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14 - 0214

2014

MUNICIPAL STATE AID STREET APPORTIONMENT DATA



JANUARY 2014

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.

2014 MUNICIPAL STATE AID STREET APPORTIONMENT DATA

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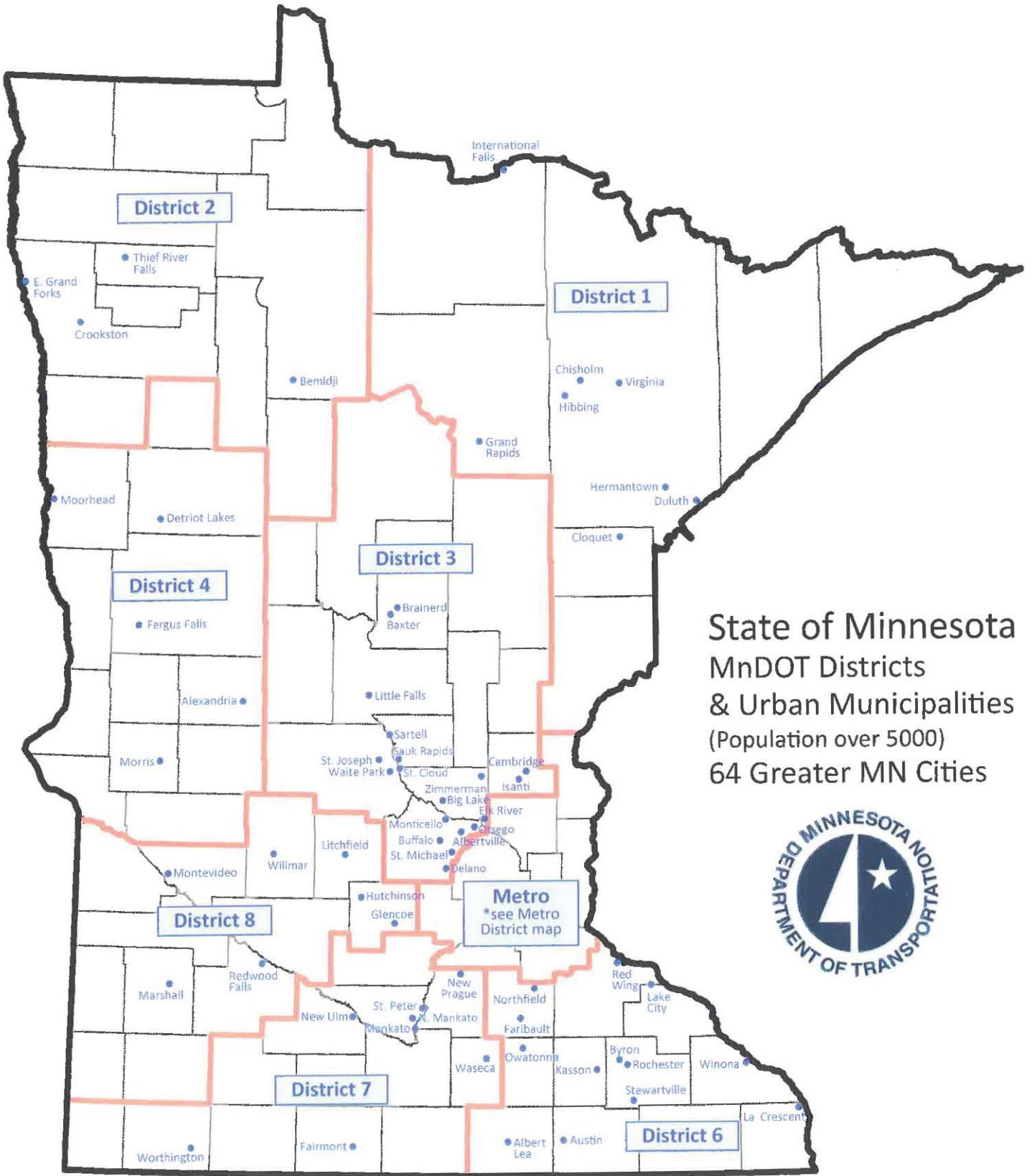
You can obtain a copy of this report from our website at:

www.dot.state.mn.us/stateaid/msas.html



State of Minnesota Metro District & Urban Municipalities (Population over 5000) 34 Metro East Cities 49 Metro West Cities





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



2014 MUNICIPAL SCREENING BOARD

N:/MSAS/BOOKS/2014 JANUARY BOOK/SCREENING BOARD MEMBERS JANUARY 2014.XLS

04-Feb-14

OFFICERS			
Chair	Steve Bot	St. Michael	(763) 497-2041
Vice Chair	Klayton Eckles	Woodbury	(952) 912-2600
Secretary	Jeff Johnson	Mankato	(507) 387-8640

MEMBERS				
District	Years Served	Representative	City	Phone
1	2014-2016	Jesse Story	Hibbing	(218) 262-3486
2	2014-2016	Rich Clauson	Crookston	(218) 281-6522
3	2012-2014	Brad DeWolf	Buffalo	(320) 231-3956
4	2013-2015	Jon Pratt	Detroit Lakes	(218) 847-5607
Metro-West	2013-2015	Rod Rue	Eden Prairie	(952) 949-8314
6	2013-2015	Steven Lang	Austin	(507) 437-9949
7	2014-2016	Jeff Johnson	Mankato	(507) 387-8640
8	2012-2014	John Rodeberg	Glencoe	(952) 912-2600
Metro-East	2014-2016	Klayton Eckles	Woodbury	(952) 912-2600
<u>Cities</u>	Permanent	Cindy Voigt	Duluth	(218) 730-5200
<u>of the</u>	Permanent	Don Elwood	Minneapolis	(612) 673-3622
<u>First</u>	Permanent	Richard Freese	Rochester	(507) 328-2426
<u>Class</u>	Permanent	Paul Kurtz	Saint Paul	(651) 266-6203

ALTERNATES				
District	Year Beginning	Representative	City	Phone
1	2017	Julie Kennedy	Grand Rapids	(218) 326-7625
2	2015	VACANT		
3	2015	Justin Femrite	Elk River	(763) 635-1051
4	2016	Jeff Kuhn	Morris	(320) 762-8149
Metro-West	2016	Steve Lillehaug	Brooklyn Center	(763) 569-3300
6	2016	Jay Owens	Red Wing	(651) 385-3625
7	2017	Mark DuChene	Waseca	(507) 835-9716
8	2015	Jared Voge	Willmar	(320) 231-3956
Metro-East	2017	Michael Thompson	Maplewood	(651) 249-2403

2014 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
Steve Bot, Chair St. Michael (763) 497-2041 Expires after 2014	Jeff Hulsether, Chair Brainerd (218) 828-2309 Expires after 2014
Tim Schoonhoven Alexandria (320) 762-8149 Expires after 2015	Jean Keely Blaine (763) 784-6700 Expires after 2015
Mark Graham Vadnais Heights (651) 204-6050 Expires after 2016	Kent Exner Hutchinson (320) 234-4212 Expires after 2016

**Municipal Screening Board
Meeting Minutes
October 22-23, 2013
Ruttger's Resort, Deerwood, Minnesota.**

Tuesday Session, October 22, 2013

I. The 2013 Fall Municipal Screening Board was called to order at 1:05 p.m.

- a. CEAM Acting Chair Steve Bot introduced the head table consisting of Julie Skallman, MnDOT - State Aid Engineer, Marshall Johnston, MnDOT - Manager, Municipal State Aid Needs Unit, Mel Odens, Assistant State Engineer, Klayton Eckles, Woodbury- Secretary Municipal Screening Board, Jeff Hulsether, Chair, Unencumbered Construction Funds Subcommittee and Jean Keely, Past Chair, Municipal Screening Board.

II. Roll Call by Secretary Eckles for members present:

- a. Municipal Screen Board Representatives:

PRESENT:

(District 1)	David Salo, Hermantown
(District 2)	David Kildahl, Thief River Falls
(District 3)	Justin Femrite
(Metro-West)	Rod Rue, Eden Prairie
(District 6)	Steven Lang, Austin
(District 7)	Troy Nemmers, Fairmont
(District 8)	John Rodeberg, Glencoe
(Metro-East)	Mark Graham, Vadnais Heights
Duluth	Cindy Voigt
Minneapolis	Don Elwood
St. Paul	Paul Kurtz

ABSENT:

District 4	Jon Pratt, Detroit Lakes
Rochester	Richard Freese

RECOGNIZED SCREENING BOARD ALTERNATES:

District 1	Jesse Story, Hibbing
District 7	Jeff Johnson, Mankato
Metro East	Klayton Eckles, Woodbury

MnDOT PERSONNEL:

Mel Odens	Assistant State Engineer
Rick Kjonaas	State Aid Special Projects 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
Fausto Cabral	District 6 State Aid Engineer
Gordy Regenscheid	District 7 State Aid Engineer
Todd Broadwell	Acting District 8 State Aid Engineer
Ted Schoenecker	Metro State Aid Engineer
Julie Dresel	Assistant Metro State Aid Engineer
Julee Puffer	Assistant Manager, MSAS Needs Unit

RECOGNIZED OTHERS IN ATTENDANCE:

Lee Gustafson, Minnetonka, Chair NSTF
 Dave Sonnenberg, Chair, CEAM Legislative Committee
 Larry Veek, Minneapolis
 Mike Van Beusekom, St. Paul
 Russ Matthys, Chair, Needs Study Subcommittee
 Shane Waterman, Marshall

- I. Review of the '2013 Municipal State Aid Street Needs Report' booklet
 - a. Motion to approve May MSB minutes Pages 7-17 was made by Graham and seconded by Rodeberg. Approved 11-0

- II. Marshall Johnston reviewed the rest of the booklet:
 - a. He presented an introductory information in the booklet Pages 1-17

 - b. Total Allocation for cities that fell below 5,000 in the 2010 census Page 18

5 cities fell below the allocation population level of 5,000. These will still get allocation until 2015 or when they get back to 5000, three have climbed back to 5,000.

 - c. Tentative 2013 Population Apportionment Pages 19-26

Shows the estimated apportionments, but they are subject to final adjustments.

 - d. Mileage, Needs and Apportionment Pages 27-29

 - e. Tentative 2013 Construction Needs Apportionment are shown on Pages 30-39

The proposal for construction needs apportionment is that cities will use the same allocation as 2013 except a minor adjustment is proposed because there were 5 cities that got double allocation in 2013 because of legislative action to back pay those that dropped below 5,000 population. \$13.27 is the allocation per \$1000 of need.

f. Recommendation to the Commissioner Pages 40-42

These would be the apportionment to each city subject to minor adjustments.

g. Other Topics

i. City of St. Paul is requesting a System Revision Request (Page 45)

This item is regarding one way pairs – St. Paul would not gain any additional mileage, but would provide opportunity to re-designate existing mileage.

ii. There are currently 5 cities that have completed a Certification of MSAS system as "Complete". Several cities have been turned down in their requests, as some work was still required to complete the system (Pages 46-48).

There may be some changes needed in the computation because of advances. Unencumbered Construction Funds Subcommittee may need to look at this.

Salo: This entire concept may no longer be valid under the new continuous needs calculation approach.

Johnston: This would require a change in the State Aid rules.

Gustafson: The intent of TF is not to deem all segments as inadequate:

Kurtz: If a city has been deemed "complete" is there a reporting mechanism on how that city is spending the population portion of their allocation?

Johnston: Yes, but we've always assumed cities spend the construction portion first.

Salo: The need for a reporting system no longer exists regarding completeness in the new continuous needs computation.

Bot: This item ought to be sent to committee.

Skallman: This could potentially be completely eliminated if it doesn't make sense under the new program.

iii. Advance Guidelines are shown on Pages 49-50

Currently the state is in code green, so all advance requests would be approved.

iv. History of the Administrative and Research Accounts Page 51

A resolution would be required to put ½% into the research account.

v. Transportation Revolving Loan Fund is shown on Page 52

The screening board has never voted to move any money into this account.

vi. County Highway Turnback Policy Pages 53-54

vii. Current Resolutions of the Municipal Screening Board Pages 55-63

III. Other Discussion Items

a. NSTF (Needs Study Task Force) update – Lee Gustafson

Gustafson reviewed the recommended changes to the MSA Needs Calculations. He pointed out how the 2008 Gas Tax Legislation affected all cities in the MSA Program.

The NSTF looked at a comparison of the five year average construction apportionment for each city verses the 2014 appointment using the new methodology.

Gustafson presented a packet with the list of recommended changes developed by the NSTF. Recommendation is all changes be adopted and put in place for 2015.

Voigt: Why does exhibit 2 need to be included, since it is not really part of funding calculations?

Gustafson: This is just for illustration purposes to help describe the intent of the new method, but the direction is that roads be constructed as per MnDOT design methods.

Salo: Approving things as presented will help the screening board of the future, should it decide to change things, at least a basis for how the numbers were based is included for background.

Gustafson: Yes, it is like a memory book item.

Salo: Thanks to Lee Gustafson and Marshall Johnston for all their hard work on NSTF.

Femrite: How would 7 year cap work in regards to an annexation, consolidation or turnback or other special situation?

Gustafson: The 7 year phase in is for the transition period. An annexation would be a special case to be addressed by a future screening board perhaps on a case by case basis.

Salo: Should we add some language to phase-in language include a clause to allow for annual review by the Screening Board for special situations; then it might be part of the annual report.

Rue: What actually changed to reduce the total winners and losers when compared to earlier analysis?

Gustafson: Early comparisons were based on 2011 numbers, but we didn't have complete data, or the new software. Both have since been addressed.

Johnston: Also the increase to the total dollars available in 2014 improves the situation along with most cities updating their needs.

Voigt: Clarification on definition of signals – How do we count signals? Are the rules clear so we don't double count?

Johnston: There is a need to develop a strategy for inputting traffic signals. But this is one of the only input items and training will need to be provided.

Gustafson: Intent of this program is for traffic signals only not pedestrian flashers – perhaps there are some very special cases.

Bot: the motions to be considered tomorrow include:

- i. NSTF recommendations for new Needs methodology
- ii. Phase in of the NSTF recommendations
- iii. One-time adjustment for the City of Duluth
- iv. Revisions to the MSB resolutions to incorporate new Needs methodology

b. Legislative Update - Dave Sonnenberg presented an update. Major items include:

- The street improvement district is back on for debate.
- Most all financing options for locals would rely on bonding, but bonding is tapped out unless more resources are approved.
- Climate for new roadway funding resources is poor because of election year.
- Request for small cities to be able to use county allocations.

c. Kjonaas: The transportation alliance also has a big agenda. State Aid is looking at a number of efficiency items.

One stop over weight tracking and stormwater permit streamlining are two items that hold promise.

Other items:

- Expand the use of available money for bridges and bridge approaches for cities under 5000.
- 501 Fund Swaps. Could be designed to complete "Expenditure Adjustments" of federal dollars to make them more flexible.
- Jurisdictional study to make sure we have the "right roads" – A turn back program to ultimately eliminate township roads.
- Transportation revolving loan fund has never seen any money put toward it, what should we do with this program?

d. State Aid report – Julie Skallman, Mel Odens and others
Odens: District meetings went very well. The spec. book is being finalized. New SALT web site is now active.

Kjonaas: Frac sand mining discussions are taking place across the State.

IV. Voigt entered a motion to adjourn until 8:30 Wednesday morning. Nemmers seconded the motion. Meeting adjourned.

WEDNESDAY MORNING SESSION 10-23-2013

- I. Meeting re-convened at 8:30 a.m. by Steve Bot. Action items were taken on past days discussion:
 - a. Salo made a motion to approve the unadjusted construction needs. Nemmers seconded the motion. Motion approved 11-0.
 - b. Kildahl made a motion seconded by Graham for MSA funds to be put aside in the amount of \$746,853 or not to exceed ½% of total 2014 appointment toward research. Motion approved 11-0.
 - c. Graham made a motion seconded by Salo for the UCFS to look at how to address "Certified Complete" cities –under the new continuous needs system, and determine if any statutes need changing. For Motion approved 11-0.
 - d. Rodeberg made a motion seconded by Rue to have 3 current members on Unencumbered Construction Fund Subcommittee to extend from a three year term to a four year term. Motion approved, 11-0.
 - e. Voigt made a motion seconded by Femrite that it is not the intent of either the Session Law or the resolution passed by the Municipal Screening Board last spring to give the 5 cities that fell below 5,000 population a double allocation in 2014. Motion approved 11 – 0.
 - f. Regarding the NSTF recommend changes. Rodeberg made a motion seconded by Nemmers to approve changes in MSAS Needs calculations as recommended in the October 4, 2013 memo to the MSB by the Needs Study Task Force. Voigt recommended exhibit 2 & 3 be excluded from the recommended changes. Vote called. 10 – 1 (Duluth opposed)
 - g. Bot: Another item of concern was the phase in.

Salo: The taskforce didn't examine all possible scenarios for what might happen as we go forward. An option would be a subcommittee look at phase-in and watch how it operates and make changes.

Salo made a motion seconded by Graham that phase-in should be reviewed annually by the Municipal Screening Board and if unusual issues come to MSAS Staff they can be sent to the UCFS to provide input to the MSB. Motion approved, 11 – 0.
 - h. Femrite made the motion seconded by Voigt directing the Unencumbered Construction Funds Subcommittee to revise the Municipal Screening Board resolutions to reflect the new method of computing Needs, as outlined in the

October 4, 2013 Needs Study Task Force memo to the MSB, for consideration and approval at the Spring 2014 MSB meeting. Motion approved 11 – 0.

- i. Bot: an unresolved item pertains to the Duluth request for a one-time adjustment.

Kildahl: Why would we take action to not do anything. Hasn't this already been addressed?

Bot: Yes, we did approve the changes discussed in the memo –however we may wish to clarify this issue, as this could be misinterpreted.

Graham made a motion seconded by Rue to approve the recommendation of the Needs Study Task Force, as outlined in their October 4, 2013 memo to the MSB, that there be no one-time adjustment for the City of Duluth relating to implementation of the new Needs calculations. Motion approved 10-1 (Duluth opposed).

- II. Steve Bot thanked NSTF for many long hours of efforts. Special thanks to Lee Gustafson and Marshall Johnston.
 - a. Russ Matthys, Chair of the Needs Study Subcommittee
 - b. Jeff Hulsether, Chair of the Unencumbered Construction Funds Subcommittee and Past Chair of the Municipal Screening Board
 - c. Jean Keely and Kent Exner, Past Chairs MSB
 - d. Screening Board members. This is the last meeting for David Salo, District 1, Troy Nemmers, District 7, Mark Graham, Metro East
 - e. Also gratitude for Rick Kjonaas and all his long list of accomplishments while serving 13 years in State Aid

III. Other

- a. Spring Screening Board meeting will be Tuesday and Wednesday, May 20th and 21st, 2014 at Chase on the Lake in Walker, MN
- b. Combined meeting of County and City Executive Committees and Screening Board Representatives will convene at 10:00 AM.

- IV. Rodeberg motioned to adjourn meeting seconded by Nemmers. Approved 11 – 0. Meeting adjourned at 9:15 a.m.

Respectfully Submitted:

Klayton Eckles

SCHEDULE "A"
Minnesota Department of Transportation
Funds Available for Distribution in Calendar Year 2014
From Highway User Tax Distribution Fund

ESTIMATED Gross Income After Refunds (Fiscal 2013)
 (7-1-13 to 10-31-13 actual; 11-1-13 to 6-30-14 estimated)

	Total
Motor Fuel Tax	\$857,124,000
Motor Vehicle Tax	\$644,174,000
Motor Vehicle Fee	\$2,000,000
Motor Vehicle Sales Tax 60%	\$604,000
Fee on Rental Vehicles	\$383,033,400
Interest Earned on Highway User Tax Distribution Fund	\$437,000
Total Highway Users Income	\$1,887,372,400

Less Transfer to:

DEPARTMENT OF PUBLIC SAFETY	
Motor Vehicle Division Collection Costs	\$9,080,000
General Fund Reimbursement	716,000
Trunk Highway Reimbursement	610,000
DEPARTMENT OF REVENUE	
Petroleum Division	2,183,000
Petroleum Division - Highway Refund Interest	7,000
MINNESOTA MANAGEMENT & BUDGET	
Contingent Account	0
Statewide Indirect Costs (Estimated)	194,000
DEPARTMENT OF NATURAL RESOURCES	
Non-refunded Marine Gas Tax	10,499,000
Non-refunded Snowmobile Gas Tax	7,000,000
Non-refunded All Terrain Vehicle Gas Tax	1,890,000
Non-refunded Forest Road	993,000
Non-refunded Off-Road Motorcycle Gas Tax	322,000
Non-refunded Off-Road Vehicle Gas Tax	1,148,000
DEPARTMENT OF TRANSPORTATION	
Workplace Telework Program	75,000

Subtotal	\$34,717,000	(\$34,717,000)
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**Total Funds Available for
Distribution in Calendar Year 2014**

\$1,852,655,400

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

\$1,852,655,400 x 5% = \$92,632,770

	<u>Base</u>	<u>* Excess Sum</u>	<u>Total</u>
	\$64,906,925	\$27,725,845	\$92,632,770
Town Road Account (30.5%)	28,252,995		28,252,995
Town Bridge Account (16%)	14,821,243		14,821,243
Flexible Highway Account (53.5%) \$49,558,532			0
Municipal Turnback Account	13,000,000		13,000,000
Trunk Highway Fund	5,700,000		5,700,000
County Turnback Account	16,025,205	14,833,327	30,858,532
Subtotal: 5% Distribution	\$77,799,443	\$14,833,327	\$92,632,770

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

\$1,852,655,400 x 95% = \$1,760,022,630

	<u>Base</u>	<u>Excess Sum</u>	<u>Total</u>
	\$1,233,231,573	\$526,791,057	\$1,760,022,630
Trunk Highway Fund (62%)	1,091,214,031		1,091,214,031
County State Aid Highway Fund (29%)	357,637,156	152,769,406	510,406,562
Municipal State Aid Street Fund (9%)	158,402,037		158,402,037
Subtotal: 95% Distribution	\$1,607,253,224	\$152,769,406	\$1,760,022,630

Total Highway User Funds Available for Distribution in Calendar Year 2014	\$1,685,052,667	\$167,602,733	\$1,852,655,400
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*With the exception of the County State Aid Highway Fund and County Turnback Fund the "Excess Sum" amount becomes part of the "Base" amount.

