2014 Municipal State Aid Street Needs Report

CEAM 2013 Project of the Year

College Drive Reconstruction

City of Brainerd, MN

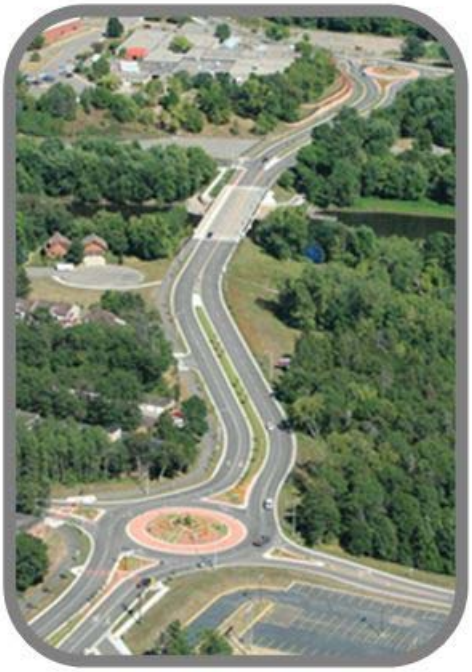
OCTOBER 2014

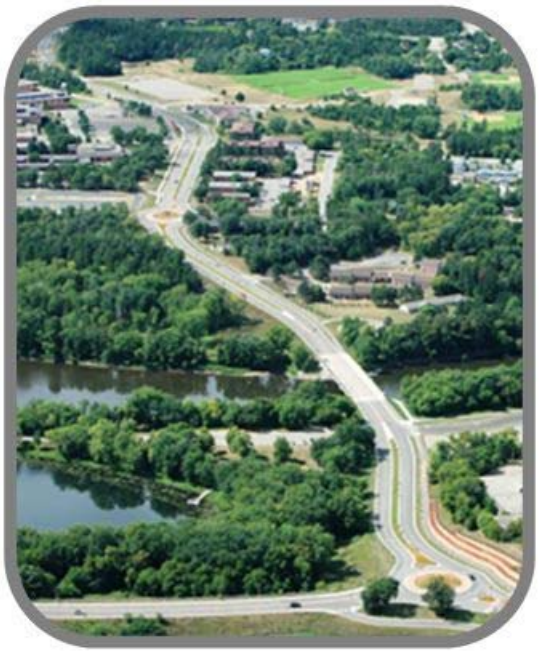
CEAM 2013 Project of the Year Award

CITY OF BRAINERD
COLLEGE DRIVE PROJECT DESCRIPTION

College Drive is one of three east-west corridors crossing the Mississippi River in the Brainerd Baxter area. It provides the only access to Central Lakes College and connects the college to Brainerd High School and multi-family housing facilities. Prior to the reconstruction, the College Drive corridor was a 3-lane, continuous flow facility with an ADT of over 15,000, and no pedestrian or bicycle facilities. Peak hour delay times at critical intersections and crash rates were excessive. The projects objectives included preservation of travel times; increase capacity while being sensitive to the environment; improve access at critical locations; improve pedestrian and multimodal accommodations; and correct approach panel and erosion problems at the Mississippi River bridge. The project design included a 4-lane divided roadway with roundabout control at 3 critical intersections and 1 new signal system at the east end; a 10 ft. off-road multimodal trail; a new backage road to eliminate 4 apartment building access points; approach panel, bridge deck and channel modifications; and landscaping.

This project is on MSAS route 126. Project funding sources included use and advancement of MSAS funds and the use of ARRA, STIP, and enhancement funds from FHWA.





The State Aid Program Mission Study

Mission Statement:

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

Program Goals:

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

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

Key Program Concepts:

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

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

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

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

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

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

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

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

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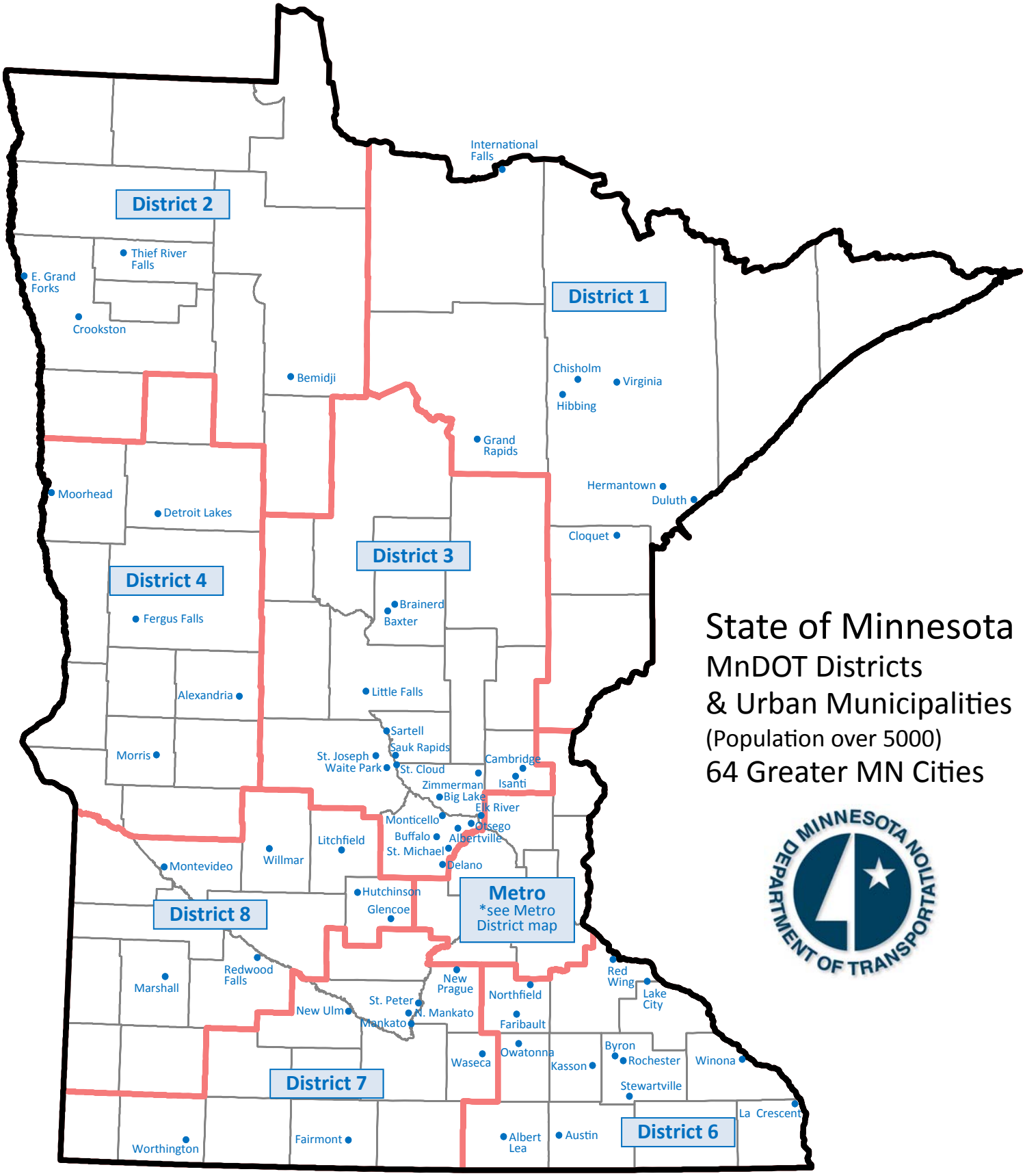
State of Minnesota
Metro District
& Urban Municipalities
(Population over 5000)

35 Metro East Cities

49 Metro West Cities

Updated 9/16/14



Updated 1/8/14

2014 MUNICIPAL SCREENING BOARD

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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	2014-2017	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
Cities	Permanent	Cindy Voigt	Duluth	(218) 730-5200
of the	Permanent	Don Elwood	Minneapolis	(612) 673-3622
First	Permanent	Richard Freese	Rochester	(507) 328-2426
Class	Permanent	Paul Kurtz	Saint Paul	(651) 266-6203

ALTERNATES

District	Year Beginning		City	Phone
1	2017	Julie Kennedy	Grand Rapids	(218) 326-7625
2	2015	Craig Gray	Bemidji	(218) 333-1851
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	Sean Christensen	Willmar	(320) 214-5169
Metro-East	2017	Michael Thompson	Maplewood	(651) 249-2403

09-Sep-14

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

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MUNICIPAL SCREENING BOARD REPRESENTATIVES

DISTRICTS

MSAS/Books/2014 October book/Past Screening Board Members.xls 09-Sep-14

YEAR	DISTRICT 1	DISTRICT 2	DISTRICT 3	DISTRICT 4	METRO WEST	DISTRICT 6	DISTRICT 7	DISTRICT 8	METRO EAST
1990	DRAGISICH	WALKER	MAURER	MOEN	EASTLING Richfield	DRAKE	MCCLURG New Ulm	BETTENDORF	HAIDER Maplewood
1991	PRUSAK Cloquet	KILDAHL Crookston	WILLIAMSON Sauk Rapids	MOEN	EASTLING	DRAKE	MCCLURG	SWANSON Willmar	HAIDER
1992	PRUSAK	KILDAHL	WILLIAMSON	REIMER Moorhead	EASTLING	PUTNAM Owatonna	MCCLURG	SWANSON	HAIDER
1993	PRUSAK	KILDAHL	WILLIAMSON	REIMER	ANDERSON Prior Lake	PUTNAM	SAFFERT Mankato	SWANSON	BACHMEIER Oakdale
1994	PRUSAK	BOELL Bemidji	KREKLAU Buffalo	REIMER	ANDERSON	PUTNAM	SAFFERT	VICTOR Marshall	BACHMEIER
1995	HALTER Grand Rapids	SANDERS E. Gr. Forks	KREKLAU	NANSEN Det. Lakes	ANDERSON	MALIN Winona	SAFFERT	RODEBERG Hutchinson	BACHMEIER
1996	HALTER	SANDERS	KREKLAU	NANSEN	BITTLE Champlin	MALIN	READ Fairmont	RODEBERG	JESSUP Woodbury
1997	HALTER	KILDAHL Crookston	WOTZKA Sartell,Waite Park	NANSEN	BITTLE	MALIN	READ	SARFF Litchfield	JESSUP
1998	SALO Hermantown	KILDAHL	WOTZKA	SCHOONHOVEN Alexandria	BITTLE	OLSON Albert Lea	READ	SARFF	JESSUP
1999	SALO	KILDAHL	WOTZKA	SCHOONHOVEN	GUSTAFSON Minnetonka	OLSON	KOEHLER New Ulm	SARFF	BURCH White Bear Lk
2000	SALO	METSO Bemidji	KOSHAK Otsego	SCHOONHOVEN	GUSTAFSON	OLSON	KOEHLER	ODENS Willmar	BURCH
2001	SALO	SANDERS E. Gr. Forks	KOSHAK	EDWARDS Fergus Falls	PEDERSON Bloomington	MURRAY Faribault	KOEHLER	ODENS	BURCH
2002	SUIHKONEN Hibbing	SANDERS	WEISS Monticello	EDWARDS	PEDERSON	MURRAY	LOOSE St. Peter	ODENS	AHL Maplewood
2003	SUIHKONEN	KILDAHL Crookston	WEISS	EDWARDS	PEDERSON	MURRAY	LOOSE	BERRYMAN Montevideo	AHL
2004	SUIHKONEN	KILDAHL	WEISS	KUHN Morris	GRAY Anoka	JOHNSON Owatonna	LOOSE	BERRYMAN	AHL
2005	PAGEL Grand Rapids	KILDAHL	WEISS	KUHN	GRAY	JOHNSON	SALSBURY Waseca	BERRYMAN	BLOOM Roseville
2006	PAGEL	FREEBURG Bemidji	MAUER Elk River	KUHN	GRAY	JOHNSON	SALSBURY	OLSON Marshall	BLOOM
2007	PAGEL	FREEBURG	MAUER	ZIMMERMAN Moorhead	HAUKAAS/KEELY Fridley/Blaine	GEHLER-HESS Northfield	SALSBURY	OLSON	BLOOM
2008	PRUSAK Cloquet	GRAY Bemidji	MAUER	ZIMMERMAN	KEELY Blaine	GEHLER-HESS	SAFFERT Mankato	OLSON	MATTHYS Eagan
2009	PRUSAK	BOPPRE E Grand Forks	BOT St. Michael	ZIMMERMAN	KEELY	GEHLER-HESS	RIPPKE No Mankato	EXNER Hutchinson	MATTHYS
2010	PRUSAK	BOPPRE	BOT	SCHOONHOVEN Alexandria	MATHISEN Crystal	STRAUSS Stewartville	RIPPKE	EXNER	MATTHYS
2011	SALO Hermantown	BOPPRE	BOT	SCHOONHOVEN	MATHISEN	STRAUSS	NEMMERS Fairmont	EXNER	GRAHAM Vadnais Hts.
2012	SALO	KILDAHL Th River Falls	DEWOLF Buffalo	SCHOONHOVEN	MATHISEN	STRAUSS	NEMMERS	RODEBERG Glencoe	GRAHAM
2013	SALO	KILDAHL	DEWOLF	JON PRATT Detroit Lakes	ROD RUE Eden Prairie	STEVE LANG Austin	NEMMERS	RODEBERG	GRAHAM
2014	JESSE STORY Hibbing	RICH CLAUSON Crookston	DEWOLF Buffalo	JON PRATT Detroit Lakes	ROD RUE Eden Prairie	STEVE LANG Austin	JEFF JOHNSON Mankato	RODEBERG Glencoe	ECKLES Woodbury

