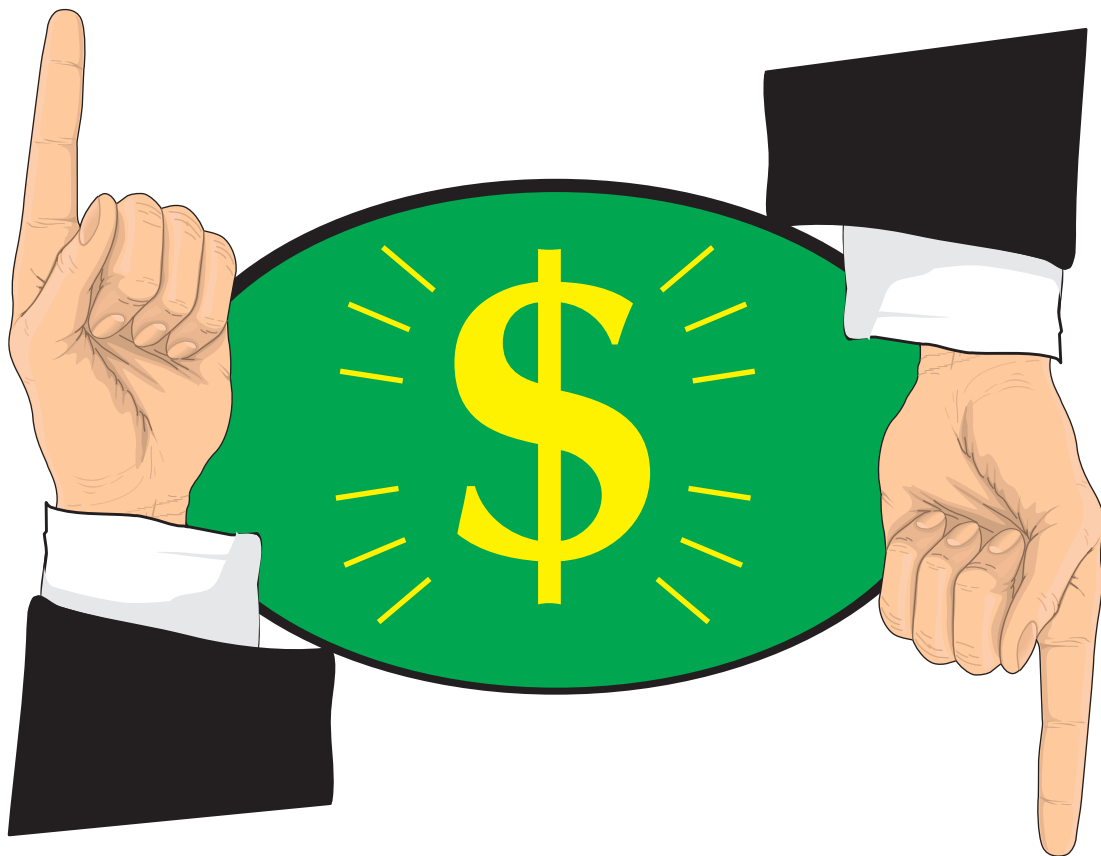
Municipality	2010 Adjusted Construction Needs	Construction Needs Apportion- ment Minus Turnback Maintenance	Actual Dollar Adjustment (Not Needs)	(+) TH Turnback Main- tenance Allowance	2011 Construction Needs Apportion- ment	% Of Total Dist.
Ham Lake	\$35,546,824	\$380,471			\$380,471	0.5977
Hastings	21,025,502	225,044			225,044	0.3535
Hermantown	32,713,239	350,142			350,142	0.5500
Hibbing	73,359,040	785,189			785,189	1.2335
Hopkins	17,278,086	184,934			184,934	0.2905
Hugo	25,424,517	272,128			272,128	0.4275
Hutchinson	26,207,616	280,510		\$1,512	282,022	0.4430
International Falls	12,561,674	134,452			134,452	0.2112
Inver Grove Heights	62,946,060	673,735			673,735	1.0584
Isanti	8,128,748	87,005			87,005	0.1367
Jordan	11,488,076	122,961			122,961	0.1932
Kasson	7,780,415	83,277			83,277	0.1308
La Crescent	10,603,970	113,498			113,498	0.1783
Lake City	10,292,053	110,160			110,160	0.1731
Lake Elmo	14,784,099	158,240			158,240	0.2486
Lakeville	97,953,791	1,048,436			1,048,436	1.6470
Lino Lakes	36,318,708	388,733		0	388,733	0.6107
Litchfield	15,210,529	162,804			162,804	0.2557
Little Canada	15,780,203	168,901			168,901	0.2653
Little Falls	30,513,790	326,601			326,601	0.5131
Mahtomedi	8,089,738	86,588			86,588	0.1360
Mankato	63,709,445	681,906			681,906	1.0712
Maple Grove	116,195,571	1,243,685			1,243,685	1.9537
Maplewood	68,442,647	732,567			732,567	1.1508
Marshall	31,909,663	341,541			341,541	0.5365
Medina	7,666,574	82,058			82,058	0.1289
Mendota Heights	23,502,697	251,558			251,558	0.3952
Minneapolis	435,488,767	4,661,201			4,661,201	7.3223
Minnetonka	92,962,389	995,012			995,012	1.5631
Minnetrista	18,487,555	197,879			197,879	0.3108
Montevideo	10,525,419	112,658			112,658	0.1770
Monticello	14,419,335	154,336			154,336	0.2424
Moorhead	81,663,064	874,071			874,071	1.3731
Morris	11,340,205	121,378			121,378	0.1907
Mound	18,354,944	196,460			196,460	0.3086
Mounds View	16,645,947	178,168			178,168	0.2799
New Brighton	27,719,037	296,687			296,687	0.4661
New Hope	20,374,218	218,073			218,073	0.3426
New Prague	8,528,229	91,281			91,281	0.1434
New Ulm	35,101,066	375,700			375,700	0.5902
North Branch	36,261,335	388,119			388,119	0.6097
North Mankato	29,922,971	320,277			320,277	0.5031
North St. Paul	21,545,445	230,609			230,609	0.3623
Northfield	17,538,746	187,724			187,724	0.2949
Oak Grove	36,008,013	385,407			385,407	0.6054
Oakdale	14,694,349	157,279			157,279	0.2471
Orono	10,587,422	113,321	(\$26,600)		86,721	0.1362
Otsego	29,165,966	312,174			312,174	0.4904
Owatonna	45,611,730	488,200			488,200	0.7669
Plymouth	105,978,212	1,134,325			1,134,325	1.7819
Prior Lake	23,682,120	253,479			253,479	0.3982
Ramsey	49,363,025	528,351			528,351	0.8300
Red Wing	44,785,225	479,353			479,353	0.7530
Redwood Falls	14,902,589	159,508			159,508	0.2506
Richfield	43,000,199	460,247			460,247	0.7230
Robbinsdale	8,834,293	94,557			94,557	0.1485
Rochester	171,680,902	1,837,565			1,837,565	2.8866
Rogers	14,212,268	152,119			152,119	0.2390
Rosemount	50,569,803	541,268			541,268	0.8503
Roseville	41,524,560	444,453			444,453	0.6982

Municipality	2010 Adjusted Construction Needs	Construction Needs Apportion- ment Minus Turnback Maintenance	Actual Dollar Adjustment (Not Needs)	(+) TH Turnback Main- tenance Allowance	2011 Construction Needs Apportion- ment	% Of Total Dist.
Saint Anthony	\$9,758,739	\$104,451			\$104,451	0.1641
Saint Cloud	121,060,664	1,295,758			1,295,758	2.0355
Saint Francis	21,517,341	230,308			230,308	0.3618
Saint Joseph	5,731,602	61,347			61,347	0.0964
Saint Louis Park	50,833,923	544,095			544,095	0.8547
Saint Michael	50,142,880	536,698			536,698	0.8431
Saint Paul	369,792,600	3,958,030			3,958,030	6.2177
Saint Paul Park	8,008,725	85,720			85,720	0.1347
Saint Peter	28,462,817	304,648		\$720	305,368	0.4797
Sartell	24,754,435	264,956			264,956	0.4162
Sauk Rapids	21,075,265	225,577			225,577	0.3544
Savage	26,871,110	287,612			287,612	0.4518
Shakopee	41,067,425	439,560		6,624	446,184	0.7009
Shoreview	27,159,352	290,697			290,697	0.4567
Shorewood	11,320,626	121,169			121,169	0.1903
South St. Paul	24,458,539	261,789			261,789	0.4112
Spring Lake Park	5,530,884	59,199			59,199	0.0930
Stewartville	7,035,791	75,307			75,307	0.1183
Stillwater	28,136,151	301,152			301,152	0.4731
Thief River Falls	37,550,438	401,917			401,917	0.6314
Vadnais Heights	9,782,833	104,709			104,709	0.1645
Victoria	6,921,730	74,086			74,086	0.1164
Virginia	27,399,811	293,271			293,271	0.4607
Waconia	16,720,885	178,970			178,970	0.2811
Waite Park	6,065,961	64,926			64,926	0.1020
Waseca	11,664,455	124,849			124,849	0.1961
West St. Paul	17,137,175	183,426			183,426	0.2881
White Bear Lake	22,731,428	243,303			243,303	0.3822
Willmar	39,445,493	422,200			422,200	0.6632
Winona	35,447,499	379,408			379,408	0.5960
Woodbury	83,699,958	895,872			895,872	1.4073
Worthington	17,666,675	189,093			189,093	0.2970
Wyoming	14,787,295	158,274			158,274	0.2486
Zimmerman	3,592,647	38,454			38,454	0.0604
STATE TOTAL	\$5,948,855,917	\$63,672,849	(\$26,600)	\$11,520	\$63,657,769	100.0000

Construction Needs Apportionment = \$63,672,849/ \$5,948,855,917=0.010703

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

# Adjustments to the 25 Year



# Construction Needs



## OTES and COMMENTS

[illegible]

**UNENCUMBERED CONSTRUCTION FUND BALANCE ADJUSTMENT**

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

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

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



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

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

## **Excess Unencumbered Construction Fund Balance Adjustment**

Screening Board Resolution states:

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

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

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

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

## **Low Balance Incentive**

Screening Board Resolution states:

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

***The September 1, 2010 balance is used for this estimate. The final adjustment will be made using the December 31, 2010 construction fund balances.***

# EXCESS BALANCE ADJUSTMENT REDISTRIBUTED AS LOW BALANCE INCENTIVE

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

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

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

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

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

**FOR THE OCTOBER 2010 ESTIMATE OF THE JANUARY 2011 ALLOCATION**  
*(Next year's estimated adjustment)*

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

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

**FOR THE OCTOBER 2009 ESTIMATE OF THE JANUARY 2010 ALLOCATION**  
*(Last year's estimated adjustment)*

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

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

**FOR THE ACTUAL JANUARY 2010 ALLOCATION**  
*(This year's actual adjustment)*

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

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



# UNAMORTIZED BOND ACCOUNT BALANCE

(Amount as of December 31, 2009)

(For Reference, see Bond Adjustment Resolution)

The average principal and interest on all Bond sales cannot exceed 90 percent of the last construction apportionment preceding the Bond sale.  
COLUMN B: Total Disbursements and Obligations: The amount of bond applied toward State Aid projects. A Report Of State Contract must be submitted by December 31 of the previous year to get credit for the expenditure.