SCHEDULE "B"

Minnesota Department of Transportation
Funds Available for Distribution in 2014

Counties

INCOME:

	<u>Regular</u>	<u>Excess Sum</u>	<u>Total</u>
County State Aid Highway Fund (95% Distribution x 29%)	\$357,637,156	\$152,769,406	\$510,406,562
Motor Fuel Taxes - actual vs estimate	(3,557,816)	(664,236)	(4,222,052)
Motor Vehicle Taxes - actual vs estimate	4,534,208	2,998,754	7,532,962
Motor Vehicle Sales Taxes - actual vs estimate	961,224	536,960	1,498,184
Interest on Investments (CY estimate)	2,299,000		2,299,000
Investment Interest - actual vs estimate	108,848		108,848
Unexpended Balance of Admin Account	3,755,370		3,755,370
Unexpended Balance of Research Account			0
Release of Unencumbered State Park Road Account			0
Federal Reimburse for State Planning and Research Program	207,173		207,173
Total Funds Available	\$365,945,163	\$155,640,884	\$521,586,047

LESS: DEDUCTIONS

Administrative Account (2% of total funds available)	\$7,318,903	\$3,112,818	\$10,431,721
Disaster Fund			
Legal Limit	\$7,013,906	\$2,983,098	9,997,004
Year End Account Balance	351,545	149,516	501,061
1% Distribution or Amount to Reach Legal Limit	\$3,586,262	\$1,525,281	5,111,543
Research Account (1/2 of 1% of the prior year Distribution Sum) \$483,075,941 x .50%	1,690,766	724,614	2,415,380
State Park Road Fund			
After deducting for the Administrative Account, Disaster Fund, and Research Account, a sum of 3/4 of 1% of the remainder shall be set aside for use as prescribed by law.	\$2,650,119	\$1,127,086	\$3,777,205
Total Deductions	(\$15,246,050)	(\$6,489,799)	(\$21,735,849)
Funds Available for Distribution to the Counties in 2014	\$350,699,113	\$149,151,085	\$499,850,198

	<u>Regular</u>	<u>Excess Sum</u>	<u>Total</u>
Equalization 10% =	\$35,069,911	\$0	\$35,069,911
Registration 10% =	35,069,911	59,660,434	94,730,345
Mileage 30% =	105,209,734	0	105,209,734
Money Needs 50% =	175,349,557	89,490,651	264,840,208
	<u>\$350,699,113</u>	<u>\$149,151,085</u>	<u>\$499,850,198</u>

Motor Vehicle Lease Sales Tax Revenue (M.S. 297A.815, Subd.3)		<u>Regular</u>	
FY 2013 Actual in excess of forecast		2,973,180	
FY 2014 Forecast		9,000,000	
Population (100%)		<u>\$11,973,180</u>	
Total Distribution to Counties			\$511,823,378

SCHEDULE "C"
 Minnesota Department of Transportation
 Funds Available for Distribution in 2014

Municipalities

INCOME:

Highway Users Fund (95% Distribution x 9%)	\$158,402,037
Motor Fuel Taxes - actual vs estimate	(1,310,753)
Motor Vehicle Taxes - actual vs estimate	2,337,816
Motor Vehicle Sales Taxes - actual vs estimate	464,954
Interest on Investments (CY estimate)	745,000
Investment Interest - actual vs estimate	(10,581)
Unexpended balance of Administrative Account	888,606
Unexpended balance of Research Account	
Federal Reimbursements for State Planning and Research Program	250,792

Total Funds Available	\$161,767,871
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LESS: DEDUCTIONS

Administrative Account (2% of total funds available) \$3,235,357

Disaster Fund

Legal Limit	4,638,450	
Year End Account Balance	1,327,062	
2% Distribution or Amount to Reach Legal Limit		\$3,170,650

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

Research Account (1/2 of 1% of the prior year Apportionment Sum)
 \$149,370,510 x .50%
 (As determined by previous years Screening Board) \$746,853

(\$7,152,860)

APPORTIONMENT SUM Available for Distribution to the Urban Municipalities in 2014	\$154,615,011
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Population	50% =	\$77,307,505
Money Needs	50% =	77,307,506
Total		\$154,615,011

SCHEDULE "D"

Minnesota Department of Transportation
Funds Available for Distribution in 2014

Town Bridge Account & Town Road Account

Income to Town Road Account (5% Distribution x 30.5%)	\$28,252,995
Income - Actual vs Estimate	<u>266,267</u>
Total Town Road Funds Available for Distribution in 2014	\$28,519,262
Income to Town Bridge Account (5% Distribution x 16%)	\$14,821,243
Income - actual vs estimate	<u>139,682</u>
Subtotal	\$14,960,925
Less Unallocated Account (30% of Subtotal - per State Aid)	\$4,488,278
Total Town Bridge Funds Available for Distribution in 2014	\$10,472,647

County Turnback Account

The following apportionment has been made in accordance with provisions specified in M.S. 161.081 (2) and M.S. 161.082, Subd. 2a.

Income	<u>Regular</u>	<u>Excess</u>	<u>Total</u>
County Turnback Account	\$16,025,205	\$14,833,327	\$30,858,532
(5% distribution-Flexible Turnback Account)			
Income-actual vs estimate	<u>188,238</u>	<u>278,821</u>	<u>467,059</u>
Turnback Available for Distribution	\$16,213,443	\$15,112,148	\$31,325,591

REGULAR DISTRIBUTION

<u>County</u>	<u>Reg Turnback Distribution</u>
Greater Minnesota	\$8,106,722
Metro	<u>8,106,721</u>
	\$16,213,443

EXCESS DISTRIBUTION

<u>County</u>	<u>Population</u>	<u>Population %</u>	<u>Excess Turnback Distribution</u>
Anoka	336,748	15.11624%	\$1,142,194
Carver	93,584	4.20088%	317,422
Dakota	404,493	18.15724%	1,371,974
Hennepin *	788,130	35.37828%	2,673,209
Ramsey *	228,129	10.24046%	773,777
Scott	133,326	5.98486%	452,220
Washington	<u>243,313</u>	<u>10.92205%</u>	<u>825,278</u>
	2,227,723	100.00000%	\$7,556,074
Greater Minnesota			7,556,074
			\$15,112,148

* Reduced by cities of the First Class (Minneapolis & St. Paul)
From Minnesota State Demographer - 2012 Populations published July 2013

Motor Vehicle Lease Sales Tax Revenue

The following apportionment has been made in accordance with provisions specified in Minnesota Session Laws 2010, Chapter 216, Section 16, Subd 3.

INCOME

Sales Tax on Leases - FY 2014 forecast	\$9,000,000
Sales Tax on Leases - FY 2013 actual vs estimate	<u>2,973,180</u>
Total County Vehicle Lease Sales Tax Avail for Distribution	\$11,973,180

<u>County</u>	<u>Population</u>	<u>Population %</u>	<u>Add to Reg Const Dist.</u>
Anoka	336,748	27.79678%	\$3,328,158
Carver	93,584	7.72487%	924,913
Dakota	404,493	33.38878%	3,997,699
Scott	133,326	11.00536%	1,317,692
Washington	<u>243,313</u>	<u>20.08421%</u>	<u>2,404,718</u>
	1,211,464	100.00000%	\$11,973,180

APPORTIONMENT SUMMARY

The Municipalities share of the Highway Users Tax Distribution Fund for the 2014 apportionment is \$154,615,011. This amount is an increase of \$5,244,501 or 3.5% more than the January 2013 apportionment. The available funds are distributed 50% based on Population and 50% based on Adjusted Construction (Money) Needs and is computed using the following steps.

Step 1. Population Allocation

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

The 2010 Federal Census or the State Demographer's / Metropolitan Council's 2012 population estimate, whichever is greater, is used to determine the 2014 population apportionment. This year, 147 cities share in the Municipal State Aid allocation.

The following population adjustments due to annexations were made to the 2012 population estimates after they were released. These figures include adjustments that were approved through December 2013.

<i>Alexandria</i>	+5	<i>Mankato</i>	+371
<i>Austin</i>	+2	<i>Sauk Rapids</i>	+4
<i>Chaska</i>	+2	<i>Winona</i>	+2

The population for allocation purposes has increased 62,908 since last year. This increase includes population estimates, and the population included in numerous annexations as well as including the 5 cities (Byron, Circle Pines, Dayton, La Crescent and Medina) that have been reinstated because of the special legislation that was passed in 2012. Dayton and LaCrescent were included with a population of 5,000 because they are not yet back over the 5,000 population threshold.

The 2014 per capita population allocation is approximately \$20.60. This is an increase of \$0.62 from the 2013 allocation.

Step 2. MSAS Construction Needs Allocation

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

For this report, the Municipal Screening Board directed State Aid to calculate all cities Construction (Money) Needs with each city receiving that same percentage of the Total Construction Needs allocation as it received in 2013. The individual percentages were revised slightly because of the statutory requirement that five cities received a double allocation in 2013.

In the 2014 apportionment, \$1000 in Adjusted Construction Needs earns approximately \$13.74. This is an increase of \$0.56 per \$1000 from the 2013 apportionment. The Construction Needs Allocations yielded an increase to 142 cities and a decrease to 5 cities. The adjusted needs between the 2013 and the 2014 needs study increased over \$34 million. This increase is the result of adding in the Adjusted Needs of the 5 cities that received a double allocation in 2013. The double allocation they received in 2012 was calculated at twice what they received in 2011 and their Needs were considered as \$0.00 in last year's calculations. For all other cities the Adjusted Needs remained the same.

Step 3. The Total Allocations

Population and adjusted construction needs allocations are combined to determine the city's total allocation. In the 2014 apportionment, 142 cities increased and 5 decreased from the 2013 apportionment.

Step 4. Construction and Maintenance Allotments

Each city's total allocation is used to determine the amount allocated to its Maintenance and Construction Allotments. If a city didn't request more than the minimum maintenance, the maintenance was allocated at a rate of \$1500 per improved mile plus any bond interest due in 2013. A greater maintenance amount, up to 35% of the total allocation, is allocated to those cities that have submitted a written request before December 16 preceding the apportionment. After the maintenance amount is determined, the remaining amount is allocated to the city's construction account.

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

2014 POPULATION SUMMARY

The 2014 population is based on the 2010 Federal Census
or the most recent State Demographer/Met Council estimate, whichever is greater.

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Municipality	2010 Census	Population used for 2013 Allocation	2012 Population Estimates	Population to be used for 2014 Allocation	Difference between Populations used in 2013 & 2014 Allocation
Albert Lea	18,016	18,016	17,957	18,016	0
Albertville	7,044	7,114	7,159	7,159	45
Alexandria	11,074	12,920	13,013	13,013	93
Andover	30,598	30,847	31,125	31,125	278
Anoka	17,142	17,331	17,345	17,345	14
Apple Valley	49,084	49,801	49,895	49,895	94
Arden Hills	9,552	9,552	9,597	9,597	45
Austin	24,721	24,803	24,856	24,856	53
Baxter	7,610	7,620	7,661	7,661	41
Belle Plaine	6,661	6,661	6,640	6,661	0
Bemidji	13,431	13,528	13,560	13,560	32
Big Lake	10,060	10,164	10,334	10,334	170
Blaine	57,186	58,331	60,199	60,199	1,868
Bloomington	82,893	83,671	85,632	85,632	1,961
Brainerd	13,590	13,606	13,621	13,621	15
Brooklyn Center	30,104	30,204	30,569	30,569	365
Brooklyn Park	75,781	76,238	77,446	77,446	1,208
Buffalo	15,453	15,580	15,666	15,666	86
Burnsville	60,306	60,664	61,061	61,061	397
Byron	4,952		5,039	5,039	5,039
Cambridge	8,111	8,194	8,236	8,236	42
Champlin	23,089	23,223	23,536	23,536	313
Chanhassen	22,952	23,247	23,779	23,779	532
Chaska	23,770	24,002	24,213	24,213	211
Chisholm	5,000	5,000	5,025	5,025	25
Circle Pines	4,922		5,018	5,018	5,018
Cloquet	12,124	12,144	12,156	12,156	12
Columbia Heights	19,496	19,619	19,676	19,676	57
Coon Rapids	61,476	61,766	61,850	61,850	84
Corcoran	5,379	5,390	5,470	5,470	80
Cottage Grove	34,589	34,828	35,187	35,187	359
Crookston	7,891	7,891	7,885	7,891	0
Crystal	22,151	22,168	22,417	22,417	249
Dayton	4,743		4,819	5,000	5,000
Delano	5,464	5,510	5,548	5,548	38
Detroit Lakes	8,571	8,773	8,763	8,763	(10)
Duluth	86,265	86,265	86,033	86,265	0
Eagan	64,206	64,456	64,972	64,972	516
East Bethel	11,626	11,783	11,555	11,626	(157)
East Grand Forks	8,601	8,601	8,581	8,601	0
Eden Prairie	60,797	61,151	62,004	62,004	853
Edina	47,941	48,262	48,829	48,829	567
Elk River	22,974	23,101	23,147	23,147	46
Fairmont	10,666	10,666	10,521	10,666	0
Falcon Heights	5,321	5,385	5,426	5,426	41
Faribault	23,352	23,409	23,436	23,436	27
Farmington	21,086	21,369	21,792	21,792	423
Fergus Falls	13,140	13,140	13,228	13,228	88

Municipality	2010 Census	Population used for 2013 Allocation	2012 Population Estimates	Population to be used for 2014 Allocation	Difference between Populations used in 2013 & 2014 Allocation
Forest Lake	18,375	18,591	18,791	18,791	200
Fridley	27,208	27,515	27,591	27,591	76
Glencoe	5,631	5,631	5,586	5,631	0
Golden Valley	20,371	20,427	20,642	20,642	215
Grand Rapids	10,869	10,879	10,906	10,906	27
Ham Lake	15,296	15,374	15,462	15,462	88
Hastings	22,172	22,217	22,339	22,339	122
Hermantown	9,414	9,545	9,606	9,606	61
Hibbing	16,361	16,361	16,299	16,361	0
Hopkins	17,591	17,701	17,939	17,939	238
Hugo	13,332	13,536	13,739	13,739	203
Hutchinson	14,180	14,180	14,034	14,180	0
International Falls	6,424	6,424	6,396	6,424	0
Inver Grove Heights	33,880	33,880	34,189	34,189	309
Isanti	5,251	5,286	5,369	5,369	83
Jordan	5,470	5,694	5,776	5,776	82
Kasson	5,931	6,010	6,022	6,022	12
LaCrescent	4,883		4,865	5,000	5,000
Lake City	5,063	5,063	5,047	5,063	0
Lake Elmo	8,069	8,069	7,997	8,069	0
Lakeville	55,954	56,534	57,048	57,048	514
Lino Lakes	20,216	20,505	20,625	20,625	120
Litchfield	6,726	6,726	6,688	6,726	0
Little Canada	9,773	9,839	9,987	9,987	148
Little Falls	8,347	8,347	8,315	8,347	0
Mahtomedi	7,676	7,676	7,697	7,697	21
Mankato	39,313	39,630	40,554	40,554	924
Maple Grove	61,567	62,436	63,928	63,928	1,492
Maplewood	38,018	38,374	39,065	39,065	691
Marshall	13,680	13,778	13,619	13,680	(98)
Medina	4,916		5,062	5,062	5,062
Mendota Heights	11,071	11,098	11,140	11,140	42
Minneapolis	382,578	387,873	392,008	392,008	4,135
Minnnetonka	49,734	50,046	50,747	50,747	701
Minnetrissa	6,384	6,450	6,735	6,735	285
Montevideo	5,383	5,383	5,343	5,383	0
Monticello	12,759	12,840	12,901	12,901	61
Moorhead	38,065	38,516	38,889	38,889	373
Morris	5,286	5,343	5,396	5,396	53
Mound	9,052	9,084	9,210	9,210	126
Mounds View	12,155	12,155	12,340	12,340	185
New Brighton	21,456	21,496	21,996	21,996	500
New Hope	20,339	20,486	20,764	20,764	278
New Prague	7,321	7,351	7,378	7,378	27
New Ulm	13,522	13,522	13,418	13,522	0
North Branch	10,125	10,125	10,104	10,125	0
North Mankato	13,394	13,429	13,462	13,462	33
North St. Paul	11,460	11,485	11,618	11,618	133
Northfield	20,007	20,454	20,373	20,373	(81)
Oak Grove	8,031	8,045	8,088	8,088	43
Oakdale	27,378	27,538	27,699	27,699	161
Orono	7,437	7,438	7,584	7,584	146
Otsego	13,571	13,816	14,034	14,034	218

Municipality	2010 Census	Population used for 2013 Allocation	2012 Population Estimates	Population to be used for 2014 Allocation	Difference between Populations used in 2013 & 2014 Allocation
Owatonna	25,599	25,599	25,469	25,599	0
Plymouth	70,576	71,263	72,644	72,644	1,381
Prior Lake	22,796	23,156	23,385	23,385	229
Ramsey	23,668	23,865	23,946	23,946	81
Red Wing	16,459	16,459	16,480	16,480	21
Redwood Falls	5,256	5,256	5,230	5,256	0
Richfield	35,228	35,376	35,979	35,979	603
Robbinsdale	13,953	14,014	14,212	14,212	198
Rochester	106,750	107,630	108,814	108,814	1,184
Rogers	11,197	11,197	11,508	11,508	311
Rosemount	21,874	22,139	22,384	22,384	245
Roseville	33,660	33,807	34,486	34,486	679
Sartell	15,887	15,963	16,100	16,100	137
Sauk Rapids	12,773	12,796	12,894	12,894	98
Savage	26,911	27,147	27,552	27,552	405
Shakopee	37,076	37,652	38,252	38,252	600
Shoreview	25,043	25,118	25,429	25,429	311
Shorewood	7,307	7,312	7,438	7,438	126
South St. Paul	20,160	20,275	20,290	20,290	15
Spring Lake Park	6,412	6,432	6,427	6,427	(5)
St. Anthony	8,226	8,333	8,417	8,417	84
St. Cloud	65,842	65,842	65,801	65,842	0
St. Francis	7,218	7,255	7,277	7,277	22
St. Joseph	6,534	6,579	6,629	6,629	50
St. Louis Park	45,250	45,505	46,230	46,230	725
St. Michael	16,399	16,536	16,673	16,673	137
St. Paul	285,068	286,367	289,270	289,270	2,903
St. Paul Park	5,279	5,304	5,322	5,322	18
St. Peter	11,196	11,459	11,503	11,503	44
Stewartville	5,916	5,972	6,086	6,086	114
Stillwater	18,225	18,299	18,638	18,638	339
Thief River Falls	8,573	8,587	8,636	8,636	49
Vadnais Heights	12,302	12,393	12,631	12,631	238
Victoria	7,379	7,554	7,793	7,793	239
Virginia	8,712	8,712	8,675	8,712	0
Waconia	10,697	10,833	11,065	11,065	232
Waite Park	6,715	7,346	7,372	7,372	26
Waseca	9,412	9,412	9,427	9,427	15
West St. Paul	19,540	19,605	19,756	19,756	151
White Bear Lake	23,797	23,820	24,074	24,074	254
Willmar	19,610	19,610	19,694	19,694	84
Winona	27,614	27,614	27,784	27,784	170
Woodbury	61,961	63,143	64,238	64,238	1,095
Worthington	12,764	12,829	12,900	12,900	71
Wyoming	7,791	7,796	7,777	7,791	(5)
Zimmerman	5,228	5,235	5,242	5,242	7
TOTAL	3,685,259	3,690,591	3,751,716	3,753,499	62,908