MUNICIPAL SCREENING BOARD REPRESENTATIVES

CITIES OF THE FIRST CLASS AND OFFICERS

	MINNEAPOLIS	ST. PAUL	DULUTH	ROCHESTER	CHAIR	VICE CHAIR	SECRETARY
1990	HOSHAW	KUHFELD	LARSON		BULLERT Northfield	GRUBE St. Louis Park	EDWARDS Fergus Falls
1991	HOSHAW	KUHFELD	LARSON		GRUBE St. Louis Park	EDWARDS Fergus Falls	GRAY Eden Prairie
1992	HOSHAW	KUHFELD	LARSON		EDWARDS Fergus Falls	GRAY Eden Prairie	LARSON Duluth
1993	SPURRIER	KUHFELD	LARSON		GRAY Eden Prairie	LARSON Duluth	SONNENBERG Minnetonka
1994	KANNANKUTTY	KUHFELD	LARSON		LARSON Duluth	SONNENBERG Minnetonka	SWANSON Willmar
1995	KANNANKUTTY	ST MARTIN	LARSON		SONNENBERG Minnetonka	SWANSON Willmar	BACHMEIER Oakdale
1996	KANNANKUTTY	ST MARTIN	LARSON		SONNENBERG BACHMEIER	BACHMEIER Oakdale	RODEBERG Hutchinson
1997	KANNANKUTTY	WARN	BEEMAN		BACHMEIER Oakdale	RODEBERG Hutchinson	ASHFELD Maple Grove
1998	KANNANKUTTY	WARN	WINSON		RODEBERG Hutchinson	ASHFELD Maple Grove	HALTER Grand Rapids
1999	KANNANKUTTY	WARN	WINSON		RODEBERG ASHFELD	VACANT	JESSUP Woodbury
2000	KANNANKUTTY SONNENBERG	WARN	BRINK		ASHFELD Maple Grove	JESSUP Woodbury	DRAKE Red Wing
2001	SONNENBERG	WARN	METSO		JESSUP Woodbury	DRAKE Red Wing	GUSTAFSON Minnetonka
2002	SONNENBERG OGREN	WARN KURTZ	METSO		DRAKE Red Wing	GUSTAFSON Minnetonka	METSO Duluth
2003	OGREN FABRY	KURTZ	METSO		GUSTAFSON Minnetonka	METSO Duluth	HAGEN St. Louis Park
2004	FABRY	KURTZ	METSO		METSO Duluth	HAGEN St. Louis Park	GAETZ St.Cloud
2005	FABRY	KURTZ	METSO		METSO Duluth	GAETZ St.Cloud	AHL Maplewood
2006	RAE	KURTZ	BENNING VOIGT		GAETZ St. Cloud	AHL Maplewood	ODENS Willmar
2007	RAE/ELWOOD	KURTZ	VOIGT		AHL Maplewood	ODENS Willmar	PEDERSON Bloomington
2008	ELWOOD	KURTZ	VOIGT		ODENS Willmar	PEDERSON Bloomington	HULSETHER Brainerd
2009	ELWOOD	KURTZ	VOIGT		PEDERSON Bloomington	HULSETHER Brainerd	KEELY Blaine
2010	ELWOOD	KURTZ	VOIGT		HULSETHER Brainerd	KEELY Blaine	EXNER Hutchinson
2011	ELWOOD	KURTZ	VOIGT	FREESE	KEELY Blaine	EXNER Hutchinson	MOBERG Plymouth
2012	ELWOOD	KURTZ	VOIGT	FREESE	EXNER Hutchinson	VACANT	STEVE BOT St. Michael
2013	ELWOOD	KURTZ	VOIGT	FREESE	VACANT	STEVE BOT St. Michael	ECKLES Woodbury
2014	ELWOOD	KURTZ	VOIGT	FREESE	STEVE BOT St. Michael	ECKLES Woodbury	JEFF JOHNSON Mankato

Municipal Screening Board
Meeting Minutes
May 20-21, 2014
Chase on the Lake, Walker, MN

Tuesday Session, May 20, 2014

I. Call to Order and Welcome by Chair Bot at 1:00 p.m.

a. Introductions of Head Table and Subcommittee Chairs by Chair Bot

Steve Bot, City of St. Michael-Chair, Municipal Screening Board
Bill Lanoux, MnDOT-Municipal State Aid Needs Manager
Julie Skallman, MnDOT-State Aid Engineer
Klayton Eckles, City of Woodbury-Vice Chair of the Municipal Screening Board
Jeff Hulsether, City of Brainerd-Unencumbered Construction Funds Subcommittee
Jean Keely, City of Blaine-Past Chair of the Municipal Screening Board
Kent Exner, City of Hutchinson-Past Chair of the Municipal Screening Board

II. Secretary Jeffrey Johnson conducted the roll call of the members present

a. Municipal Screening Board Representatives:

PRESENT:

District 1	Jesse Story, City of Hibbing
District 3 (Alternate)	Justin Femrite, City of Elk River
District 4	Jon Pratt, City of Detroit Lakes
Metro West	Rod Rue, City of Eden Prairie
District 6	Steven Lang, City of Austin
District 7	Jeffrey Johnson, City of Mankato
District 8	John Rodeberg, City of Glencoe
Metro East	Klayton Eckles, City of Woodbury
City of Duluth	Cindy Voigt
City of Minneapolis	Don Elwood
City of Rochester	Richard Freese
City of St. Paul	Paul Kurtz

ABSENT:

District 2	Rich Clauson, City of Crookston
District 3	Brad DeWolf, City of Buffalo

b. Recognized Screening Board Alternates:

District 3	Justin Femrite, City of Elk River
District 8	Sean Christensen, City of Willmar

c. Recognized Minnesota Department of Transportation Personnel:

Ted Schoenecker	Deputy State Aid Engineer
Patti Loken	State Aid Programs Engineer
Walter Leu	District 1 State Aid Engineer
Lou Tasa	District 2 State Aid Engineer
Kelvin Howieson	District 3 State Aid Engineer
Merle Earley	District 4 State Aid Engineer
Fausto Cabral	District 6 State Aid Engineer
Gordy Regenscheid	District 7 State Aid Engineer
Mel Odens	District 8 State Aid Engineer
Dan Erickson	Metro State Aid Engineer
Julie Dresel	Assistant Metro State Aid Engineer
Julee Puffer	Assistant Manager, MSAS Needs Unit

d. Recognized others in attendance:

Dave Sonnenberg	CEAM Legislative Committee Chair
Larry Veek	City of Minneapolis
Mike VanBeusekom	City of St. Paul

III. Bill Lanoux reviewed the 2014 Municipal Screening Board Data booklet.

a. **Mr. Lanoux** directed everyone's attention to the second paragraph on page 60 to point out a few errors. The figure of 2,933.5 should read 26,400; the word food should read foot in two places; and the figure 5,867 should read 52,800.

b. **Mr. Lanoux** directed everyone's attention to page 5 to review the topics discussed and action items taken at the Fall, 2013 Screening Board meeting that are reflected in the minutes on pages 5 through 12.

c. **Mr. Lanoux** directed everyone's attention to page 15 regarding the unit price study that is conducted every three years and pointed out that the next regularly scheduled unit price study will occur in 2015.

d. **Mr. Lanoux** directed everyone's attention to the April 8, 2014 Municipal State Aid Screening Board Needs Study Subcommittee (NSS) meeting minutes on pages 16-18 where prices were set on grading/excavation; aggregate base; all bituminous; curb and gutter; sidewalk construction; bridge costs; storm sewer; signals; and street lighting using the ENR Construction Cost Index of 2.7% over the previous year's costs. He also noted that engineering costs were left unchanged at 22% of the total needs for a given project. He also read the final paragraph pointing out that the unit prices were based upon incomplete data that was requested in August 2013 for comparison between the old and new systems. The NSS would like to review these costs in the fall once all of the system revisions are complete in the fall of 2014.

e. **Mr. Lanoux** then began to review each of the individual items beginning with grading and excavation on page 22 through curb and gutter on page 26.

f. **Mr. Lanoux** directed everyone's attention to page 27, which is the beginning of the MnDOT State Aid Bridge Office 2013 calendar year bridge cost report, which continues through page 31. The NSS felt that the resultant $144.05 per square foot cost carried too much weight and recommended that half, or $72.00 be used for needs purposes.

   Ms. Voigt commented that the bridge repair costs were artificially low due to the nature of the repairs (minor work) related to storm damage, not rehab or replacement that were made on the bridges on District 1 and that if the NSS felt that bridge weighting was too high, it did not matter, but she wanted to point it out to the board.

   Chair Bot explained that the NSS was trying to get where the needs for the structures were at a level where they would not be double what they were in the system before. Chair Bot also noted that it was unusual to have that many bridges having work done in one area and it was not a typical year to evaluate bridge costs due to this. He stated that bridges normally have more outside sources of funding that are used to fund construction, rehabilitation, and reconstruction and do not rely on needs alone. He went on further to say that it would be discussed further in the fall when all of the input is complete and the final percentages are calculated.

g. **Mr. Lanoux** directed everyone's attention to page 33, where recommendations for storm sewer needs begin with a memorandum from the state hydraulics engineer followed by a memorandum from Parsons Brinckerhoff outlining the design assumptions and computed costs per mile of each of the 8 typical sections. The NSS recommended $210,000 which consists of half of the sum of the total and adjustments for existing system recommended by the state hydraulics engineer, or $210,000 for the 70-foot section which is scaled downward by percentage for the remaining 7 smaller typical sections.

h. **Mr. Lanoux** directed everyone's attention to page 38, the summary for traffic signal needs. He pointed out the higher cost of outstate signal costs compared to metro signal costs and that the NSS recommended using the outstate costs for the purposes of needs rounding the signal needs costs to $205,000.

i. **Mr. Lanoux** directed everyone's attention to page 39, which displays summary recommendations for storm sewer, lighting, and signal needs pointing out that lighting needs will remain at $100,000 per mile noting that the NSS would like to perform a lighting study next year. He also pointed out that railroad crossings are now after the fact.

j. **Mr. Lanoux and Chair Bot** solicited for comments on any of the unit costs discussed thus far.

Mr. Kurtz referring to the chart for bridges on page 32 stated that the Needs Study Task Force (NSTF), not the NSS recommended halving the bridge costs. He recommended leaving the full cost of $144.00 as the recommendation and let the needs program take care of reducing the amount by half until such time the Municipal Screening Board (MSB) decides to change the percentage. The main purpose behind this is for future members to be able to understand how and why the percentages were arrived at.

Chair Bot stated that Mr. Kurtz made a good suggestion and clarification. The NSS struggled with how to document these percentages and how they were arrived at when working on the needs.

Mr. Eckles asked for clarification with the understanding that the final number would still be $72.00; only how you get there would change.

Ms. Voigt stated that she went into the revised rules and policies and could not find anything on bridges and stated that she was ok with that, but was wondering how box culverts were being dealt with concerning bridges and how they are measured.

Ms. Loken stated that box culvert bridges are listed in PONTIS and none of the bridges listed in the report contained in the book are box culverts.

Ms. Voigt stated that data for input into the system for the test included all box culverts and went further to say it is ok if we do not know it, but we should figure it out.

Chair Bot restated the question, if box culverts are bridges in the system, and if they are, how are they figured.

Ms. Skallman One of the NSTF members will need to confirm, but we (MnDOT) have always used the county box culvert dollar figures and wanted you (MSB) to tell us (MnDOT) where they were and then we (MnDOT) would use their average prices so if you (MSB) did approve them they were based on average county prices and as far as she (Ms. Skallman) knows that is what they (MnDOT) are doing because they (MnDOT) asked cities to identify them all.

Chair Bot stated we could confirm, account, and report on that later.

Ms. Skallman stated that unit price approval would be done in October.

Mr. Freese referring back to Mr. Kurtz's question regarding bridges stated he would like to expand it to discuss storm sewer and questioned why we were

making any reductions in the unit prices and that adjustments can be made as shown on page 21 at one time. It is his understanding that the NSTF is going to look at these percentages and make a recommendation in the fall.

Chair Bot stated that Mr. Freese brings up a good point that can be discussed at the fall meeting when all of the data is received and explained that for example that it was not desired the storm sewer comprise 20% of the whole system needs. He clarified that the data on page 21 comprised of less than half of the cities reporting and all of the data will be received by the fall meeting.

Mr. Freese stated if you kept the numbers what they truly are, there will not be second-guessing down the road and questioned why and how storm sewer was determined to be 50% of actual per mile cost and then a certain percentage of that percentage for a particular street section in any given year. The construction costs are what they are and the percentages (referring to the chart on page 21) can be adjusted one time.

Chair Bot asked if the needs software was designed to perform in a manner Mr. Freese suggested.

Ms. Skallman stated that the software would need significant redesign to adjust based on percentage rather than price as requested by Mr. Freese. If it is agreed upon to adjust percentages, the move forward with the new software in 2015 could not occur. It was the NSTF recommendation to move forward by adjusting unit prices.

Ms. Loken stated that there is another NSTF meeting in August and that would be the time to bring this up to the committee that has been providing direction to us (MnDOT) on this. By that time, they will have all of the data and a complete run with the complete data to provide a recommendation to the MSB.

Mr. Freese wanted clarification that the MSB provides the recommendations to MnDOT, not the NSTF and if the MSB votes something different than what the NSTF recommends the work will be carried out by the NSTF and reported back to the MSB in the fall.

Chair Bot responded that Mr. Freese is correct and it is important to have the NSTF look at the issue raised by Mr. Freese at their meeting and provide a recommendation and provide an estimate of the cost and delay if it is decided to use actual costs and adjust by percentage rather than adjust cost as the system is currently designed.

Mr. Freese asked for a review of the percentage comparisons on page 21 and the significance of that page.

Mr. Lanoux stated that this is the data is based upon 2013 numbers with 79 cities reporting and that the NSTF wanted to review this data again in the fall.

Mr. Freese also stated that it was brought up in his district meeting that the total percent in the table on page 21 does not add up to 100% and there is 18% to 19% missing and what are the other items.

Mr. Lanoux responded that right-of-way and retaining walls are not included in the chart on page 21.

Mr. Freese asked if there was a range that the percentages in the chart on page 21 are attempted to be kept in.

Mr. Lanoux stated he was not sure.

Chair Bot stated that the chart is the range and the 5-year look back provides the data. This was done to ensure a fair system and the fact that only about half of the cities had reported at the time the table on page 21 was made will have impact on the data once all of the cities report their data.

Ms. Voigt stated if you take the 81.97% shown in the table on page 21 and add in the 18.03% for engineering, it equals 100%.

Mr. Eckles stated that we need to a good job of how we document these numbers. In addition, we need a purpose statement of what this new system is about. He recommended that the NSTF come up with a purpose statement.

Chair Bot stated it would be placed under recommendations to the NSTF, just the same as the review of the percentage of cost comparisons Mr. Freese brought up.

Mr. Rue stated that Mr. Freese covered the points in trying to rationalize the chart on page 21 and that once the study is completed, the picture may become clearer.

k. **Chair Bot** called for a motion to approve the October 2013 Screening Board minutes.

Motion by Mr. Rodeberg, seconded by Ms. Voigt to approve the minutes as presented. The motion carried unanimously.

l. **Mr. Lanoux** brought everyone's attention to the last page of the UCFS minutes on page 44 under other topics on how to count traffic signal legs on one-way streets and at pedestrian crossing signals, since this may have been missed at some of the prescreening board meetings.

m. **Chair Bot** stated he had MnDOT prepare draft resolutions that will be considered at tomorrow's meeting and that they were available at the table in the corner of the room for discussion purposes.

n. **Mr. Lanoux** brought everyone's attention to the UCFS meeting minutes on page 42 and reviewed certified complete cities and explained that some of the complete cities have spent more than their population portion on local roads referencing the local amounts available after the January 2014 allocation table on page 53. He then reviewed the recommendations to the MSB by the UCFS in bullet form on page 43 of the UCFS minutes on page 43.

Mr. Hulsether reviewed how the complete cities had gotten where they are with regard to spending more than their population portion on local roads and the results of those calculations over the past 12 years are shown on page 53. He also summarized the recommendations of the UCFS in straightening out the population apportionment for the certified complete cities and the provisions of the draft resolution to be considered by the MSB.

Chair Bot opened the floor for discussion on the UCFS recommendations on the certified complete cities.

Mr. Kurtz asked where the authority came from for MnDOT to allocate the population apportionment for the certified complete cities and how the rules could be changed.