COLUMN C: Unencumbered Bond Balance Available: The amount of the bond not applied toward a State Aid project.

COLUMN D: Unamortized Bond Balance: The remaining bond principal to be paid on the issue. This payment is made from the city's construction account. Interest payments are made from the maintenance account and are not reflected in this chart.

The bond account adjustment is computed by using two steps.

Step 1: (A minus B) Amount of issue minus disbursements = unencumbered balance.

Step 2: (D minus C ) Unamortized bond balance minus unencumbered balance = bond account adjustment.

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		(A)	(B)	(C)	(D)	(D minus C)
			Total Amount Applied Toward	(A Minus B) Amount Not Applied Toward	Remaining Amount of Principal To Be Paid	Bond Account Adjustment
Municipality	Date of Issue	Amount of Issue	State Aid Projects	State Aid Projects		
Andover	6-28-01	\$1,825,000	\$1,825,000	\$0	\$500,000	\$500,000
<b>Andover</b>	<b>03/26/09</b>	<b>955,000</b>	<b>930,000</b>	<b>25,000</b>	<b>955,000</b>	<b>930,000</b>
Apple Valley	3/01/03	2,630,000	0	2,630,000	825,000	(1,805,000)
Apple Valley	2-01-04	855,000	0	855,000	430,000	(425,000)
<b>Apple Valley</b>	<b>03/01/09</b>	<b>2,775,000</b>	<b>0</b>	<b>2,775,000</b>	<b>2,775,000</b>	<b>0</b>
Brooklyn Park	10/24/05	2,710,000	1,818,955	891,045	2,160,000	1,268,955
Buffalo	6-29-05	845,000	0	845,000	410,000	(435,000)
Cambridge	5-01-01	340,000	311,142	28,858	60,000	31,142
Circle Pines	07-17-08	1,055,000	1,011,592	43,408	990,000	946,592
Coon Rapids	11/29/05	3,555,000	3,555,000	0	2,130,000	2,130,000
Delano	11-15-08	865,000	0	865,000	775,000	(90,000)
Eagan	08-12-08	4,105,000	3,961,220	143,780	4,105,000	3,961,220
Elk River	08/27/08	2,431,500	0	2,431,500	1,957,000	(474,500)
<b>Falcon Heights</b>	<b>4-21-80</b>	<b>170,000</b>	<b>170,000</b>	<b>0</b>	<b>0</b>	<b>0</b>
Glencoe	06-01-03	974,000	0	974,000	587,000	(387,000)
Glencoe	08-01-98	155,000	0	155,000	0	(155,000)
Golden Valley	02/20/07	2,560,000	0	2,560,000	2,385,000	(175,000)
Grand Rapids	08-29-05	1,105,000	1,105,000	0	690,000	690,000
Grand Rapids	12-20-07	1,150,000	1,137,005	12,995	990,000	977,005
Hutchinson	09-13-05	700,000	0	700,000	0	(700,000)
Lake Elmo	05/12/09	535,000	525,000	10,000	465,000	455,000
Lakeville	08-21-00	1,560,000	1,560,000	0	200,000	200,000
Lakeville	12-01-01	1,080,000	1,080,000	0	740,000	740,000
Lakeville	12-27-07	3,675,000	2,680,000	995,000	3,405,000	2,410,000
<b>Lakeville</b>	<b>12/07/09</b>	<b>2,680,000</b>	<b>0</b>	<b>2,680,000</b>	<b>2,680,000</b>	<b>0</b>
Little Canada	11-01-93	315,000	300,000	15,000	0	(15,000)
Maplewood	08-01-04	5,355,000	5,355,000	0	4,005,000	4,005,000
Maplewood	07-01-08	4,035,000	3,191,104	843,896	4,035,000	3,191,104
Minnetonka	07-17-08	2,215,000	2,215,000	0	2,215,000	2,215,000
North Branch	10-23-00	320,000	161,790	158,210	0	(158,210)
North Branch	8-01-02	785,000	0	785,000	475,000	(310,000)
North Branch	8-01-04	1,360,000	0	1,360,000	1,010,000	(350,000)
North Mankato	08-01-98	1,900,000	1,900,000	0	645,000	645,000
<b>Ramsey</b>	<b>11/19/09</b>	<b>1,340,000</b>	<b>0</b>	<b>1,340,000</b>	<b>1,340,000</b>	<b>0</b>
Sartell	07-24-00	1,650,000	1,650,000	0	885,000	885,000
Savage	04-02-00	800,000	0	800,000	360,000	(440,000)
Savage	06-17-96	717,775	488,051	229,724	187,775	(41,949)
St. Anthony	07-01-00	945,000	0	945,000	315,000	(630,000)
<b>St. Paul Park</b>	<b>06/03/09</b>	<b>620,000</b>	<b>0</b>	<b>620,000</b>	<b>620,000</b>	<b>0</b>
Thief River Falls	09-16-08	1,630,000	49,547	1,580,453	1,465,000	(115,453)
Waseca	05-01-05	805,000	0	805,000	480,000	(325,000)
Woodbury	07-20-01	4,589,700	4,589,700	0	1,755,000	1,755,000
<b>TOTAL</b>		<b>\$70,672,975</b>	<b>\$41,570,106</b>	<b>\$29,102,869</b>	<b>\$50,006,775</b>	<b>\$20,903,906</b>

## 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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22-Sep-10

				Year of			Project		Total
	MSAS	Structure	First Year	Apportionment	15 Years	Type	Development	Project	Needs
Municipality	Number	Number	of Adjustment	Expiration	Amount Expired	of Funds	& Constuction Engineering	Needs	Adjustment
Chaska	107		1997	2011			\$62,344	\$346,355	\$408,699
Coon Rapids	120		1999	2013			160,235	890,196	1,050,431
Cottage Grove	111		1997	2011			7,872	43,731	51,603
Eagan	126	19562	2010	2024		MSAS	413,044	1,784,262	2,197,306
Eden Prairie	107		1997	2011			51,335	285,194	336,529
Edina	174		1997	2011			168,883	938,240	1,107,123
Farmington	107		2008	2022		Local Funds	229,355	1,042,524	1,271,879
Hutchinson	108		1998	2012			212,207	617,479	829,686
Lakeville	122		1996	2010			0	0	0
Maple Grove	127	97986	2000	2014		MSAS	17,926	99,588	
	135	27A49	2002	2016		Local Funds	125,466	627,329	
	134	27A40	2002	2016		MSAS	62,150	310,749	
	138	27A69	2003	2017		Local Funds	645,000	3,348,800	
	138	27A69	2004	2018		Local Funds	174,300	1,100,000	
	106	27A98	2008	2022		Local Funds	779,366	3,542,574	10,833,248
Minneapolis	419		1996	2010			0	0	0
Moorhead	135		1998	2012			175,284	973,801	1,149,085
Plymouth	153-005	27A31	1999	2013			171,465	952,585	
	165-007	27A95	2004	2018		MSAS	311,915	1,559,577	
	164-009	27A68	2004	2018		MSAS	115,462	577,312	3,688,316
Ramsey	104		1998	2012			54,554	303,077	
	109-002	02569	2006	2020		MSAS	13,359	66,797	437,787
Rosemount	104-004	19557	2006	2020		MSAS	292,748	1,463,742	1,756,490
Saint Paul	288-003	62598	2005	2019		MSAS, Local	281,122	1,142,855	
	288-004	62616	2006	2020		MSAS	284,960	1,424,802	
	302-002	62617	2006	2020		MSAS	20,380	101,901	3,256,020
St. Paul Park	108-001	82027	2006	2020		MSAS	111,838	559,189	671,027
Thief River Falls	115-020	57516	2010	2024		MSAS	323,916	1,472,347	1,796,263
Winona	125-006	85555	2007	2021		MSAS	459,710	2,089,593	2,549,303
Woodbury	108		1996	2010			0	0	0
	102	82518	2006	2020		Local	684,657	3,423,287	4,107,944
TOTAL					\$0		\$6,410,853	\$31,087,886	\$37,498,739

# PROJECT LISTING OF RIGHT-OF-WAY ACQUISITION

*Payment requested in 2009*

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

# NEEDS ADJUSTMENT FOR RIGHT-OF-WAY ACQUISITION

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

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22-Sep-10

MUNICIPALITY	1994-2008 RIGHT-OF-WAY EXPENDITURES	+	2009 RIGHT-OF-WAY EXPENDITURES	-	EXPIRED RIGHT-OF-WAY EXPENDITURES	=	TOTAL RIGHT-OF-WAY ADJUSTMENT FOR 2011 APPORTIONMENT
Albert Lea	\$5,875		--		(\$5,875)		--
Albertville	--		--		--		--
Alexandria	--		\$340,593		--		\$340,593
Andover	5,296		--		--		5,296
Anoka	4,650		--		--		4,650
Apple Valley	126,066		--		--		126,066
Arden Hills	--		--		--		--
Austin	301,895		--		--		301,895
Baxter	468,225		--		--		468,225
Belle Plaine	--		--		--		--
Bemidji	56,122		--		--		56,122
Big Lake	--		--		--		--
Blaine	5,540,372		--		--		5,540,372
Bloomington	15,405,559		--		(3,707,100)		11,698,459
Brainerd	640,266		--		--		640,266
Brooklyn Center	1,309,990		--		--		1,309,990
Brooklyn Park	600,415		--		(92,043)		508,372
Buffalo	1,426,785		--		--		1,426,785
Burnsville	6,260		--		--		6,260
<b>Byron</b>	--		--		--		--
Cambridge	--		--		--		--
Champlin	72,191		--		--		72,191
Chanhassen	--		--		--		--
Chaska	--		--		--		--
Chisholm	--		--		--		--
Circle Pines	82,365		--		--		82,365
Cloquet	--		--		--		--
Columbia Heights	3,130		--		--		3,130
Coon Rapids	2,290,994		168,962		--		2,459,956
Corcoran	19,296		--		--		19,296
Cottage Grove	525,651		--		--		525,651
Crookston	--		--		--		--
Crystal	--		--		--		--
Dayton	5,281		--		--		5,281
Delano	--		--		--		--
Detroit Lakes	49,614		1,862		--		51,476
Duluth	2,899,505		--		(134,664)		2,764,841
Eagan	4,114,225		--		--		4,114,225
East Bethel	94,298		27,282		--		121,580
East Grand Forks	--		--		--		--
Eden Prairie	--		--		--		--
Edina	398,370		--		--		398,370
Elk River	2,168,748		358,941		(186,227)		2,341,462
Fairmont	--		--		--		--
Falcon Heights	--		--		--		--
Faribault	298,486		--		--		298,486

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

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

# PROJECT LISTING OF RETAINING WALL CONSTRUCTION

*Payment requested in 2009*

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

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

**Individual Adjustments**  
All Cities  
**Grading Factor not implemented in 2010**

The Municipal Screening Board resolutions state in part:

**Grading Factors (or Multipliers)**

That the Needs for tree removal, pavement removal, curb and gutter removal and sidewalk removal be removed....