2014 POPULATION ALLOCATIONS

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Municipality	Population Used for 2013 Allocations	Population to be used for the 2014 Allocations	2013	Total 2014	Difference Between 2013 & 2014 Allocations	% Increase (Decrease)
			Population Allocations using the 2010 Census or 2011 Estimate	Population Allocations using the 2010 Census or 2012 Estimate		
Albert Lea	18,016	18,016	\$359,942	\$371,060	\$11,118	3.089%
Albertville	7,114	7,159	142,131	147,448	5,317	3.741%
Alexandria	12,920	13,013	258,129	268,017	9,888	3.831%
Andover	30,847	31,125	616,293	641,054	24,761	4.018%
Anoka	17,331	17,345	346,256	357,240	10,984	3.172%
Apple Valley	49,801	49,895	994,975	1,027,643	32,668	3.283%
Arden Hills	9,552	9,597	190,840	197,661	6,821	3.574%
Austin	24,803	24,856	495,540	511,937	16,397	3.309%
Baxter	7,620	7,661	152,240	157,787	5,547	3.644%
Belle Plaine	6,661	6,661	133,080	137,191	4,111	3.089%
Bemidji	13,528	13,560	270,276	279,283	9,007	3.333%
Big Lake	10,164	10,334	203,067	212,840	9,773	4.813%
Blaine	58,331	60,199	1,165,396	1,239,866	74,470	6.390%
Bloomington	83,671	85,632	1,671,665	1,763,687	92,022	5.505%
Brainerd	13,606	13,621	271,835	280,540	8,705	3.202%
Brooklyn Center	30,204	30,569	603,446	629,603	26,157	4.335%
Brooklyn Park	76,238	77,446	1,523,161	1,595,087	71,926	4.722%
Buffalo	15,580	15,666	311,273	322,659	11,386	3.658%
Burnsville	60,664	61,061	1,212,007	1,257,620	45,613	3.763%
Byron		5,039	189,708	103,784	(85,924)	-45.293%
Cambridge	8,194	8,236	163,708	169,630	5,922	3.617%
Champlin	23,223	23,536	463,973	484,750	20,777	4.478%
Chanhassen	23,247	23,779	464,452	489,755	25,303	5.448%
Chaska	24,002	24,213	479,536	498,694	19,158	3.995%
Chisholm	5,000	5,025	99,895	103,495	3,600	3.604%
Circle Pines		5,018	198,508	103,351	(95,157)	-47.936%
Cloquet	12,144	12,156	242,625	250,366	7,741	3.191%
Columbia Heights	19,619	19,676	391,968	405,249	13,281	3.388%
Coon Rapids	61,766	61,850	1,234,024	1,273,870	39,846	3.229%
Corcoran	5,390	5,470	107,687	112,661	4,974	4.619%
Cottage Grove	34,828	35,187	695,829	724,716	28,887	4.151%
Crookston	7,891	7,891	157,654	162,524	4,870	3.089%
Crystal	22,168	22,417	442,895	461,703	18,808	4.247%
Dayton		5,000	190,724	102,981	(87,743)	-46.005%
Delano	5,510	5,548	110,084	114,267	4,183	3.800%
Detroit Lakes	8,773	8,763	175,276	180,484	5,208	2.971%
Duluth	86,265	86,265	1,723,490	1,776,724	53,234	3.089%
Eagan	64,456	64,972	1,287,768	1,338,171	50,403	3.914%
East Bethel	11,783	11,626	235,413	239,450	4,037	1.715%
East Grand Forks	8,601	8,601	171,840	177,147	5,307	3.088%
Eden Prairie	61,151	62,004	1,221,737	1,277,042	55,305	4.527%
Edina	48,262	48,829	964,228	1,005,688	41,460	4.300%
Elk River	23,101	23,147	461,535	476,738	15,203	3.294%

Municipality	Population Used for 2013 Allocations	Population to be used for the 2014 Allocations	2013		Total 2014 Population Allocations using the 2010 Census or 2012 Estimate	Difference Between 2013 & 2014 Allocations	% Increase (Decrease)
			Population Allocations using the 2010 Census or 2011 Estimate	Population Allocations			
Fairmont	10,666	10,666	\$213,096		\$219,678	\$6,582	3.089%
Falcon Heights	5,385	5,426	107,587		111,755	4,168	3.874%
Faribault	23,409	23,436	467,689		482,691	15,002	3.208%
Farmington	21,369	21,792	426,932		448,831	21,899	5.129%
Fergus Falls	13,140	13,228	262,524		272,445	9,921	3.779%
Forest Lake	18,591	18,791	371,430		387,022	15,592	4.198%
Fridley	27,515	27,591	549,723		568,267	18,544	3.373%
Glencoe	5,631	5,631	112,502		115,977	3,475	3.089%
Golden Valley	20,427	20,642	408,111		425,145	17,034	4.174%
Grand Rapids	10,879	10,906	217,352		224,621	7,269	3.344%
Ham Lake	15,374	15,462	307,157		318,457	11,300	3.679%
Hastings	22,217	22,339	443,874		460,097	16,223	3.655%
Hermantown	9,545	9,606	190,700		197,846	7,146	3.747%
Hibbing	16,361	16,361	326,877		336,973	10,096	3.089%
Hopkins	17,701	17,939	353,649		369,474	15,825	4.475%
Hugo	13,536	13,739	270,436		282,970	12,534	4.635%
Hutchinson	14,180	14,180	283,303		292,053	8,750	3.089%
International Falls	6,424	6,424	128,345		132,309	3,964	3.089%
Inver Grove Heights	33,880	34,189	676,889		704,161	27,272	4.029%
Isanti	5,286	5,369	105,609		110,581	4,972	4.708%
Jordan	5,694	5,776	113,761		118,963	5,202	4.573%
Kasson	6,010	6,022	120,074		124,030	3,956	3.295%
LaCrescent		5,000	193,582		102,981	(90,601)	-46.802%
Lake City	5,063	5,063	101,154		104,278	3,124	3.088%
Lake Elmo	8,069	8,069	161,211		166,190	4,979	3.088%
Lakeville	56,534	57,048	1,129,494		1,174,967	45,473	4.026%
Lino Lakes	20,505	20,625	409,670		424,795	15,125	3.692%
Litchfield	6,726	6,726	134,379		138,529	4,150	3.088%
Little Canada	9,839	9,987	196,574		205,693	9,119	4.639%
Little Falls	8,347	8,347	166,765		171,916	5,151	3.089%
Mahtomedi	7,676	7,697	153,359		158,528	5,169	3.371%
Mankato	39,630	40,554	791,769		835,255	43,486	5.492%
Maple Grove	62,436	63,928	1,247,410		1,316,669	69,259	5.552%
Maplewood	38,374	39,065	766,675		804,587	37,912	4.945%
Marshall	13,778	13,680	275,271		281,755	6,484	2.355%
Medina		5,062	188,994		104,258	(84,736)	-44.835%
Mendota Heights	11,098	11,140	221,727		229,441	7,714	3.479%
Minneapolis	387,873	392,008	7,749,323		8,073,843	324,520	4.188%
Minnnetonka	50,046	50,747	999,870		1,045,191	45,321	4.533%
Minnetrissa	6,450	6,735	128,865		138,715	9,850	7.644%
Montevideo	5,383	5,383	107,547		110,869	3,322	3.089%
Monticello	12,840	12,901	256,531		265,711	9,180	3.579%
Moorhead	38,516	38,889	769,512		800,962	31,450	4.087%
Morris	5,343	5,396	106,748		111,137	4,389	4.112%
Mound	9,084	9,210	181,489		189,690	8,201	4.519%
Mounds View	12,155	12,340	242,845		254,156	11,311	4.658%

Municipality	Population	Population to	2013	Total 2014	Difference	% Increase (Decrease)
	Used for 2013 Allocations	be used for the 2014 Allocations	Population Allocations using the 2010 Census or 2011 Estimate	Population Allocations using the 2010 Census or 2012 Estimate	Between 2013 & 2014 Allocations	
New Brighton	21,496	21,996	\$429,469	\$453,032	\$23,563	5.487%
New Hope	20,486	20,764	409,290	427,658	18,368	4.488%
New Prague	7,351	7,378	146,866	151,958	5,092	3.467%
New Ulm	13,522	13,522	270,156	278,501	8,345	3.089%
North Branch	10,125	10,125	202,288	208,536	6,248	3.089%
North Mankato	13,429	13,462	268,298	277,265	8,967	3.342%
North St. Paul	11,485	11,618	229,459	239,286	9,827	4.283%
Northfield	20,454	20,373	408,651	419,605	10,954	2.681%
Oak Grove	8,045	8,088	160,731	166,581	5,850	3.640%
Oakdale	27,538	27,699	550,182	570,492	20,310	3.692%
Orono	7,438	7,584	148,604	156,201	7,597	5.112%
Otsego	13,816	14,034	276,030	289,046	13,016	4.715%
Owatonna	25,599	25,599	511,443	527,240	15,797	3.089%
Plymouth	71,263	72,644	1,423,765	1,496,184	72,419	5.086%
Prior Lake	23,156	23,385	462,634	481,640	19,006	4.108%
Ramsey	23,865	23,946	476,799	493,195	16,396	3.439%
Red Wing	16,459	16,480	328,835	339,424	10,589	3.220%
Redwood Falls	5,256	5,256	105,010	108,253	3,243	3.088%
Richfield	35,376	35,979	706,778	741,028	34,250	4.846%
Robbinsdale	14,014	14,212	279,986	292,712	12,726	4.545%
Rochester	107,630	108,814	2,150,342	2,241,146	90,804	4.223%
Rogers	11,197	11,508	223,705	237,020	13,315	5.952%
Rosemount	22,139	22,384	442,316	461,023	18,707	4.229%
Roseville	33,807	34,486	675,431	710,278	34,847	5.159%
Sartell	15,963	16,100	318,925	331,597	12,672	3.973%
Sauk Rapids	12,796	12,894	255,652	265,566	9,914	3.878%
Savage	27,147	27,552	542,371	567,464	25,093	4.627%
Shakopee	37,652	38,252	752,250	787,843	35,593	4.732%
Shoreview	25,118	25,429	501,833	523,739	21,906	4.365%
Shorewood	7,312	7,438	146,087	153,194	7,107	4.865%
South St. Paul	20,275	20,290	405,075	417,895	12,820	3.165%
Spring Lake Park	6,432	6,427	128,505	132,371	3,866	3.008%
St. Anthony	8,333	8,417	166,485	173,358	6,873	4.128%
St. Cloud	65,842	65,842	1,315,459	1,356,090	40,631	3.089%
St. Francis	7,255	7,277	144,948	149,878	4,930	3.401%
St. Joseph	6,579	6,629	131,442	136,532	5,090	3.872%
St. Louis Park	45,505	46,230	909,145	952,158	43,013	4.731%
St. Michael	16,536	16,673	330,373	343,399	13,026	3.943%
St. Paul	286,367	289,270	5,721,333	5,957,839	236,506	4.134%
St. Paul Park	5,304	5,322	105,969	109,613	3,644	3.439%
St. Peter	11,459	11,503	228,940	236,917	7,977	3.484%
Stewartville	5,972	6,086	119,315	125,348	6,033	5.056%
Stillwater	18,299	18,638	365,596	383,870	18,274	4.998%

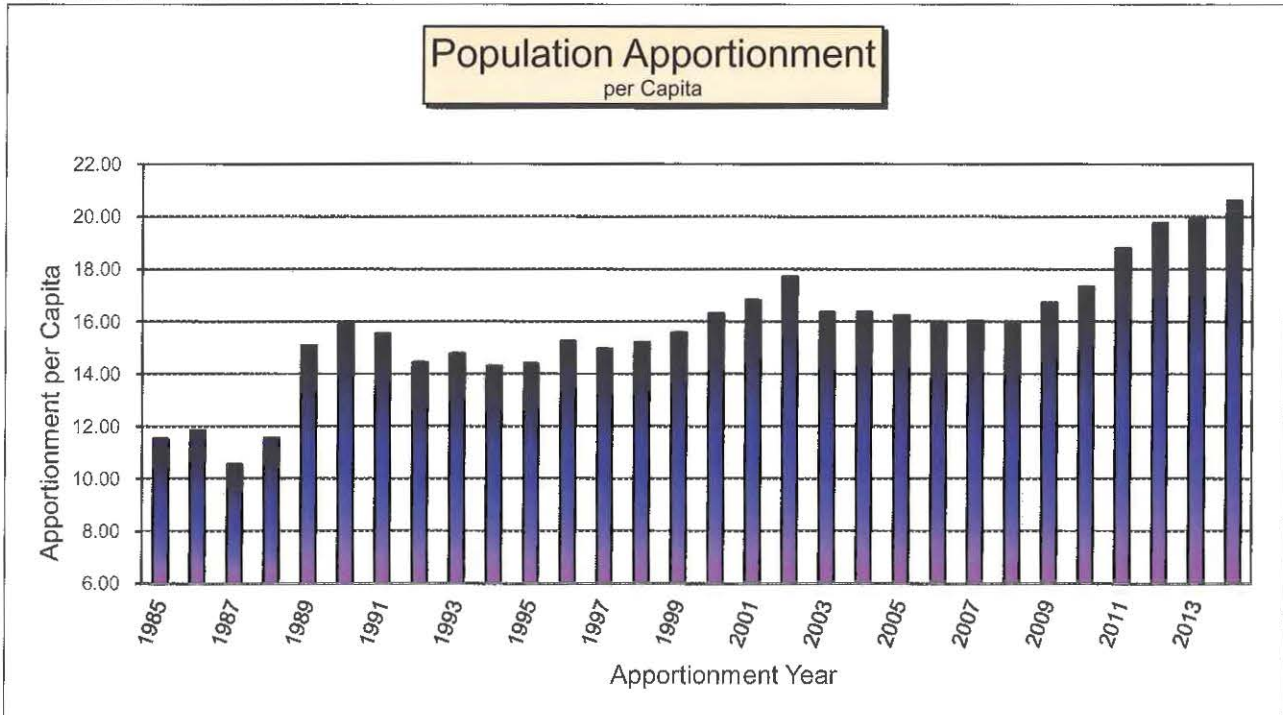
Municipality	Population Used for 2013 Allocations	Population to be used for the 2014 Allocations	2013	Total 2014	Difference Between 2013 & 2014 Allocations	% Increase (Decrease)
			Population Allocations using the 2010 Census or 2011 Estimate	Population Allocations using the 2010 Census or 2012 Estimate		
Thief River Falls	8,587	8,636	\$171,560	\$177,868	\$6,308	3.677%
Vadnais Heights	12,393	12,631	247,600	260,150	12,550	5.069%
Victoria	7,554	7,793	150,922	160,506	9,584	6.350%
Virginia	8,712	8,712	174,057	179,433	5,376	3.089%
Waconia	10,833	11,065	216,433	227,896	11,463	5.296%
Waite Park	7,346	7,372	\$146,766	151,835	5,069	3.454%
Waseca	9,412	9,427	188,043	194,160	6,117	3.253%
West St. Paul	19,605	19,756	391,689	406,897	15,208	3.883%
White Bear Lake	23,820	24,074	475,900	495,831	19,931	4.188%
Willmar	19,610	19,694	391,789	405,619	13,830	3.530%
Winona	27,614	27,784	551,701	572,242	20,541	3.723%
Woodbury	63,143	64,238	1,261,535	1,323,052	61,517	4.876%
Worthington	12,829	12,900	256,311	265,689	9,378	3.659%
Wyoming	7,796	7,791	155,756	160,463	4,707	3.022%
Zimmerman	5,235	5,242	104,589	107,964	3,375	3.227%
TOTAL	3,690,591	3,753,499	\$74,695,915	\$77,307,505	\$2,611,590	

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

2013	$\frac{\$73,734,399}{3,690,591}$	Equals	\$19.98 Per person
2014	$\frac{\$77,307,505}{3,753,499}$	Equals	\$20.60 Per person

The population difference between 2013 and 2014 for allocation purposes is **62,908**

- 142 Cities Increased their population allocation.
- 5 Cities Decreased their population allocation.



Apport. Year	Pop Apport. per Capita	Percent Increase from 1958	Apport. Year	Pop Apport. per Capita	Percent Increase from 1958	Apport. Year	Pop Apport. per Capita	Percent Increase from 1958
1958	\$2.38		1977	\$5.77	142.44	1996	\$15.25	540.76
1959	2.64	10.92	1978	5.75	141.60	1997	14.96	528.57
1960	2.73	14.71	1979	6.32	165.55	1998	15.22	539.50
1961	2.39	0.42	1980	6.94	191.60	1999	15.59	555.04
1962	2.35	-1.26	1981	7.25	204.62	2000	16.30	584.87
1963	2.46	3.36	1982	8.51	257.56	2001	16.82	606.72
1964	2.46	3.36	1983	9.41	295.38	2002	17.72	644.54
1965	2.96	24.37	1984	9.97	318.91	2003	16.36	587.39
1966	2.99	25.63	1985	11.52	384.03	2004	16.38	588.17
1967	3.19	34.03	1986	11.84	397.48	2005	16.24	582.35
1968	3.34	40.34	1987	10.55	343.28	2006	15.95	570.17
1969	3.51	47.48	1988	11.57	386.13	2007	16.03	573.53
1970	3.83	60.92	1989	15.09	534.03	2008	15.90	568.07
1971	3.96	66.39	1990	15.93	569.33	2009	16.72	602.52
1972	3.98	67.23	1991	15.55	553.36	2010	17.35	628.99
1973	4.00	68.07	1992	14.44	506.72	2011	18.80	689.92
1974	4.65	95.38	1993	14.77	520.59	2012	19.76	730.25
1975	4.83	102.94	1994	14.32	501.68	2013	19.98	739.50
1976	4.77	100.42	1995	14.40	505.04	2014	20.60	765.55

Low in 1962 of \$2.35 per capita
 High in 2014 of \$20.60 per capita

2014 MSAS CONSTRUCTION NEEDS ALLOCATIONS

The following motions were passed at the May 2013 Municipal Screening Board meeting:

Motion by Voigt and seconded by DeWolf to have 2014 be based on same percentage of the Unadjusted Needs each city received in 2013 and recommend the February 1 motion to use the “H1” calculation for 2014 be voided.

Voigt/DeWolf agreed to amend motion to base the 2014 needs on the percentage of the actual needs portion of dollars received in 2013.

The vote was called and Motion carried 12 in favor, 1 opposed.

Based on Session Law passed in 2012, the 5 cities that fell below 5,000 in population received a double allotment in 2013.

State Aid for Local Transportation determined that it was not the intent of either the Session Law or the MSB motion to give these cities a double allotment again in 2014. SALT would like confirmation, in the form of a resolution from the MSB, that this is the intent of the motion passed in May. The following motion was passed at the October 2013 MSB meeting:

Voigt made a motion seconded by Femrite that it is not the intent of either the Session Law or the resolution passed by the Municipal Screening Board last spring to give the 5 cities that fell below 5,000 population a double allocation in 2014. Motion approved 11 – 0

For the January 2014 distribution, the percentage of the Construction Needs apportionment that these five cities were allocated was divided by two to determine their 2014 Construction Needs allocation. This resulted in all other cities receiving a slightly higher percentage than they received in 2013.