Ms. Skallman stated any rule changes would have to go through the Commissioner of Transportation and the rule making process. That process would have to be requested by either the MSB or a city stating they would like for it to be considered and a proposed recommendation.

Chair Bot provided further comment regarding a rule change required to "cut a check" for the population apportionment of a certified complete city.

Mr. Eckles stated that there were discussions in the Metro East prescreening meeting regarding certified complete cities as their district contains several of the complete cities. He also stated that there was a MnDOT plan review process for certified complete cities spending their population apportionment on local roads, which he feels is wasteful in effort and if it takes a rule revision to change this, it should be considered. He also felt that somehow advancements should not be allowed on certified complete cities that spend their population portion on local roads. He went on to state that the metro east certified complete cities would like to maintain their population share in a population account and not have to spend the entire mount every year and want a simple non-bureaucratic system.

Chair Bot asked Mr. Eckles about the metro east cities discussion related to a cap on carrying over amounts from year to year.

Mr. Eckles said somebody in the group mentioned a 3-year carryover cap or a cap similar the one that is already in place for MSAS accounts.

Chair Bot asked for clarification regarding a whether a cap or carryover required a rule change or could be decided by the MSB.

Ms. Skallman responded that she believed that the limitations whether it be a cap, carryover, or penalty could be decided by the MSB

Chair Bot, referring to the third paragraph from the bottom of the draft resolution for certified complete cities, stated that if members wanted something different from the language generated by the UCFS they should propose it, or leave it as is.

Ms. Voigt asked if the vote was essential for this meeting and if the vote could be delayed until the fall meeting, the five complete cities could come up with language for the draft resolution rather than the MSB guessing what is best for them.

Chair Bot asked if there was pressing urgency and stated the four of the five certified complete cities expressed interest in carrying funds over multiple years rather than having the population portion reset to zero each year.

Mr. Rue stated that complete cities in his district say resetting the population portion to zero each year causes them problems in project planning for projects, as their population distribution is small.

Chair Bot stated that there may be some urgency in acting at this meeting based on the information shown on the table on page 53 if no action is taken.

Mr. Freese stated that if you have four out of five agreeing, you have a consensus, at least inform them what the screening board will be recommending for action in the fall instead of just leaving it up to them to decide, it will make it easier in the fall.

Chair Bot stated if the item (third paragraph from the bottom of the draft resolution for certified complete cities) were left off, it would just carry on indefinitely as it is currently. The rest of the resolution is to have the population amounts computed correctly.

Mr. Eckles stated that the reason for the cap was that too many cities in the past had too much money in their account and that made it politically difficult to go and ask the Legislature for more money. He went on to say the if the risk is that these cities become decertified is a pretty big incentive for these cities to keep their balances from getting too large and maybe that is enough incentive in itself.

He also asked, is it a big deal if they have four or five years of money in their population side, it does not seem like it would be that big of deal. He stated that there is a penalty in that they will lose the ability to use the money locally if they decertify.

Ms. Skallman asked if **Mr. Tasa** had an opinion since they have the only non-metro certified complete city.

Mr. Tasa said yes. *Mr. Tasa's further response was unrecorded.*

o. **Mr. Lanoux** brought everyone's attention to the screening board resolutions on page 54 of the book.

Chair Bot stated that the resolutions starting on page 54 are to put into effect what the screening board approved at the last meeting (Fall 2013) with respect to the new needs program. He went on to say the State Aid edits are in purple and the UCFS edits are in blue with a few typos highlighted on page 60. He then asked for recommendations on the resolutions.

Ms. Voigt recommended that someone who is not familiar with this, that is good at English, read it all and edit so that it is easy to read. She said that she read it and got to about page 8 in and has too many edits to comment on all of them at this time. She went on to say, if the board wishes, she would be willing to mark it all up and send it over after the weekend with some suggested changes. She also said she was extremely pleased that we have this now, it is a good guide, and was needed. She further stated that if it is in every book in every year from now on and we should take the time to make sure the language is clear and grammatically correct.

Chair Bot asked **Ms. Skallman** if there is a timeframe on these edits as the new rules are in effect.

Ms. Skallman responded that between **Ms. Voigt** and **Ms. Keely** that a review would be welcome as having fresh eyes look at it is very valuable.

Chair Bot stated that ultimately that could be the direction tomorrow and asked if there was any further discussion. There was none.

p. **Chair Bot** brought everyone's attention to the next topic on the agenda; the Local Road Research Board (LRRB) (pages 73-75).

Ms. Skallman stated that the program for the LRRB is in the book, but that the board does not take action on the 1/2% until the fall meeting so this is only informational.

q. **Chair Bot** brought everyone's attention the county highway turn back policy, page 76, and the current traffic counting schedules beginning on page 78. He also stated that we are currently at code green with respect to State Aid advance construction cash levels.

r. **Chair Bot** brought everyone's attention to the three draft resolutions up for consideration tomorrow morning as recommended by committee, reviewed the discussion from the meeting thus far regarding the complete cities draft resolution, and asked for any further discussion on the complete cities draft resolution. There was none.

s. **Chair Bot** brought everyone's attention to and reviewed version 2 of the draft resolution for phase in of the new system and asked for further discussion on version 2 of the draft resolution for phase in.

   Ms. Voigt asked if we had already voted on this phase in.

   Mr. Lanoux stated that the phase in was discussed and reflected in the last meeting minutes, but there was no actionable items with regard to the phase in.

   Chair Bot stated that this resolution would formalize the procedure discussed last fall and there were no motions from the fall 2013 meeting.

   Mr. Elwood asked if the three draft resolutions were adopted if they would appear at the end of the book forever.

   Chair Bot responded that that was his understanding and asked for further discussion on version 2 of the draft resolution for phase in. There was none.

t. **Chair Bot** brought everyone's attention to and reviewed the draft resolution for traffic signals, how they would be calculated for needs purposes, and asked for further discussion on the draft resolution for traffic signals.

   Mr. Freese asked if a three-legged intersection of two-way streets would be counted as three-fourths of an intersection and stated that it contradicts what he was told last fall. He went on to state that the draft resolution does not address a tee intersection of two-way streets and suggested that the draft resolution should detail the three of four different scenarios and discard the language regarding signal legs since it is inconsistent in the way it is written.

   Chair Bot asked **Mr. Freese** if had suggested removing the fifth paragraph and that the rest of the resolution would remain.

   Mr. Freese reviewed various scenarios of different intersection types involving one and two-way streets and stated that is the way the resolution should be worded.

Chair Bot suggested that members come up with proposed language for the resolution.

Mr. Rue stated that approach legs of an intersection could be used to clarify the resolution.

Chair Bot stated that was a good suggestion in that a non-approach leg on a one-way street would not count and asked for further discussion.

An **unnamed person** stated that pictures could be used to depict the various intersection scenarios.

Mr. Lanoux stated that there was a map that went out to cities when they began inputting their routes into the new system.

Chair Bot stated the suggestion could be that picture guidance be placed into the book. There was no further discussion.

u. **Chair Bot** brought everyone's attention back to the data on page 21 and stated that the NSTF and NSS would be making recommendations back to the MSB once data entry was complete and asked for any further discussion. There was none.

v. **Chair Bot** stated that Mr. Sonnenberg would update everyone on the legislative actions since the last MSB meeting.

Mr. Sonnenberg's memo is attached at the end of these minutes.

w. **Chair Bot** asked if there were any other topics anyone had to bring forth.

Mr. Freese stated that there was considerable discussion at the District 6 prescreening meeting regarding having an evaluation of after the fact needs and eliminating them all together so there would be no after the fact needs. He then went on to say that if the MSB were making the new system simple, we should get rid of all after the fact needs. He then asked how to request this review.

Chair Bot asked for comments on Mr. Freese's proposal and asked Mr. Rodeberg how in-depth of a discussion took place on the NSTF with regard to after the fact needs.

Mr. Rodeberg stated that the NSTF discussed after the fact needs quite a bit and the items that qualify for after the fact needs vary in price quite dramatically based on the situation, were not easily definable and if there were an easy way to get rid of after the fact needs, they would have. He also stated that the fall

meeting would be a great place to discuss why the NSTF with all of the new people involved on the MSB.

Chair Bot asked **Mr. Freese** if it was his suggestion was to have the NSTF review the after the fact needs again.

Mr. Freese stated that the discussion is about actual cost versus an appropriation and there is just not enough money to go through all of the work that is associated with all of this. He went on to state that you are never going to get paid back for all of the money you spend on right-of-way even though it is all eligible. He also stated that if a city wanted to, they could spend all of their allocation on right-of-way right now. He then referred to the annual distribution to buckets and what percentage what each bucket gets of the overall distribution. He stated that District 6 looked at this as more paperwork and more opportunity for potentially a little mischief and a little working of the system and suggested getting rid of after the fact needs again and questioned the time that after the fact needs generate.

Chair Bot clarified that District 6 would like to look at if after the fact needs are needed at all and then specifically the timeframes.

Mr. Freese clarified that there should not be a timeframe for the after the fact needs, they should be continuous and referenced a railroad crossing to a traffic signal, stating that once it is there, it is there and should draw continuous needs as such.

Ms. Voigt suggested looking into the after the fact needs versus total needs so the percentage of total needs is known so that long hours are not spent discussing low percentages of the total needs.

Chair Bot responded that it would be a good first step.

Ms. Skallman asked **Mr. Freese** to describe the conversation that took place in District 6 in relation to what percentages of the roadway cost to what percentages of the extras (after the fact needs) and stated that what **Ms. Voigt** said made a lot of sense.

Mr. Freese, referring to page 57 of the book regarding construction needs components, stated that these items are included in a typical roadway segment with exception of traffic signals. Then these items will be calculated on a unit cost over the typical sections (listed on page 59) and the after the fact needs items, if eliminated could be put into categories and spread into the overall needs on a percentage basis that could be adjustable in the future.

Chair Bot stated that was a good suggestion for the NSTF to look at when all of the input from cities is completed and report back to the MSB. (referring to the table on page 21)

Mr. Eckles stated that it was discussed at their prescreening board to keep the new system simple, not complicate it again after three years of work went into generating the new system, and see where the numbers come out after all of the cities have input their data into the system. Then a decision can be made to make changes once the impacts are known. (referring to the table on page 21)

Chair Bot stated the MSB should wait until complete data is known and there is an upcoming NSTF meeting to see what the data looks like. (referring to the table on page 21)

Chair Bot then asked if there were any other topics. There were none.

x. **Chair Bot** called for a motion to adjourn for the day.

Motion to adjourn at 3:01 p.m. to 8:30 a.m. by Mr. Rue, seconded by Mr. Pratt to adjourn. The motion carried unanimously.

Municipal Screening Board
Meeting Minutes
May 20-21, 2014
Chase on the Lake, Walker, MN

Wednesday Session, May 21, 2014

I. Call to Order and Welcome by Chair Bot at 8:30 a.m.

II. Members present

a. Municipal Screening Board Representatives:

PRESENT:

District 1	Jesse Story, City of Hibbing
District 2	Rich Clauson, City of Crookston
District 3	Brad DeWolf, City of Buffalo
District 4	Jon Pratt, City of Detroit Lakes
Metro West	Rod Rue, City of Eden Prairie
District 6	Steven Lang, City of Austin
District 7	Jeffrey Johnson, City of Mankato
District 8	John Rodeberg, City of Glencoe
Metro East	Klayton Eckles, City of Woodbury
City of Duluth	Cindy Voigt
City of Minneapolis	Don Elwood
City of Rochester	Richard Freese
City of St. Paul	Paul Kurtz

ABSENT:
None

III. Chair Bot introduced the first item for action by the MSB; action on the unit price recommendations provided by the NSS.

Chair Bot opened the floor for discussion.

Mr. Kurtz stated that the reason that the NSTF had cut bridge structures in half was that they felt that bridges would have too high of an overall percentage of the total needs. He pointed out that at the current time; structures only represent 3.1% of the total needs according to the table on page 21. He went on to state that if the structures were not cut in half, the amount in the table on page 21 would be 6.1% of the total and asked if that would be out of line. He suggested that MSB should review eliminating cutting the structures in half at the meeting this fall or next spring once the system is in place and running.

Chair Bot reminded everyone that the data on page 21 would be reviewed by the NSTF once all cities have entered their data into the new system and asked if there was any further discussion. There was no further discussion.

Chair Bot called for a motion approving the unit price recommendations provided by the NSS.

Motion by Mr. DeWolf, seconded by Mr. Rodeberg to approve the unit price recommendations as provided by the NSS. The motion carried unanimously.

IV. Chair Bot introduced the second item for action by the MSB; action on the resolution for certified complete cities.

Chair Bot opened the floor for discussion.

Mr. Elwood suggested the third paragraph from the bottom should be removed from the resolution. He stated that it could always be added at a future MSB meeting if it became a problem.

Mr. Eckles asked **Ms. Skallman** how spending forward is dealt with.

Ms. Skallman stated that certified complete cities would not be allowed to advance their population apportionment.

Mr. Eckles clarified his question asking if they advanced needs dollars, not population dollars.

Ms. Skallman stated that with the new system needs are generated continuously and that additional needs are not generated with an advancement of needs funds.

Mr. Eckles clarified his question again stating that under the new program if a city takes an advancement as a concept, borrowing forward, does that not generate future needs or increase the needs as an incentive for cities to spend down their balance.

Note to Jeff: This statement is incorrect. We think it should be deleted but that is your decision to make.
Mr. Freese stated that he does not believe these cities should not ever lose their money, since they have earned their right to receive it under statute; they have earned the right because they are a certified complete city. He also stated that they should never be able to use the money off system. He further stated that the only money they should be able to take is the up to 25% for maintenance or up to 35% if they want to report where that money is spent, but that's all the money they can take. He went on to say they cannot take 50%, they cannot use any of

the money off system, and that takes away his third concern regarding MnDOT spending resources on off system plan reviews. He then said they do not have to take any of the money, but the population and the needs could continue to accumulate over time, but they cannot use it off system and they can only use up to the required 25% or 35% maintenance.

Chair Bot asked if language stated along the lines of **Mr. Freese's** statement were proposed would require a rule change.

Mr. Freese stated no, not by rule. He further stated that there is no rule that they get the full 50%, that is practice, that is not rule.

Ms. Skallman stated that it is true that it is not in rule, but since the MSB has interpreted the rule that way over time, it would be in effect a rule and change would have to go through the rule making process. **Ms. Skallman** asked **Mr. Freese** why he wants them (certified complete cities) to increase their maintenance apportionment, yet you say it needs to be used on the system and the rule change in this case would be that if you are a certified complete city, you could increase your maintenance allocation to some higher percent.

Mr. Freese clarified his point by stating no, the maintenance allocation would be 25% or 35%.

Ms. Skallman stated that they are already getting 25% or 35%.

Mr. Freese asked if MnDOT knew if they were taking that amount or not.

Ms. Skallman responded that MnDOT does not know what percent they are taking.

Mr. Freese responded by saying they may not be taking any for maintenance.