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

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

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

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

**Individual Adjustments**  
7 Cities  
**Culvert Costs not computed in January 2010 Allocation**

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

All other fields got updated correctly.

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

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



# GRADING FACTOR ADJUSTMENT

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

CITY	INCREASE IN GRADING NEEDS	INCREASE IN ENGINEERING	TOTAL INCREASE IN NEEDS
ALBERT LEA	\$2,747,684	\$604,491	\$3,352,175
ALBERTVILLE	1,026,195	225,763	1,251,957
ALEXANDRIA	3,174,114	698,305	3,872,419
ANDOVER	3,786,750	833,085	4,619,835
ANOKA	1,275,284	280,563	1,555,847
APPLE VALLEY	3,955,997	870,319	4,826,316
ARDEN HILLS	639,439	140,677	780,116
AUSTIN	2,449,007	538,782	2,987,789
BAXTER	768,017	168,964	936,981
BELLE PLAINE	839,103	184,603	1,023,706
BEMIDJI	1,439,416	316,671	1,756,087
BIG LAKE	986,776	217,091	1,203,867
BLAINE	2,689,317	591,650	3,280,966
BLOOMINGTON	9,468,230	2,083,011	11,551,240
BRAINERD	1,921,694	422,773	2,344,466
BROOKLYN CENTER	1,203,321	264,731	1,468,051
BROOKLYN PARK	3,638,066	800,374	4,438,440
BUFFALO	2,089,227	459,630	2,548,857
BURNSVILLE	6,947,904	1,528,539	8,476,443
CAMBRIDGE	469,881	103,374	573,254
CHAMPLIN	1,739,855	382,768	2,122,623
CHANHASSEN	1,676,437	368,816	2,045,253
CHASKA	1,929,497	424,489	2,353,987
CHISHOLM	1,071,590	235,750	1,307,339
CIRCLE PINES	314,167	69,117	383,284
CLOQUET	2,157,010	474,542	2,631,552
COLUMBIA HEIGHTS	1,866,163	410,556	2,276,719
COON RAPIDS	4,022,558	884,963	4,907,520
CORCORAN	928,468	204,263	1,132,731
COTTAGE GROVE	4,261,091	937,440	5,198,531
CROOKSTON	1,158,887	254,955	1,413,842
CRYSTAL	1,241,716	273,177	1,514,893
DAYTON	525,942	115,707	641,650
DELANO	966,366	212,601	1,178,967
DETROIT LAKES	1,376,036	302,728	1,678,764
DULUTH	14,430,687	3,174,751	17,605,438
EAGAN	5,876,136	1,292,750	7,168,886
EAST BETHEL	2,651,056	583,232	3,234,289
EAST GRAND FORKS	1,889,743	415,744	2,305,487
EDEN PRAIRIE	4,588,753	1,009,526	5,598,279
EDINA	4,273,886	940,255	5,214,141
ELK RIVER	3,284,122	722,507	4,006,629
FAIRMONT	2,591,012	570,023	3,161,034
FALCON HEIGHTS	242,122	53,267	295,389
FARIBAULT	2,798,236	615,612	3,413,848
FARMINGTON	2,229,282	490,442	2,719,724

CITY	INCREASE IN GRADING NEEDS	INCREASE IN ENGINEERING	TOTAL INCREASE IN NEEDS
FERGUS FALLS	\$3,291,625	\$724,158	\$4,015,783
FOREST LAKE	3,026,896	665,917	3,692,813
FRIDLEY	2,658,147	584,792	3,242,940
GLENCOE	898,316	197,629	1,095,945
GOLDEN VALLEY	2,053,955	451,870	2,505,825
GRAND RAPIDS	2,956,675	650,469	3,607,144
HAM LAKE	1,887,951	415,349	2,303,300
HASTINGS	1,508,935	331,966	1,840,901
HERMANTOWN	2,239,167	492,617	2,731,784
HIBBING	4,919,972	1,082,394	6,002,365
HOPKINS	1,229,865	270,570	1,500,435
HUGO	2,139,565	470,704	2,610,269
HUTCHINSON	1,743,948	383,669	2,127,617
INTERNATIONAL FALLS	1,032,860	227,229	1,260,089
INVER GROVE HEIGHTS	4,452,892	979,636	5,432,528
ISANTI	453,887	99,855	553,742
JORDAN	637,758	140,307	778,065
KASSON	562,368	123,721	686,089
LA CRESCENT	865,240	190,353	1,055,593
LAKE CITY	727,885	160,135	888,019
LAKE ELMO	817,118	179,766	996,885
LAKEVILLE	5,837,259	1,284,197	7,121,457
LINO LAKES	2,509,751	552,145	3,061,896
LITCHFIELD	1,041,881	229,214	1,271,095
LITTLE CANADA	920,162	202,436	1,122,598
LITTLE FALLS	1,945,558	428,023	2,373,581
MAHTOMEDI	475,281	104,562	579,843
MANKATO	4,155,459	914,201	5,069,660
MAPLE GROVE	7,190,870	1,581,991	8,772,861
MAPLEWOOD	3,802,527	836,556	4,639,082
MARSHALL	2,140,963	471,012	2,611,975
MENDOTA HEIGHTS	1,674,084	368,299	2,042,383
MINNEAPOLIS	27,730,299	6,100,666	33,830,964
MINNETONKA	5,960,708	1,311,356	7,272,063
MINNETRISTA	1,747,829	384,522	2,132,352
MONTEVIDEO	752,692	165,592	918,284
MONTICELLO	961,568	211,545	1,173,113
MOORHEAD	4,679,717	1,029,538	5,709,255
MORRIS	786,216	172,967	959,183
MOUND	1,258,463	276,862	1,535,325
MOUNDS VIEW	1,187,488	261,247	1,448,736
NEW BRIGHTON	1,538,123	338,387	1,876,510
NEW HOPE	1,366,563	300,644	1,667,207
NEW PRAGUE	451,264	99,278	550,542
NEW ULM	1,959,230	431,031	2,390,260
NORTH BRANCH	2,838,819	624,540	3,463,359
NORTH MANKATO	2,195,265	482,958	2,678,223
NORTH ST PAUL	1,463,917	322,062	1,785,979
NORTHFIELD	1,490,241	327,853	1,818,094
OAK GROVE	2,179,024	479,385	2,658,410
OAKDALE	842,356	185,318	1,027,674

CITY	INCREASE IN GRADING NEEDS	INCREASE IN ENGINEERING	TOTAL INCREASE IN NEEDS
ORONO	\$650,929	\$143,204	\$794,134
OTSEGO	1,921,440	422,717	2,344,157
OWATONNA	2,748,437	604,656	3,353,093
PLYMOUTH	7,170,750	1,577,565	8,748,315
PRIOR LAKE	1,798,682	395,710	2,194,392
RAMSEY	2,885,856	634,888	3,520,744
RED WING	2,849,671	626,928	3,476,598
REDWOOD FALLS	1,246,252	274,175	1,520,427
RICHFIELD	2,392,652	526,383	2,919,035
ROBBINSDALE	1,174,735	258,442	1,433,176
ROCHESTER	8,636,534	1,900,037	10,536,571
ROGERS	626,752	137,885	764,637
ROSEMOUNT	3,078,653	677,304	3,755,957
ROSEVILLE	2,790,877	613,993	3,404,870
ST ANTHONY	818,197	180,003	998,200
ST CLOUD	6,656,102	1,464,342	8,120,444
ST FRANCIS	1,272,099	279,862	1,551,961
ST JOSEPH	403,528	88,776	492,305
ST LOUIS PARK	3,458,745	760,924	4,219,669
ST MICHAEL	3,775,663	830,646	4,606,309
ST PAUL	21,855,520	4,808,214	26,663,734
ST PAUL PARK	607,792	133,714	741,507
ST PETER	2,039,467	448,683	2,488,149
SARTELL	1,567,770	344,909	1,912,679
SAUK RAPIDS	1,306,716	287,478	1,594,194
SAVAGE	2,056,800	452,496	2,509,296
SHAKOPEE	2,333,441	513,357	2,846,798
SHOREVIEW	3,093,634	680,600	3,774,234
SHOREWOOD	743,250	163,515	906,765
SOUTH ST PAUL	2,030,676	446,749	2,477,425
SPRING LAKE PARK	332,058	73,053	405,110
STEWARTVILLE	550,456	121,100	671,556
STILLWATER	1,867,722	410,899	2,278,621
THIEF RIVER FALLS	2,228,501	490,270	2,718,771
VADNAIS HEIGHTS	634,773	139,650	774,423
VICTORIA	493,784	108,633	602,417
VIRGINIA	2,342,852	515,427	2,858,279
WACONIA	1,134,051	249,491	1,383,543
WAITE PARK	323,914	71,261	395,175
WASECA	854,129	187,908	1,042,037
WEST ST PAUL	1,180,382	259,684	1,440,066
WHITE BEAR LAKE	1,525,107	335,524	1,860,631
WILLMAR	2,575,226	566,550	3,141,776
WINONA	2,172,767	478,009	2,650,776
WOODBURY	4,232,015	931,043	5,163,058
WORTHINGTON	1,268,375	279,043	1,547,418
WYOMING	826,061	181,733	1,007,795
<b>TOTAL</b>	<b>\$373,328,636</b>	<b>\$82,132,300</b>	<b>\$455,460,936</b>

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

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

## **Individual Adjustments**

### **Orono**

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

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

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

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

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

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

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

## TRUNK HIGHWAY TURNBACK MAINTENANCE ALLOWANCE

The following tabulation shows the Trunk Highway Turnback Maintenance allowance for the 2011 Apportionment. All turnbacks eligible for maintenance payments as of December 31, 2009 are included in this tabulation. The total turnback maintenance apportionment has been computed in accordance with the 1967 Screening Board Resolution. (See Trunk Highway Turnback resolution.)