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2014 CONSTRUCTION NEEDS ALLOCATIONS

Needs Value: \$1,000 in construction needs = approximately \$13.74 in apportionment

**SAME ADJUSTMENTS AS IN 2013. FINAL PERCENTAGE CHANGES FROM 2013
BECAUSE 5 CITIES RECEIVED A DOUBLE NEEDS ALLOCATION IN 2013. IN THESE
2014 COMPUTATIONS, THEIR 2011 NEEDS ARE BEING USED.**

N:\MSAS\BOOKS\2014 JANUARY BOOK\Adjusted Construction Needs 2014 (Old Book File A & B).XLS

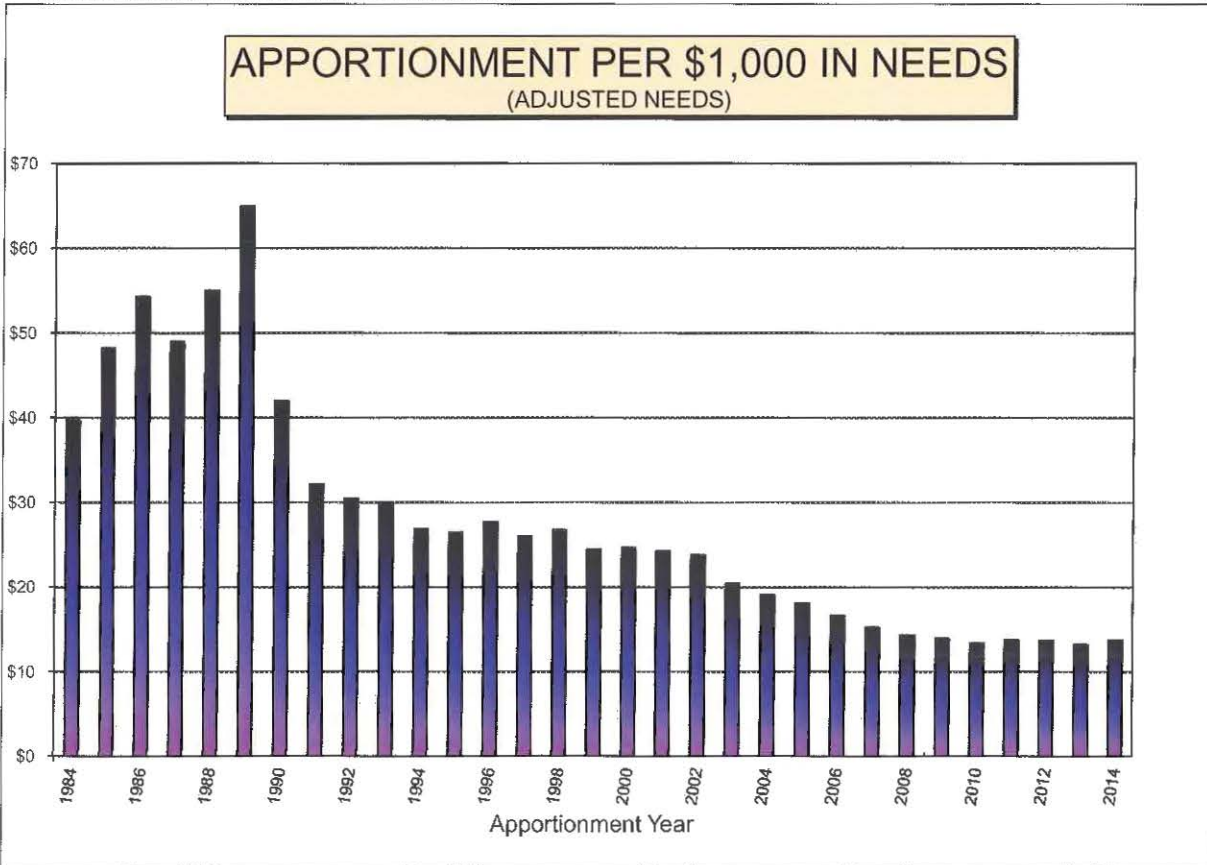
Municipality	ADJUSTED CONSTRUCTION NEEDS USED IN JANUARY 2013 ALLOCATIONS	Construction Needs Apportion- ment Minus Turnback Maintenance	(+) TH Turnback Main- tenance Allowance	2014 Construction Needs Allocations	% Of Total Dist.
Albert Lea	\$42,266,747	\$580,657		\$580,657	0.751
Albertville	11,903,873	163,534		163,534	0.212
Alexandria	43,662,772	599,835		599,835	0.776
Andover	61,102,964	839,427		839,427	1.086
Anoka	21,702,863	298,152		298,152	0.386
Apple Valley	55,313,468	759,891		759,891	0.983
Arden Hills	8,697,400	119,484		119,484	0.155
Austin	47,394,051	651,095		651,095	0.842
Baxter	18,817,397	258,512		258,512	0.334
Belle Plaine	9,990,615	137,251		137,251	0.178
Bemidji	20,577,163	282,687		282,687	0.366
Big Lake	14,122,530	194,014		194,014	0.251
Blaine	46,588,728	640,032		640,032	0.828
Bloomington	137,602,936	1,890,376		1,890,376	2.445
Brainerd	30,201,288	414,902		414,902	0.537
Brooklyn Center	18,300,721	251,414		251,414	0.325
Brooklyn Park	53,929,596	740,879		740,879	0.958
Buffalo	30,290,232	416,125		416,125	0.538
Burnsville	92,360,571	1,268,841		1,268,841	1.641
Byron	5,287,200	72,635		72,635	0.094
Cambridge	14,583,524	200,347		200,347	0.259
Champlin	24,529,244	336,980		336,980	0.436
Chanhassen	25,025,333	343,795		343,795	0.445
Chaska	27,976,971	384,345		384,345	0.497
Chisholm	13,106,709	180,059		180,059	0.233
Circle Pines	4,673,571	64,205		64,205	0.083
Cloquet	30,008,006	412,247		412,247	0.533
Columbia Heights	21,623,899	297,067		297,067	0.384
Coon Rapids	71,824,010	986,711		986,711	1.276
Corcoran	18,933,420	260,106		260,106	0.336
Cottage Grove	57,344,702	787,796		787,796	1.019
Crookston	27,939,114	383,825		383,825	0.496
Crystal	16,426,579	225,667		225,667	0.292
Dayton	7,826,416	107,519		107,519	0.139
Delano	12,390,813	170,224		170,224	0.220
Detroit Lakes	23,903,357	328,382		328,382	0.425
Duluth	256,995,366	3,530,578		3,530,578	4.567
Eagan	101,693,302	1,397,053		1,397,053	1.807
East Bethel	38,506,951	529,005		529,005	0.684
East Grand Forks	30,143,113	414,103		414,103	0.536
Eden Prairie	68,672,622	943,417		943,417	1.220
Edina	54,458,383	748,144		748,144	0.968
Elk River	53,215,195	731,066		731,066	0.946
Fairmont	33,497,078	460,180		460,180	0.595
Falcon Heights	3,706,075	50,914		50,914	0.066
Faribault	41,751,370	573,577		573,577	0.742
Farmington	27,406,075	376,502		376,502	0.487
Fergus Falls	49,452,280	679,371		679,371	0.879
Forest Lake	56,726,214	779,300		779,300	1.008
Fridley	35,547,707	488,351		488,351	0.632
Glencoe	12,406,341	170,437		170,437	0.220
Golden Valley	32,837,229	451,115		451,115	0.584
Grand Rapids	50,664,586	696,025		696,025	0.900

Municipality	ADJUSTED CONSTRUCTION NEEDS USED IN JANUARY 2013 ALLOCATIONS	Construction Needs Apportion- ment Minus Turnback Maintenance	(+) TH Turnback Main- tenance Allowance	2014 Construction Needs Allocations	% Of Total Dist.
Ham Lake	\$31,307,541	\$430,100		\$430,100	0.556
Hastings	16,425,980	225,658		225,658	0.292
Hermantown	31,225,712	428,976		428,976	0.555
Hibbing	66,370,197	911,788		911,788	1.179
Hopkins	15,395,926	211,507		211,507	0.274
Hugo	20,862,684	286,610		286,610	0.371
Hutchinson	21,690,066	297,976		297,976	0.385
International Falls	9,853,039	135,360		135,360	0.175
Inver Grove Heights	56,733,626	779,401		779,401	1.008
Isanti	7,817,499	107,396		107,396	0.139
Jordan	10,776,152	148,042		148,042	0.191
Kasson	9,038,128	124,165		124,165	0.161
La Crescent	8,461,322	116,241		116,241	0.150
Lake City	8,299,102	114,012		114,012	0.147
Lake Elmo	17,512,982	240,592		240,592	0.311
Lakeville	86,486,868	1,188,149		1,188,149	1.537
Lino Lakes	39,242,817	539,114		539,114	0.697
Litchfield	14,967,367	205,621		205,621	0.266
Little Canada	14,813,802	203,511		203,511	0.263
Little Falls	28,956,170	397,797		397,797	0.515
Mahtomedi	7,112,357	97,709		97,709	0.126
Mankato	62,495,672	858,560		858,560	1.111
Maple Grove	105,260,288	1,446,056		1,446,056	1.871
Maplewood	63,215,609	868,450		868,450	1.123
Marshall	28,916,359	397,251		397,251	0.514
Medina	7,943,046	109,120		109,120	0.141
Mendota Heights	23,271,835	319,706		319,706	0.414
Minneapolis	442,501,415	6,079,043		6,079,043	7.863
Minnetonka	86,807,969	1,192,559		1,192,559	1.543
Minnetrista	19,472,327	267,509		267,509	0.346
Montevideo	9,495,575	130,450		130,450	0.169
Monticello	13,059,300	179,407		179,407	0.232
Moorhead	75,678,898	1,039,669		1,039,669	1.345
Morris	10,927,926	150,127		150,127	0.194
Mound	14,548,701	199,868		199,868	0.259
Mounds View	13,255,082	182,097		182,097	0.236
New Brighton	23,474,462	322,490		322,490	0.417
New Hope	19,754,953	271,392		271,392	0.351
New Prague	8,776,674	120,573		120,573	0.156
New Ulm	32,146,141	441,621		441,621	0.571
North Branch	42,413,081	582,667		582,667	0.754
North Mankato	27,502,126	377,822		377,822	0.489
North St. Paul	18,458,052	253,575		253,575	0.328
Northfield	24,846,160	341,334		341,334	0.442
Oak Grove	34,076,092	468,134		468,134	0.606
Oakdale	15,734,245	216,156		216,156	0.280
Orono	9,649,283	132,561		132,561	0.171
Otsego	26,421,575	362,977		362,977	0.470
Owatonna	46,796,114	642,880		642,880	0.832
Plymouth	91,433,759	1,256,108		1,256,108	1.625
Prior Lake	24,880,091	341,801		341,801	0.442
Ramsey	41,220,976	566,289		566,289	0.733
Red Wing	39,091,033	537,029		537,029	0.695
Redwood Falls	13,379,271	183,804		183,804	0.238
Richfield	40,489,765	556,245		556,245	0.720
Robbinsdale	14,671,399	201,555		201,555	0.261
Rochester	168,124,911	2,309,684		2,309,684	2.988
Rogers	23,391,998	321,357		321,357	0.416
Rosemount	45,518,541	625,329		625,329	0.809
Roseville	36,508,095	501,544		501,544	0.649

Municipality	ADJUSTED CONSTRUCTION NEEDS USED IN JANUARY 2013 ALLOCATIONS	Construction Needs Apportion- ment Minus Turnback Maintenance	(+) TH Turnback Main- tenance Allowance	2014 Construction Needs Allocations	% Of Total Dist.
Sartell	\$21,847,614	\$300,141		\$300,141	0.388
Sauk Rapids	18,377,900	252,474		252,474	0.327
Savage	27,344,085	375,650		375,650	0.486
Shakopee	38,997,612	535,745		535,745	0.693
Shoreview	25,190,604	346,066		346,066	0.448
Shorewood	10,303,181	141,544		141,544	0.183
South St. Paul	22,488,102	308,939		308,939	0.400
Spring Lake Park	4,917,335	67,553		67,553	0.087
St. Anthony	9,727,697	133,638		133,638	0.173
St. Cloud	107,212,923	1,472,881		1,472,881	1.905
St. Francis	23,383,132	321,235		321,235	0.416
St. Joseph	2,520,904	34,632		34,632	0.045
St. Louis Park	45,473,274	624,708		624,708	0.808
St. Michael	44,086,290	605,654		605,654	0.783
St. Paul	342,414,248	4,704,054		4,704,054	6.085
St. Paul Park	6,506,251	89,382		89,382	0.116
St. Peter	25,954,080	356,554		356,554	0.461
Stewartville	5,812,799	79,856		79,856	0.103
Stillwater	24,511,153	336,732		336,732	0.436
Thief River Falls	37,158,013	510,473		510,473	0.660
Vadnais Heights	9,019,485	123,909		123,909	0.160
Victoria	6,338,686	87,081		87,081	0.113
Virginia	23,931,878	328,774		328,774	0.425
Waconia	14,944,899	205,311		205,311	0.266
Waite Park	7,075,642	97,204		97,204	0.126
Waseca	11,690,578	160,604		160,604	0.208
West St. Paul	13,721,258	188,501		188,501	0.244
White Bear Lake	18,815,384	258,484		258,484	0.334
Willmar	42,483,077	583,629		583,629	0.755
Winona	30,313,739	416,446		416,446	0.539
Woodbury	79,970,061	1,098,621		1,098,621	1.421
Worthington	15,640,436	214,867		214,867	0.278
Wyoming	15,945,637	219,059		219,059	0.283
Zimmerman	8,329,181	114,425		114,425	0.148
STATE TOTAL	\$5,627,313,935	\$77,307,506	\$0	\$77,307,506	100.0000

Construction Needs Apportionment = $\$77,307,506 / \$5,627,313,935 = 0.013737$

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



Apport. Year	Const. Needs Apport. per \$1,000 of Adjusted Const. Needs	Percent Increase from 1958	Apport. Year	Const. Needs Apport. per \$1,000 of Adjusted Const. Needs	Percent Increase from 1958	Apport. Year	Const. Needs Apport. per \$1,000 of Adjusted Const. Needs	Percent Increase (Decrease) from 1958
1958	\$19.14		1977	\$28.54	49.14	1996	\$27.63	44.37
1959	20.71	8.23	1978	28.38	48.30	1997	25.91	35.42
1960	21.14	10.48	1979	29.42	53.73	1998	26.73	39.68
1961	19.64	2.64	1980	27.86	45.59	1999	24.47	27.87
1962	20.02	4.63	1981	25.54	33.49	2000	24.64	28.76
1963	21.21	10.85	1982	30.30	58.33	2001	24.26	26.77
1964	24.76	29.40	1983	36.55	91.00	2002	23.77	24.21
1965	25.71	34.34	1984	39.70	107.47	2003	20.39	6.55
1966	26.63	39.15	1985	48.20	151.87	2004	19.08	(0.29)
1967	29.10	52.06	1986	54.30	183.76	2005	18.07	(5.56)
1968	33.20	73.47	1987	48.97	155.92	2006	16.57	(13.41)
1969	35.87	87.42	1988	55.06	187.72	2007	15.19	(20.62)
1970	39.96	108.80	1989	64.98	239.55	2008	14.29	(25.33)
1971	44.27	131.34	1990	41.99	119.43	2009	13.91	(27.31)
1972	42.21	120.57	1991	32.11	67.77	2010	13.36	(30.18)
1973	30.17	57.66	1992	30.41	58.94	2011	13.75	(28.15)
1974	33.76	76.40	1993	29.89	56.20	2012	13.72	(28.30)
1975	27.28	42.58	1994	26.83	40.20	2013	13.18	(31.13)
1976	25.67	34.14	1995	26.46	38.27	2014	13.74	(28.20)

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

COMPARISON OF THE 2013 TO THE 2014 CONSTRUCTION NEEDS ALLOCATIONS

based on percentages of the total received in 2013 if 5 cities had not received double allocations

January 2014 book\Comparison of the 2014 to the 2013 Construction Needs Allocations.xlsx

	CONSTRUCTION NEEDS ALLOCATIONS RECEIVED IN JANUARY 2013	PERCENTAGE OF TOTAL CONSTRUCTION NEEDS APPORTIONMENT in January 2013	PERCENTAGE OF TOTAL CONSTRUCTION NEEDS ALLOCATION IF 5 CITIES HAD NOT RECEIVED DOUBLE ALLOCATIONS	CONSTRUCTION NEEDS ALLOCATIONS RECEIVED IN JANUARY 2014	DIFFERENCE BETWEEN 2013 AND 2014 CONSTRUCTION NEEDS ALLOCATIONS
Albert Lea	\$557,205	0.746	0.751	\$580,657	\$23,452
Albertville	156,929	0.210	0.212	163,534	6,605
Alexandria	575,608	0.771	0.776	599,835	24,227
Andover	805,523	1.079	1.086	839,427	33,904
Anoka	286,110	0.383	0.386	298,152	12,042
Apple Valley	729,200	0.977	0.983	759,891	30,691
Arden Hills	114,658	0.154	0.155	119,484	4,826
Austin	624,798	0.837	0.842	651,095	26,297
Baxter	248,071	0.332	0.334	258,512	10,441
Belle Plaine	131,707	0.176	0.178	137,251	5,544
Bemidji	271,270	0.363	0.366	282,687	11,417
Big Lake	186,178	0.249	0.251	194,014	7,836
Blaine	614,181	0.822	0.828	640,032	25,851
Bloomington	1,814,026	2.429	2.445	1,890,376	76,350
Brainerd	398,145	0.533	0.537	414,902	16,757
Brooklyn Center	241,259	0.323	0.325	251,414	10,155
Brooklyn Park	710,956	0.952	0.958	740,879	29,923
Buffalo	399,318	0.535	0.538	416,125	16,807
Burnsville	1,217,594	1.631	1.641	1,268,841	51,247
Byron	145,386	0.195	0.094	72,635	(72,751)
Cambridge	192,255	0.257	0.259	200,347	8,092
Champlin	323,370	0.433	0.436	336,980	13,610
Chanhassen	329,910	0.442	0.445	343,795	13,885
Chaska	368,822	0.494	0.497	384,345	15,523
Chisholm	172,786	0.231	0.233	180,059	7,273
Circle Pines	128,514	0.172	0.083	64,205	(64,309)
Cloquet	395,597	0.530	0.533	412,247	16,650
Columbia Heights	285,069	0.382	0.384	297,067	11,998
Coon Rapids	946,859	1.268	1.276	986,711	39,852
Corcoran	249,600	0.334	0.336	260,106	10,506
Cottage Grove	755,978	1.012	1.019	787,796	31,818
Crookston	368,323	0.493	0.496	383,825	15,502
Crystal	216,552	0.290	0.292	225,667	9,115
Dayton	215,210	0.288	0.139	107,519	(107,691)
Delano	163,349	0.219	0.220	170,224	6,875
Detroit Lakes	315,119	0.422	0.425	328,382	13,263
Duluth	3,387,982	4.537	4.567	3,530,578	142,596
Eagan	1,340,628	1.795	1.807	1,397,053	56,425
East Bethel	507,639	0.680	0.684	529,005	21,366
East Grand Forks	397,378	0.532	0.536	414,103	16,725
Eden Prairie	905,314	1.212	1.220	943,417	38,103
Edina	717,927	0.961	0.968	748,144	30,217
Elk River	701,538	0.939	0.946	731,066	29,528
Fairmont	441,594	0.591	0.595	460,180	18,586
Falcon Heights	48,857	0.065	0.066	50,914	2,057
Faribault	550,410	0.737	0.742	573,577	23,167
Farmington	361,296	0.484	0.487	376,502	15,206

	CONSTRUCTION NEEDS ALLOCATIONS RECEIVED IN JANUARY 2013	PERCENTAGE OF TOTAL CONSTRUCTION NEEDS APPORTIONMENT in January 2013	PERCENTAGE OF TOTAL CONSTRUCTION NEEDS ALLOCATION IF 5 CITIES HAD NOT RECEIVED DOUBLE ALLOCATIONS	CONSTRUCTION NEEDS ALLOCATIONS RECEIVED IN JANUARY 2014	DIFFERENCE BETWEEN 2013 AND 2014 CONSTRUCTION NEEDS ALLOCATIONS
Fergus Falls	\$651,932	0.873	0.879	\$679,371	\$27,439
Forest Lake	747,824	1.001	1.008	779,300	31,476
Fridley	468,627	0.628	0.632	488,351	19,724
Glencoe	163,553	0.219	0.220	170,437	6,884
Golden Valley	432,895	0.580	0.584	451,115	18,220
Grand Rapids	667,914	0.894	0.900	696,025	28,111
Ham Lake	412,729	0.553	0.556	430,100	17,371
Hastings	216,544	0.290	0.292	225,658	9,114
Hermantown	411,650	0.551	0.555	428,976	17,326
Hibbing	874,961	1.172	1.179	911,788	36,827
Hopkins	202,965	0.272	0.274	211,507	8,542
Hugo	275,034	0.368	0.371	286,610	11,576
Hutchinson	285,941	0.383	0.385	297,976	12,035
International Falls	129,893	0.174	0.175	135,360	5,467
Inver Grove Heights	747,922	1.002	1.008	779,401	31,479
Isanti	103,058	0.138	0.139	107,396	4,338
Jordan	142,063	0.190	0.191	148,042	5,979
Kasson	119,150	0.160	0.161	124,165	5,015
La Crescent	232,668	0.312	0.150	116,241	(116,427)
Lake City	109,407	0.147	0.147	114,012	4,605
Lake Elmo	230,874	0.309	0.311	240,592	9,718
Lakeville	1,140,160	1.527	1.537	1,188,149	47,989
Lino Lakes	517,340	0.693	0.697	539,114	21,774
Litchfield	197,316	0.264	0.266	205,621	8,305
Little Canada	195,291	0.262	0.263	203,511	8,220
Little Falls	381,731	0.511	0.515	397,797	16,066
Mahtomedi	93,763	0.126	0.126	97,709	3,946
Mankato	823,883	1.103	1.111	858,560	34,677
Maple Grove	1,387,651	1.858	1.871	1,446,056	58,405
Maplewood	833,374	1.116	1.123	868,450	35,076
Marshall	381,206	0.510	0.514	397,251	16,045
Medina	218,418	0.292	0.141	109,120	(109,298)
Mendota Heights	306,794	0.411	0.414	319,706	12,912
Minneapolis	5,833,517	7.812	7.863	6,079,043	245,526
Minnetonka	1,144,394	1.533	1.543	1,192,559	48,165
Minnetrista	256,705	0.344	0.346	267,509	10,804
Montevideo	125,181	0.168	0.169	130,450	5,269
Monticello	172,161	0.231	0.232	179,407	7,246
Moorhead	997,679	1.336	1.345	1,039,669	41,990
Morris	144,063	0.193	0.194	150,127	6,064
Mound	191,796	0.257	0.259	199,868	8,072
Mounds View	174,742	0.234	0.236	182,097	7,355
New Brighton	309,465	0.414	0.417	322,490	13,025
New Hope	260,430	0.349	0.351	271,392	10,962
New Prague	115,703	0.155	0.156	120,573	4,870
New Ulm	423,784	0.568	0.571	441,621	17,837
North Branch	559,134	0.749	0.754	582,667	23,533
North Mankato	362,562	0.486	0.489	377,822	15,260
North St. Paul	243,333	0.326	0.328	253,575	10,242
Northfield	327,548	0.439	0.442	341,334	13,786
Oak Grove	449,227	0.602	0.606	468,134	18,907
Oakdale	207,425	0.278	0.280	216,156	8,731
Orono	127,207	0.170	0.171	132,561	5,354