Ms. Skallman stated that they are already allowed to do that if they choose to and went on to say that she did not understand what **Mr. Freese** saw was different.

Mr. Freese reiterated that he stated that they could take up to 25% or 35% of their total money they get, whether they are doing it or not (taking maintenance dollars) and that is all the money they can use on a project that is on system. He went further to state that there is no rule change and they play the game just like everybody else, but the balances accumulate, their money is not taken away, it is not reset to zero, and it is not allowed to be spent off system; just treat them like everybody else.

Chair Bot stated is that not the whole point or benefit of being a certified complete city; that you are able to spend your dollars (population apportionment) elsewhere.

Mr. Freese stated that he did not know what the benefit was at all, to tell the truth.

Chair Bot reiterated and stated that what he understood.

Mr. Pratt stated he did not completely disagree with Mr. Freese from the standpoint that the city should not lose their money; they have, by effect earned that by being a city over 5,000 they are entitled to their cut of the gas tax and over time we have developed a system of how that gets allocated out. He went on to state, that unless he was wrong, the system we keep talking about, the MSA system, is just a means for determining how much money you get and where you can spend it. He also stated if a system is complete, he saw no reason why it could not be spent off system and he does not feel there should be a cap on that. He stated that he was afraid if the money would have to be spent on system that maybe projects would be done that did not need to be done and start force-feeding projects for the purposes of spending balances down when that money could be better spent improving the transportation network as a whole.

Mr. Eckles stated he agreed with **Mr. Pratt** in that we have two systems, a State Aid road system and a gas tax program and the state links those two together to try to create a great roadway network throughout the state. He went on to state if a city goes and accomplishes that goal and achieves a State Aid network they have on their map that meets all of the objectives he does not know why we would not allow them to spend the tax dollars they are entitled to on other transportation activities. He stated that is why we have the certified complete cities and what **Mr. Freese** stated would eliminate the certified complete city, there would be no reason anymore because they have the same rights and privileges I have and I have a system that is not certified. He stated that there are not that many cities and obviously, it is a pain to manage a separate system, but that is what we get for linking tax dollars to a transportation system with an artificial equation, which is what we have today.

Mr. Clauson stated, representing a city that is certified complete, he agreeswith **Mr. Eckles** and thinks it is a benefit and the city of Crookston did work hard to get their system up to standard and he knows **Mr. Freese** is concerned with money staying on system, but every two years the system needs to be recertified and our district engineer comes through the community and if he sees a State Aid route that needs attention, that takes priority over spending the funds on a non State Aid street. He stated that it is a benefit and our overall goal as **Mr. Eckles** said is to improve our transportation system citywide so I disagree that the money needs to stay on the system itself.

Chair Bot asked if there was any further discussion. There was no further discussion.

Chair Bot called for a motion approving the resolution for certified complete cities.

Mr. Freese asked for a point of clarification asking with the deletion of the third from the last paragraph, what we are doing here that we are not already doing.

Ms. Skallman stated what State Aid is looking for is that the MSB has acknowledged that we are going to continue to track it, those charts we have done, is the way, the correct way and we are not doing it as we have in the past. She went on to clarify by stating what you see in the book (chart on page 53), is how we will be tracking it as we move forward. She stated that in the end, that is what we always intended to do, but was not what we were doing and by putting in the book the MSB is confirming that what is shown in the book on page 53 is the right way.

Mr. Freese stated that the resolution does not address MnDOT reviewing plans and specifications for off system improvement projects and asked if that was in the rules.

An unknown person confirmed that it was in the rules.

Motion by Mr. Rodeberg approving the resolution for certified complete cities with the language in the third from the last paragraph removed, seconded by Mr. Clausen to approve the resolution for certified complete cities as proposed by Mr. Rodeberg.

Chair Bot asked if there was any further discussion.

Mr. Rue asked for a point of clarification regarding the needs and population apportionments being tracked separately and if that was not the case before.

Ms. Skallman stated no, that the online finance database did not track it separately.

Mr. Rue then asked if the fourth from the last paragraph was necessary because we talk about a carryover for one year. He stated that what we were doing with the draft resolution was to transition out of that and if we are not going to drop to zero, then that is (the fourth from last paragraph) is not necessary.

Chair Bot asked **Mr. Rodeberg** if that would be a friendly amendment to his motion.

Mr. Rodeberg accepted the friendly amendment of removing the fourth from the last paragraph to his original motion approving the resolution for certified complete cities with the language in the third from the last paragraph removed, seconded by Mr. Clausen to approve the resolution for certified complete cities as proposed by Mr. Rodeberg.

Chair Bot asked if there was any further discussion.

Mr. Eckles asked if the MSB wanted to look at simplifying this process and perhaps issue a payment to those cities (certified complete cities) every year. He further asked if that would require a rule change.

Ms. Skallman stated yes

Mr. Eckles asked if the MSB wanted to do that, does this board need to take any action to make that request or what is the process.

Chair Bot and **Ms. Skallman** stated that it could be sent to the rules committee for review under a separate motion.

Mr. Eckles stated that it could also be added as a later discussion item. He further stated that it might be something for MnDOT to contemplate and this board to review if we want MnDOT to be reviewing local (off system) plans and approving local plans or should we just say you guys have done a great job on your State Aid system, here is your check for your population amount and go spend it on your local system and call it good. He asked if MnDOT is prepared to talk about that today, or should we put that on for a future discussion item.

Mr. Kurtz stated that in theory it sounds great to send a check to the certified complete cities for their population share. He then went on to state that the problem is, how do you ensure that or track that that they are using that money on the transportation system; you lose that audit process that this gas tax money that we have is actually being spent on the transportation system whether that is the State Aid or a local system. He stated, we still need a mechanism in place in order to track that, he does not think we want to start cutting checks saying you did a great job, here is your reward, and spend it as you would like; we could say spend it on your transportation system, but then how do we ensure they are actually doing that and how would an audit work.

Ms. Loken made an inaudible comment.

Chair Bot stated that State Aid felt the plan review process was not a burden and asked if there was any further discussion. There was none.

Chair Bot called for the vote and the resolution passed unanimously.

Chair Bot asked **Mr. Eckles** if he wanted to propose anything else with regard to the certified complete cities.

Mr. Eckles responded no.

V. Chair Bot introduced the third item for action by the MSB; action on the revised MSB resolutions.

Chair Bot opened the floor for discussion.

Mr. Freese stated that on page 58 under the unit price study that the third paragraph was stricken and that paragraph contained the language that talked about the annual adjustment of prices based on ENR (Engineering News Record) and wondered why it was stricken. He further stated that by striking it out (the third paragraph) the unit prices would only be reviewed every third year.

There was an inaudible response.

Mr. Freese requested an amendment to the second paragraph (under the unit price study on page 58) for the ENR construction cost index (CCI) for the Minneapolis area as designated in ENR's magazine. He stated we are using the 20-city average where the average is 2.9% for May of 2014, that is the 20-city average for the past 12-months and for Minneapolis, the average is 7.2%. He further states since we have an index (Minneapolis) for this region and specifically for Minnesota being Minneapolis, we should be using that. He stated that it does not generate any more money, but it does put the unit prices more in line with what is really happening in the region.

Chair Bot called for discussion regarding the proposal by **Mr. Freese.**

Ms. Skallman stated **Mr. Johnston** (Marshall Johnston, not present) and **she** reviewed why the 20-city average was being used. She stated in 2003 when the first unit price committee looked at using ENR, they compared both the Minneapolis and the 20-city average over time. She went on to say that the Minneapolis CCI has a tendency to fluctuate more significantly, where the 20 city average is more consistent and at that point they decided they did not want the volatility and wanted to use the more stable one (20 city average). She recommended that since the resolutions do not say to use the 20 city average or the Minneapolis one (CCI) that would give direction to the committee to look at both each time and make a decision on which one is appropriate rather than tying their hand and saying they have to use the 20 city average CCI.

Chair Bot stated that if we do delay this, we can get a trend on what those are and can have it recommended or at least evaluated by potential adoption in the fall to look at those volatilities. He went on to say that it would be helpful to have

it just decided which one would be used. He stated if he were on the committee, he would not want to decide which one of the two to use each time.

Mr. Rue stated since there are so many indices in ENR, it would be good to clarify which one we are using or which ones we are comparing. He also asked if they give an index every month. He also asked how they decide which percentage to use because it changes by quarter or by month, do they pick in the spring.

Mr. Freese stated that the CCI changes monthly, but it is for the last 12-months, so it is a 12-month average for that running period. He further stated that you have to pick a month to reference and in Rochester they use August and use it for setting budgets and projecting costs, but any time could picked.

Mr. Rue stated that is how they base their fees; they are based on a particular month that is relevant to what they are adjusting.

Chair Bot stated in addition to looking at what index we would use, maybe State Aid could state what month they typically use. He asked for further discussion.

Ms. Voigt asked if it was appropriate to take this draft for traffic signal language and just add it into the book on page 60 in the last paragraph on the page. She also stated she was trying to figure out why there was a separate motion when the last paragraph on page 58 just references what we are doing in May, 2014 and why we did not just put this standard policy in with the signal unit prices and why it was separated.

Chair Bot asked if that it was because it was associated with the new needs system that we need something different.

There was an inaudible response.

Chair Bot stated that if these are not adopted today, we should have more clarification on the traffic signals since that has not been established. He further stated that the unit costs have been established by previous resolution, but not how it is counted.

Ms. Voigt Asked if when the new program is rolled out if there was going to be an instruction manual on inputting your needs and questioned why there needed to be a resolution and a motion. She went on to state it seemed like more of a policy that signals are done this way and that we do not spell out how we calculate things that are more intuitive or basic to us.

Chair Bot stated that we are not to the discussion about the signal resolution yet, but a diagram was mentioned yesterday and they could add a couple more based on discussion from Mr. Freese yesterday. He called for further discussion.

Mr Freese stated that his assumption was that if we passed the resolution, it would create the opportunity to put the language in the last paragraph on page 60. He stated that is what he thought we were doing by adopting the resolution. He further stated we would be adopting how the signal legs are calculated so it would be the policy.

Chair Bot called for further discussion. There was none and he reviewed the options for the MSB resolutions.

Chair Bot called for a motion on the draft MSB resolutions.

There was no motion, the item is considered tabled until the next meeting.

III. Chair Bot introduced the fourth item for action by the MSB; action on the resolution on traffic signal legs.

Mr. Freese stated that there was a suggested amendment made yesterday to the fourth paragraph referring to approach legs rather that legs. He followed his statement asking if pedestrian crossings are currently eligible for State Aid participation and would this language change that.

Ms. Skallman stated that you cannot draw needs on pedestrian signals, but they are an eligible expense.

Mr. Kurtz stated that the NSTF had a lot of discussion about traffic signals and the way we are drawing needs on them now and the way we are proposing to draw needs on them now are quite a bit different that we have in the past. He stated the one of the things the NSTF tried to do was to draw needs on the actual number of traffic signals in place. He stated regardless of the number of legs at an intersection, you count the number of State Aid approaches to that intersection and that is the number of State Aid legs you have at that intersection. He further stated you add all of the State Aid legs in your system, divide that by four, multiply the result by the unit cost and that is the amount of needs you draw on traffic signals annually. He questioned the proposals made yesterday and today stating he did not know what we were trying to do, but it certainly not going to be simple.

Chair Bot stated it may have come up because it was not clear to somebody and asked **Mr. Hulsether**, **Ms. Skallman**, or **Mr. Elwood** to clarify how we got to this.

Mr. Elwood thanked **Mr. Kurtz** for bringing the issue up stating that they had talked about trying to simplify matters and what he saw in the resolution did exactly that. He went on to state that signal systems are extremely complicated, we have had this discussion at the NSTF, signals are not just the yellow pole in the ground, they are all interconnected, it is how you manage the system. He

also shared they had multiple days of conversation about the subject and right now it is straightforward and simple as **Mr. Kurtz** has brought up. He stated that the resolution attempts to clarify that and he would like to keep it simple until he sees what impacts the resolution has over the next couple of years.

Chair Bot clarified that right now, as it stands, the State Aid approach legs are added up and divided by four.

Mr. Elwood stated that he did not know if it was approach legs, but rather legs of the intersection because that addressed the one-way streets. He further stated that we (NSTF) all acknowledged that a signal at the intersection of two one-way streets has the same cost, demands, and management as two two-way streets coming together. He summarized that he did not recall that they (NSTF) specified approach legs, just the number of legs coming together at the intersection. in addition, that there was not the discussion about pedestrian crossings, bike accommodations, etc...He stated that the only correction he would make to Mr. Kurtz mentioned is that approach legs were not specified, just number of legs at the intersection and that made it simple, very clear, and easy to quantify.

Chair Bot stated that is the way it stands today without any further adoption.

Mr. Rue stated that the explanation Mr. Kurtz gave made sense, but he still thinks that a definition of approach legs is a way to simplify it and that is what we are all trying to do here; a way of calculating our needs and if you have approach legs and for every four, you get the cost of one signal, so is seems that the way Mr. Kurtz explained it is the most simple. He also stated that he thought if we try to complicate it with pedestrian crossings and one-ways we are going to find ourselves in a messy situation again. He stated the way he read this resolution it was not as clear as the explanation given by Mr. Kurtz, he believed that is what the resolution should say, and maybe it needs to be clarified in some way so that simple approach is better defined in here (the resolution).

Chair Bot stated that one of the things that were talked about was the one-way streets, so if it was approach legs or if a one-way is not counted in the non-approach direction that it would not be considered a leg. He further stated that he understood today, if two one-ways come together if they are State Aid, they would be counted as four legs the way it is today and with some of these changes that would potentially change that two one-way streets would only be counted as two legs, not four legs, but that is up to you (the MSB) to further clarify, if need be, but the argument could be made that the needs are the same.

Ms. Skallman asked **Mr. Kurtz** if he believed that if we dropped the fourth from the bottom, third, and second from the bottom, just those descriptions, for needs purposes (in the resolution); if they go away, then do we have what you believe is the right way.

Mr. Kurtz stated he believed a couple of things are going on; one is the definition of an approach. He stated that when you mention approach legs, if you actually look at the map and you can see a leg that is approaching a signal on the map that is a State Aid leg of that signal. He clarified that he thought others thought of approach leg as vehicles approaching an intersection where he though more from a mapping approach to looking at an intersection, just by definition we need to be careful how we use the word approach. He stated, secondly, if in fact, what **Chair Bot** stated is true, that the resolution that we made, if we adopted what the NSTF recommendations were at the last meeting, he (Mr. Kurtz) thought we (the MSB) were covered, that what was described as traffic signals was not covered as well as it could have been and maybe we need a new resolution that defines what an approach leg is to an intersection that really spells out that you add the number state legs, come up with a total, divide by four, and multiply that by the unit cost for a signal for that given year he thought we would be ok. He stated if that is already covered, great, if we need a motion to make that happen that would be fine too. He stated that he needed to know if what we already acted on as a body if that is already incorporated as part of traffic signals.