MSAS Book 2010 October Book Turnback Maintenance Allowance 2011.xls22 Sep 10

Msas Route No.	Date of Release	Project Number	Plan Approved	Original Miles Eligible for TB Funding	Miles Constructed with THTB Funds	Current Miles Eligible for TB Maint.	Date of MSAS Designation	Maintenance Allowance Eligible Miles X \$7,200	Total Turnback Maintenance Allocation
<b>Brainerd</b>									
122 (TH 18)	11-01-00		No	0.37	0.00	0.37	01-02	\$2,664	\$2,664
<b>Duluth</b>									
<b>TH 23</b>	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)		118-126-008	Yes		2.36				
126 (TH 23)		118-126-015	Yes		1.98				
152 (TH 23)		118-152-013	Yes		0.21				
147 (TH 23)		118-147-015	Yes		1.16				
147 (TH 23)		118-147-016	Yes		0.45				
147 (TH 23)		118-147-017	Yes		2.21				
149 (TH 23)		118-149-004	Yes		0.14				
173 (TH 23)		118-173-001	Yes		0.84				
194 (TH 23)		118-194-001	Yes		0.78				
194 (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				
<b>130 (TH 23)</b>		<b>118-130-004</b>	Yes		<b>2.43</b>				
		<b>ADMINISTRATIVE ADJUSTMENT</b>			<b>0.13</b>				
					14.61	0.00	2-1-96	(0)	
<b>TH 61</b>	12-15-95			1.79					
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		0.43				
150 (TH 61)		118-150-006	Yes		<u>0.21</u>	<u>0.00</u>		<u>0</u>	
				16.40	1.79	0.00		(0)	(0)
<b>Hutchinson</b>									
110 (TH 22)	2-15-01		No	0.21	0.00	0.21		1,512	1,512
<b>Lino Lakes</b>									
103 (TH 49)	11-1-96		No	0.28	0.28	0.00	01-97	0	0
<b>Shakopee</b>									
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
<b>St. Peter</b>									
TH 295									
Part of MSAS 102	9/01/09		No	0.20	<u>0.00</u>	0.20	06-2010	720	720
<b>TOTAL</b>				<b>18.38</b>	<b>31.42</b>	<b>1.70</b>			<b>\$11,520</b>

**October 27, 2010**

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

**Dear Commissioner Sorel:**

**We, the undersigned, as members of the 2010 Municipal Screening Board, having reviewed all information available in relation to the 25 year money needs of the Municipal State Aid Street System do hereby submit our findings as required by Minnesota Statutes.**

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

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

<b>Jeff Hulsether Brainerd Chair</b>	<b>Jean Keely Blaine Vice Chair</b>	<b>Kent Exner Hutchinson Secretary</b>
<b>Jim Prusak Cloquet District 1</b>	<b>Rich Clauson Crookston District 2</b>	<b>Steve Bot St. Michael District 3</b>
<b>Tim Schoonhoven Alexandria District 4</b>	<b>Tom Mathison Crystal Metro West</b>	<b>David Strauss Stewartville District 6</b>
<b>Troy Nemmers Fairmont District 7</b>	<b>Kent Exner Hutchinson District 8</b>	<b>Russ Matthys Eagan Metro East</b>
<b>Cindy Voigt Duluth</b>	<b>Don Elwood Minneapolis</b>	<b>Paul Kurtz Saint Paul</b>

**Attachment: Money Needs Listing**

## 2010 ADJUSTED CONSTRUCTION NEEDS RECOMMENDATIONS

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

N:\MSAS\BOOKS\2010 OCTOBER BOOK\2010 Adjusted Construction Needs Recommendations.xls

22-Sep-10

Municipality	Adjusted Construction Needs	Municipality	Adjusted Construction Needs
Albert Lea	\$43,571,454	Forest Lake	\$39,330,537
Albertville	14,087,250	Fridley	39,061,014
Alexandria	49,277,736	Glencoe	13,636,576
Andover	68,135,124	Golden Valley	30,958,815
Anoka	22,394,409	Grand Rapids	49,232,087
Apple Valley	57,052,850	Ham Lake	35,546,824
Arden Hills	9,525,221	Hastings	21,025,502
Austin	48,123,196	Hermantown	32,713,239
Baxter	19,231,865	Hibbing	73,359,040
Belle Plaine	11,765,940	Hopkins	17,278,086
Bemidji	20,957,909	Hugo	25,424,517
Big Lake	14,576,320	Hutchinson	26,207,616
Blaine	50,873,721	International Falls	12,561,674
Bloomington	160,484,626	Inver Grove Heights	62,946,060
Brainerd	30,005,612	Isanti	8,128,748
Brooklyn Center	22,409,900	Jordan	11,488,076
Brooklyn Park	58,412,053	Kasson	7,780,415
Buffalo	32,193,487	La Crescent	10,603,970
Burnsville	95,738,617	Lake City	10,292,053
Byron	3,796,005	Lake Elmo	14,784,099
Cambridge	13,351,379	Lakeville	97,953,791
Champlin	25,935,578	Lino Lakes	36,318,708
Chanhassen	26,415,649	Litchfield	15,210,529
Chaska	31,018,432	Little Canada	15,780,203
Chisholm	14,675,306	Little Falls	30,513,790
Circle Pines	5,247,990	Mahtomedi	8,089,738
Cloquet	32,357,008	Mankato	63,709,445
Columbia Heights	24,318,282	Maple Grove	116,195,571
Coon Rapids	80,811,202	Maplewood	68,442,647
Corcoran	19,533,856	Marshall	31,909,663
Cottage Grove	63,195,544	Medina	7,666,574
Crookston	28,874,069	Mendota Heights	23,502,697
Crystal	18,520,448	Minneapolis	435,488,767
Dayton	9,120,261	Minnetonka	92,962,389
Delano	14,543,928	Minnetrista	18,487,555
Detroit Lakes	22,533,465	Montevideo	10,525,419
Duluth	268,938,375	Monticello	14,419,335
Eagan	106,444,270	Moorhead	81,663,064
East Bethel	41,132,465	Morris	11,340,205
East Grand Forks	28,624,616	Mound	18,354,944
Eden Prairie	63,000,418	Mounds View	16,645,947
Edina	62,117,983	New Brighton	27,719,037
Elk River	55,972,300	New Hope	20,374,218
Fairmont	37,638,733	New Prague	8,528,229
Falcon Heights	3,413,325	New Ulm	35,101,066
Faribault	46,773,101	North Branch	36,261,335
Farmington	29,383,931	North Mankato	29,922,971
Fergus Falls	49,885,908	North St. Paul	21,545,445



Adjusted Construction Needs		Adjusted Construction Needs	
Municipality		Municipality	
Northfield	\$17,538,746	St. Peter	\$28,462,817
Oak Grove	36,008,013	Sartell	24,754,435
Oakdale	14,694,349	Sauk Rapids	21,075,265
Orono	10,587,422	Savage	26,871,110
Otsego	29,165,966	Shakopee	41,067,425
Owatonna	45,611,730	Shoreview	27,159,352
Plymouth	105,978,212	Shorewood	11,320,626
Prior Lake	23,682,120	South St. Paul	24,458,539
Ramsey	49,363,025	Spring Lake Park	5,530,884
Red Wing	44,785,225	Stewartville	7,035,791
Redwood Falls	14,902,589	Stillwater	28,136,151
Richfield	43,000,199	Thief River Falls	37,550,438
Robbinsdale	8,834,293	Vadnais Heights	9,782,833
Rochester	171,680,902	Victoria	6,921,730
Rogers	14,212,268	Virginia	27,399,811
Rosemount	50,569,803	Waconia	16,720,885
Roseville	41,524,560	Waite Park	6,065,961
St. Anthony	9,758,739	Waseca	11,664,455
St. Cloud	121,060,664	West St. Paul	17,137,175
Saint Francis	21,517,341	White Bear Lake	22,731,428
St. Joseph	5,731,602	Willmar	39,445,493
St. Louis Park	50,833,923	Winona	35,447,499
St. Michael	50,142,880	Woodbury	83,699,958
St. Paul	369,792,600	Worthington	17,666,675
St. Paul Park	8,008,725	Wyoming	14,787,295
		Zimmerman	3,592,647
		STATE TOTAL	\$5,948,855,917

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

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

Tentative 2011 APPT.xls

22-Sep-10

<b>Municipality</b>	<b>Tentative 2011 Population Apport. using the 2000 Census or the 2009 Estimate</b>	<b>Tentative 2011 Construction Needs Apportionment</b>	<b>Tentative 2011 Total Apportionment</b>	<b>Distribution Percentage</b>
Albert Lea	\$316,117	\$466,362	\$782,479	0.6146
Albertville	107,025	150,781	257,806	0.2025
Alexandria	214,136	527,438	741,574	0.5825
Andover	538,704	729,276	1,267,980	0.9959
Anoka	311,126	239,696	550,822	0.4326
Apple Valley	849,864	610,658	1,460,522	1.1472
Arden Hills	174,479	101,952	276,431	0.2171
Austin	408,667	515,081	923,748	0.7256
Baxter	136,337	205,846	342,183	0.2688
Belle Plaine	123,772	125,935	249,707	0.1961
Bemidji	233,069	224,320	457,389	0.3593
Big Lake	163,876	156,016	319,892	0.2513
Blaine	998,646	544,521	1,543,167	1.2121
Bloomington	1,465,989	1,717,727	3,183,716	2.5006
Brainerd	240,212	323,825	564,037	0.4430
Brooklyn Center	513,093	239,862	752,955	0.5914
Brooklyn Park	1,296,174	625,206	1,921,380	1.5091
Buffalo	244,291	344,579	588,870	0.4625
Burnsville	1,050,661	1,024,727	2,075,388	1.6301
<b>Byron</b>	<b>86,835</b>	<b>40,630</b>	<b>127,465</b>	<b>0.1001</b>
Cambridge	131,569	142,905	274,474	0.2156
Champlin	411,954	277,598	689,552	0.5416
Chanhassen	406,705	282,737	689,442	0.5415
Chaska	416,137	332,002	748,139	0.5876
Chisholm	86,060	157,075	243,135	0.1910
Circle Pines	90,863	56,171	147,034	0.1155
Cloquet	204,049	346,329	550,378	0.4323
Columbia Heights	318,768	260,288	579,056	0.4548
Coon Rapids	1,087,150	864,953	1,952,103	1.5333
Corcoran	100,553	209,078	309,631	0.2432
Cottage Grove	593,852	676,406	1,270,258	0.9977
Crookston	141,001	309,050	450,051	0.3535
Crystal	390,680	198,231	588,911	0.4626
Dayton	87,300	97,618	184,918	0.1452
Delano	92,704	155,669	248,373	0.1951
Detroit Lakes	148,558	241,184	389,742	0.3061
Duluth	1,485,731	2,878,549	4,364,280	3.4279
Eagan	1,134,845	1,139,313	2,274,158	1.7862
East Bethel	208,094	440,256	648,350	0.5092
East Grand Forks	136,113	306,380	442,493	0.3476
Eden Prairie	1,076,376	674,317	1,750,693	1.3751
Edina	851,844	664,872	1,516,716	1.1913
Elk River	406,773	599,093	1,005,866	0.7901
Fairmont	187,423	402,862	590,285	0.4636
Falcon Heights	99,176	36,534	135,710	0.1066
Faribault	401,248	500,630	901,878	0.7084