	CONSTRUCTION NEEDS ALLOCATIONS RECEIVED IN JANUARY 2013	PERCENTAGE OF TOTAL CONSTRUCTION NEEDS APPORTIONMENT in January 2013	PERCENTAGE OF TOTAL CONSTRUCTION NEEDS ALLOCATION IF 5 CITIES HAD NOT RECEIVED DOUBLE ALLOCATIONS	CONSTRUCTION NEEDS ALLOCATIONS RECEIVED IN JANUARY 2014	DIFFERENCE BETWEEN 2013 AND 2014 CONSTRUCTION NEEDS ALLOCATIONS
Otsego	\$348,317	0.466	0.470	\$362,977	\$14,660
Owatonna	616,915	0.826	0.832	642,880	25,965
Plymouth	1,205,376	1.614	1.625	1,256,108	50,732
Prior Lake	327,995	0.439	0.442	341,801	13,806
Ramsey	543,418	0.728	0.733	566,289	22,871
Red Wing	515,339	0.690	0.695	537,029	21,690
Redwood Falls	176,380	0.236	0.238	183,804	7,424
Richfield	533,779	0.715	0.720	556,245	22,466
Robbinsdale	193,414	0.259	0.261	201,555	8,141
Rochester	2,216,399	2.968	2.988	2,309,684	93,285
Rogers	308,378	0.413	0.416	321,357	12,979
Rosemount	600,073	0.804	0.809	625,329	25,256
Roseville	481,288	0.645	0.649	501,544	20,256
Sartell	288,018	0.386	0.388	300,141	12,123
Sauk Rapids	242,277	0.324	0.327	252,474	10,197
Savage	360,478	0.483	0.486	375,650	15,172
Shakopee	514,107	0.688	0.693	535,745	21,638
Shoreview	332,089	0.445	0.448	346,066	13,977
Shorewood	135,827	0.182	0.183	141,544	5,717
South St. Paul	296,462	0.397	0.400	308,939	12,477
Spring Lake Park	64,825	0.087	0.087	67,553	2,728
St Anthony	128,241	0.172	0.173	133,638	5,397
St Cloud	1,413,393	1.893	1.905	1,472,881	59,488
St Francis	308,261	0.413	0.416	321,235	12,974
St Joseph	33,233	0.045	0.045	34,632	1,399
St Louis Park	599,476	0.803	0.808	624,708	25,232
St Michael	581,192	0.778	0.783	605,654	24,462
St Paul	4,514,063	6.045	6.085	4,704,054	189,991
St Paul Park	85,772	0.115	0.116	89,382	3,610
St Peter	342,154	0.458	0.461	356,554	14,400
Stewartville	76,630	0.103	0.103	79,856	3,226
Stillwater	323,132	0.433	0.436	336,732	13,600
Thief River Falls	489,856	0.656	0.660	510,473	20,617
Vadnais Heights	118,904	0.159	0.160	123,909	5,005
Victoria	83,563	0.112	0.113	87,081	3,518
Virginia	315,495	0.422	0.425	328,774	13,279
Waconia	197,019	0.264	0.266	205,311	8,292
Waite Park	93,279	0.125	0.126	97,204	3,925
Waseca	154,117	0.206	0.208	160,604	6,487
West St. Paul	180,888	0.242	0.244	188,501	7,613
White Bear Lake	248,045	0.332	0.334	258,484	10,439
Willmar	560,057	0.750	0.755	583,629	23,572
Winona	399,628	0.535	0.539	416,446	16,818
Woodbury	1,054,250	1.412	1.421	1,098,621	44,371
Worthington	206,190	0.276	0.278	214,867	8,677
Wyoming	210,213	0.282	0.283	219,059	8,846
Zimmerman	109,805	0.147	0.148	114,425	4,620
TOTALS	\$74,674,595	100.000	100.000	\$77,307,506	\$2,632,911

142 Cities increased their Construction Needs allocation.

5 Cities Decreased their Construction Needs allocation.

2014 M.S.A.S. TOTAL ALLOCATIONS

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22-Jan-14

Municipality	2014 Population Allocations	2014 Construction Needs Allocations	2014 Total Allocations	Distribution Percentage
Albert Lea	\$371,060	\$580,657	\$951,717	0.616
Albertville	147,448	163,534	310,982	0.201
Alexandria	268,017	599,835	867,852	0.561
Andover	641,054	839,427	1,480,481	0.958
Anoka	357,240	298,152	655,392	0.424
Apple Valley	1,027,643	759,891	1,787,534	1.156
Arden Hills	197,661	119,484	317,145	0.205
Austin	511,937	651,095	1,163,032	0.752
Baxter	157,787	258,512	416,299	0.269
Belle Plaine	137,191	137,251	274,442	0.178
Bemidji	279,283	282,687	561,970	0.364
Big Lake	212,840	194,014	406,854	0.263
Blaine	1,239,866	640,032	1,879,898	1.216
Bloomington	1,763,687	1,890,376	3,654,063	2.363
Brainerd	280,540	414,902	695,442	0.450
Brooklyn Center	629,603	251,414	881,017	0.570
Brooklyn Park	1,595,087	740,879	2,335,966	1.511
Buffalo	322,659	416,125	738,784	0.478
Burnsville	1,257,620	1,268,841	2,526,461	1.634
Byron	103,784	72,635	176,419	0.114
Cambridge	169,630	200,347	369,977	0.239
Champlin	484,750	336,980	821,730	0.532
Chanhassen	489,755	343,795	833,550	0.539
Chaska	498,694	384,345	883,039	0.571
Chisholm	103,495	180,059	283,554	0.183
Circle Pines	103,351	64,205	167,556	0.108
Cloquet	250,366	412,247	662,613	0.429
Columbia Heights	405,249	297,067	702,316	0.454
Coon Rapids	1,273,870	986,711	2,260,581	1.462
Corcoran	112,661	260,106	372,767	0.241
Cottage Grove	724,716	787,796	1,512,512	0.978
Crookston	162,524	383,825	546,349	0.353
Crystal	461,703	225,667	687,370	0.445
Dayton	102,981	107,519	210,500	0.136
Delano	114,267	170,224	284,491	0.184
Detroit Lakes	180,484	328,382	508,866	0.329
Duluth	1,776,724	3,530,578	5,307,302	3.433
Eagan	1,338,171	1,397,053	2,735,224	1.769
East Bethel	239,450	529,005	768,455	0.497
East Grand Forks	177,147	414,103	591,250	0.382
Eden Prairie	1,277,042	943,417	2,220,459	1.436
Edina	1,005,688	748,144	1,753,832	1.134
Elk River	476,738	731,066	1,207,804	0.781
Fairmont	219,678	460,180	679,858	0.440
Falcon Heights	111,755	50,914	162,669	0.105
Faribault	482,691	573,577	1,056,268	0.683
Farmington	448,831	376,502	825,333	0.534
Fergus Falls	272,445	679,371	951,816	0.616
Forest Lake	387,022	779,300	1,166,322	0.754

Municipality	2014 Population Allocations	2014 Construction Needs Allocations	2014 Total Allocations	Distribution Percentage
Fridley	\$568,267	\$488,351	\$1,056,618	0.683
Glencoe	115,977	170,437	286,414	0.185
Golden Valley	425,145	451,115	876,260	0.567
Grand Rapids	224,621	696,025	920,646	0.595
Ham Lake	318,457	430,100	748,557	0.484
Hastings	460,097	225,658	685,755	0.444
Hermantown	197,846	428,976	626,822	0.405
Hibbing	336,973	911,788	1,248,761	0.808
Hopkins	369,474	211,507	580,981	0.376
Hugo	282,970	286,610	569,580	0.368
Hutchinson	292,053	297,976	590,029	0.382
International Falls	132,309	135,360	267,669	0.173
Inver Grove Heights	704,161	779,401	1,483,562	0.960
Isanti	110,581	107,396	217,977	0.141
Jordan	118,963	148,042	267,005	0.173
Kasson	124,030	124,165	248,195	0.161
LaCrescent	102,981	116,241	219,222	0.142
Lake City	104,278	114,012	218,290	0.141
Lake Elmo	166,190	240,592	406,782	0.263
Lakeville	1,174,967	1,188,149	2,363,116	1.528
Lino Lakes	424,795	539,114	963,909	0.623
Litchfield	138,529	205,621	344,150	0.223
Little Canada	205,693	203,511	409,204	0.265
Little Falls	171,916	397,797	569,713	0.369
Mahtomedi	158,528	97,709	256,237	0.166
Mankato	835,255	858,560	1,693,815	1.096
Maple Grove	1,316,669	1,446,056	2,762,725	1.787
Maplewood	804,587	868,450	1,673,037	1.082
Marshall	281,755	397,251	679,006	0.439
Medina	104,258	109,120	213,378	0.138
Mendota Heights	229,441	319,706	549,147	0.355
Minneapolis	8,073,843	6,079,043	14,152,886	9.154
Minnetonka	1,045,191	1,192,559	2,237,750	1.447
Minnetrissa	138,715	267,509	406,224	0.263
Montevideo	110,869	130,450	241,319	0.156
Monticello	265,711	179,407	445,118	0.288
Moorhead	800,962	1,039,669	1,840,631	1.191
Morris	111,137	150,127	261,264	0.169
Mound	189,690	199,868	389,558	0.252
Mounds View	254,156	182,097	436,253	0.282
New Brighton	453,032	322,490	775,522	0.502
New Hope	427,658	271,392	699,050	0.452
New Prague	151,958	120,573	272,531	0.176
New Ulm	278,501	441,621	720,122	0.466
North Branch	208,536	582,667	791,203	0.512
North Mankato	277,265	377,822	655,087	0.424
North St. Paul	239,286	253,575	492,861	0.319
Northfield	419,605	341,334	760,939	0.492
Oak Grove	166,581	468,134	634,715	0.411
Oakdale	570,492	216,156	786,648	0.509
Orono	156,201	132,561	288,762	0.187
Otsego	289,046	362,977	652,023	0.422

Municipality	2014 Population Allocations	2014 Construction Needs Allocations	2014 Total Allocations	Distribution Percentage
Owatonna	\$527,240	\$642,880	\$1,170,120	0.757
Plymouth	1,496,184	1,256,108	2,752,292	1.780
Prior Lake	481,640	341,801	823,441	0.533
Ramsey	493,195	566,289	1,059,484	0.685
Red Wing	339,424	537,029	876,453	0.567
Redwood Falls	108,253	183,804	292,057	0.189
Richfield	741,028	556,245	1,297,273	0.839
Robbinsdale	292,712	201,555	494,267	0.320
Rochester	2,241,146	2,309,684	4,550,830	2.943
Rogers	237,020	321,357	558,377	0.361
Rosemount	461,023	625,329	1,086,352	0.703
Roseville	710,278	501,544	1,211,822	0.784
Sartell	331,597	300,141	631,738	0.409
Sauk Rapids	265,566	252,474	518,040	0.335
Savage	567,464	375,650	943,114	0.610
Shakopee	787,843	535,745	1,323,588	0.856
Shoreview	523,739	346,066	869,805	0.563
Shorewood	153,194	141,544	294,738	0.191
South St. Paul	417,895	308,939	726,834	0.470
Spring Lake Park	132,371	67,553	199,924	0.129
St. Anthony	173,358	133,638	306,996	0.199
St. Cloud	1,356,090	1,472,881	2,828,971	1.830
St. Francis	149,878	321,235	471,113	0.305
St. Joseph	136,532	34,632	171,164	0.111
St. Louis Park	952,158	624,708	1,576,866	1.020
St. Michael	343,399	605,654	949,053	0.614
St. Paul	5,957,839	4,704,054	10,661,893	6.896
St. Paul Park	109,613	89,382	198,995	0.129
St. Peter	236,917	356,554	593,471	0.384
Stewartville	125,348	79,856	205,204	0.133
Stillwater	383,870	336,732	720,602	0.466
Thief River Falls	177,868	510,473	688,341	0.445
Vadnais Heights	260,150	123,909	384,059	0.248
Victoria	160,506	87,081	247,587	0.160
Virginia	179,433	328,774	508,207	0.329
Waconia	227,896	205,311	433,207	0.280
Waite Park	151,835	97,204	249,039	0.161
Waseca	194,160	160,604	354,764	0.229
West St. Paul	406,897	188,501	595,398	0.385
White Bear Lake	495,831	258,484	754,315	0.488
Willmar	405,619	583,629	989,248	0.640
Winona	572,242	416,446	988,688	0.640
Woodbury	1,323,052	1,098,621	2,421,673	1.566
Worthington	265,689	214,867	480,556	0.311
Wyoming	160,463	219,059	379,522	0.246
Zimmerman	107,964	114,425	222,389	0.144
TOTAL	\$77,307,505	\$77,307,506	\$154,615,011	100.000

COMPARISON OF THE 2013 TO 2014 TOTAL ALLOCATIONS

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2/4/2014

Municipality	2013 Total Allocations	2014 Total Allocations	Increase (Decrease) Amount	% Increase (Decrease)
Albert Lea	\$917,150	\$951,717	\$34,567	3.769
Albertville	299,061	310,982	11,921	3.986
Alexandria	833,741	867,852	34,111	4.091
Andover	1,421,821	1,480,481	58,660	4.126
Anoka	632,368	655,392	23,024	3.641
Apple Valley	1,724,180	1,787,534	63,354	3.674
Arden Hills	305,499	317,145	11,646	3.812
Austin	1,120,342	1,163,032	42,690	3.810
Baxter	400,312	416,299	15,987	3.994
Belle Plaine	264,788	274,442	9,654	3.646
Bemidji	541,547	561,970	20,423	3.771
Big Lake	389,246	406,854	17,608	4.524
Blaine	1,779,581	1,879,898	100,317	5.637
Bloomington	3,485,703	3,654,063	168,360	4.830
Brainerd	669,983	695,442	25,459	3.800
Brooklyn Center	844,707	881,017	36,310	4.299
Brooklyn Park	2,234,122	2,335,966	101,844	4.559
Buffalo	710,593	738,784	28,191	3.967
Burnsville	2,429,609	2,526,461	96,852	3.986
Byron	335,094	176,419	(158,675)	(47.352)
Cambridge	355,965	369,977	14,012	3.936
Champlin	787,345	821,730	34,385	4.367
Chanhassen	794,364	833,550	39,186	4.933
Chaska	848,360	883,039	34,679	4.088
Chisholm	272,682	283,554	10,872	3.987
Circle Pines	327,022	167,556	(159,466)	(48.763)
Cloquet	638,224	662,613	24,389	3.821
Columbia Heights	677,039	702,316	25,277	3.733
Coon Rapids	2,180,889	2,260,581	79,692	3.654
Corcoran	357,289	372,767	15,478	4.332
Cottage Grove	1,451,812	1,512,512	60,700	4.181
Crookston	525,979	546,349	20,370	3.873
Crystal	659,449	687,370	27,921	4.234
Dayton	405,934	210,500	(195,434)	(48.144)
Delano	273,434	284,491	11,057	4.044
Detroit Lakes	490,397	508,866	18,469	3.766
Duluth	5,111,494	5,307,302	195,808	3.831
Eagan	2,628,404	2,735,224	106,820	4.064
East Bethel	743,055	768,455	25,400	3.418
East Grand Forks	569,221	591,250	22,029	3.870
Eden Prairie	2,127,057	2,220,459	93,402	4.391
Edina	1,682,160	1,753,832	71,672	4.261
Elk River	1,163,078	1,207,804	44,726	3.845
Fairmont	654,692	679,858	25,166	3.844
Falcon Heights	156,445	162,669	6,224	3.978
Faribault	1,018,103	1,056,268	38,165	3.749
Farmington	788,230	825,333	37,103	4.707
Fergus Falls	914,460	951,816	37,356	4.085
Forest Lake	1,119,259	1,166,322	47,063	4.205

Municipality	2013 Total Allocations	2014 Total Allocations	Increase (Decrease) Amount	% Increase (Decrease)
Fridley	\$1,018,353	\$1,056,618	\$38,265	3.758
Glencoe	276,056	286,414	10,358	3.752
Golden Valley	841,009	876,260	35,251	4.192
Grand Rapids	885,270	920,646	35,376	3.996
Ham Lake	719,888	748,557	28,669	3.982
Hastings	660,420	685,755	25,335	3.836
Hermantown	602,353	626,822	24,469	4.062
Hibbing	1,201,844	1,248,761	46,917	3.904
Hopkins	556,616	580,981	24,365	4.377
Hugo	545,472	569,580	24,108	4.420
Hutchinson	569,246	590,029	20,783	3.651
International Falls	258,239	267,669	9,430	3.652
Inver Grove Heights	1,424,816	1,483,562	58,746	4.123
Isanti	208,668	217,977	9,309	4.461
Jordan	255,824	267,005	11,181	4.371
Kasson	238,755	248,195	9,440	3.954
La Crescent	426,250	219,222	(207,028)	(48.570)
Lake City	210,562	218,290	7,728	3.670
Lake Elmo	392,087	406,782	14,695	3.748
Lakeville	2,269,662	2,363,116	93,454	4.118
Lino Lakes	927,013	963,909	36,896	3.980
Litchfield	331,696	344,150	12,454	3.755
Little Canada	391,866	409,204	17,338	4.424
Little Falls	548,498	569,713	21,215	3.868
Mahtomedi	247,122	256,237	9,115	3.688
Mankato	1,615,658	1,693,815	78,157	4.837
Maple Grove	2,635,070	2,762,725	127,655	4.844
Maplewood	1,600,055	1,673,037	72,982	4.561
Marshall	656,479	679,006	22,527	3.431
Medina	407,412	213,378	(194,034)	(47.626)
Mendota Heights	528,523	549,147	20,624	3.902
Minneapolis	13,582,877	14,152,886	570,009	4.197
Minnetonka	2,144,271	2,237,750	93,479	4.359
Minnetrista	385,571	406,224	20,653	5.356
Montevideo	232,728	241,319	8,591	3.691
Monticello	428,693	445,118	16,425	3.831
Moorhead	1,767,197	1,840,631	73,434	4.155
Morris	250,812	261,264	10,452	4.167
Mound	373,286	389,558	16,272	4.359
Mounds View	417,588	436,253	18,665	4.470
New Brighton	738,936	775,522	36,586	4.951
New Hope	669,722	699,050	29,328	4.379
New Prague	262,570	272,531	9,961	3.794
New Ulm	693,943	720,122	26,179	3.773
North Branch	761,425	791,203	29,778	3.911
North Mankato	630,862	655,087	24,225	3.840
North St. Paul	472,794	492,861	20,067	4.244
Northfield	736,201	760,939	24,738	3.360
Oak Grove	609,961	634,715	24,754	4.058
Oakdale	757,609	786,648	29,039	3.833
Orono	275,812	288,762	12,950	4.695
Otsego	624,349	652,023	27,674	4.432
Owatonna	1,128,362	1,170,120	41,758	3.701
Plymouth	2,629,148	2,752,292	123,144	4.684
Prior Lake	790,632	823,441	32,809	4.150
Ramsey	1,020,221	1,059,484	39,263	3.848
Red Wing	844,177	876,453	32,276	3.823
Redwood Falls	281,391	292,057	10,666	3.790

Municipality	2013 Total Allocations	2014 Total Allocations	Increase (Decrease) Amount	% Increase (Decrease)
Richfield	\$1,240,560	\$1,297,273	\$56,713	4.572
Robbinsdale	473,401	494,267	20,866	4.408
Rochester	4,366,755	4,550,830	184,075	4.215
Rogers	532,085	558,377	26,292	4.941
Rosemount	1,042,393	1,086,352	43,959	4.217
Roseville	1,156,722	1,211,822	55,100	4.763
Sartell	606,945	631,738	24,793	4.085
Sauk Rapids	497,930	518,040	20,110	4.039
Savage	902,852	943,114	40,262	4.459
Shakopee	1,266,361	1,323,588	57,227	4.519
Shoreview	833,924	869,805	35,881	4.303
Shorewood	281,915	294,738	12,823	4.549
South St. Paul	701,539	726,834	25,295	3.606
Spring Lake Park	193,331	199,924	6,593	3.410
St. Anthony	294,727	306,996	12,269	4.163
St. Cloud	2,728,861	2,828,971	100,110	3.669
St. Francis	453,211	471,113	17,902	3.950
St. Joseph	164,675	171,164	6,489	3.940
St. Louis Park	1,508,625	1,576,866	68,241	4.523
St. Michael	911,568	949,053	37,485	4.112
St. Paul	10,235,425	10,661,893	426,468	4.167
St. Paul Park	191,742	198,995	7,253	3.783
St. Peter	571,096	593,471	22,375	3.918
Stewartville	195,946	205,204	9,258	4.725
Stillwater	688,730	720,602	31,872	4.628
Thief River Falls	661,419	688,341	26,922	4.070
Vadnais Heights	366,505	384,059	17,554	4.790
Victoria	234,486	247,587	13,101	5.587
Virginia	489,554	508,207	18,653	3.810
Waconia	413,454	433,207	19,753	4.778
Waite Park	240,045	249,039	8,994	3.747
Waseca	342,161	354,764	12,603	3.683
West St. Paul	572,578	595,398	22,820	3.985
White Bear Lake	723,946	754,315	30,369	4.195
Willmar	951,849	989,248	37,399	3.929
Winona	951,331	988,688	37,357	3.927
Woodbury	2,315,791	2,421,673	105,882	4.572
Worthington	462,501	480,556	18,055	3.904
Wyoming	365,969	379,522	13,553	3.703
Zimmerman	214,393	222,389	7,996	3.730
TOTAL	\$149,370,510	\$154,615,011	\$5,244,501	3.511

**142 Cities Increased Their Total Allocation
5 Cities Decreased Their Total Allocation**

DETERMINATION OF THE CONSTRUCTION AND MAINTENANCE ALLOTMENTS

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

General Maintenance Allotment

The General Maintenance requested is subtracted from the Total Apportionment minus Turnback Maintenance Allowance.