Ms. Skallman stated that she does not believe that it is and that the committee came and stated how they wanted you (the MSB) to do it and that was approved, but what you get in the resolution is that thing that stands long term that is sort of the document for how we do it and if we do not put this in there, how you calculate traffic signals, yet we have how we calculate all the other unit costs, we are missing a key piece, so she wants traffic signals to be here. She stated that she did not know if this was the right answer and she was perfectly ok with you (the MSB) redrafting it (the resolution) to say what you said in words and putting that in, but she thought something was needed.

Mr. Rue wanted a further clarification for himself on one-way streets regarding if they draw full or half needs.

There were inaudible responses related to one-way streets. Somebody stated that full needs are drawn unless it is a one-way pair.

Chair Bot stated that there needs to be some clarification on the resolution and one suggestion that **Ms. Skallman** made was to take out the fourth to the last through the second to the last paragraphs.

Mr. Eckles made a motion to adopt the resolution for traffic signals with the fourth to the last through the second to the last paragraphs removed.

Chair Bot called for a second on the resolution for traffic signals with the second, third, and fourth to the last paragraphs stricken.

Mr. DeWolf seconded the motion made by Mr. Eckles to adopt the resolution for traffic signals with the fourth to the last through the second to the last paragraphs removed.

Chair Bot called for discussion.

Ms. Voigt stated that there needed to be more clarification on the one-way streets on whether needs are collected on four legs of and intersection of two one-way streets, that is great, I want to hear it. She stated that she just wanted everyone to understand what the rules are because she had that on page 9 (of the book) that she was looking for that. She stated that if we need to take more time to get this clear that would be great. She stated that this has happened in the past where we had a resolution, modified it, and did not know what we voted on and everyone is going to inputting these this summer, it should be clarified, and she thought we had a memo from the State Aid office on these signals anyway, because she brought this up in the winter, so she agreed it needed clarification where it is put in the book and how we do it does not really matter, but she thought something should be resolved

Mr. Rodeberg stated he agreed and that he wanted a clarification closer to what **Mr. Kurtz** was talking about, because the routes that are State Aid designated at the intersection; add them up and divide them by four, should be pretty simple. He further stated the he was not sure the way this (the resolution) is worded, is fine, but he was thinking we could tie it a little closer to kind of what we want it to be.

Mr. Eckles stated that the reason he made the motion was that he thought this (the resolution with his modifications) does that. He said that you get one-fourth for each leg; adding them all up and dividing by four seems pretty simple and he liked that it clarifies the pedestrian signal issue and leaves one-ways in. He further stated that is why he made the motion.

Mr. Freese stated that he agreed and that this needed a lot more work and suggested using examples of pictures that he talked about yesterday for this. He stated lets develop this so that it is very clear what the methodology is for calculating this (signal legs) like the sidewalks and bring it back in the fall and lets have everything all inclusive in this resolution that talks about signals, pictures of the various examples, red circles with slashes on ones that are not eligible, and showing ones that are so that it will clarify it for everybody and it will be a good for people filling in their report every year.

Ms. Voigt stated she was thinking how to make this simple and if we took the approach language and kept the fifth paragraph that traffic signal costs shall be based on the cost per signal leg and for needs purposes, regardless of the approach direction and then divide by the four. She stated that it would eliminate the one-way two-way scenario and the tee intersections; it is an option instead of

being overly detailed, we go the other way and say we do not care if it is a two-way street; signals cost the same amount when you add in all the software and conduit costs that are not in these prices that we established the signalized intersection for. She stated that the true costs (of a signal) are underestimated and deflated. She stated that if you have an intersection, you have signals, and you have four legs that are State Aid and are not county or MnDOT, you get your four; it is a way that we could simplify and we would not need these maps and complications, but you could also, if you want to have a complicated system, I agree with **Mr. Freese**, let's have it really clear so you cannot do it wrong.

Mr. Kurtz reviewed his approach about using a map instead of talking about approach legs, traffic flow, and all of that. He stated you are looking at a map with your roadway designations, you have a circle on it showing that is where I have a signal and these three legs going into that intersection are State Aid, I have three for that intersection and you do that for your whole system. He stated he did not know how to capture that in a resolution where we talk about go to your map, put circles on your map, if a State Aid route goes into that circle, that is a leg, you count that as one, and you add them all up; that is really as simple as it needs to be as the NSTF was trying to achieve, let's not complicate with one-ways, two-ways, traffic flow, tee intersections, five-legged intersections. He stated, simply go to your map and make a circle on your map and count your legs; if it is a State Aid leg approaching that circle, then it is a State Aid leg and you just add them up, divide by four, and multiply by the unit cost for signals for that given year. He stated that he did not know how much clearer that can be and did not know if needed to be any clearer in the resolution where you can go to a State Aid map and doing that work, but that was really the intent that came out of the NSTF. He stated that he felt we did not need a bunch of diagrams to do that.

Chair Bot stated that the motion on the floor does that, the dividing by four with fourth paragraph and the fifth paragraph defines that they are MSAS routes and controls the flow of traffic; even if it is a one-way pair not doing that, does control that flow and did not know if that need to be further clarified. He stated that he felt the motion on the floor does everything that everybody has been talking about, which is why **Mr. Eckles** made it in the first place.

Chair Bot called for further discussion.

Mr. Elwood stated he was not sure if it clarified things (Mr. Eckles motion); there was a lot of discussion about it, so if it was clear, there would not be a lot of discussion, so he would not support the motion as it stands today. He stated that if we are going to put a resolution into this document, he liked what **Ms. Voigt** mentioned, which is to provide guidance. He stated that it sounded like we needed something to provide guidance for this fall for what cities should do, but he did not know if this resolution gets at it because there are still enough questions still floating around; he thought what the NSTF did was give clear directions on what cities should do and a memo went out that was fairly clear. He

further stated that if we (the MSB) do not take action on this today, he thought that memo still stands and that is how cities will handle it. He stated it was not that he did not support clarity, but he does not believe this resolution gets at the clarity we (the MSB) needs, so he would not be supporting it today.

Mr. Freese stated that **Ms. Skallman** had held up a piece of paper about ten minutes ago in reference to the memo that came from Mr. Johnston and asked her to read it, because he was clear when that (the memo) came out what we (cities) were supposed do in reporting last year and asked what it said.

Ms. Skallman stated that it was the diagram that was attached to the memo and that we (State Aid) would continue to use that (the diagram). She went on to state that she thought we had what we needed to continue to operate until the next screening board meeting. She also stated that is has helped to have this discussion because we had started to create new little charts for the one-way pairs and having listened to this discussion you are confirming that you do not want to consider one-ways and we will take those off and it will be very clear that direction of traffic does not matter and when we bring back this whole group of resolutions we will come in with a two sentence summary that says traffic legs are divided by four and it does not matter what direction the traffic is, if it is MSA owned it counts and that will be it, we will not have this draft resolution. She stated if you (the MSB) are with us (State Aid) holding off, but still implementing what you (them MSB) already have sent out once before, we will go with that.

Chair Bot stated that sounded like it was clear, but it would take a vote on the motion on the floor or have the motion withdrawn to do what **Ms. Skallman** had stated.

Mr. Eckles stated that before he withdrew his motion, he wanted know what the big cities were asking for because he believed it (the motion on the floor) and asked for clarification.

Mr. Elwood stated that there has been a lot of discussion and he was not sure if the actual wording clarifies it and asked his colleague in St Paul (**Mr. Kurtz**) if this (the wording of the resolution) was the direction that the NSTF gave.

Mr. Kurtz stated that he thought it did, it was the direction that came out of the NSTF, and what we were getting hung up on was words like traffic flow in the third or fourth paragraph down. He stated it would be nice tie it to a map scenario where you are looking at a map just to make it clear to everybody, so everybody is doing it the same way and they are not guessing what is eligible and what is not eligible, just trying to keep it simple. He went on to state he thought this resolution does do, in fact what the NSTF recommended and as such, he would support it with the modifications by **Mr. Eckles**. He stated could it be made clearer, sure, but he was ok supporting this one today and he thought we (the MSB) did not need to make it any clearer other than you may need to explain it to

someone and that a document or policy should come out of State Aid describing how you count your traffic signal legs for your needs portion of your traffic signals. He stated if we could pass this resolution and have something like he had described come out of State Aid; he thought we would be in good shape.

Ms. Skallman asked **Mr. Kurtz** for clarification and asked if he was ok with the entire resolution as it is written.

Mr. Kurtz said he was with the modifications made by **Mr. Eckles** by his motion. He stated that he felt that it got at what the NSTF was recommending.

Mr. Rodeberg stated that he agreed to a point, but his comment still went to the control of flow of traffic in which someone is going to interpret if it is a one-way id does not control the flow of traffic and he thought there was enough confusion that the map based description would make more sense and avoid that confusion and felt that is what **Mr. Elwood** was thinking as well.

Mr. Elwood stated that perhaps the third paragraph could be changed to mean that only signal legs designated as MSA routes be included in the needs study and the next three paragraphs are deleted. He stated if that were done, he would change his position of not supporting the resolution to supporting the resolution and we could move on.

Chair Bot stated that we have a proposed friendly amendment to change the third paragraph to state that only signal legs designated as MSAS routes be included in the needs study and the other paragraphs would remain with the exception of the ones proposed to be removed by the Motion provided by **Mr. Eckles**.

Mr. Eckles stated that he would amend his original motion to also change the third paragraph to state that only signal legs designated as MSAS routes be included in the needs study.

Chair Bot acknowledged the acceptance of the friendly amendment by both **Mr. Eckles** and **Mr. DeWolf** and asked for further discussion.

Mr. Rue stated he was not quite clear and did not agree with the one-way signals, but in an effort to move forward he could live with it. He stated that his belief was that the one-way pair signals would not cost as much as a four-legged intersection, but discounting the pedestrian signals and interconnects we all have in our systems. He stated the general premise of having a leg consisting of one quarter of the cost made sense, but he did not quite agree with the one-ways.

Chair Bot clarified the motion on the table would count a one-way going through an intersection as two legs, not just one and asked for further discussion. There was none.

Chair Bot called for a vote on the resolution and it passed unanimously.

VI. Chair Bot introduced the fifth item for action by the MSB; action on the resolution for phase in.

Chair Bot reviewed the draft resolution for phase in and opened the floor for discussion.

Mr. Rodeberg asked if the resolution was clear enough and was it written in a way that MnDOT is going to be able to apply it as was intended.

There were inaudible responses.

Mr. Lanoux stated that he was clear on it.

Ms. Loken made an inaudible statement.

Mr. Rue stated that the resolutions become part of a permanent record and since this is a temporary situation that will last seven years; he asked if it is appropriate to put in the permanent record and would it need to be removed by resolution.

There was an inaudible response.

Mr. Rue said ok.

Chair Bot called for further discussion

Ms. Voigt stated she did some research on the resolution and it is important to document these (resolutions) and get them where we can find them; finding the recommendation of a subcommittee is difficult. She stated that she found discussion in the February 2013 special meeting where we were going to base our 2014 allocation on the recommendations of the NSTF and in the fine print the seven year phase in was recommended. She stated that we (the MSB) was hinting and going in that direction for needs 2013 and in 2014 we ended not having a phase in, because we did not need it, but that is what she did find. She stated that we voted on that for 2014 needs and the phase in ended up not being needed. She asked what restricted needs were since it seemed important in this resolution.

An unidentified person stated that restricted needs are needs that occur after the phase in is applied, and then you have your restricted needs.

There were other inaudible responses

Chair Bot called for further discussion. There was none and Chair Bot called for a motion on the resolution.

Ms. Voigt made a motion to adopt the resolution for phase in as written.

Mr. Clauson seconded the motion made by Ms. Voigt to adopt the resolution for phase in as written.

Chair Bot called for a vote on the resolution and it passed unanimously.

VI. Under other topics Chair Bot called for discussion on what the MSB would be referring to the NSTF to talk about in August.

Chair Bot introduced the item by reviewing yesterday's discussion related to the percentage comparisons shown on page 21 of the book and once all of the cities data has been received, the NSTF would compare it to the current program. He also reviewed yesterday's discussion related to after the fact needs.

Mr. Eckles suggested that we also look at the NSTF to develop a mission statement and have some summary language at the beginning of each needs item stating how it is calculated so it is memorialized in the book, so we do not have to discuss it every year. He went on to state the purpose statement should relate how the system is equitable, simple, and is not meant to be a representative of the actual construction cost of an individual project.

Chair Bot asked for discussion on **Mr. Eckles** proposal.

Ms. Voigt asked if the memory book project would contain what Mr. Eckles was asking. She also asked if the memory book was almost done so the same work would not be done twice.

Mr. Rodeberg stated that the memory book is almost done and it has been reviewed once, but may need some reorganization.

Chair Bot stated that maybe the information could be taken out of the memory book and placed into the screening board data book.

Mr. Rue stated that at his prescreening meeting the metro district talked a lot about what **Mr. Eckles** had just mentioned.

Chair Bot stated that there should be an executive summary relating the items stated by **Mr. Eckles** that the system is supposed to be equitable, simple, and not a design guide and this information could be pulled from the memory book into the screening board books.

Chair Bot asked for discussion related to reviewing the percentage comparison table on page 21 of the book.

Mr. Freese stated that by example, he looked at the 2012 screening board data booklet and it has the breakdown by total roadway cost at 75.25 percent and it included traffic signals when they were calculated the old way. He further stated that it then broke down structures, railroad crossings, and engineering separately and it all totaled to one-hundred. He stated that it is something that was done before, it has been tracked, and these were the total assessment of needs. He stated that he felt if we could get this kind of table again (referring to the 2012 data), it would be useful to look at.

Chair Bot stated he agreed and that they (the NSTF) could pull that table out (referring to the 2012 data) and look at it from that standpoint rather than getting bogged down by every little individual item.

Mr. Freese stated that generally, what we are saying is that a general consensus is that roadway costs should be 75 percent of where our money is spent. He went on to say that, whether unit prices go up or down and make that 73.2 or 77.1 that by resolution we establish that roadways are 75 percent of the total pot.

Chair Bot stated that it would be looked at by the NSTF in August and asked for further discussion and that would be recommendation number two to them (the NSTF). He stated the third item would be for the NSTF to review after the fact needs and asked for discussion on the topic.

Mr. Freese stated if you just look at pages 67 and 68 (MSB data booklet), these are all just things that happened over the course of four, five, or six decades of the old system, some of them as early as 1965 and the latest one in 2006 revised this year for retaining walls; they were tweaks to the old system, but we are leaving the old system. He stated that when they looked at this in district 6, they asked themselves why we were bringing all of this old baggage with us, if we are going to start a new system, let's start a new system and figure out a way to incorporate these items into the new system. He stated, as **Ms. Voigt** pointed out yesterday, these items may only represent two-tenths of the overall needs, but somebody brought these forward individually and they went through a process to be added, but they are not necessarily the rule of thumb that they are used over and over again by most cities. He stated that they are exceptions and why not look at them and were they ever really needed in the first place.

Chair Bot asked for further discussion stating that the NSTF could certainly look what **Mr. Freese** proposed.