<b>Municipality</b>	<b>Tentative 2011 Population Apport. using the 2000 Census or the 2009 Estimate</b>	<b>Tentative 2011 Construction Needs Apportionment</b>	<b>Tentative 2011 Total Apportionment</b>	<b>Distribution Percentage</b>
Farmington	\$326,324	\$314,507	\$640,831	0.5033
Fergus Falls	236,374	533,948	770,322	0.6050
Forest Lake	301,143	420,970	722,113	0.5672
Fridley	472,455	418,085	890,540	0.6995
Glencoe	98,849	145,957	244,806	0.1923
Golden Valley	349,612	331,364	680,976	0.5349
Grand Rapids	182,035	526,950	708,985	0.5569
Ham Lake	263,758	380,471	644,229	0.5060
Hastings	387,117	225,044	612,161	0.4808
Hermantown	163,962	350,142	514,104	0.4038
Hibbing	293,828	785,189	1,079,017	0.8475
Hopkins	297,597	184,934	482,531	0.3790
Hugo	226,167	272,128	498,295	0.3914
Hutchinson	242,226	282,022	524,248	0.4118
International Falls	115,442	134,452	249,894	0.1963
Inver Grove Heights	593,146	673,735	1,266,881	0.9951
Isanti	95,854	87,005	182,859	0.1436
Jordan	92,980	122,961	215,941	0.1696
Kasson	95,579	83,277	178,856	0.1405
La Crescent	87,937	113,498	201,435	0.1582
Lake City	90,364	110,160	200,524	0.1575
Lake Elmo	143,308	158,240	301,548	0.2369
Lakeville	959,953	1,048,436	2,008,389	1.5775
Lino Lakes	349,492	388,733	738,225	0.5798
Litchfield	117,266	162,804	280,070	0.2200
Little Canada	172,741	168,901	341,642	0.2683
Little Falls	144,771	326,601	471,372	0.3702
Mahtomedi	140,158	86,588	226,746	0.1781
Mankato	637,398	681,906	1,319,304	1.0362
Maple Grove	1,078,510	1,243,685	2,322,195	1.8240
Maplewood	649,843	732,567	1,382,410	1.0858
Marshall	226,442	341,541	567,983	0.4461
Medina	86,508	82,058	168,566	0.1324
Mendota Heights	202,518	251,558	454,076	0.3567
Minneapolis	6,655,763	4,661,201	11,316,964	8.8889
Minnetonka	885,580	995,012	1,880,592	1.4771
Minnetrista	108,367	197,879	306,246	0.2405
Montevideo	93,221	112,658	205,879	0.1617
Monticello	197,956	154,336	352,292	0.2767
Moorhead	636,194	874,071	1,510,265	1.1862
Morris	89,210	121,378	210,588	0.1654
Mound	168,455	196,460	364,915	0.2866
Mounds View	219,248	178,168	397,416	0.3122
New Brighton	384,191	296,687	680,878	0.5348
New Hope	359,268	218,073	577,341	0.4535
New Prague	121,879	91,281	213,160	0.1674
New Ulm	233,981	375,700	609,681	0.4789
North Branch	178,214	388,119	566,333	0.4448
North Mankato	224,532	320,277	544,809	0.4279
North St. Paul	205,323	230,609	435,932	0.3424
Northfield	340,559	187,724	528,283	0.4149
Oak Grove	147,663	385,407	533,070	0.4187
Oakdale	470,648	157,279	627,927	0.4932
Orono	137,353	86,721	224,074	0.1760

<b>Municipality</b>	<b>Tentative 2011 Population Apport. using the 2000 Census or the 2009 Estimate</b>	<b>Tentative 2011 Construction Needs Apportionment</b>	<b>Tentative 2011 Total Apportionment</b>	<b>Distribution Percentage</b>
Otsego	\$233,430	\$312,174	\$545,604	0.4285
Owatonna	437,755	488,200	925,955	0.7273
Plymouth	1,238,066	1,134,325	2,372,391	1.8634
Prior Lake	401,644	253,479	655,123	0.5146
Ramsey	400,560	528,351	928,911	0.7296
Red Wing	280,454	479,353	759,807	0.5968
Redwood Falls	93,961	159,508	253,469	0.1991
Richfield	592,767	460,247	1,053,014	0.8271
Robbinsdale	243,086	94,557	337,643	0.2652
Rochester	1,800,007	1,837,565	3,637,572	2.8571
Rogers	129,039	152,119	281,158	0.2208
Rosemount	370,422	541,268	911,690	0.7161
Roseville	588,275	444,453	1,032,728	0.8112
St. Anthony	146,544	104,451	250,995	0.1971
St. Cloud	1,131,540	1,295,758	2,427,298	1.9065
St. Francis	128,316	230,308	358,624	0.2817
St. Joseph	106,267	61,347	167,614	0.1317
St. Louis Park	796,800	544,095	1,340,895	1.0532
St. Michael	262,949	536,698	799,647	0.6281
St. Paul	4,948,495	3,958,030	8,906,525	6.9956
St. Paul Park	89,864	85,720	175,584	0.1379
St. Peter	187,904	305,368	493,272	0.3874
Sartell	259,249	264,956	524,205	0.4117
Sauk Rapids	226,046	225,577	451,623	0.3547
Savage	474,486	287,612	762,098	0.5986
Shakopee	597,105	446,184	1,043,289	0.8195
Shoreview	446,206	290,697	736,903	0.5788
Shorewood	131,122	121,169	252,291	0.1982
South St. Paul	347,340	261,789	609,129	0.4784
Spring Lake Park	116,560	59,199	175,759	0.1380
Stewartville	102,498	75,307	177,805	0.1397
Stillwater	313,863	301,152	615,015	0.4831
Thief River Falls	146,681	401,917	548,598	0.4309
Vadnais Heights	224,979	104,709	329,688	0.2590
Victoria	115,786	74,086	189,872	0.1491
Virginia	157,611	293,271	450,882	0.3541
Waconia	175,271	178,970	354,241	0.2782
Waite Park	116,130	64,926	181,056	0.1422
Waseca	165,529	124,849	290,378	0.2281
West St. Paul	334,001	183,426	517,427	0.4064
White Bear Lake	425,724	243,303	669,027	0.5255
Willmar	328,269	422,200	750,469	0.5895
Winona	472,885	379,408	852,293	0.6694
Woodbury	1,021,331	895,872	1,917,203	1.5059
Worthington	196,304	189,093	385,397	0.3027
Wyoming	120,708	158,274	278,982	0.2191
Zimmerman	86,079	38,454	124,533	0.0978
<b>TOTAL</b>	<b>\$63,657,769</b>	<b>\$63,657,769</b>	<b>\$127,315,538</b>	<b>100.0000</b>

## COMPARISON OF THE 2010 ACTUAL TO 2011 TENTATIVE APPORTIONMENT

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

9/22/2010

Municipality	2010 Actual Total Apportionment	2011 Tentative Total Apportionment	Increase (Decrease) Amount	% Increase (Decrease)
Albert Lea	\$774,615	\$782,479	\$7,864	1.0152
Albertville	246,977	257,806	10,829	4.3846
Alexandria	724,672	741,574	16,902	2.3324
Andover	1,276,949	1,267,980	(8,969)	(0.7024)
Anoka	541,194	550,822	9,628	1.7790
Apple Valley	1,459,359	1,460,522	1,163	0.0797
Arden Hills	274,237	276,431	2,194	0.8000
Austin	969,423	923,748	(45,675)	(4.7116)
Baxter	320,522	342,183	21,661	6.7580
Belle Plaine	252,939	249,707	(3,232)	(1.2778)
Bemidji	472,704	457,389	(15,315)	(3.2399)
Big Lake	325,265	319,892	(5,373)	(1.6519)
Blaine	1,567,999	1,543,167	(24,832)	(1.5837)
Bloomington	3,336,014	3,183,716	(152,298)	(4.5653)
Brainerd	556,090	564,037	7,947	1.4291
Brooklyn Center	778,973	752,955	(26,018)	(3.3400)
Brooklyn Park	1,927,302	1,921,380	(5,922)	(0.3073)
Buffalo	596,619	588,870	(7,749)	(1.2988)
Burnsville	2,038,463	2,075,388	36,925	1.8114
Byron	0	127,465	127,465	100.0000
Cambridge	259,170	274,474	15,304	5.9050
Champlin	692,533	689,552	(2,981)	(0.4304)
Chanhassen	683,041	689,442	6,401	0.9371
Chaska	766,245	748,139	(18,106)	(2.3630)
Chisholm	242,003	243,135	1,132	0.4678
Circle Pines	150,143	147,034	(3,109)	(2.0707)
Cloquet	554,920	550,378	(4,542)	(0.8185)
Columbia Heights	583,952	579,056	(4,896)	(0.8384)
Coon Rapids	1,996,787	1,952,103	(44,684)	(2.2378)
Corcoran	224,655	309,631	84,976	37.8251
Cottage Grove	1,286,914	1,270,258	(16,656)	(1.2943)
Crookston	483,376	450,051	(33,325)	(6.8942)
Crystal	629,159	588,911	(40,248)	(6.3971)
Dayton	188,873	184,918	(3,955)	(2.0940)
Delano	252,621	248,373	(4,248)	(1.6816)
Detroit Lakes	388,729	389,742	1,013	0.2606
Duluth	3,887,763	4,364,280	476,517	12.2568
Eagan	2,131,859	2,274,158	142,299	6.6749
East Bethel	670,122	648,350	(21,772)	(3.2490)
East Grand Forks	418,509	442,493	23,984	5.7308
Eden Prairie	1,847,225	1,750,693	(96,532)	(5.2258)
Edina	1,514,151	1,516,716	2,565	0.1694
Elk River	1,023,049	1,005,866	(17,183)	(1.6796)
Fairmont	577,086	590,285	13,199	2.2872
Falcon Heights	137,367	135,710	(1,657)	(1.2063)
Faribault	898,021	901,878	3,857	0.4295
Farmington	645,186	640,831	(4,355)	(0.6750)
Fergus Falls	790,575	770,322	(20,253)	(2.5618)
Forest Lake	759,091	722,113	(36,978)	(4.8714)
Fridley	871,892	890,540	18,648	2.1388
Glencoe	235,888	244,806	8,918	3.7806
Golden Valley	689,545	680,976	(8,569)	(1.2427)
Grand Rapids	690,266	708,985	18,719	2.7119