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

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

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

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

Total Maintenance Allotment

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

The Total Maintenance Allotment of a city may only exceed 35% of its Total Apportionment to pay for Bond Interest.

By City Council resolution, a city may request State Aid to use local funds for the interest.

Maintenance Expenditure Report

If any city's General Maintenance Allotment exceeds 25% of its Total Apportionment that city must submit a Maintenance Expenditure Report to receive the final payment of its Total Maintenance Allotment.

The cities that will need to file a Maintenance Expenditure Report at the end of 2014 are:

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

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

2014 CONSTRUCTION AND MAINTENANCE ALLOTMENTS

JANUARY 2014 BOOK/2014 MAINTENANCE & CONSTRUCTION ALLOTMENTS.XLS

04-Feb-14

MUNICIPALITY	TOTAL APPORTIONMENT	TRUNK HIGHWAY TURNBACK MAINTENANCE ALLOWANCE	CITY REQUESTED AMOUNT FOR GENERAL MAINTENANCE ALLOTMENT	GENERAL MAINTENANCE ALLOTMENT	AMOUNT OF BOND INTEREST APPLIED TO GENERAL MAINTENANCE ALLOTMENT	TOTAL MAINTENANCE ALLOTMENT	CONSTRUCTION ALLOTMENT
Albert Lea	\$951,717		25%	\$237,929		\$237,929	\$713,788
Albertville	310,982		\$1500/improved mile	8,190		8,190	302,792
Alexandria	867,852		25%	216,963		216,963	650,889
Andover	1,480,481		25%	370,120	\$1,680	371,800	1,108,681
Anoka	655,392		25%	163,848		163,848	491,544
Apple Valley	1,787,534		\$1500/improved mile	49,575	52,800	102,375	1,685,159
Arden Hills	317,145		25%	79,286		79,286	237,859
Austin	1,163,032		Lump Sum	95,000		95,000	1,068,032
Baxter	416,299		25%	104,075		104,075	312,224
Belle Plaine	274,442		\$1500/improved mile	11,115		11,115	263,327
Bemidji	561,970		25%	140,493		140,493	421,477
Big Lake	406,854		25%	101,714	35,573	137,287	269,567
Blaine	1,879,898		25%	469,975		469,975	1,409,923
Bloomington	3,654,063		35%	1,278,922		1,278,922	2,375,141
Brainerd	695,442		\$1500/improved mile	27,495		27,495	667,947
Brooklyn Center	881,017		Lump Sum	110,000		110,000	771,017
Brooklyn Park	2,335,966		25%	583,992	53,100	637,092	1,698,874
Buffalo	738,784		25%	184,696	7,350	192,046	546,738
Burnsville	2,526,461		25%	631,615		631,615	1,894,846
Byron	176,419		\$1500/improved mile	8,100		8,100	168,319
Cambridge	369,977		Lump Sum	25,000		25,000	344,977
Champlin	821,730		25%	205,433		205,433	616,297
Chanhassen	833,550		Lump Sum	100,000		100,000	733,550
Chaska	883,039		25%	220,760		220,760	662,279
Chisholm	283,554		25%	70,889		70,889	212,665
Circle Pines	167,556		\$1500/improved mile	4,755	65,312	70,067	97,489
Cloquet	662,613		35%	231,915		231,915	430,698
Columbia Heights	702,316		35%	245,811		245,811	456,505
Coon Rapids	2,260,581		Lump Sum	122,745	21,300	144,045	2,116,536
Corcoran	372,767		35%	130,468		130,468	242,299
Cottage Grove	1,512,512		\$1500/improved mile	44,715		44,715	1,467,797
Crookston	546,349		25%	136,587		136,587	409,762
Crystal	687,370		25%	171,843		171,843	515,527
Dayton	210,500		25%	52,625		52,625	157,875

MUNICIPALITY	TOTAL APPORTIONMENT	TRUNK HIGHWAY TURNBACK MAINTENANCE ALLOWANCE	CITY REQUESTED AMOUNT FOR GENERAL MAINTENANCE ALLOTMENT	GENERAL MAINTENANCE ALLOTMENT	AMOUNT OF BOND INTEREST APPLIED TO GENERAL MAINTENANCE ALLOTMENT	TOTAL MAINTENANCE ALLOTMENT	CONSTRUCTION ALLOTMENT
Delano	\$284,491		25%	\$71,123	\$16,703	\$87,826	\$196,665
Detroit Lakes	508,866		25%	127,217		127,217	381,649
Duluth	5,307,302		Lump Sum	1,533,400		1,533,400	3,773,902
Eagan	2,735,224		\$1500/Improved mile	70,140	130,586	200,726	2,534,498
East Bethel	768,455		25%	192,114		192,114	576,341
East Grand Forks	591,250		25%	147,813	116,585	264,398	326,852
Eden Prairie	2,220,459		\$1500/Improved mile	68,865		68,865	2,151,594
Edina	1,753,832		25%	438,458		438,458	1,315,374
Elk River	1,207,804		25%	301,951		301,951	905,853
Fairmont	679,858		25%	169,965		169,965	509,893
Falcon Heights	162,669		35%	56,934		56,934	105,735
Faribault	1,056,268		25%	264,067		264,067	792,201
Farmington	825,333		25%	206,333		206,333	619,000
Fergus Falls	951,816		25%	237,954		237,954	713,862
Forest Lake	1,166,322		25%	291,581		291,581	874,741
Fridley	1,056,618		35%	369,816		369,816	686,802
Glencoe	286,414		25%	71,604		71,604	214,810
Golden Valley	876,260		25%	219,065	78,431	297,496	578,764
Grand Rapids	920,646		25%	230,162	95,557	325,719	594,927
Ham Lake	748,557		25%	187,139		187,139	561,418
Hastings	685,755		35%	240,014		240,014	445,741
Hermantown	626,822		Lump Sum	65,000		65,000	561,822
Hibbing	1,248,761		25%	312,190	96,141	408,331	840,430
Hopkins	580,981		25%	145,245		145,245	435,736
Hugo	569,580		25%	142,395		142,395	427,185
Hutchinson	590,029		\$1500/Improved mile	27,360		27,360	562,669
International Falls	267,669		\$1500/Improved mile	10,680		10,680	256,989
Inver Grove Heights	1,483,562		25%	370,891		370,891	1,112,671
Isanti	217,977		25%	54,494		54,494	163,483
Jordan	267,005		25%	66,751		66,751	200,254
Kasson	248,195		\$1500/Improved mile	8,640		8,640	239,555
LaCrescent	219,222		\$1500/Improved mile	8,760		8,760	210,462
Lake City	218,290		25%	54,573		54,573	163,717
Lake Elmo	406,782		25%	101,696	6,650	108,346	298,436
Lakeville	2,363,116		Lump Sum	374,335	137,343	511,678	1,851,438
Lino Lakes	963,909		25%	240,977		240,977	722,932
Litchfield	344,150		25%	86,038		86,038	258,112
Little Canada	409,204		25%	102,301		102,301	306,903
Little Falls	569,713		\$1500/Improved mile	24,300		24,300	545,413
Mahtomedi	256,237		25%	64,059		64,059	192,178
Mankato	1,693,815		25%	423,454		423,454	1,270,361
Maple Grove	2,762,725		25%	690,681		690,681	2,072,044

MUNICIPALITY	TOTAL APPORTIONMENT	TRUNK HIGHWAY TURNBACK MAINTENANCE ALLOWANCE	CITY REQUESTED AMOUNT FOR GENERAL MAINTENANCE ALLOTMENT	GENERAL MAINTENANCE ALLOTMENT	AMOUNT OF BOND INTEREST APPLIED TO GENERAL MAINTENANCE ALLOTMENT	TOTAL MAINTENANCE ALLOTMENT	CONSTRUCTION ALLOTMENT
Maplewood	\$1,673,037		Lump Sum	\$275,000	\$234,925	\$509,925	\$1,163,112
Marshall	679,006		\$1500/improved mile	27,060		27,060	651,946
Medina	213,378		25%	53,345		53,345	160,033
Mendota Heights	549,147		25%	137,287		137,287	411,860
Minneapolis	14,152,886		35%	4,953,510		4,953,510	9,199,376
Minnetonka	2,237,750		\$1500/improved mile	71,310	57,744	129,054	2,108,696
Minnetrissa	406,224		25%	101,556		101,556	304,668
Montevideo	241,319		\$1500/improved mile	13,245		13,245	228,074
Monticello	445,118		25%	111,280		111,280	333,838
Moorhead	1,840,631		25%	460,158		460,158	1,380,473
Morris	261,264		25%	65,316		65,316	195,948
Mound	389,558		25%	97,390		97,390	292,168
Mounds View	436,253		25%	109,063		109,063	327,190
New Brighton	775,522		25%	193,881		193,881	581,641
New Hope	699,050		25%	174,763		174,763	524,287
New Prague	272,531		25%	68,133		68,133	204,398
New Ulm	720,122		\$1500/improved mile	25,650		25,650	694,472
North Branch	791,203		25%	197,801	8,910	206,711	584,492
North Mankato	655,087		25%	163,772	88,181	251,953	403,134
North St. Paul	492,861		25%	123,215		123,215	369,646
Northfield	760,939		25%	190,235		190,235	570,704
Oak Grove	634,715		25%	158,679		158,679	476,036
Oakdale	786,648		25%	196,662		196,662	589,986
Orono	288,762		25%	72,191	45,438	117,629	171,133
Otsego	652,023		25%	163,006		163,006	489,017
Owatonna	1,170,120		\$1500/improved mile	44,355		44,355	1,125,765
Plymouth	2,752,292		25%	688,073		688,073	2,064,219
Prior Lake	823,441		35%	288,204		288,204	535,237
Ramsey	1,059,484		35%	370,819	77,760	448,579	610,905
Red Wing	876,453		35%	306,759		306,759	569,694
Redwood Falls	292,057		25%	73,014		73,014	219,043
Richfield	1,297,273		25%	324,318		324,318	972,955
Robbinsdale	494,267		\$1500/improved mile	15,075		15,075	479,192
Rochester	4,550,830		Lump Sum	900,000		900,000	3,650,830
Rogers	558,377		25%	139,594		139,594	418,783
Rosemount	1,086,352		\$1500/improved mile	32,790		32,790	1,053,562
Roseville	1,211,822		25%	302,956		302,956	908,866
Sartell	631,738		\$1500/improved mile	24,555	11,825	36,380	595,358
Sauk Rapids	518,040		\$1500/improved mile	21,015		21,015	497,025

MUNICIPALITY	TOTAL APPORTIONMENT	TRUNK HIGHWAY TURNBACK MAINTENANCE ALLOWANCE	CITY REQUESTED AMOUNT FOR GENERAL MAINTENANCE ALLOTMENT	GENERAL MAINTENANCE ALLOTMENT	AMOUNT OF BOND INTEREST APPLIED TO GENERAL MAINTENANCE ALLOTMENT	TOTAL MAINTENANCE ALLOTMENT	CONSTRUCTION ALLOTMENT
Savage	\$943,114		\$1500/improved mile	\$36,735	\$6,700	\$43,435	\$899,679
Shakopee	1,323,588		35%	463,256		463,256	860,332
Shoreview	869,805		25%	217,451		217,451	652,354
Shorewood	294,738		25%	73,685		73,685	221,053
South St. Paul	726,834		25%	181,709		181,709	545,125
Spring Lake Park	199,924		25%	49,981		49,981	149,943
St. Anthony	306,996		25%	76,749	1,800	78,549	228,447
St. Cloud	2,828,971		25%	707,243		707,243	2,121,728
St. Francis	471,113		25%	117,778		117,778	353,335
St. Joseph	171,164		\$1500/improved mile	7,545		7,545	163,619
St. Louis Park	1,576,866		35%	551,903		551,903	1,024,963
St. Michael	949,053		25%	237,263		237,263	711,790
St. Paul	10,661,893		Lump Sum	3,070,627		3,070,627	7,591,266
St. Paul Park	198,995		25%	49,749	4,350	54,099	144,896
St. Peter	593,471		\$1500/improved mile	22,740	147,578	170,318	423,153
Stewartville	205,204		25%	51,301		51,301	153,903
Stillwater	720,602		25%	180,151		180,151	540,451
Thief River Falls	688,341		25%	172,085	29,519	201,604	486,737
Vadnais Heights	384,059		35%	134,421		134,421	249,638
Victoria	247,587		25%	61,897		61,897	185,690
Virginia	508,207		25%	127,052		127,052	381,155
Waconia	433,207		\$1500/improved mile	15,975		15,975	417,232
Waite Park	249,039		\$1500/improved mile	9,180		9,180	239,859
Waseca	354,764		25%	88,691	4,520	93,211	261,553
West St. Paul	595,398		25%	148,850		148,850	446,548
White Bear Lake	754,315		25%	188,579		188,579	565,736
Willmar	989,248		25%	247,312		247,312	741,936
Winona	988,688		25%	247,172		247,172	741,516
Woodbury	2,421,673		25%	605,418	9,751	615,169	1,806,504
Worthington	480,556		25%	120,139		120,139	360,417
Wyoming	379,522		\$1500/improved mile	23,625		23,625	355,897
Zimmerman	222,389		\$1500/improved mile	8,385		8,385	214,004
TOTAL	\$154,615,011	\$0		\$35,536,866	\$1,644,112	\$37,180,978	\$117,434,033
GENERAL MAINTENANCE ALLOTMENT OPTIONS:							
30 Cities requested \$1,500 per Improved Mile							
92 Cities requested 25% of Total Allotment MINUS THTB Maintenance Allowance							
14 Cities requested 35% of Total Allotment MINUS THTB Maintenance Allowance (WILL require a Maintenance Expenditure Report)							
11 Cities requested a Lump Sum amount > \$1,500/ Improved Mile and < 35% of Total Allotment (MAY require a Maintenance Expenditure Report)							
TOTAL MAINTENANCE ALLOTMENT:							
The General Maintenance Allotment Option selected by the city, plus THTB Maintenance Allowance and bond interest due, if any							

MAINTENANCE ALLOCATION CHANGES IN 2013 For the 2014 Allocation

January 2014 Book\2013 Maintenance Revisions.xls

City	2013 Maintenance Allocation	2014 Maintenance Allocation	2013 Maintenance Allocation	2014 Maintenance Allocation	Difference
1 Austin	\$1500 per improved mile plus \$50,000	Lump Sum amount	\$94,820	\$95,000	\$180
2 Baxter	\$1500 per improved mile	25% of Total Allotment	24,225	104,075	79,850
3 Brooklyn Center	35% or \$90,000 whichever is less	Lump Sum amount	90,000	110,000	20,000
4 Coon Rapids	\$1500 per improved mile plus \$60,000	Lump Sum amount	158,245	144,045	(14,200)
5 Duluth	30% of Total Allotment plus bond interest, if any	Lump Sum amount	1,533,448	1,533,400	(48)
6 Ham Lake	\$1500 per improved mile	25% of Total Allotment	39,195	187,139	147,944
7 Litchfield	35% of Total Allotment including bond interest	25% of Total Allotment	116,094	86,038	(30,056)
8 Maplewood	15% of Total Allotment plus bond interest, if any	Lump Sum amount	520,702	509,925	(10,777)
9 Moorhead	24% of Total Allotment plus bond interest, if any	25% of Total Allotment	424,127	460,158	36,031
10 Rochester	20% of Total Allotment plus bond interest, if any	Lump Sum amount	873,351	900,000	26,649
11 Shoreview	20% of Total Allotment plus bond interest, if any	25% of Total Allotment	166,785	217,451	50,666
12 St. Paul	35% of Total Allotment plus bond interest, if any	Lump Sum amount	3,582,399	3,070,627	(511,772)
13 Worthington	20% or \$60,000 whichever is less	25% of Total Allotment	60,000	120,139	60,139
TOTAL			\$7,683,391	\$7,537,997	(\$145,394)

Type of Maintenance Allocation	Number of Cities
35% =	14
25% =	92
\$1500 per Improved Mile =	30
Lump Sum =	11
TOTAL	147

2013 IMPROVED MILEAGE RECORD

(MILEAGE USED FOR MINIMUM MAINTENANCE ALLOCATION)

used for the January 2014 allocation

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

MUNICIPALITY	IMPROVED MILEAGE	MUNICIPALITY	IMPROVED MILEAGE	MUNICIPALITY	IMPROVED MILEAGE	MUNICIPALITY	IMPROVED MILEAGE
Albert Lea	24.19	Eagan	46.76	Mankato	37.38	Rosemount	21.86
Albertville	5.46	East Bethel	22.21	Maple Grove	47.68	Roseville	27.55
Alexandria	23.60	East Grand Forks	17.14	Maplewood	35.95	Sartell	16.37
Andover	31.45	Eden Prairie	45.91	Marshall	18.04	Sauk Rapids	14.01
Anoka	14.73	Edina	40.27	Medina	8.87	Savage	24.49
Apple Valley	33.05	Elk River	27.73	Mendota Heights	15.50	Shakopee	33.20
Arden Hills	6.53	Fairmont	19.82	Minneapolis	203.23	Shoreview	18.53
Austin	29.88	Falcon Heights	3.29	Minnetonka	47.54	Shorewood	8.96
Baxter	16.15	Faribault	23.10	Minnetrista	12.80	South St. Paul	17.46
Belle Plaine	7.41	Farmington	12.56	Montevideo	8.83	Spring Lake Park	5.82
Bemidji	17.65	Fergus Falls	25.47	Monticello	11.66	St. Anthony	5.95
Big Lake	8.87	Forest Lake	27.87	Moorhead	42.87	St. Cloud	57.55
Blaine	42.34	Fridley	22.87	Morris	9.03	St. Francis	8.33
Bloomington	74.62	Glencoe	7.80	Mound	7.71	St. Joseph	5.03
Brainerd	18.33	Golden Valley	23.03	Mounds View	12.43	St. Louis Park	31.12
Brooklyn Center	21.35	Grand Rapids	23.25	New Brighton	12.87	St. Michael	16.66
Brooklyn Park	53.07	Ham Lake	26.13	New Hope	12.73	St. Paul	161.04
Buffalo	13.30	Hastings	21.24	New Prague	7.36	St. Paul Park	6.08
Burnsville	43.52	Hermantown	16.54	New Ulm	17.10	St. Peter	15.16
Byron	5.40	Hibbing	51.85	North Branch	26.21	Stewartville	4.34
Cambridge	16.12	Hopkins	9.92	North Mankato	15.57	Stillwater	17.16
Champlin	18.54	Hugo	19.90	North St. Paul	10.40	Thief River Falls	15.86
Chanhausen	21.78	Hutchinson	18.24	Northfield	16.53	Vadnais Heights	8.60
Chaska	16.10	International Falls	7.12	Oak Grove	21.13	Victoria	6.11
Chisholm	8.24	Inver Grove Heights	30.68	Oakdale	19.30	Virginia	15.63
Circle Pines	3.17	Isanti	6.83	Orono	9.45	Waconia	10.65
Cloquet	21.55	Jordan	5.54	Otsego	12.52	Waite Park	6.12
Columbia Heights	12.50	Kasson	5.76	Owatonna	29.57	Waseca	7.28
Coon Rapids	41.83	LaCrescent	5.84	Plymouth	57.71	West St. Paul	13.58
Corcoran	15.08	Lake City	8.39	Prior Lake	16.46	White Bear Lake	20.59
Cottage Grove	29.81	Lake Elmo	14.24	Ramsey	32.25	Willmar	27.87
Crookston	11.65	Lakeville	57.71	Red Wing	20.80	Winona	21.26
Crystal	17.79	Lino Lakes	13.96	Redwood Falls	7.73	Woodbury	51.91
Dayton	8.44	Litchfield	8.77	Richfield	24.41	Worthington	11.44
Delano	5.40	Little Canada	11.35	Robbinsdale	10.05	Wyoming	15.75
Detroit Lakes	22.35	Little Falls	16.20	Rochester	91.35	Zimmerman	5.59
Duluth	113.79	Mahtomedi	8.83	Rogers	18.67	TOTAL	3393.76



Minnesota Department of Transportation

State Aid for Local Transportation

395 John Ireland Boulevard, MS 500

Saint Paul, MN 55155

October 23, 2013

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

Dear Commissioner Zelle:

We, the undersigned, as members of the 2013 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 2014 Apportionment Sum as provided by Minnesota Statutes, Chapter 162.13, Subdivision 1.