Mr. Elwood stated it sounded like the NSTF work is not done then because these issues were going back to when we first started looking at this three or four years ago and during the discussions, these items did come up and he was

unsure what direction we were going to give the NSTF. He further stated is the expectation that the NSTF reports providing recommendations and is that what we are going to ask them to do. He stated that as a member of the NSTF, he is trying to understand that when he receives the request in writing (from the MSB), how is he supposed to understand what you (the MSB) is looking for; is it further clarification, cleanup, or take it to that next level.

Chair Bot responded that maybe district 6 has a different view and maybe their representative and he (Chair Bot) could agree that we are set and done; the recommendations stand and we are going to roll with them (the recommendations) for a while. He stated that he would look for the district 6 representative to be at the meeting and be ready to give some clarification on what **Mr. Freese** mentioned.

Mr. Freese stated that he could give the clarification; district 6 would like to see these (after the fact needs) go away. He went on to state that is the request for the NSTF; figure out a way for these after the fact needs to go away, that they are no longer part of the program, that they take the administrative aspects of these away from MnDOT, they are not necessary anymore, they just go away; so that is the directive we (district 6) are asking; figure out a way to make these go away and bring that recommendation back. He stated that we may not like the recommendation, because it may not be feasible, it may be more onerous than keeping them, but figure out a way and do not just say we looked at them and we do not want to change them; we are actually asking them to figure out a way to change them and we will evaluate if that is something we want to adopt or not.

Chair Bot stated that the work of the NSTF was intended to be winding down and would not, in the opinion of district 6, be done yet.

Mr. Freese stated if the NSTF does not want to do this work, that is great, this body here (the MSB) can take the task on and that is an option.

Mr. Kurtz stated that the NSTF already took the task on, they (the NSTF) did look at right-of-way and retaining walls and there really is not a great way, other than after the fact and that, it made sense to keep them after the fact. He asked how to draw needs on right-of-way when we do not even know what right-of-way is needed until it is after the fact and is a done deal. He went on to say he thought the point Mr. Elwood was trying to make was where does this end with the NSTF, we did it, we looked at all of these items, we came up with recommendations and that has moved forward. He stated that if we (the MSB) want to change it beyond that, it either goes to the NSS from this board or this board makes changes, but at some point the NSTF needs to be done, it needs to be recognized that we did look at all of these, our recommendations to right-of-way and retaining walls was to keep them after the fact and we (the NSTF) thought that was the only fair way to do it, we did not see another way to do it, we think they are important, and certainly do not want to see them go away. He

stated that he did not feel that anybody on the NSTF wanted to see these items go away and recognized the importance of having these items and that they are important to projects, so his point is that they have dealt with it already and do not need to send it back to the NSTF.

Chair Bot stated that there seems to be consensus on the other items (recommended to the NSTF) and this board is ultimately the one that would decide to change anything on that (NSTF recommendations) and if there is not a desire by this group (the MSB) to look into after the fact needs further and it is only district 6, that it not be worth the time and effort of the NSTF.

Mr. Lang stated he agreed with what **Mr. Freese** stated and that they had discussed after the fact needs at their meeting, but in the essence of moving things forward we (district 6) would agree that a lot of work has gone into this (the new system), let's look at getting started, getting this program set in place, and review it after we run through this a year or two; we would be agreeable to that.

Chair Bot asked for further discussion. There was none. He reviewed that the review of the overall percentage needs would be sent to the NSTF for review and that after the fact needs would not be referred to the NSTF and asked for further discussion.

Mr. Freese requested that **Ms. Skallman** that her and her staff give us (the MSB) a breakdown of all of the after the fact needs as a historical percentage going back five or ten years or so and how much of the overall needs, the five billion dollars of needs, how much of those are attributable to those after the fact items.

Chair Bot stated that it should be in the percentages that they are going to be looking at and might answer your question as **Ms. Voigt** stated. He asked for further discussion. There was none.

Chair Bot stated that was all of the action items and asked the MSB if there was anything further.

Chair Bot stated that the next MSB meeting would be on October 21st and 22nd at Breezy Point, thanked all who attended, and called for a motion to adjourn.

Ms. Voigt made a motion to adjourn.

Mr. Rue seconded the motion made by Ms. Voigt to adjourn. Chair Bot called for a vote, it was unanimous, and the meeting was adjourned.

Respectfully submitted,

Municipal Screening Board Secretary
Mankato City Engineer

Building a Better World for All of Us®

MINUTES

Combined Needs Study Task Force & Needs Study Subcommittee Meeting
August 12, 2014
9:30 a.m.
Minnetonka City Hall

Meeting Chair: Lee Gustafson, Minnetonka (Metro-West)

Minutes by: Julie Brinkman, SEH

Present: Bill Lanoux, MnDOT; Marshall Johnston, MnDOT; Troy Nemmers, Fairmont (District 7); Don Elwood, Minneapolis (1st Class City); David Salo, Hermantown (District 1); Patti Loken, MnDOT; Larry Veek, Minneapolis (1st Class City); David Strauss, Stewartville (District 6); Tim Schoonhoven, Alexandria (District 4 and Needs Study Subcommittee); Greg Boppre, East Grand Forks (District 2); Steve Bot, City of St. Michael (Needs Study Subcommittee); Julie Dressel, MnDOT; John Rodeberg, Glencoe (District 8); Terry Maurer, Arden Hills (District 3); Mark Graham, City of Vadnais Heights (Needs Study Subcommittee); Kent Exner, City of Hutchinson (CEAM); Paul Kurtz, St. Paul (1st Class City)

I. Welcome/Housekeeping (Lee)
   A. Lee noted that members of the Needs Study Subcommittee were in attendance, as requested at the MSAS Screening Board meeting.

II. Update on progress of new Needs program since last meeting
   A. Data collector (Marshall)
      1. Marshall noted the contract was split into two pieces - data collection and distribution/reports, and provided an update on the administrative part of the program. The program is done and ready for use. He logged in to the application on the website (http://www.dot.state.mn.us/stateaid/msas.html) as an administrator and gave a brief overview of the data available. By collecting the data this way, hope to phase out the Certification of Mileage form currently being used for data submittal. Data will be able to be exported to an Excel spreadsheet.
      2. Also available on the website (under Applications & Information) are various illustrations on how to calculate Needs for various items (i.e. structures, traffic signal legs).
      3. Marshall indicated he is retired from MnDOT, but working part-time as a Project Employee. Bill is Marshall's replacement.

         Questions/Comments:

      Q. (Lee) Do people know the illustrations are available on the website?

      A. (Marshall) They should. MnDOT will get the info out at the District pre-Screening Board (PSB) meetings.

         It was suggested that an email (CEAM) be sent out highlighting this information.

Q. (Steve) Are you happy with the flexibility of the program?

A. (Marshall) Yes. That's why they took distribution/reporting out of the program, to make it more flexible. The data will be exported as an Excel spreadsheet and distributed, instead of part of the program.

B. Distribution/Reports (Patti)

1. Patti reiterated that they were having trouble with distribution being part of the program, so a decision was made to separate the data collection and the distribution. There will be one more iteration, then the distribution portion will be done as well. The goal is to have it completed by November 2014.
2. Used gap analysis to get to ways (programs) to distribute reports. It came down to Excel spreadsheets as the most flexible.
   a. Provides a better audit trail.
   b. Provided a demonstration to Julie Skallman and she was very happy with the results.
   c. There is flexibility and ease in making changes.
3. The State Aid accounting system is a sub to the main DOT system (Swift). The main system is still being fixed. It helps that they can maintain a sub system. Eventually, they hope to be able to transfer the data to the main system.
4. This new program streamlined the existing process.
5. Preparing the SA Needs booklets/manuals would have been a nightmare with Technosoft. It will be much easier with the spreadsheet method.

<u>Questions/Comments</u>:

- Don gave a compliment for keeping it simple.
- Lee was happy to hear they are keeping a separate accounting system. Wants to stress the flexibility of the program at the PSB meetings.
- Tim assumed there should be no issue distributing Needs this year, which was correct.
- It should be noted that the methodology is different from the old legacy system.
- There are some "future" fields in the program that aren't currently being populated, but will be.
- The county Needs program is similar in look/feel to the MSAS program.

III. Effects of the first year of the Phase In

A. Comparison to 2012 Needs without Phase In
   1. City Level
   2. Statewide Level

B. Comparison to 2012 Needs with Phase In
   1. City Level
   2. Statewide Level

C. Comparison of this years with and without Phase In

- See handout for comparisons. Marshall distributed revised Needs Allocation Comparison sheets.
- All cities must be within -5% and +10% from the statewide average percent of change.
- Phase In period is 7 years. Don/Steve agreed 5 years is tight, 7 is validated.
- Steve would like Marshall/Bill to track # Cities received Lower Restriction, #Cities received the Upper Restriction, and # Cities received No Restriction year by year for the 7 years.
- Chisago City will be added as an MSA city; just received population data from State Demographer yesterday. There are 148 MSA cities.

- Needs for Duluth, Rochester, St. Cloud, Bloomington, and Moorhead were compared to previous sample runs, and those estimates are pretty close to the new estimate.

Questions/Comments:

- Steve noted that St. Michael's allocation is still dropping some, even though they made some big system revisions; same with a few other cities. Lower ADT (lower volume roads), the number of deficient segments and soil factor (aiming for R=15) affect Needs.
- Don asked if a city can come onto system and receive population needs only. Sample city had all private roads. Response was even though no one has tried, probably not.
- David Salo asked if the Design Data column in the Urban ADT Groups illustration could be renamed; the "design" designation is leading to some confusion. Lee wondered if the column could be deleted, but it was decided it may be needed for legacy purposes. It was agreed to leave the column in, but rename it as "**Needs Generation Data".**
- David Strauss asked if there was an illustration for a T intersection. One leg is always 1/4 of signal. It was agreed that an illustration for a T intersection should be added.
- Steve indicated that the background data/Decision Chronicle is currently on the CEAM website. Indicated he can't go back to the test run data, but wondered if it was available. The official "packets" are on the CEAM website, which includes the test cases. The Decision Chronicle is on the CEAM website, and it was discussed that a disclaimer should be added indicating it is a snapshot in time, a guess at estimates. Don and Steve agreed it was OK to provide the test info to individual cities on request, but to not make it available on a website.

Break for lunch.

IV. Effects of New Formulas/Unit Costs
   A. Compare Individual Needs items on a city basis to 2012 percentages
   B. Compare Individual Needs items on a statewide basis to 2012 percentages

- Shows the results of the new computation method.
- The Percentage Comparison shows the new computation method for Gravel Base Needs, Bituminous Surface, Grading and Excavation, etc.
- Storm Sewer and Structures were included in the handouts because of a formula change.
- Before, only deficient systems got Needs. Now, every segment generates Needs.
- Duluth and Crookston are two examples of cities that show less Structure Needs in the new program.
- There are a host of different "reasons" that go into figuring the structure unit cost (i.e. other funding sources, life cycle, etc.). It was noted that cities need to know the reasons. The paragraph immediately above the Grading Factor heading on Page 17 of the Decision Chronicle will be revised by Julie Dressel, Marshall/Bill, and Patti, listing the "facts" used to set the structure unit price based on State Aid Calculations of actual costs. Once revised, they will email that paragraph to the Needs Subcommittee for review/comment. The revised paragraph will be included in the final Decision Chronicle.
- Bill noted getting rid of After-the-fact Needs was discussed at the Spring Screening Board (i.e. retaining walls, RR crossings, right-of-way, etc.).
- The group is comfortable with the numbers.
- Mark indicated that street lighting may need a slight revision in the future due to changes in technology (i.e. LED lighting).
- Lee asked if the Subcommittee agreed with the unit costs/formulas. Steve and Mark are OK with it.
- Next year will be a full blown Needs Study.
- Need a written explanation in the booklets explaining how the structure and other costs/numbers were derived.

- The percentages of each of the needs factor are not shown in the Decision Chronicle, but it was agreed that they seem reasonable.

V. Discuss "Final Draft" of the Decision Chronicle
   A. Add the clarification to the structures section as previously mentioned.
   B. Numerous others outside of the Task Force have reviewed the draft and made comments/revisions.
   C. Does the Decision Chronicle need to be "approved" by the MSB? *No; just bring for comment, not official vote.*
   D. Provide clarification to NSTF matrix for structure formula.
   E. Revisions will be made and emailed to NSTF members for comment, bring to fall PSB meetings, and once received by the MSB, they will disband the task force.

   Don made a motion to approve the "Final Draft" subject to revisions to structures paragraph and matrix; second by Terry; all were in favor.

VI. Response to MSB direction/comments at the May 20th and 21st 2014 meeting
   A. Purpose Statement
      1. Include in Decision Chronicle?
      2. Include in booklets?

- The purpose statement was put together on 8/12/11 by Pam Lebeaux of PB. Should it be included in the Decision Chronicle or in the booklets every year? (***Greg Boppre left meeting at 1:00 p.m.***) *Decided that the information contained in the purpose statement is in the Decision Chronicle; if the MSB wants it in the booklets, they can put it in them.*

VII. Recommendations to the Municipal Screening Board
   A. Phase In
   B. Formulas/Unit Costs
   C. Decision Chronicle

- No new recommendations to MSB.

VIII. Presentation at District Meetings?
   A. Yes or No
      1. Lee thought the handouts from today were good information (with replacement sheets). Stress that it was info reviewed for a "gut check". Don't overwhelm attendees with too many sheets.
      2. There are 2 decisions the MSB needs to make:
         a. Approve/adopt Needs (If approved, disband the NSTF.)
         b. Or freeze again
      3. The statutory requirement of MSB will be to approve Needs based on the new methodology.
      4. Discuss at the PreScreening Board (PSB) meetings that there's no more guessing; the decisions made the last 3 years were on "guesses "- now it's a best estimate on real numbers.
      5. Unit prices were approved in the spring, and allocation is computed now (here's the results), approve Needs at fall meetings (here's the recommendation).
      6. Members should have the "fight" at the PSB, not MSB.
      7. It was agreed that NSTF would create a short, simply written recommendation for presentation that clearly states what was accomplished (gut check, reviewed unit prices, etc.); all Districts would vote on the same language recommendation. A draft will be sent to members for comment before presentation at District meetings. Should have PSB representative present to MSB.

8. Patti suggested putting a positive spin on the summary recommendations, such as achieved goals.

IX. Any other items the members would like to discuss
   A. On behalf of MnDOT, Marshall wanted to say “thank you” to all the members of the NSTF for the good job they did.

X. Adjourn
   A. Motion by John; second by Dave Strauss; all were in favor.

SEH believes that this document accurately reflects the business transacted during the meeting. If any attendee believes that there are any inconsistencies, omissions or errors in the minutes, they should notify the writer at once. Unless objections are raised within seven (7) days, we will consider this account accurate and acceptable to all.

If there are errors contained in this document, or if relevant information has been omitted, please contact Julie Brinkman at 507.237.8380.