<b>Municipality</b>	<b>2010 Actual Total Apportionment</b>	<b>2011 Tentative Total Apportionment</b>	<b>Increase (Decrease) Amount</b>	<b>% Increase (Decrease)</b>
Ham Lake	\$684,291	\$644,229	(\$40,062)	(5.8545)
Hastings	629,028	612,161	(16,867)	(2.6814)
Hermantown	516,775	514,104	(2,671)	(0.5169)
Hibbing	1,104,160	1,079,017	(25,143)	(2.2771)
Hopkins	486,845	482,531	(4,314)	(0.8861)
Hugo	482,207	498,295	16,088	3.3363
Hutchinson	537,947	524,248	(13,699)	(2.5465)
International Falls	249,598	249,894	296	0.1186
Inver Grove Heights	1,263,921	1,266,881	2,960	0.2342
Isanti	184,350	182,859	(1,491)	(0.8088)
Jordan	220,792	215,941	(4,851)	(2.1971)
Kasson	181,387	178,856	(2,531)	(1.3954)
La Crescent	208,152	201,435	(6,717)	(3.2270)
Lake City	204,621	200,524	(4,097)	(2.0022)
Lake Elmo	309,388	301,548	(7,840)	(2.5340)
Lakeville	2,009,750	2,008,389	(1,361)	(0.0677)
Lino Lakes	730,544	738,225	7,681	1.0514
Litchfield	281,060	280,070	(990)	(0.3522)
Little Canada	345,767	341,642	(4,125)	(1.1930)
Little Falls	507,136	471,372	(35,764)	(7.0522)
Mahtomedi	224,771	226,746	1,975	0.8787
Mankato	1,259,959	1,319,304	59,345	4.7101
Maple Grove	2,314,370	2,322,195	7,825	0.3381
Maplewood	1,380,787	1,382,410	1,623	0.1175
Marshall	561,922	567,983	6,061	1.0786
Medina	0	168,566	168,566	100.0000
Mendota Heights	460,038	454,076	(5,962)	(1.2960)
Minneapolis	11,663,252	11,316,964	(346,288)	(2.9691)
Minnetonka	1,839,883	1,880,592	40,709	2.2126
Minnetrista	305,004	306,246	1,242	0.4072
Montevideo	208,631	205,879	(2,752)	(1.3191)
Monticello	349,698	352,292	2,594	0.7418
Moorhead	1,535,140	1,510,265	(24,875)	(1.6204)
Morris	213,458	210,588	(2,870)	(1.3445)
Mound	371,097	364,915	(6,182)	(1.6659)
Mounds View	420,132	397,416	(22,716)	(5.4069)
New Brighton	687,305	680,878	(6,427)	(0.9351)
New Hope	582,983	577,341	(5,642)	(0.9678)
New Prague	197,930	213,160	15,230	7.6946
New Ulm	585,361	609,681	24,320	4.1547
North Branch	559,443	566,333	6,890	1.2316
North Mankato	544,256	544,809	553	0.1016
North St. Paul	440,802	435,932	(4,870)	(1.1048)
Northfield	564,863	528,283	(36,580)	(6.4759)
Oak Grove	547,628	533,070	(14,558)	(2.6584)
Oakdale	641,017	627,927	(13,090)	(2.0421)
Orono	219,284	224,074	4,790	2.1844
Otsego	553,712	545,604	(8,108)	(1.4643)
Owatonna	984,525	925,955	(58,570)	(5.9491)
Plymouth	2,247,211	2,372,391	125,180	5.5705
Prior Lake	682,473	655,123	(27,350)	(4.0075)
Ramsey	957,571	928,911	(28,660)	(2.9930)
Red Wing	764,485	759,807	(4,678)	(0.6119)
Redwood Falls	263,181	253,469	(9,712)	(3.6902)
Richfield	1,073,220	1,053,014	(20,206)	(1.8827)
Robbinsdale	357,856	337,643	(20,213)	(5.6484)
Rochester	3,264,629	3,637,572	372,943	11.4237

Municipality	2010 Actual Total Apportionment	2011 Tentative Total Apportionment	Increase (Decrease) Amount	% Increase (Decrease)
Rogers	\$237,742	\$281,158	\$43,416	18.2618
Rosemount	891,216	911,690	20,474	2.2973
Roseville	1,028,306	1,032,728	4,422	0.4300
St. Anthony	260,030	250,995	(9,035)	(3.4746)
St. Cloud	2,486,719	2,427,298	(59,421)	(2.3895)
St. Francis	377,163	358,624	(18,539)	(4.9154)
St. Joseph	170,257	167,614	(2,643)	(1.5524)
St. Louis Park	1,376,646	1,340,895	(35,751)	(2.5970)
St. Michael	830,509	799,647	(30,862)	(3.7160)
St. Paul	9,069,155	8,906,525	(162,630)	(1.7932)
St. Paul Park	198,274	175,584	(22,690)	(11.4438)
St. Peter	495,488	493,272	(2,216)	(0.4472)
Sartell	541,965	524,205	(17,760)	(3.2770)
Sauk Rapids	463,091	451,623	(11,468)	(2.4764)
Savage	774,660	762,098	(12,562)	(1.6216)
Shakopee	1,061,448	1,043,289	(18,159)	(1.7108)
Shoreview	753,236	736,903	(16,333)	(2.1684)
Shorewood	258,587	252,291	(6,296)	(2.4348)
South St. Paul	600,578	609,129	8,551	1.4238
Spring Lake Park	178,302	175,759	(2,543)	(1.4262)
Stewartville	180,094	177,805	(2,289)	(1.2710)
Stillwater	617,318	615,015	(2,303)	(0.3731)
Thief River Falls	539,261	548,598	9,337	1.7314
Vadnais Heights	337,677	329,688	(7,989)	(2.3659)
Victoria	192,877	189,872	(3,005)	(1.5580)
Virginia	455,241	450,882	(4,359)	(0.9575)
Waconia	349,269	354,241	4,972	1.4235
Waite Park	203,092	181,056	(22,036)	(10.8503)
Waseca	294,692	290,378	(4,314)	(1.4639)
West St. Paul	532,710	517,427	(15,283)	(2.8689)
White Bear Lake	679,735	669,027	(10,708)	(1.5753)
Willmar	757,468	750,469	(6,999)	(0.9240)
Winona	873,777	852,293	(21,484)	(2.4588)
Woodbury	1,998,056	1,917,203	(80,853)	(4.0466)
Worthington	386,673	385,397	(1,276)	(0.3300)
Wyoming	287,598	278,982	(8,616)	(2.9958)
Zimmerman	0	124,533	124,533	100.0000
<b>TOTAL</b>	<b>\$127,315,538</b>	<b>\$127,315,538</b>	<b>\$0</b>	<b>0.0000</b>

**51 Cities Increased Their Estimated Total Apportionment**

**96 Cities Decreased Their Estimated Total Apportionment**



## TENTATIVE 2011 APPORTIONMENT RANKINGS

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

MSAS Books, 2010 October Book Tentative 2010 Apportionment Rankings

Municipality	2010 Total Needs Mileage	2011 Tentative Population Apportionment Per Need Mile	Municipality	2010 Total Needs Mileage	2011 Tentative Money Needs Apportionment Per Need Mile	Municipality	2010 Total Needs Mileage	2011 Tentative Total Apportionment Per Need Mile
Minneapolis	205.63	\$32,368	Crookston	11.65	\$26,528	Minneapolis	205.63	\$55,036
Falcon Heights	3.29	30,145	Delano	6.11	25,478	St. Paul	164.77	54,054
St. Paul	164.77	30,033	Thief River Falls	15.78	25,470	Hopkins	9.99	48,301
Hopkins	9.99	29,789	Duluth	114.92	25,048	Eagan	47.81	47,567
New Hope	12.70	28,289	Mound	7.94	24,743	Coon Rapids	41.83	46,668
Coon Rapids	41.83	25,990	St. Paul	164.77	24,022	Columbia Heights	12.50	46,324
Circle Pines	3.53	25,740	Eagan	47.81	23,830	Burnsville	45.04	46,079
Columbia Heights	12.50	25,501	St. Michael	23.10	23,234	Mound	7.94	45,959
St. Louis Park	31.45	25,335	Bloomington	74.85	22,949	New Hope	12.70	45,460
New Brighton	15.26	25,176	Burnsville	45.04	22,751	New Brighton	15.26	44,618
West St. Paul	13.55	24,650	Minneapolis	205.63	22,668	St. Louis Park	31.45	42,636
St. Anthony	5.95	24,629	Hermantown	15.50	22,590	Bloomington	74.85	42,535
Vadnais Heights	9.17	24,534	Grand Rapids	23.52	22,404	St. Anthony	5.95	42,184
Oakdale	19.30	24,386	Maple Grove	56.66	21,950	Richfield	25.17	41,836
Robbinsdale	10.11	24,044	Fergus Falls	24.67	21,644	Circle Pines	3.53	41,653
Brooklyn Center	21.35	24,032	North Mankato	15.07	21,253	Falcon Heights	3.29	41,249
Eagan	47.81	23,737	New Ulm	17.68	21,250	Maple Grove	56.66	40,985
Richfield	25.17	23,551	Albertville	7.15	21,088	Delano	6.11	40,650
Shoreview	19.00	23,485	Alexandria	25.02	21,081	Plymouth	58.40	40,623
Burnsville	45.04	23,327	Jordan	5.89	20,876	Apple Valley	36.91	39,570
Arden Hills	7.53	23,171	Columbia Heights	12.50	20,823	Farmington	16.24	39,460
Apple Valley	36.91	23,025	Coon Rapids	41.83	20,678	Rochester	92.37	39,380
Eden Prairie	47.08	22,863	Faribault	24.27	20,628	Fridley	22.87	38,939
Stewartville	4.63	22,138	Maplewood	36.16	20,259	Shoreview	19.00	38,784
Brooklyn Park	59.47	21,795	North St. Paul	11.39	20,247	Crookston	11.65	38,631
Crystal	17.94	21,777	Inver Grove Heights	33.30	20,232	Stewartville	4.63	38,403
Waseca	7.61	21,752	Buffalo	17.19	20,045	North St. Paul	11.39	38,273
Mound	7.94	21,216	Fairmont	20.13	20,013	Winona	22.29	38,237
Winona	22.29	21,215	St. Cloud	64.89	19,969	Maplewood	36.16	38,230
Plymouth	58.40	21,200	St. Peter	15.35	19,894	West St. Paul	13.55	38,186
Edina	40.27	21,153	Rochester	92.37	19,894	Waseca	7.61	38,157
Anoka	14.73	21,122	Minnetonka	50.86	19,564	Inver Grove Heights	33.30	38,044
Fridley	22.87	20,658	New Brighton	15.26	19,442	Duluth	114.92	37,977
South St. Paul	16.82	20,650	La Crescent	5.84	19,435	Edina	40.27	37,664