 _____ Steve Bot St. Michael Acting Chair	 _____ Klayton Eckles Woodbury Secretary		
 _____ David Salo Hermantown District 1	 _____ Dave Kildahl Thief River Falls District 2	 _____ Justin Femrite Elk River District 3 Alternate	
 _____ Jon Pratt Detroit Lakes District 4	 _____ Rod Rue Eden Prairie Metro West	 _____ Steve Lang Austin District 6	
 _____ Troy Nemmers Fairmont District 7	 _____ John Rodeberg Glencoe District 8	 _____ Mark Graham Vadnais Heights Metro East	
 _____ Cindy Voigt Duluth	 _____ Don Elwood Minneapolis	 _____ Paul Kurtz Saint Paul	_____ Absent Richard Freese Rochester

An Equal Opportunity Employer



2013 ADJUSTED CONSTRUCTION NEEDS RECOMMENDATIONS

Based on the same percentage of the Total Adjusted Needs that a city received in 2013

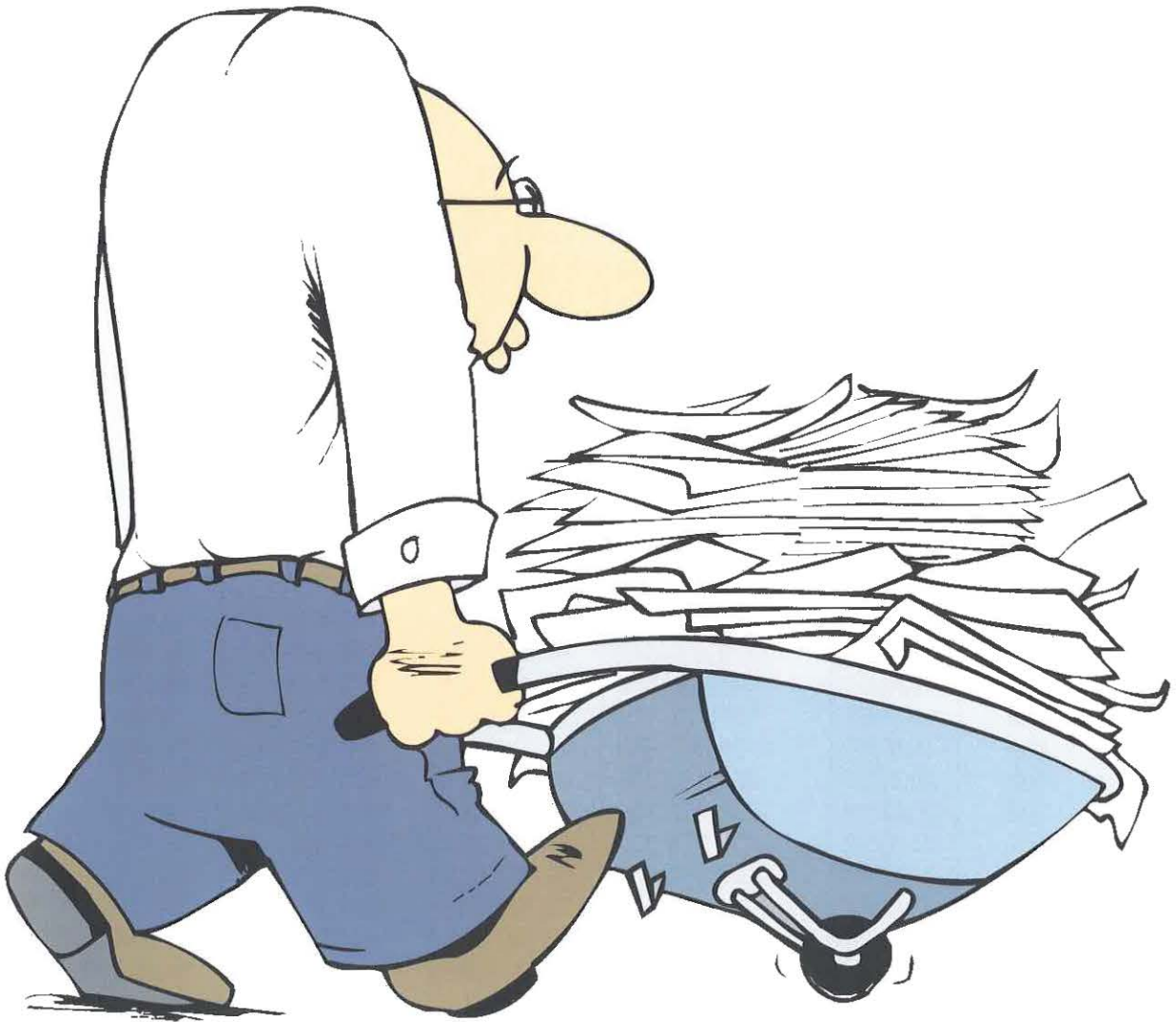
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22-Jan-14

Municipality	Adjusted Construction Needs	Municipality	Adjusted Construction Needs
Albert Lea	\$42,266,747	Forest Lake	\$56,726,214
Albertville	11,903,873	Fridley	35,547,707
Alexandria	43,662,772	Glencoe	12,406,341
Andover	61,102,964	Golden Valley	32,837,229
Anoka	21,702,863	Grand Rapids	50,664,586
Apple Valley	55,313,468	Ham Lake	31,307,541
Arden Hills	8,697,400	Hastings	16,425,980
Austin	47,394,051	Hermantown	31,225,712
Baxter	18,817,397	Hibbing	66,370,197
Belle Plaine	9,990,615	Hopkins	15,395,926
Bemidji	20,577,163	Hugo	20,862,684
Big Lake	14,122,530	Hutchinson	21,690,066
Blaine	46,588,728	International Falls	9,853,039
Bloomington	137,602,936	Inver Grove Heights	56,733,626
Brainerd	30,201,288	Isanti	7,817,499
Brooklyn Center	18,300,721	Jordan	10,776,152
Brooklyn Park	53,929,596	Kasson	9,038,128
Buffalo	30,290,232	La Crescent	8,461,322
Burnsville	92,360,571	Lake City	8,299,102
Byron	5,287,200	Lake Elmo	17,512,982
Cambridge	14,583,524	Lakeville	86,486,868
Champlin	24,529,244	Lino Lakes	39,242,817
Chanhassen	25,025,333	Litchfield	14,967,367
Chaska	27,976,971	Little Canada	14,813,802
Chisholm	13,106,709	Little Falls	28,956,170
Circle Pines	4,673,571	Mahtomedi	7,112,357
Cloquet	30,008,006	Mankato	62,495,672
Columbia Heights	21,623,899	Maple Grove	105,260,288
Coon Rapids	71,824,010	Maplewood	63,215,609
Corcoran	18,933,420	Marshall	28,916,359
Cottage Grove	57,344,702	Medina	7,943,046
Crookston	27,939,114	Mendota Heights	23,271,835
Crystal	16,426,579	Minneapolis	442,501,415
Dayton	7,826,416	Minnetonka	86,807,969
Delano	12,390,813	Minnetrissa	19,472,327
Detroit Lakes	23,903,357	Montevideo	9,495,575
Duluth	256,995,366	Monticello	13,059,300
Eagan	101,693,302	Moorhead	75,678,898
East Bethel	38,506,951	Morris	10,927,926
East Grand Forks	30,143,113	Mound	14,548,701
Eden Prairie	68,672,622	Mounds View	13,255,082
Edina	54,458,383	New Brighton	23,474,462
Elk River	53,215,195	New Hope	19,754,953
Fairmont	33,497,078	New Prague	8,776,674
Falcon Heights	3,706,075	New Ulm	32,146,141
Faribault	41,751,370	North Branch	42,413,081
Farmington	27,406,075	North Mankato	27,502,126
Fergus Falls	49,452,280	North St. Paul	18,458,052

Municipality	Adjusted Construction Needs	Municipality	Adjusted Construction Needs
Northfield	\$24,846,160	St. Anthony	\$9,727,697
Oak Grove	34,076,092	St. Cloud	107,212,923
Oakdale	15,734,245	St. Francis	23,383,132
Orono	9,649,283	St. Joseph	2,520,904
Otsego	26,421,575	St. Louis Park	45,473,274
Owatonna	46,796,114	St. Michael	44,086,290
Plymouth	91,433,759	St. Paul	342,414,248
Prior Lake	24,880,091	St. Paul Park	6,506,251
Ramsey	41,220,976	St. Peter	25,954,080
Red Wing	39,091,033	Stewartville	5,812,799
Redwood Falls	13,379,271	Stillwater	24,511,153
Richfield	40,489,765	Thief River Falls	37,158,013
Robbinsdale	14,671,399	Vadnais Heights	9,019,485
Rochester	168,124,911	Victoria	6,338,686
Rogers	23,391,998	Virginia	23,931,878
Rosemount	45,518,541	Waconia	14,944,899
Roseville	36,508,095	Waite Park	7,075,642
Sartell	21,847,614	Waseca	11,690,578
Sauk Rapids	18,377,900	West St. Paul	13,721,258
Savage	27,344,085	White Bear Lake	18,815,384
Shakopee	38,997,612	Willmar	42,483,077
Shoreview	25,190,604	Winona	30,313,739
Shorewood	10,303,181	Woodbury	79,970,061
South St. Paul	22,488,102	Worthington	15,640,436
Spring Lake Park	4,917,335	Wyoming	15,945,637
		Zimmerman	8,329,181
		STATE TOTAL	\$5,627,313,935

Reference



Material

M.S.A.S. Mileage, Needs and Apportionment 1958 to 2014

MILEAGE NEEDS AND APPORT 1958 TO 2014

05-Feb-14

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	\$19.14
1959	59	938.36	195,749,800	8,108,428	195,749,800	8,641.06	20.71
1960	59	968.82	214,494,178	8,370,596	197,971,488	8,639.99	21.14
1961	77	1131.78	233,276,540	9,185,862	233,833,072	8,116.30	19.64
1962	77	1140.83	223,014,549	9,037,698	225,687,087	7,922.04	20.02
1963	77	1161.06	221,458,428	9,451,125	222,770,204	8,140.08	21.21
1964	77	1177.11	218,487,546	10,967,128	221,441,346	9,317.00	24.76
1965	77	1208.81	218,760,538	11,370,240	221,140,776	9,406.14	25.71
1966	80	1271.87	221,992,032	11,662,274	218,982,273	9,169.39	26.63
1967	80	1309.93	213,883,059	12,442,900	213,808,290	9,498.90	29.10
1968	84	1372.36	215,390,936	14,287,775	215,206,878	10,411.10	33.20
1969	86	1412.57	209,136,115	15,121,277	210,803,850	10,704.80	35.87
1970	86	1427.59	205,103,671	16,490,064	206,350,399	11,550.98	39.96
1971	90	1467.30	204,854,564	18,090,833	204,327,997	12,329.33	44.27
1972	92	1521.41	217,915,457	18,338,440	217,235,062	12,053.58	42.21
1973	94	1580.45	311,183,279	18,648,610	309,052,410	11,799.56	30.17
1974	95	1608.06	324,787,253	21,728,373	321,833,693	13,512.17	33.76
1975	99	1629.30	422,560,903	22,841,302	418,577,904	14,019.09	27.28
1976	101	1718.92	449,383,835	22,793,386	444,038,715	13,260.29	25.67
1977	101	1748.55	488,779,846	27,595,966	483,467,326	15,782.20	28.54
1978	104	1807.94	494,433,948	27,865,892	490,165,460	15,413.06	28.38
1979	106	1853.71	529,996,431	30,846,555	523,460,762	16,640.44	29.42
1980	106	1889.03	623,880,689	34,012,618	609,591,579	18,005.34	27.86
1981	109	1933.64	695,487,179	35,567,962	695,478,283	18,394.30	25.54
1982	105	1976.17	705,647,888	41,819,275	692,987,088	21,161.78	30.30
1983	106	2022.37	651,402,395	46,306,272	631,554,858	22,897.03	36.55
1984	106	2047.23	635,420,700	48,580,190	613,448,456	23,729.72	39.70
1985	107	2110.52	618,275,930	56,711,674	589,857,835	26,870.95	48.20
1986	107	2139.42	552,944,830	59,097,819	543,890,225	27,623.29	54.30
1987	107	2148.07	551,850,149	53,101,745	541,972,837	24,720.68	48.97
1988	108	2171.89	545,457,364	58,381,022	529,946,820	26,880.28	55.06
1989	109	2205.05	586,716,169	76,501,442	588,403,918	34,693.74	64.98
1990	112	2265.64	969,735,729	81,517,107	969,162,426	35,979.73	41.99
1991	113	2330.30	1,289,813,259	79,773,732	1,240,127,592	34,233.25	32.11
1992	116	2376.79	1,374,092,030	81,109,752	1,330,349,165	34,125.75	30.41
1993	116	2410.53	1,458,214,849	82,954,222	1,385,096,428	34,413.27	29.89
1994	117	2471.04	1,547,661,937	80,787,856	1,502,960,398	32,693.87	26.83
1995	118	2526.39	1,582,491,280	81,718,700	1,541,396,875	32,346.04	26.46
1996	119	2614.71	1,652,360,408	90,740,650	1,638,227,013	34,703.91	27.63
1997	122	2740.46	1,722,973,258	90,608,066	1,738,998,615	33,063.09	25.91
1998	125	2815.99	1,705,411,076	93,828,258	1,746,270,860	33,319.81	26.73

Appt. Year	Number of		Actual 25 Year Construction Needs	Total Apportionment	Adjusted 25 Year Construction Needs	Total Apportionment Per Needs Mileage	Apportionment Per \$1000 of Adjusted Needs
	Municipalities	Needs Mileage					
1999	126	2859.05	\$1,927,808,456	\$97,457,150	\$1,981,933,166	\$34,087.25	\$24.47
2000	127	2910.87	2,042,921,321	103,202,769	2,084,650,298	35,454.27	24.64
2001	129	2972.16	2,212,783,436	108,558,171	2,228,893,216	36,525.01	24.26
2002	130	3020.39	2,432,537,238	116,434,082	2,441,083,093	38,549.35	23.77
2003	131	3080.67	2,677,069,498	108,992,464	2,663,903,876	35,379.47	20.39
2004	133	3116.44	2,823,888,537	110,890,581	2,898,358,498	35,582.45	19.08
2005	136	3190.82	2,986,013,788	111,823,549	3,086,369,911	35,045.40	18.07
2006	138	3291.64	3,272,908,979	111,487,130	3,356,466,332	33,869.78	16.57
2007	142	3382.28	3,663,172,809	114,419,009	3,760,234,514	33,828.96	15.19
2008	143	3453.10	3,896,589,388	114,398,269	4,005,371,748	33,129.15	14.29
2009	144	3504.00	4,277,355,517	121,761,230	4,375,100,368	34,749.21	13.91
2010	144	3533.22	4,650,919,417	127,315,538	4,764,771,798	36,033.86	13.36
2011	147	3583.87	4,964,526,370	139,081,139	5,058,978,846	38,807.53	13.75
2012	142	3572.73	5,175,814,620	144,682,808	5,239,406,230	40,496.43	13.28
2013	147	3598.04	5,476,951,484	147,468,798	5,593,122,380	40,985.87	13.18
2014	147			154,615,011	5,627,313,935		13.74

YEARLY APPORTIONMENT COMPARISONS

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05-Feb-14

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

Apportionment Year	Population	Population Apportionment per Capita	Percent Increase From 1958	Construction Needs Apportionment per \$1000 of Adjusted Const. Needs	Percent Increase From 1958
2000	3,165,010	\$16.30	584.9%	\$24.64	28.8%
2001	3,226,506	16.82	606.7%	24.26	26.8%
2002	3,284,738	17.72	644.5%	23.77	24.2%
2003	3,331,862	16.38	588.2%	20.39	6.6%
2004	3,385,278	16.36	587.4%	19.08	-0.3%
2005	3,443,134	16.24	582.3%	18.07	-5.6%
2006	3,495,540	15.95	570.2%	16.57	-13.4%
2007	3,568,838	16.03	573.5%	15.19	-20.6%
2008	3,598,283	15.90	568.1%	14.29	-25.3%
2009	3,640,325	16.72	602.5%	13.91	-27.3%
2010	3,668,921	17.35	629.0%	13.36	-30.2%
2011	3,698,643	18.80	689.9%	13.75	-28.1%
2012	3,660,843	19.76	730.3%	13.72	-28.3%
2013	3,690,591	19.98	739.5%	13.18	-31.1%
2014	3,753,499	20.60	765.5%	13.74	-28.2%

* Used estimate and census beginning in 1996.

2013 TOTAL NEEDS MILES

NOTE: 2013 Needs mileages are the same as last year because we were not able to pull that information from the New Needs Program at this time.

For the January 2014 Allocation

N:\MSAS\BOOKS\2014 JANUARY BOOK\TOTAL NEED MILEAGE.LSX

05-Feb-14

Municipality	2012	2013	INCREASE (DECREASE)
ALBERT LEA	24.19	24.19	0.00
ALBERTVILLE	7.15	7.15	0.00
ALEXANDRIA	25.10	25.10	0.00
ANDOVER	42.60	42.60	0.00
ANOKA	14.73	14.73	0.00
APPLE VALLEY	37.31	37.31	0.00
ARDEN HILLS	7.53	7.53	0.00
AUSTIN	30.21	30.21	0.00
BAXTER	17.05	17.05	0.00
BELLE PLAINE	8.46	8.46	0.00
BEMIDJI	17.65	17.65	0.00
BIG LAKE	11.51	11.51	0.00
BLAINE	48.71	48.71	0.00
BLOOMINGTON	74.85	74.85	0.00
BRAINERD	19.16	19.16	0.00
BROOKLYN CENTER	21.35	21.35	0.00
BROOKLYN PARK	59.47	59.47	0.00
BUFFALO	17.19	17.19	0.00
BURNSVILLE	45.19	45.19	0.00
BYRON	0.00	0.00	0.00
CAMBRIDGE	16.37	16.37	0.00
CHAMPLIN	20.00	20.00	0.00
CHANHASSEN	22.19	22.19	0.00
CHASKA	20.47	20.47	0.00
CHISHOLM	8.39	8.39	0.00
CIRCLE PINES	0.00	0.00	0.00
CLOQUET	21.67	21.67	0.00
COLUMBIA HEIGHTS	12.50	12.50	0.00
COON RAPIDS	41.83	41.83	0.00
CORCORAN	15.53	15.53	0.00
COTTAGE GROVE	35.35	35.35	0.00
CROOKSTON	11.65	11.65	0.00
CRYSTAL	17.79	17.79	0.00
DAYTON	0.00	0.00	0.00
DELANO	6.12	6.12	0.00
DETROIT LAKES	22.35	22.35	0.00
DULUTH	114.92	114.92	0.00
EAGAN	48.00	48.00	0.00
EAST BETHEL	28.78	28.78	0.00
EAST GRAND FORKS	17.14	17.14	0.00
EDEN PRAIRIE	47.08	47.08	0.00
EDINA	40.27	40.27	0.00
ELK RIVER	36.33	36.33	0.00
FAIRMONT	20.13	20.13	0.00
FALCON HEIGHTS	3.29	3.29	0.00
FARIBAULT	24.27	24.27	0.00
FARMINGTON	16.24	16.24	0.00
FERGUS FALLS	25.76	25.76	0.00
FOREST LAKE	32.25	32.25	0.00
FRIDLEY	22.87	22.87	0.00
GLENCOE	8.33	8.33	0.00
GOLDEN VALLEY	23.57	23.57	0.00
GRAND RAPIDS	25.71	25.71	0.00
HAM LAKE	32.39	32.39	0.00
HASTINGS	21.24	21.24	0.00
HERMANTOWN	16.54	16.54	0.00
HIBBING	53.17	53.17	0.00
HOPKINS	9.99	9.99	0.00
HUGO	20.61	20.61	0.00
HUTCHINSON	18.70	18.70	0.00
INTERNATIONAL FALLS	7.12	7.12	0.00

Municipality	2012	2013	INCREASE (DECREASE)
INVER GROVE HEIGHTS	33.30	33.30	0.00
ISANTI	6.89	6.89	0.00
JORDAN	6.03	6.03	0.00
KASSON	5.76	5.76	0.00
LA CRESCENT	0.00	0.00	0.00
LAKE CITY	8.39	8.39	0.00
LAKE ELMO	16.22	16.22	0.00
LAKEVILLE	60.02	60.02	0.00
LINO LAKES	23.63	23.63	0.00
LITCHFIELD	8.77	8.77	0.00
LITTLE CANADA	11.35	11.35	0.00
LITTLE FALLS	18.34	18.34	0.00
MAHTOMEDI	8.83	8.83	0.00
MANKATO	38.20	38.20	0.00
MAPLE GROVE	56.88	56.88	0.00
MAPLEWOOD	36.20	36.20	0.00
MARSHALL	18.80	18.80	0.00
MEDINA	0.00	0.00	0.00
MENDOTA HEIGHTS	15.50	15.50	0.00
MINNEAPOLIS	206.64	206.64	0.00
MINNETONKA	50.92	50.92	0.00
MINNETRISTA	12.92	12.92	0.00
MONTEVIDEO	8.83	8.83	0.00
MONTICELLO	12.14	12.14	0.00
MOORHEAD	45.25	45.25	0.00
MORRIS	9.03	9.03	0.00
MOUND	7.94	7.94	0.00
MOUNDS VIEW	12.43	12.43	0.00
NEW BRIGHTON	15.26	15.26	0.00
NEW HOPE	12.73	12.73	0.00
NEW PRAGUE	7.76	7.76	0.00
NEW ULM	17.68	17.68	0.00
NORTH BRANCH	27.66	27.66	0.00
NORTH MANKATO	15.57	15.57	0.00
NORTH ST PAUL	11.38	11.38	0.00
NORTHFIELD	17.06	17.06	0.00
OAK GROVE	26.15	26.15	0.00
OAKDALE	19.30	19.30	0.00
ORONO	9.45	9.45	0.00
OTSEGO	22.52	22.52	0.00
OWATONNA	29.62	29.62	0.00
PLYMOUTH	59.80	59.80	0.00
PRIOR LAKE	20.43	20.43	0.00
RAMSEY	38.16	38.16	0.00
RED WING	25.05	25.05	0.00
REDWOOD FALLS	8.50	8.50	0.00
RICHFIELD	24.58	24.58	0.00
ROBBINSDALE	10.05	10.05	0.00
ROCHESTER	94.35	94.35	0.00
ROGERS	21.07	21.07	0.00
ROSEMOUNT	30.96	30.96	0.00
ROSEVILLE	29.12	29.12	0.00
ST ANTHONY	5.95	5.95	0.00
ST CLOUD	64.41	64.41	0.00
ST FRANCIS	13.16	13.16	0.00
ST JOSEPH	5.53	5.53	0.00
ST LOUIS PARK	31.58	31.58	0.00
ST MICHAEL	22.43	22.43	0.00
ST PAUL	164.73	164.73	0.00
ST PAUL PARK	6.08	6.08	0.00
ST PETER	15.78	15.78	0.00

2013 TOTAL NEEDS MILES

NOTE: 2013 Needs mileages are the same as last year because we were not able to pull that information from the New Needs Program at this time.