POPULATION DATA

TOTAL ALLOCATION FOR CITIES THAT FELL BELOW 5,000 POPULATION IN THE 2010 FEDERAL CENSUS

The five cities of Byron, Circle Pines, Dayton, La Crescent, and Medina fell below 5,000 population in the 2010 federal decennial census.

State Statute 162.09 subd. 4(f) states that these cities shall participate in the distribution at least through the January 2015 distribution:

(f) A city that is found in the most recent federal decennial census to have a population of less than 5,000 is deemed for the purposes of this chapter and the Minnesota Constitution, article XIV, to have a population of 5,000 or more under the following circumstances: (1) immediately before the most recent federal decennial census, the city was receiving municipal state-aid street fund distributions; and (2) the population of the city was found in the most recent federal decennial census to be less than 5,000. Following the end of the first calendar year that ends in "5" after the decennial census and until the next decennial census, the population of any city must be determined under paragraphs (a) to (e).2012

Since falling below 5,000 population in the 2010 census, the State Demographer released population estimates for the cities of Byron, Circle Pines and Medina, which estimated that these cities saw their populations increase back over 5,000. These cities will continue to be included in the MSAS distribution.

Since falling below 5,000 population in the 2010 census, the cities of Dayton and La Crescent have not seen their populations increase back to at least 5,000. The most recent population estimates from 2013 for Dayton (4,860) and La Crescent (4,966) show that their populations are still less than 5,000. Based on the above statute, after the January 2015 distribution, they will not be included in another MSAS distribution until a population estimate, or the federal census puts them at 5,000 or more in population.

NEW CITIES

The 2013 State Demographer population estimates, which are used for the January 2015 distribution, estimated the population for Chisago City in Chisago county at 5,000 people. They will share in the January 2015 distribution. This brings the number of cities sharing in the MSAS allocation to 148.

TENATIVE 2015 M.S.A.S. POPULATION ALLOCATIONS

The 2010 Federal Census or the State Demographer's and Metropolitan Council's 2013 population estimate, whichever is greater, will be used to allocate 50% of the funds for the 2015 apportionment.

Fifty percent of the total sum is distributed on a prorated share that each city population bears to the total population. Each city will earn approximately $20.36 per capita in apportionment from the 2015 population apportionment distribution. This projection will be somewhat revised when the actual revenue for the 2015 apportionment becomes available.

Any adjustments made to the 2013 population estimates will be presented in the January 2015 booklet. These adjustments could include population adjustments due to annexations and detachments and any revisions to the 2013 estimates.

2015 POPULATION SUMMARY

The 2015 populations used for Allocations are based on the 2010 Federal Census
or State Demographer and Met Council estimates, whichever are greater.

N:MSAS/BOOKS/ 2014 OCTOBER BOOK/TENATIVE POPULATION SPREADSHEETS FOR 2015.XLSX

Municipality	2010 Census	Population used for 2014 Allocation	2013 Population Estimates	Population to be used for 2015 Allocation	Difference between Populations used in 2014 & 2015 Allocation
Albert Lea	18,016	**18,016**	17,951	**18,016**	0
Albertville	7,044	**7,159**	7,211	**7,211**	52
Alexandria	11,074	**13,008**	13,045	**13,045**	37
Andover	30,598	**31,125**	31,692	**31,692**	567
Anoka	17,142	**17,345**	17,283	**17,283**	(62)
Apple Valley	49,084	**49,895**	50,326	**50,326**	431
Arden Hills	9,552	**9,597**	9,359	**9,552**	(45)
Austin	24,721	**24,854**	24,979	**24,979**	125
Baxter	7,610	**7,661**	7,747	**7,747**	86
Belle Plaine	6,661	**6,661**	6,684	**6,684**	23
Bemidji	13,431	**13,560**	13,646	**13,646**	86
Big Lake	10,060	**10,334**	10,402	**10,402**	68
Blaine	57,186	**60,199**	62,018	**62,018**	1,819
Bloomington	82,893	**85,632**	85,935	**85,935**	303
Brainerd	13,590	**13,621**	13,662	**13,662**	41
Brooklyn Center	30,104	**30,569**	30,426	**30,426**	(143)
Brooklyn Park	75,781	**77,446**	77,989	**77,989**	543
Buffalo	15,453	**15,666**	15,812	**15,812**	146
Burnsville	60,306	**61,061**	61,300	**61,300**	239
Byron	4,952	**5,039**	5,137	**5,137**	98
Cambridge	8,111	**8,236**	8,273	**8,273**	37
Champlin	23,089	**23,536**	23,499	**23,499**	(37)
Chanhassen	22,952	**23,779**	24,155	**24,155**	376
Chaska	23,770	**24,211**	24,811	**24,811**	600
Chisholm	5,000	**5,025**	5,036	**5,036**	11
Circle Pines	4,922	**5,018**	5,014	**5,014**	(4)
Cloquet	12,124	**12,156**	12,180	**12,180**	24
Columbia Heights	19,496	**19,676**	19,758	**19,758**	82
Coon Rapids	61,476	**61,850**	62,684	**62,684**	834
Corcoran	5,379	**5,470**	5,471	**5,471**	1
Cottage Grove	34,589	**35,187**	35,403	**35,403**	216
Crookston	7,891	**7,891**	7,964	**7,964**	73
Crystal	22,151	**22,417**	22,645	**22,645**	228
Dayton	4,743	**5,000**	4,860	**5,000**	0
Delano	5,464	**5,548**	5,638	**5,638**	90
Detroit Lakes	8,571	**8,763**	8,851	**8,851**	88
Duluth	86,265	**86,265**	86,139	**86,265**	0
Eagan	64,206	**64,972**	66,301	**66,301**	1,329
East Bethel	11,626	**11,626**	11,588	**11,626**	0
East Grand Forks	8,601	**8,601**	8,640	**8,640**	39
Eden Prairie	60,797	**62,004**	62,729	**62,729**	725
Edina	47,941	**48,829**	49,216	**49,216**	387
Elk River	22,974	**23,147**	23,370	**23,370**	223
Fairmont	10,666	**10,666**	10,494	**10,666**	0
Falcon Heights	5,321	**5,426**	5,445	**5,445**	19
Faribault	23,352	**23,436**	23,477	**23,477**	41
Farmington	21,086	**21,792**	22,051	**22,051**	259
Fergus Falls	13,140	**13,228**	13,295	**13,295**	67

Municipality	2010 Census	Population used for 2014 Allocation	2013 Population Estimates	Population to be used for 2015 Allocation	Difference between Populations used in 2014 & 2015 Allocation
Forest Lake	18,375	**18,791**	19,056	**19,056**	265
Fridley	27,208	**27,591**	27,865	**27,865**	274
Glencoe	5,631	**5,631**	5,570	**5,631**	0
Golden Valley	20,371	**20,642**	20,683	**20,683**	41
Grand Rapids	10,869	**10,906**	10,994	**10,994**	88
Ham Lake	15,296	**15,462**	15,650	**15,650**	188
Hastings	22,172	**22,339**	22,592	**22,592**	253
Hermantown	9,414	**9,606**	9,625	**9,625**	19
Hibbing	16,361	**16,361**	16,335	**16,361**	0
Hopkins	17,591	**17,939**	18,413	**18,413**	474
Hugo	13,332	**13,739**	13,878	**13,878**	139
Hutchinson	14,180	**14,180**	14,158	**14,180**	0
International Falls	6,424	**6,424**	6,400	**6,424**	0
Inver Grove Heights	33,880	**34,189**	34,458	**34,458**	269
Isanti	5,251	**5,369**	5,385	**5,385**	16
Jordan	5,470	**5,776**	6,272	**6,272**	496
Kasson	5,931	**6,022**	6,083	**6,083**	61
LaCrescent	4,883	**5,000**	4,966	**5,000**	0
Lake City	5,063	**5,063**	5,041	**5,063**	0
Lake Elmo	8,069	**8,069**	8,773	**8,773**	704
Lakeville	55,954	**57,048**	57,789	**57,789**	741
Lino Lakes	20,216	**20,625**	20,833	**20,833**	208
Litchfield	6,726	**6,726**	6,723	**6,726**	0
Little Canada	9,773	**9,987**	9,962	**9,962**	(25)
Little Falls	8,347	**8,347**	8,797	**8,797**	450
Mahtomedi	7,676	**7,697**	7,871	**7,871**	174
Mankato	39,313	**40,183**	40,743	**40,743**	560
Maple Grove	61,567	**63,928**	63,746	**63,746**	(182)
Maplewood	38,018	**39,065**	38,950	**38,950**	(115)
Marshall	13,680	**13,680**	13,729	**13,729**	49
Medina	4,916	**5,062**	5,309	**5,309**	247
Mendota Heights	11,071	**11,140**	11,163	**11,163**	23
Minneapolis	382,578	**392,008**	400,938	**400,938**	8,930
Minnetonka	49,734	**50,747**	50,841	**50,841**	94
Minnetrista	6,384	**6,735**	6,796	**6,796**	61
Montevideo	5,383	**5,383**	5,329	**5,383**	0
Monticello	12,759	**12,901**	12,993	**12,993**	92
Moorhead	38,065	**38,889**	39,091	**39,091**	202
Morris	5,286	**5,396**	5,382	**5,382**	(14)
Mound	9,052	**9,210**	9,421	**9,421**	211
Mounds View	12,155	**12,340**	12,314	**12,314**	(26)
New Brighton	21,456	**21,996**	22,123	**22,123**	127
New Hope	20,339	**20,764**	20,904	**20,904**	140
New Prague	7,321	**7,378**	7,419	**7,419**	41
New Ulm	13,522	**13,522**	13,452	**13,522**	0
North Branch	10,125	**10,125**	10,184	**10,184**	59
North Mankato	13,394	**13,462**	13,520	**13,520**	58
North St. Paul	11,460	**11,618**	11,951	**11,951**	333
Northfield	20,007	**20,373**	20,146	**20,146**	(227)
Oak Grove	8,031	**8,088**	8,210	**8,210**	122
Oakdale	27,378	**27,699**	28,142	**28,142**	443
Orono	7,437	**7,584**	7,611	**7,611**	27
Otsego	13,571	**14,034**	14,457	**14,457**	423

Municipality	2010 Census	Population used for 2014 Allocation	2013 Population Estimates	Population to be used for 2015 Allocation	Difference between Populations used in 2014 & 2015 Allocation
Owatonna	25,599	**25,599**	25,574	**25,599**	0
Plymouth	70,576	**72,644**	72,969	**72,969**	325
Prior Lake	22,796	**23,385**	24,223	**24,223**	838
Ramsey	23,668	**23,946**	24,306	**24,306**	360
Red Wing	16,459	**16,480**	16,488	**16,488**	8
Redwood Falls	5,256	**5,256**	5,218	**5,256**	0
Richfield	35,228	**35,979**	36,041	**36,041**	62
Robbinsdale	13,953	**14,212**	14,445	**14,445**	233
Rochester	106,750	**108,814**	110,393	**110,393**	1,579
Rogers	11,197	**11,508**	11,981	**11,981**	473
Rosemount	21,874	**22,384**	22,605	**22,605**	221
Roseville	33,660	**34,486**	34,476	**34,476**	(10)
Sartell	15,887	**16,100**	16,217	**16,217**	117
Sauk Rapids	12,773	**12,890**	13,210	**13,210**	320
Savage	26,911	**27,552**	28,603	**28,603**	1,051
Shakopee	37,076	**38,252**	38,701	**38,701**	449
Shoreview	25,043	**25,429**	25,630	**25,630**	201
Shorewood	7,307	**7,438**	7,524	**7,524**	86
South St. Paul	20,160	**20,290**	20,441	**20,441**	151
Spring Lake Park	6,412	**6,427**	6,439	**6,439**	12
St. Anthony	8,226	**8,417**	8,516	**8,516**	99
St. Cloud	65,842	**65,842**	66,219	**66,219**	377
St. Francis	7,218	**7,277**	7,240	**7,240**	(37)
St. Joseph	6,534	**6,629**	6,787	**6,787**	158
St. Louis Park	45,250	**46,230**	47,321	**47,321**	1,091
St. Michael	16,399	**16,673**	16,801	**16,801**	128
St. Paul	285,068	**289,270**	296,542	**296,542**	7,272
St. Paul Park	5,279	**5,322**	5,394	**5,394**	72
St. Peter	11,196	**11,503**	11,445	**11,445**	(58)
Stewartville	5,916	**6,086**	6,189	**6,189**	103
Stillwater	18,225	**18,638**	18,970	**18,970**	332
Thief River Falls	8,573	**8,636**	8,668	**8,668**	32
Vadnais Heights	12,302	**12,631**	12,643	**12,643**	12
Victoria	7,379	**7,793**	8,133	**8,133**	340
Virginia	8,712	**8,712**	8,635	**8,712**	0
Waconia	10,697	**11,065**	11,345	**11,345**	280
Waite Park	6,715	**7,372**	7,372	**7,372**	0
Waseca	9,412	**9,427**	9,365	**9,412**	(15)
West St. Paul	19,540	**19,756**	19,648	**19,648**	(108)
White Bear Lake	23,797	**24,074**	24,100	**24,100**	26
Willmar	19,610	**19,694**	19,717	**19,717**	23
Winona	27,614	**27,782**	27,741	**27,741**	(41)
Woodbury	61,961	**64,238**	65,746	**65,746**	1,508
Worthington	12,764	**12,900**	12,974	**12,974**	74
Wyoming	7,791	**7,791**	7,800	**7,800**	9
Zimmerman	5,228	**5,242**	5,269	**5,269**	27
TOTAL	**3,685,259**	**3,753,113**	**3,796,691**	**3,797,928**	**44,815**