2011			2011			2011		
Municipality	2010 Total Needs Mileage	Tentative Population Apportionment Per Need Mile	Municipality	2010 Total Needs Mileage	Tentative Money Needs Apportionment Per Need Mile	Municipality	2010 Total Needs Mileage	Tentative Total Apportionment Per Need Mile
Champlin	20.01	\$20,587	Plymouth	58.40	\$19,423	St. Cloud	64.89	\$37,406
Blaine	48.71	20,502	Farmington	16.24	19,366	Anoka	14.73	37,395
Chaska	20.47	20,329	Moorhead	45.24	19,321	Eden Prairie	47.08	37,185
White Bear Lake	21.06	20,215	St. Francis	11.94	19,289	Faribault	24.27	37,160
Roseville	29.12	20,202	Albert Lea	24.19	19,279	Minnetonka	50.86	36,976
Farmington	16.24	20,094	Red Wing	25.05	19,136	Arden Hills	7.53	36,711
Spring Lake Park	5.82	20,027	Cottage Grove	35.35	19,135	Jordan	5.89	36,662
Northfield	17.06	19,962	Redwood Falls	8.50	18,766	Chaska	20.47	36,548
Prior Lake	20.38	19,708	Chisholm	8.39	18,722	South St. Paul	16.82	36,215
Bloomington	74.85	19,586	Litchfield	8.77	18,564	North Mankato	15.07	36,152
Rochester	92.37	19,487	Hopkins	9.99	18,512	Albertville	7.15	36,057
St. Joseph	5.52	19,251	Richfield	25.17	18,286	Vadnais Heights	9.17	35,953
Maple Grove	56.66	19,035	Fridley	22.87	18,281	Cottage Grove	35.35	35,934
Waite Park	6.12	18,975	Glencoe	7.99	18,267	Roseville	29.12	35,465
Chanhassen	21.47	18,943	East Grand Forks	16.81	18,226	Woodbury	54.21	35,366
Woodbury	54.21	18,840	Marshall	18.80	18,167	Brooklyn Center	21.35	35,267
Kasson	5.08	18,815	Mankato	38.17	17,865	Kasson	5.08	35,208
Hastings	21.24	18,226	Little Falls	18.34	17,808	Stillwater	17.68	34,786
North St. Paul	11.39	18,027	Forest Lake	23.70	17,762	Thief River Falls	15.78	34,765
Maplewood	36.16	17,971	Austin	29.18	17,652	St. Michael	23.10	34,617
Inver Grove Heights	33.30	17,812	St. Anthony	5.95	17,555	Mankato	38.17	34,564
Stillwater	17.68	17,752	Rosemount	30.96	17,483	La Crescent	5.84	34,492
Mounds View	12.43	17,639	Lakeville	60.02	17,468	New Ulm	17.68	34,484
Savage	27.01	17,567	St. Louis Park	31.45	17,300	Champlin	20.01	34,460
St. Cloud	64.89	17,438	Owatonna	28.35	17,220	Buffalo	17.19	34,257
Minnetonka	50.86	17,412	New Hope	12.70	17,171	Worthington	11.39	33,836
Worthington	11.39	17,235	Mendota Heights	14.67	17,148	Lakeville	60.02	33,462
Cottage Grove	35.35	16,799	Andover	42.60	17,119	Robbinsdale	10.11	33,397
Mankato	38.17	16,699	Virginia	17.14	17,110	Moorhead	45.24	33,383
Mahtomedi	8.44	16,606	Stillwater	17.68	17,033	Hermantown	15.50	33,168
Faribault	24.27	16,533	Winona	22.29	17,021	Waconia	10.74	32,983
Monticello	12.08	16,387	Lino Lakes	23.00	16,901	Crystal	17.94	32,827
Waconia	10.74	16,319	Brainerd	19.17	16,892	Owatonna	28.35	32,662
Zimmerman	5.30	16,241	International Falls	8.06	16,681	Oakdale	19.30	32,535
Sauk Rapids	14.01	16,135	Waconia	10.74	16,664	Albert Lea	24.19	32,347
Shakopee	37.02	16,129	Worthington	11.39	16,602	Brooklyn Park	59.47	32,308
Lakeville	60.02	15,994	Apple Valley	36.91	16,545	Sauk Rapids	14.01	32,236
New Prague	7.72	15,787	Woodbury	54.21	16,526	Prior Lake	20.38	32,145

2011			2011			2011		
Municipality	2010 Total Needs Mileage	Tentative Population Apportionment Per Need Mile	Municipality	2010 Total Needs Mileage	Tentative Money Needs Apportionment Per Need Mile	Municipality	2010 Total Needs Mileage	Tentative Total Apportionment Per Need Mile
Jordan	5.89	\$15,786	Edina	40.27	\$16,510	St. Peter	15.35	\$32,135
Victoria	7.43	15,584	Elk River	36.33	16,490	Chanhassen	21.47	32,112
Byron	5.60	15,506	Waseca	7.61	16,406	Lino Lakes	23.00	32,097
Owatonna	28.35	15,441	Kasson	5.08	16,393	Mounds View	12.43	31,972
Shorewood	8.58	15,282	Anoka	14.73	16,273	Litchfield	8.77	31,935
Little Canada	11.35	15,219	Stewartville	4.63	16,265	White Bear Lake	21.06	31,768
Lino Lakes	23.00	15,195	Chaska	20.47	16,219	Blaine	48.71	31,681
Delano	6.11	15,173	North Branch	23.93	16,219	Austin	29.18	31,657
La Crescent	5.84	15,058	Sauk Rapids	14.01	16,101	Fergus Falls	24.67	31,225
Albertville	7.15	14,969	Cloquet	21.67	15,982	International Falls	8.06	31,004
North Mankato	15.07	14,899	Circle Pines	3.53	15,912	Northfield	17.06	30,966
Golden Valley	23.57	14,833	Willmar	26.73	15,795	Mendota Heights	14.67	30,953
St. Paul Park	6.08	14,780	Oak Grove	24.60	15,667	Glencoe	7.99	30,639
Belle Plaine	8.46	14,630	Minnetrista	12.71	15,569	Forest Lake	23.70	30,469
Orono	9.45	14,535	South St. Paul	16.82	15,564	St. Joseph	5.52	30,365
Sartell	17.97	14,427	Shoreview	19.00	15,300	Red Wing	25.05	30,332
International Falls	8.06	14,323	East Bethel	28.78	15,297	Marshall	18.80	30,212
Big Lake	11.52	14,225	Roseville	29.12	15,263	Spring Lake Park	5.82	30,199
Buffalo	17.19	14,211	Hutchinson	18.69	15,089	Grand Rapids	23.52	30,144
Moorhead	45.24	14,063	Belle Plaine	8.46	14,886	Little Canada	11.35	30,101
Austin	29.18	14,005	Little Canada	11.35	14,881	St. Francis	11.94	30,036
Isanti	6.89	13,912	Sartell	17.97	14,744	Redwood Falls	8.50	29,820
Mendota Heights	14.67	13,805	Hibbing	53.74	14,611	Andover	42.60	29,765
Bemidji	16.92	13,775	Mounds View	12.43	14,334	Alexandria	25.02	29,639
Litchfield	8.77	13,371	Eden Prairie	47.08	14,323	Waite Park	6.12	29,584
New Ulm	17.68	13,234	Shorewood	8.58	14,122	Belle Plaine	8.46	29,516
Albert Lea	24.19	13,068	St. Paul Park	6.08	14,099	Rosemount	30.96	29,447
Hutchinson	18.69	12,960	Golden Valley	23.57	14,059	Brainerd	19.17	29,423
Duluth	114.92	12,928	Champlin	20.01	13,873	Shorewood	8.58	29,405
Forest Lake	23.70	12,706	Ramsey	38.09	13,871	Fairmont	20.13	29,324
Andover	42.60	12,646	Otsego	22.51	13,868	Sartell	17.97	29,171
Brainerd	19.17	12,531	Big Lake	11.52	13,543	Monticello	12.08	29,163
Glencoe	7.99	12,372	Arden Hills	7.53	13,539	Chisholm	8.39	28,979
Willmar	26.73	12,281	West St. Paul	13.55	13,537	Golden Valley	23.57	28,892
St. Peter	15.35	12,241	Corcoran	15.50	13,489	St. Paul Park	6.08	28,879
Crookston	11.65	12,103	Morris	9.03	13,442	Hastings	21.24	28,821
Marshall	18.80	12,045	Bemidji	16.92	13,258	Savage	27.01	28,215
Rosemount	30.96	11,965	Hugo	20.61	13,204	Shakopee	37.02	28,182
St. Michael	23.10	11,383	Montevideo	8.55	13,176	Willmar	26.73	28,076

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

Municipality	2010		2011	
	Total Needs	Mileage	Tentative Money Needs	Apportionment Per Need Mile
Ham Lake	32.28		\$11,787	
Wyoming	13.58		11,655	
White Bear Lake	21.06		11,553	
Vadnais Heights	9.17		11,419	
Lake Elmo	14.07		11,247	
Brooklyn Center	21.35		11,235	
Blaine	48.71		11,179	
St. Joseph	5.52		11,114	
Chanhassen	21.47		13,169	
Lake City	8.39		13,130	
Monticello	12.08		12,776	
Rogers	12.00		12,677	
Isanti	6.89		12,628	
Baxter	16.48		12,491	
Prior Lake	20.38		12,438	
Shakopee	37.02		12,053	
New Prague	7.72		11,824	
Falcon Heights	3.29		11,105	
Crystal	17.94		11,050	
Northfield	17.06		11,004	
Detroit Lakes	22.35		10,791	
Savage	27.01		10,648	
Waite Park	6.12		10,609	
Hastings	21.24		10,595	
Brooklyn Park	59.47		10,513	
Mahtomedi	8.44		10,259	
Spring Lake Park	5.82		10,172	
Dayton	9.72		10,043	
Victoria	7.43		9,971	
Robbinsdale	10.11		9,353	
Orono	9.45		9,177	
Cambridge	15.88		8,999	
Oakdale	19.30		8,149	
Zimmerman	5.30		7,255	
Byron	5.60		7,255	
Medina	11.31		7,255	
<b>TOTAL</b>			<b>\$16,258</b>	

Municipality	2010		2011	
	Total Needs	Mileage	Tentative Total	Apportionment Per Need Mile
Little Falls	18.34		\$25,702	
Victoria	7.43		25,555	
Cloquet	21.67		25,398	
Ramsey	38.09		24,387	
Otsego	22.51		24,238	
Hugo	20.61		24,177	
Minnetrista	12.71		24,095	
Montevideo	8.55		24,079	
Hutchinson	18.69		28,050	
Big Lake	11.52		27,768	
Elk River	36.33		27,687	
New Prague	7.72		27,611	
Bemidji	16.92		27,032	
Mahtomedi	8.44		26,866	
Isanti	6.89		26,540	
East Grand Forks	16.81		26,323	
Virginia	17.14		26,306	
Lake City	8.39		23,900	
Orono	9.45		23,712	
North Branch	23.93		23,666	
Zimmerman	5.30		23,497	
Rogers	12.00		23,430	
Morris	9.03		23,321	
Byron	5.60		22,762	
East Bethel	28.78		22,528	
Oak Grove	24.60		21,670	
Lake Elmo	14.07		21,432	
Baxter	16.48		20,764	
Wyoming	13.58		20,544	
Hibbing	53.74		20,078	
Corcoran	15.50		19,976	
Ham Lake	32.28		19,958	
Dayton	9.72		19,024	
Detroit Lakes	22.35		17,438	
Cambridge	15.88		17,284	
Medina	11.31		14,904	
<b>TOTAL</b>			<b>\$32,461</b>	

# OTHER



# TOPICS



## OTES and COMMENTS

[illegible]