For the January 2014 Allocation

Municipality	2011	2012	INCREASE (DECREASE)
SARTELL	17.87	17.87	0.00
SAUK RAPIDS	14.01	14.01	0.00
SAVAGE	26.98	26.98	0.00
SHAKOPEE	37.02	37.02	0.00
SHOREVIEW	19.64	19.64	0.00
SHOREWOOD	8.96	8.96	0.00
SOUTH ST PAUL	17.46	17.46	0.00
SPRING LAKE PARK	5.82	5.82	0.00
STEWARTVILLE	4.71	4.71	0.00
STILLWATER	17.68	17.68	0.00
THIEF RIVER FALLS	16.09	16.09	0.00
VADNAIS HEIGHTS	9.17	9.17	0.00

Municipality	2011	2012	INCREASE (DECREASE)
VICTORIA	7.43	7.43	0.00
VIRGINIA	17.14	17.14	0.00
WACONIA	10.74	10.74	0.00
WAITE PARK	6.68	6.68	0.00
WASECA	7.61	7.61	0.00
WEST ST PAUL	13.58	13.58	0.00
WHITE BEAR LAKE	21.03	21.03	0.00
WILLMAR	27.87	27.87	0.00
WINONA	21.76	21.76	0.00
WOODBURY	54.60	54.60	0.00
WORTHINGTON	11.44	11.44	0.00
WYOMING	15.92	15.92	0.00
ZIMMERMAN	6.50	6.50	0.00
TOTAL	3,597.10	3,597.10	0.00

HISTORY OF INDIVIDUAL ADJUSTMENTS

From 2000 to 2014

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

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

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

2000 None

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

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

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

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

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

2001 Maplewood truck routes

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

2001 Ramsey speed humps

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

No adjustment applied

2001, 2002 Edina Combination Routes

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

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

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

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

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

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

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

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

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

Total negative adjustment was \$6,064,069

2003 Alexandria non qualifying bridge Needs

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

2003 Chaska non qualifying bridge Needs

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

2003 Minneapolis non qualifying bridge Needs

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

2003 St. Paul non qualifying bridge Needs

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

2004 73 cities Street Lighting

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

2004 Brainerd THTB incorrectly coded

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

2004 Maple Grove incorrectly computed non existing bridge adjustment

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

2004 St. Francis incorrectly computed non existing bridge adjustment

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

2005 Marshall Excess Balance adjustment

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

2005 New Ulm Low Balance Incentive adjustment

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

2006 Andover incorrectly computed non existing bridge adjustment

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

2006 Chanhassen segment incorrectly removed from needs

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

2006 Chanhassen bridge incorrectly generating needs

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

2006 Fridley Soil Factor revision

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

2006 Inver Grove Heights segment not removed from needs

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

2006 North Mankato segment not removed from needs

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

2006 Richfield 'After the Fact' right of way adjustment

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

2007 None

2008 Shakopee THTB incorrectly coded in needs

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

2008 Duluth THTB incorrectly coded in needs

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

2008 Duluth THTB Maintenance incorrectly computed

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

2009 Hutchinson THTB incorrectly coded in Needs

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

2009 Hutchinson THTB Maintenance incorrectly computed

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

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

A 1 ¾ year negative actual dollar adjustment of \$96,600. Based upon the date the city self reported the inequity. A three year payback schedule determined by the Commissioner of Transportation. First year of the payback is \$35,000 in actual dollars, not Needs.

2010 Ham Lake excess balance adjustment

Ham Lake received a negative excess balance adjustment of \$5,142,411 in 2009. The city requested relief from this adjustment before the Municipal Screening Board. Because the county held up the project, and it was late in the year so the city could not apply the MSAS dollars to another project, the MSB gave them relief from this adjustment.

A one time positive Needs adjustment of \$5,142,411.

2010 Orono Private roads included in computations for calculation the 20% MSAS mileage allowed

A 1 ¾ year negative actual dollar adjustment of \$96,600. Based upon the date the city self reported the inequity. A three year payback schedule determined by the Commissioner of Transportation. Second year of the payback is \$35,000 in actual dollars, not Needs.

2010 65 cities Railroad Crossing adjustment

Positive Needs adjustment to various cities because of incorrect computation in 2009.

2011 7 cities End Sections on deficient single Box Culverts incorrectly computed in 2010. Total Positive Needs adjustment of \$1,660,100 went to Albert Lea (\$33,500), Chanhassen (\$83,200), Duluth(\$1,020,000), Minneapolis (\$211,000) , North Branch (\$92,000), Plymouth (\$72,400) and Roseville (\$148,000).

2011 Orono Private roads included in computations for calculation the 20% MSAS mileage allowed

A 1 ¾ year negative actual dollar adjustment of \$96,600. Based upon the date the city self reported the inequity. A three year payback schedule determined by the Commissioner of Transportation. Third and final year of the payback is \$26,600 in actual dollars, not Needs.

2012 Worthington State Aid Payment Request not included in January 2011 Adjustment

A payment request for \$287,244 should have been subtracted from Worthington's December 31, 2010 construction fund balance, but was overlooked. This positive adjustment of \$287,244 corrects that oversight.

2013 None

2014 None

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 AFTER JANUARY 2014 ALLOCATION

Prepared for the January 2014 booklet

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

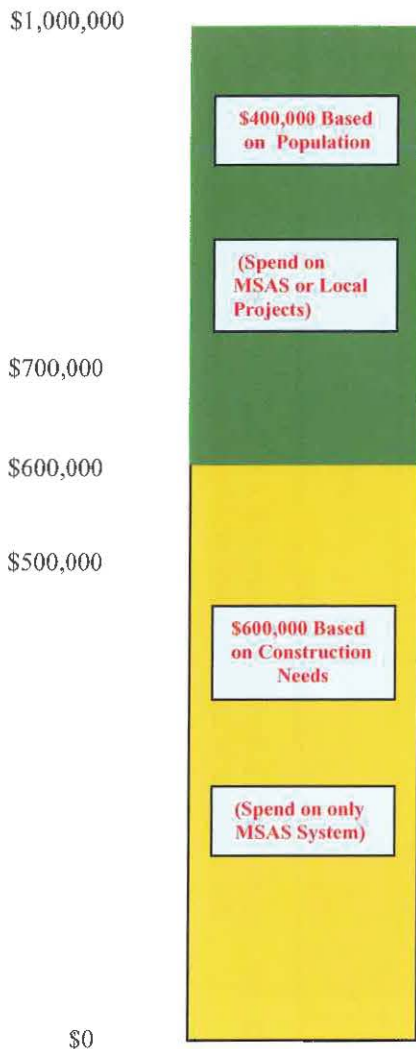
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	Fridley	Columbia Heights	Falcon Heights	South St. Paul	Crookston
Total Construction Allotment received in January 2014	\$686,802	\$456,505	\$105,735	\$545,125	\$409,762
Amount of 2014 Construction Allotment based on Population	369,374	263,412	72,641	313,421	121,893
Amount of 2014 Construction Allotment based on Needs	317,428	193,093	33,094	231,704	287,869
Maximum Local Amount Available in 2013 includes previous years not spent	84,620	776,958	386,334	2,006,723	169,717
Local Amount Spent in 2013 Project numbers xxx-050-xxx	577,878	0	0	0	34,908
Local Amount Remaining from 2013	(493,258)	776,958	386,334	2,006,723	134,809
Maximum Local Amount Available after January 2014 Allocation	(\$123,885)	\$1,040,370	\$458,975	\$2,320,144	\$256,702

**THE METHOD OF CALCULATING THE MAXIMUM AVAILABLE FOR LOCAL EXPENDITURES IS GOING TO BE REVIEWED
BY THE UNENCUMBERED CONSTRUCTION FUNDS SUBCOMMITTEE**

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.

RELATIONSHIP OF CONSTRUCTION BALANCE TO CONSTRUCTION ALLOTMENT

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

JANUARY 2014 BOOK/RELATIONSHIP OF CONSTRUCTION BALANCE TO ALLOTMENT.XLS

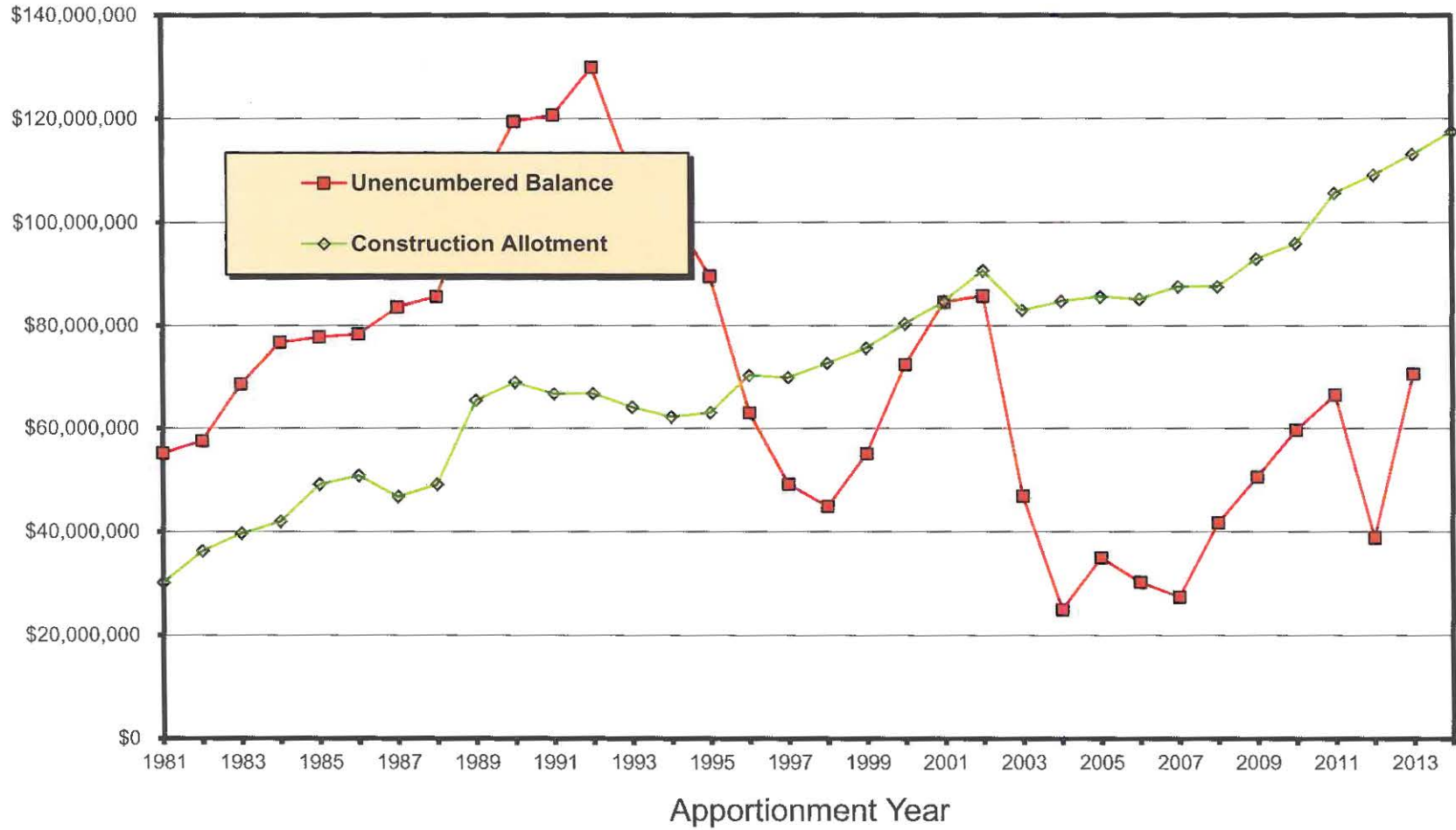
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App. Year	No. of Cities	Needs Mileage	January Construction Allotment	31-Dec Unencumbered Construction Balance	Amount Spent on Construction Projects	Ratio of Construction Balance to Construction Allotment	Ratio of Amount spent to Amount Received
1975	99	1629.30	19,014,171	33,239,840	15,534,883	1.7482	0.8170
1976	101	1718.92	18,971,282	37,478,614	14,732,508	1.9755	0.7766
1977	101	1748.55	23,350,429	43,817,240	17,011,803	1.8765	0.7285
1978	104	1807.94	23,517,393	45,254,560	22,080,073	1.9243	0.9389
1979	106	1853.71	26,196,935	48,960,135	22,491,360	1.8689	0.8585
1980	106	1889.03	29,082,865	51,499,922	26,543,078	1.7708	0.9127
1981	106	1933.64	30,160,696	55,191,785	26,468,833	1.8299	0.8776
1982	105	1976.17	36,255,443	57,550,334	33,896,894	1.5874	0.9349
1983	106	2022.37	39,660,963	68,596,586	28,614,711	1.7296	0.7215
1984	106	2047.23	41,962,145	76,739,685	33,819,046	1.8288	0.8059
1985	107	2110.52	49,151,218	77,761,378	48,129,525	1.5821	0.9792
1986	107	2139.42	50,809,002	78,311,767	50,258,613	1.5413	0.9892
1987	*	2148.07	46,716,190	83,574,312	41,453,645	1.7890	0.8874
1988	108	2171.89	49,093,724	85,635,991	47,032,045	1.7443	0.9580
1989	109	2205.05	65,374,509	105,147,959	45,862,541	1.6084	0.7015
1990	112	2265.64	68,906,409	119,384,013	54,670,355	1.7326	0.7934
1991	113	2330.30	66,677,426	120,663,647	65,397,792	1.8097	0.9808
1992	116	2376.79	66,694,378	129,836,670	57,521,355	1.9467	0.8625
1993	116	2410.53	64,077,980	109,010,201	84,904,449	1.7012	1.3250
1994	117	2471.04	62,220,930	102,263,355	68,967,776	1.6436	1.1084
1995	118	2526.39	62,994,481	89,545,533	75,712,303	1.4215	1.2019
1996	119	2614.71	70,289,831	62,993,508	96,841,856	0.8962	1.3778
1997	**	2740.46	69,856,915	49,110,546	83,739,877	0.7030	1.1987
1998	125	2815.99	72,626,164	44,845,521	76,891,189	0.6175	1.0587
1999	126	2859.05	75,595,243	55,028,453	65,412,311	0.7279	0.8653
2000	127	2910.87	80,334,284	72,385,813	62,976,924	0.9011	0.7839
2001	129	2972.16	84,711,549	84,583,631	72,513,731	0.9985	0.8560
2002	130	3020.39	90,646,885	85,771,900	89,458,616	0.9462	0.9869
2003	131	3080.67	82,974,496	46,835,689	121,910,707	0.5645	1.4693
2004	133	3116.44	84,740,941	25,009,033	106,567,597	0.2951	1.2576
2005	136	3190.82	85,619,350	34,947,345	75,681,038	0.4082	0.8839
2006	138	3291.64	85,116,889	30,263,685	89,800,549	0.3556	1.0550
2007	142	3382.28	87,542,451	27,429,964	90,376,172	0.3133	1.0324
2008	143	3453.10	87,513,283	41,732,629	73,210,618	0.4769	0.8366
2009	144	3504.00	92,877,123	50,501,664	84,108,088	0.5437	0.9056
2010	144	3533.22	95,853,558	59,633,260	86,721,962	0.6221	0.9047
2011	147	3583.87	105,569,277	66,466,715	98,735,822	0.6296	0.9353
2012	142	3572.73	109,036,501	38,840,852	136,662,364	0.3562	1.2534
2013	147	3597.10	113,045,747	70,546,089	81,340,510	0.6240	0.7195
2014	147		117,434,033				

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

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

Relationship of Balance to Allotment



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 2013

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

BE IT RESOLVED:

ADMINISTRATION

Appointments to Screening Board - Oct. 1961 (Revised June 1981, May 2011)

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 MnDOT State Aid Districts as they exist in 2010, together with one representative from each of the four (4) cities of the first class.

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

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

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

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

Appointment to Unencumbered Construction Funds Subcommittee - Revised June 1979

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

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

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

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

Screening Board Meeting Dates and Locations - June 1996

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

Research Account - Oct. 1961

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

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

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

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

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

Improper Needs Report - Oct. 1961

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

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

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

Unit Price Study- Oct. 2006

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

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

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

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

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

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

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

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

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

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

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

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

Population Apportionment - October 1994, 1996

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

DESIGN

Design Limitation on Non-Existing Streets - Oct. 1965

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

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

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

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

Greater Than Minimum Width (Revised June 1993)

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

Miscellaneous Limitations - Oct. 1961

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

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

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

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

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

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

That the maximum mileage for Municipal State Aid Street designation shall be based on the Annual Certification of Mileage current as of December 31st of the preceding year. Submittal of a supplementary certification during the year shall not be permitted. Frontage roads not

designated Trunk Highway, Trunk Highway Turnback or County State Aid Highways shall be considered in the computation of the basic street mileage. The total mileage of local streets, county roads and county road turnbacks on corporate limits shall be included in the municipality's basic street mileage. Any State Aid Street that is on the boundary of two adjoining urban municipalities shall be considered as one-half mileage for each municipality.

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

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

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

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

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

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

NEEDS COSTS

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

Grading Factors (or Multipliers) October 2007

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

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

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

NEEDS ADJUSTMENTS

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

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

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

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

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

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

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

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

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

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

Low Balance Incentive – Oct. 2003

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

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

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

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

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

Excess Maintenance Account – June 2006

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

'After the Fact' Retaining Wall Adjustment Oct. 2006

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

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

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

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

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

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

TRAFFIC - June 1971

Traffic Limitation on Non-Existing Streets - Oct. 1965

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

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

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

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

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

2013 UNIT PRICE RECOMMENDATIONS					
<i>for the January 2014 distribution</i>					
Needs Item		2012 Needs Prices used for 2013 Distribution	2.6% ENR Construction Cost Index	Subcommittee Recommended Prices in 2013 for 2014 Distribution	Screening Board Approved Prices for 2014 Distribution
Grading (Excavation)	Cu. Yd.	\$6.60	\$6.77	\$6.75	\$6.75
Class 5 Base #2211	Ton	10.65	\$10.93	10.90	10.90
All Bituminous	Ton	58.00	\$59.51	59.50	59.50
Sidewalk Construction	Sq. Ft.	2.83	\$2.91	3.25	3.25
Curb and Gutter Construction	Lin.Ft.	11.15	\$11.44	11.45	11.45
Storm Sewer Adjustment	Mile	97,000		N/A	N/A
Storm Sewer	Mile	307,300		313,500	313,500
Street Lighting	Mile	100,000	102,600	100,000	100,000
Traffic Signals	Per Sig	140,000	143,640	225,000	225,000
Signal Needs Based On Projected Traffic					
Projected Traffic	Percentage	X Unit Price =	Needs Per Mile		
0 - 4,999	.25	\$136,000 =	\$34,000	N/A	N/A
5,000 - 9,999	.50	136,000 =	68,000	N/A	N/A
10,000 & Over	1.00	136,000 =	136,000	N/A	N/A
Right of Way (Needs Only)	Acre	100,000		N/A	N/A
Engineering	Percent	22		22	
Railroad Grade Crossing					
Signs	Unit	2,500		ATF	ATF
Pavement Marking	Unit	2,500		ATF	ATF
Signals (Single Track-Low Speed)	Unit	275,000		ATF	ATF
Signals & Gate (Multiple Track - High & Low Speed)	Unit	325,000		ATF	ATF
Concrete Xing Material(Per Track)	Lin.Ft.	1,800		ATF	ATF
Bridges					
0 to 149 Ft.	Sq. Ft.	125.00		120.00	120.00
150 to 499 Ft.	Sq. Ft.	125.00		120.00	120.00
500 Ft. and over	Sq. Ft.	125.00		120.00	120.00
Railroad Bridges over Highways					
Number of Tracks - 1	Lin.Ft.	10,200		ATF	ATF
Additional Track (each)	Lin.Ft.	8,500		ATF	ATF

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- 180 Jennifer Levitt**
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- 196 Bill Monk**
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- 215 Kent Torve**
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- 240 Neil Britton**
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- 133 Kent Exner**
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- 246 Tim Loose**
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