## MSAS NEEDS STUDY TASK FORCE

### **Members:**

District 1- David Salo, Hermantown

District 2- Greg Boppre, East Grand Forks

District 3- Terry Maurer

District 4- Tim Schoonhoven, Alexandria

District 6- Jon Erichson, Austin

District 7- Troy Nemmers, Fairmont

District 8- John Rodeberg, Glencoe

Metro East Brian Bachmeier, Oakdale

Metro West- Lee Gustafson, Minnetonka

1<sup>st</sup> Class City- Don Elwood, Minneapolis

1<sup>st</sup> Class City- Paul Kurtz, St. Paul

### **Alternates:**

District 1- Jim Prusak, Cloquet

District 3- Brad DeWolf, Big Lake, Buffalo, Isanti

District 7- Tim Loose, St. Peter

District 8- Glenn Olson, Marshall

1<sup>st</sup> Class City- Larry Veek, Minneapolis

1<sup>st</sup> Class City- Jim Vanderhoof, St. Paul

### **State Aid Staff**

Marshall Johnston

Julee Puffer

Mike Kowski

# **MSAS NEEDS STUDY TASK FORCE**

## **AGENDA**

September 15

9:30 to 3:30

Conference Room 8

Arden Hills Training Center

- I. Introduction**
  - a. Welcome by State Aid
  - b. Introductions
- II. Elect Secretary for this meeting**
- III. Identify a Statement of Goals of the Task Force**
  - a. Review direction from Municipal Screening Board
  - b. Define a Statement of Goals
- IV. Discuss Purpose/Objectives of Task Force**
  - a. Shortcomings of current Needs program
    - i. Outdated program language and data collection method
    - ii. Inflexible
    - iii. Not intuitive
  - b. Purpose of Needs Study
    - i. Distribute dollars?
    - ii. Represent actual Construction Costs/Needs?
- V. Optional Methods of Computing Needs**
  - a. Revise current Unit Cost/Cost per Mile method to new platform
    - i. Update data collection method
    - ii. Mirror current data fields, calculations
    - iii. Simplify input
    - iv. Shorter timeline to design
    - v. Faster implementation
    - vi. Shorter consultant contract
  - b. Redesign Needs
    - i. Historical Construction Costs method
      - 1. New CSAH method
    - ii. Life Cycle
    - iii. Pavement Management
    - iv. Others
  - c. Desired Characteristics of either method
    - i. Flexibility
    - ii. Ease of Data Entry
      - 1. Auto fill fields
      - 2. Interactive
    - iii. Electronic data transfer- traffic counts, unit costs, etc.

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

**VI. Other Needs related discussion items**

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

**VII. Recommendation to the Municipal Screening Board and SALT**

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

**VIII. Closing**

- a. Expense Reports
- b. Schedule next meeting



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

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

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

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

**Objective of Task Force**

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

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

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

Here are the basic conclusions of the group:

**Problems/concerns with the Existing Needs Study Process**

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

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

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

**Desirable Characteristics of the New Needs Study Process**

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

**Other Needs Study Issues to be Addressed**

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

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

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

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

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

Respectfully submitted,  
Tim Loose  
Recording Secretary

**Certification of MSAS System as Complete**

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

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

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

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

Determine what percentage the population apportionment is of the total apportionment. This percent is then multiplied times the construction allotment. This is the amount of the construction allotment that is generated from the population apportionment. Only its construction allocation is used because the city has already received its maintenance allocation.

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

# LOCAL AMOUNT AVAILABLE AS OF September 8, 2010

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

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

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

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

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

If G is LESS THAN C, then:

Row I equals E minus F

if G is GREATER THAN C, then:

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

## **Certification of MSAS System as Complete**

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.

**SEVERE**

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

**HIGH**

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

**GUARDED**

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

**LOW**

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

### **General Guidelines for State Aid & Federal Aid Advance Construction**

#### **City Council Resolution**

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



## PAST HISTORY OF ADMINISTRATIVE ACCOUNT

2% OF THE TOTAL FUNDS AVAILABLE ARE SET ASIDE FOR THE ADMINISTRATION OF STATE AID. THE  
ACCOUNT IS USED FOR EXPENSES OF SCREENING BOARD MEETINGS, VARIANCE MEETINGS, PRINTING OF  
STATE AID MATERIALS, ETC.

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

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

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

## PAST HISTORY OF THE RESEARCH ACCOUNT

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

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

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

## Transportation Revolving Loan Fund

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

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

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

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

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

\$8.2 million of the State General Fund money was taken back in 2003 to help balance the budget. Over the life of the program, the \$50.3 million in the TRLF has leveraged over \$132 million in loans to date.

### ■ TRLF PROJECT HISTORY (September 2010)

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

25 total projects funded from 1999 - 2010;  
12 city, 7 county, 4 Mn/DOT, and 2 Metropolitan Council.

**TRANSPORTATION REVOLVING LOAN FUND**

State Statute 162.125 states:  
**MATCHING FUNDS FOR MSAS REVOLVING LOAN ACCOUNT.**  
The screening board appointed under section 162.13, subdivision 3, may recommend to the commissioner that the commissioner allocate a portion of municipal state-aid street funds to the municipal state-aid street revolving loan account. The commissioner may allocate no more than the amount recommended by the screening board.  
This section, as added by Laws 1997, chapter 141, section 6, is effective six months after the effective date of an increase in the gasoline excise tax rate or vehicle registration tax rates. Laws 1997, chapter 141, section 11.

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

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

## **COUNTY HIGHWAY TURNBACK** **POLICY**

### ***Definitions:***

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

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

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

### ***MILEAGE CONSIDERATIONS***

#### ***County State Aid Highway Turnbacks***

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

#### ***County Road Turnbacks***

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

### ***Jurisdictional Exchanges***

#### ***County Road for MSAS***

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

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

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

## *CSAH for MSAS*

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

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

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

### NOTE:

When a city receives **less** mileage in a CSAH exchange it will have less mileage to designate within its 20% mileage limitation and may have to revoke mileage the following year when it computes its allowable mileage.

*Explanation:* After this exchange is completed, a city will have more CSAH mileage and less MSAS mileage than before the exchange. The new CSAH mileage was included in the city's basic mileage when it was MSAS (before the exchange) but is not included when it is CSAH (after the exchange). So, after the jurisdictional exchange the city will have less basic mileage and 20% of that mileage will be a smaller number.

If a city has more mileage designated than the new, lower 20% allowable mileage, the city will be over designated and be required to revoke some mileage. **If a revocation is necessary, it will not have to be done until the following year after a city computes its new allowable mileage.**

## *MSAS designation on a County Road*

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

## *MISCELLANEOUS*

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

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

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

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

**CURRENT RESOLUTIONS  
OF THE  
MUNICIPAL SCREENING BOARD**

October 2010

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

**BE IT RESOLVED:**

**ADMINISTRATION**

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

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

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

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

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

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

**Appointment to Unencumbered Construction Funds Subcommittee** - Revised June 1979

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

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

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

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

#### **Screening Board Meeting Dates and Locations** - June 1996

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

#### **Research Account** - Oct. 1961

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

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

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

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

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

#### **Improper Needs Report** - Oct. 1961

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

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

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



### **Unit Price Study- Oct. 2006**

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

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

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

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

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

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

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

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

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

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

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

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

### **Population Apportionment** - October 1994, 1996

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

### **DESIGN**

#### **Design Limitation on Non-Existing Streets** - Oct. 1965

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

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

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

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

#### **Greater Than Minimum Width** (Revised June 1993)

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

#### **Miscellaneous Limitations** - Oct. 1961

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

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

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

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

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

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

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

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

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

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

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

<b>Roadway Item Unit Prices (Reviewed Annually)</b>			
<b>Right of Way (Needs Only)</b>			\$98,850 per Acre
<b>Grading (Excavation)</b>			<b>\$4.90 per Cu. Yd.</b>
<b>Base:</b>	Class 5 Gravel	Spec. #2211	<b>\$10.10 per Ton</b>
	Bituminous		<b>\$56.75 per Ton</b>
<b>Surface:</b>	Bituminous		<b>\$56.75 per Ton</b>
<b>Miscellaneous:</b>	Storm Sewer Construction		<b>\$295,400 per Mile</b>
	Storm Sewer Adjustment		<b>\$94,200 per Mile</b>
	Street Lighting		\$100,000 per Mile
	Curb & Gutter Construction		<b>\$11.00 per Lin. Ft.</b>
	Sidewalk Construction		<b>\$27.85 per Sq. Yd.</b>
	Project Development		22%

<b>Traffic Signal Needs Based On Projected Traffic (every segment)</b>			
Projected Traffic	Percentage X	Unit Price =	Needs Per Mile
0 - 4,999	25%	<b>\$136,000</b>	<b>\$34,000 per Mile</b>
5,000 - 9,999	50%	<b>\$136,000</b>	<b>\$68,000 per Mile</b>
10,000 and Over	100%	<b>\$136,000</b>	<b>\$136,000 per Mile</b>

**Bridge Width & Costs** - (Reviewed Annually)

All Bridge Unit Costs shall be **\$120.00 per Sq. Ft.**

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

<b>Railroad Over Highway</b>	
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:

<b>Railroad Grade Crossings</b>	
Signals - (Single track - low speed)	<b>\$250,000 per Unit</b>
Signals and Gates (Multiple Track – high speed)	<b>\$275,000 per Unit</b>
Signs Only (low speed)	<b>\$2,500 per Unit</b>
Concrete Crossing Material Railroad Crossings (Per Track)	<b>\$1,800 per Linear Foot</b>
Pavement Marking	<b>\$2,500 per Unit</b>

### **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.

<b>Maintenance Needs Costs</b>	<b>Cost For Under 1000 Vehicles Per Day</b>	<b>Cost For Over 1000 Vehicles Per Day</b>
Traffic Lanes Segment length times number of Traffic lanes times cost per mile	<b>\$1,950 per Mile</b>	<b>\$3,200 per Mile</b>
Parking Lanes: Segment length times number of parking lanes times cost per mile	<b>\$1,950 per Mile</b>	<b>\$1,950 per Mile</b>
Median Strip: Segment length times cost per mile	<b>\$700 per Mile</b>	<b>\$1,300 per Mile</b>
Storm Sewer: Segment length times cost per mile	<b>\$700 per Mile</b>	<b>\$700 per Mile</b>
Traffic Signals: Number of traffic signals times cost per signal	<b>\$700 per Unit</b>	<b>\$700 per Unit</b>
Minimum allowance per mile is determined by segment length times cost per mile.	<b>\$6,375 per Mile</b>	<b>\$6,375 per Mile</b>

## **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 31<sup>st</sup> of the current year shall have that amount added to its 25 year total Needs.

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

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

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

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

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

### **Low Balance Incentive** – Oct. 2003

That the amount of the Excess Unencumbered Construction Fund Balance Adjustment shall be redistributed to the Construction Needs of all municipalities whose December 31<sup>st</sup> 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.