TENATIVE 2015 POPULATION ALLOCATIONS

N:MSAS/BOOKS/ 2014 OCTOBER BOOK/TENATIVE POPULATION SPREADSHEETS FOR 2015.XLSX

Municipality	Population Used for 2014 Allocations	Population to be used for the 2015 Allocations	2014 Population Allocations using the 2010 Census or 2012 Estimate	Total 2015 Population Allocations using the 2010 Census or 2013 Estimate	Difference Between 2014 & 2015 Allocations	% Increase (Decrease)
Albert Lea	18,016	**18,016**	$371,060	**$366,719**	($4,341)	-1.170%
Albertville	7,159	**7,211**	147,448	**146,781**	(667)	-0.452%
Alexandria	13,008	**13,045**	268,017	**265,533**	(2,484)	-0.927%
Andover	31,125	**31,692**	641,054	**645,096**	4,042	0.631%
Anoka	17,345	**17,283**	357,240	**351,799**	(5,441)	-1.523%
Apple Valley	49,895	**50,326**	1,027,643	**1,024,395**	(3,248)	-0.316%
Arden Hills	9,597	**9,552**	197,661	**194,433**	(3,228)	-1.633%
Austin	24,854	**24,979**	511,937	**508,452**	(3,485)	-0.681%
Baxter	7,661	**7,747**	157,787	**157,692**	(95)	-0.060%
Belle Plaine	6,661	**6,684**	137,191	**136,054**	(1,137)	-0.829%
Bemidji	13,560	**13,646**	279,283	**277,767**	(1,516)	-0.543%
Big Lake	10,334	**10,402**	212,840	**211,735**	(1,105)	-0.519%
Blaine	60,199	**62,018**	1,239,866	**1,262,388**	22,522	1.816%
Bloomington	85,632	**85,935**	1,763,687	**1,749,222**	(14,465)	-0.820%
Brainerd	13,621	**13,662**	280,540	**278,092**	(2,448)	-0.872%
Brooklyn Center	30,569	**30,426**	629,603	**619,327**	(10,276)	-1.632%
Brooklyn Park	77,446	**77,989**	1,595,087	**1,587,480**	(7,607)	-0.477%
Buffalo	15,666	**15,812**	322,659	**321,856**	(803)	-0.249%
Burnsville	61,061	**61,300**	1,257,620	**1,247,772**	(9,848)	-0.783%
Byron	5,039	**5,137**	**103,784**	**104,565**	781	0.752%
Cambridge	8,236	**8,273**	169,630	**168,398**	(1,232)	-0.726%
Champlin	23,536	**23,499**	484,750	**478,326**	(6,424)	-1.325%
Chanhassen	23,779	**24,155**	489,755	**491,679**	1,924	0.393%
Chaska	24,211	**24,811**	498,694	**505,032**	6,338	1.271%
Chisholm	5,025	**5,036**	103,495	**102,509**	(986)	-0.953%
Circle Pines	5,018	**5,014**	**103,351**	**102,061**	(1,290)	-1.248%
Cloquet	12,156	**12,180**	250,366	**247,926**	(2,440)	-0.975%
Columbia Heights	19,676	**19,758**	405,249	**402,178**	(3,071)	-0.758%
Coon Rapids	61,850	**62,684**	1,273,870	**1,275,944**	2,074	0.163%
Corcoran	5,470	**5,471**	112,661	**111,363**	(1,298)	-1.152%
Cottage Grove	35,187	**35,403**	724,716	**720,634**	(4,082)	-0.563%
Crookston	7,891	**7,964**	162,524	**162,109**	(415)	-0.256%
Crystal	22,417	**22,645**	461,703	**460,943**	(760)	-0.165%
Dayton	5,000	**5,000**	**102,981**	**101,776**	(1,205)	-1.170%
Delano	5,548	**5,638**	114,267	**114,763**	496	0.434%
Detroit Lakes	8,763	**8,851**	180,484	**180,164**	(320)	-0.177%
Duluth	86,265	**86,265**	1,776,724	**1,755,940**	(20,784)	-1.170%
Eagan	64,972	**66,301**	1,338,171	**1,349,569**	11,398	0.852%
East Bethel	11,626	**11,626**	239,450	**236,649**	(2,801)	-1.170%
East Grand Forks	8,601	**8,640**	177,147	**175,869**	(1,278)	-0.722%
Eden Prairie	62,004	**62,729**	1,277,042	**1,276,860**	(182)	-0.014%
Edina	48,829	**49,216**	1,005,688	**1,001,801**	(3,888)	-0.387%
Elk River	23,147	**23,370**	476,738	**475,701**	(1,037)	-0.218%

Municipality	Population Used for 2014 Allocations	Population to be used for the 2015 Allocations	2014 Population Allocations using the 2010 Census or 2012 Estimate	Total 2015 Population Allocations using the 2010 Census or 2013 Estimate	Difference Between 2014 & 2015 Allocations	% Increase (Decrease)
Fairmont	10,666	**10,666**	$219,678	**$217,108**	($2,570)	-1.170%
Falcon Heights	5,426	**5,445**	111,755	**110,834**	(921)	-0.824%
Faribault	23,436	**23,477**	482,691	**477,879**	(4,812)	-0.997%
Farmington	21,792	**22,051**	448,831	**448,852**	21	0.005%
Fergus Falls	13,228	**13,295**	272,445	**270,622**	(1,823)	-0.669%
Forest Lake	18,791	**19,056**	387,022	**387,888**	866	0.224%
Fridley	27,591	**27,865**	568,267	**567,197**	(1,070)	-0.188%
Glencoe	5,631	**5,631**	115,977	**114,620**	(1,357)	-1.170%
Golden Valley	20,642	**20,683**	425,145	**421,006**	(4,139)	-0.974%
Grand Rapids	10,906	**10,994**	224,621	**223,785**	(836)	-0.372%
Ham Lake	15,462	**15,650**	318,457	**318,559**	102	0.032%
Hastings	22,339	**22,592**	460,097	**459,864**	(233)	-0.051%
Hermantown	9,606	**9,625**	197,846	**195,919**	(1,927)	-0.974%
Hibbing	16,361	**16,361**	336,973	**333,031**	(3,942)	-1.170%
Hopkins	17,939	**18,413**	369,474	**374,800**	5,326	1.441%
Hugo	13,739	**13,878**	282,970	**282,489**	(481)	-0.170%
Hutchinson	14,180	**14,180**	292,053	**288,636**	(3,417)	-1.170%
International Falls	6,424	**6,424**	132,309	**130,762**	(1,547)	-1.169%
Inver Grove Heights	34,189	**34,458**	704,161	**701,399**	(2,762)	-0.392%
Isanti	5,369	**5,385**	110,581	**109,613**	(968)	-0.876%
Jordan	5,776	**6,272**	118,963	**127,668**	8,705	7.317%
Kasson	6,022	**6,083**	124,030	**123,821**	(209)	-0.169%
LaCrescent	5,000	**5,000**	**102,981**	**101,776**	(1,205)	-1.170%
Lake City	5,063	**5,063**	104,278	**103,058**	(1,220)	-1.170%
Lake Elmo	8,069	**8,773**	166,190	**178,576**	12,386	7.453%
Lakeville	57,048	**57,789**	1,174,967	**1,176,305**	1,338	0.114%
Lino Lakes	20,625	**20,833**	424,795	**424,059**	(736)	-0.173%
Litchfield	6,726	**6,726**	138,529	**136,909**	(1,620)	-1.169%
Little Canada	9,987	**9,962**	205,693	**202,778**	(2,915)	-1.417%
Little Falls	8,347	**8,797**	171,916	**179,065**	7,149	4.158%
Mahtomedi	7,697	**7,871**	158,528	**160,216**	1,688	1.065%
Mankato	40,183	**40,743**	835,255	**829,331**	(5,924)	-0.709%
Maple Grove	63,928	**63,746**	1,316,669	**1,297,561**	(19,108)	-1.451%
Maplewood	39,065	**38,950**	804,587	**792,834**	(11,753)	-1.461%
Marshall	13,680	**13,729**	281,755	**279,456**	(2,299)	-0.816%
Medina	5,062	**5,309**	**104,258**	**108,066**	3,808	3.652%
Mendota Heights	11,140	**11,163**	229,441	**227,225**	(2,216)	-0.966%
Minneapolis	392,008	**400,938**	8,073,843	**8,161,165**	87,322	1.082%
Minnetonka	50,747	**50,841**	1,045,191	**1,034,878**	(10,313)	-0.987%
Minnetrista	6,735	**6,796**	138,715	**138,334**	(381)	-0.275%
Montevideo	5,383	**5,383**	110,869	**109,572**	(1,297)	-1.170%
Monticello	12,901	**12,993**	265,711	**264,475**	(1,236)	-0.465%
Moorhead	38,889	**39,091**	800,962	**795,704**	(5,258)	-0.656%
Morris	5,396	**5,382**	111,137	**109,552**	(1,585)	-1.427%
Mound	9,210	**9,421**	189,690	**191,766**	2,076	1.094%
Mounds View	12,340	**12,314**	254,156	**250,654**	(3,502)	-1.378%

Municipality	Population Used for 2014 Allocations	Population to be used for the 2015 Allocations	2014 Population Allocations using the 2010 Census or 2012 Estimate	Total 2015 Population Allocations using the 2010 Census or 2013 Estimate	Difference Between 2014 & 2015 Allocations	% Increase (Decrease)
New Brighton	21,996	**22,123**	$453,032	**$450,318**	($2,714)	-0.599%
New Hope	20,764	**20,904**	427,658	**425,505**	(2,153)	-0.504%
New Prague	7,378	**7,419**	151,958	**151,015**	(943)	-0.621%
New Ulm	13,522	**13,522**	278,501	**275,243**	(3,258)	-1.170%
North Branch	10,125	**10,184**	208,536	**207,297**	(1,239)	-0.594%
North Mankato	13,462	**13,520**	277,265	**275,202**	(2,063)	-0.744%
North St. Paul	11,618	**11,951**	239,286	**243,265**	3,979	1.663%
Northfield	20,373	**20,146**	419,605	**410,075**	(9,530)	-2.271%
Oak Grove	8,088	**8,210**	166,581	**167,116**	535	0.321%
Oakdale	27,699	**28,142**	570,492	**572,835**	2,343	0.411%
Orono	7,584	**7,611**	156,201	**154,923**	(1,278)	-0.818%
Otsego	14,034	**14,457**	289,046	**294,275**	5,229	1.809%
Owatonna	25,599	**25,599**	527,240	**521,072**	(6,168)	-1.170%
Plymouth	72,644	**72,969**	1,496,184	**1,485,297**	(10,887)	-0.728%
Prior Lake	23,385	**24,223**	481,640	**493,064**	11,424	2.372%
Ramsey	23,946	**24,306**	493,195	**494,753**	1,558	0.316%
Red Wing	16,480	**16,488**	339,424	**335,616**	(3,808)	-1.122%
Redwood Falls	5,256	**5,256**	108,253	**106,987**	(1,266)	-1.170%
Richfield	35,979	**36,041**	741,028	**733,621**	(7,407)	-1.000%
Robbinsdale	14,212	**14,445**	292,712	**294,031**	1,319	0.450%
Rochester	108,814	**110,393**	2,241,146	**2,247,069**	5,923	0.264%
Rogers	11,508	**11,981**	237,020	**243,875**	6,855	2.892%
Rosemount	22,384	**22,605**	461,023	**460,129**	(894)	-0.194%
Roseville	34,486	**34,476**	710,278	**701,765**	(8,513)	-1.199%
Sartell	16,100	**16,217**	331,597	**330,100**	(1,497)	-0.451%
Sauk Rapids	12,890	**13,210**	265,566	**268,892**	3,326	1.252%
Savage	27,552	**28,603**	567,464	**582,219**	14,755	2.600%
Shakopee	38,252	**38,701**	787,843	**787,766**	(77)	-0.010%
Shoreview	25,429	**25,630**	523,739	**521,703**	(2,036)	-0.389%
Shorewood	7,438	**7,524**	153,194	**153,152**	(42)	-0.027%
South St. Paul	20,290	**20,441**	417,895	**416,080**	(1,815)	-0.434%
Spring Lake Park	6,427	**6,439**	132,371	**131,067**	(1,304)	-0.985%
St. Anthony	8,417	**8,516**	173,358	**173,345**	(13)	-0.008%
St. Cloud	65,842	**66,219**	1,356,090	**1,347,900**	(8,190)	-0.604%
St. Francis	7,277	**7,240**	149,878	**147,372**	(2,507)	-1.672%
St. Joseph	6,629	**6,787**	136,532	**138,151**	1,619	1.186%
St. Louis Park	46,230	**47,321**	952,158	**963,227**	11,069	1.163%
St. Michael	16,673	**16,801**	343,399	**341,987**	(1,412)	-0.411%
St. Paul	289,270	**296,542**	5,957,839	**6,036,166**	78,327	1.315%
St. Paul Park	5,322	**5,394**	109,613	**109,796**	183	0.167%
St. Peter	11,503	**11,445**	236,917	**232,965**	(3,952)	-1.668%
Stewartville	6,086	**6,189**	125,348	**125,978**	630	0.503%
Stillwater	18,638	**18,970**	383,870	**386,138**	2,268	0.591%

Municipality	Population Used for 2014 Allocations	Population to be used for the 2015 Allocations	2014 Population Allocations using the 2010 Census or 2012 Estimate	Total 2015 Population Allocations using the 2010 Census or 2013 Estimate	Difference Between 2014 & 2015 Allocations	% Increase (Decrease)
Thief River Falls	8,636	**8,668**	$177,868	**$176,439**	($1,429)	-0.804%
Vadnais Heights	12,631	**12,643**	260,150	**257,351**	(2,799)	-1.076%
Victoria	7,793	**8,133**	160,506	**165,549**	5,043	3.142%
Virginia	8,712	**8,712**	179,433	**177,334**	(2,099)	-1.170%
Waconia	11,065	**11,345**	227,896	**230,930**	3,034	1.331%
Waite Park	7,372	**7,372**	$151,835	**150,058**	(1,777)	-1.170%
Waseca	9,427	**9,412**	194,160	**191,583**	(2,577)	-1.327%
West St. Paul	19,756	**19,648**	406,897	**399,939**	(6,958)	-1.710%
White Bear Lake	24,074	**24,100**	495,831	**490,560**	(5,271)	-1.063%
Willmar	19,694	**19,717**	405,619	**401,343**	(4,276)	-1.054%
Winona	27,782	**27,741**	572,242	**564,673**	(7,569)	-1.323%
Woodbury	64,238	**65,746**	1,323,052	**1,338,272**	15,220	1.150%
Worthington	12,900	**12,974**	265,689	**264,088**	(1,601)	-0.603%
Wyoming	7,791	**7,800**	160,463	**158,770**	(1,693)	-1.055%
Zimmerman	5,242	**5,269**	107,964	**107,251**	(713)	-0.660%
TOTAL	**3,690,591**	**3,797,928**	**$77,307,505**	**$77,307,505**	**$0**	

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

2014	$77,307,505 / 3,690,591	Equals	$20.95	Per person
2015	$77,307,505 / 3,797,928	Equals	$20.36	Per person

The population difference between 2014 and 2015 for allocation purposes is **44,815**

40 Cities Increased their population allocation.
107 Cities Decreased their population allocation.

MILEAGE, NEEDS AND APPORTIONMENT

The amount to be allocated in 2015 is unknown at this time so an estimated amount of $154,615,011 is used in this report. The actual amount will be announced in January 2015 when the Commissioner of Transportation makes a determination of the 2015 apportionment.

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

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

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M.S.A.S. Mileage, Needs and Apportionment 1958 to 2015

MILEAGE NEEDS AND APPORT 1958 TO 2015 18-Sep-14

Appt. Year	Number of of Municipalities	Needs Mileage	Actual Construction Needs	Total Apportionment	Adjusted 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 of Munici-palities	Needs Mileage	Actual Construc-tion Needs	Total Apportion-ment	Adjusted Construc-tion Needs	Total Apportion-ment Per Needs Mileage	Apportion-ment Per $1000 of Adjusted Needs
1999	126	2859.05	$1,927,808,456	$97,457,150	$1,981,933,166	$34,087.25	$24.47
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	5,271,923,162	40,496.43	13.72
2013	147	3598.04	5,476,951,484	147,468,798	5,593,122,380	40,985.87	13.18
2014	147	3633.04	**5,476,951,484	154,615,011	5,627,313,935	42,558.03	13.74
2015	148	3682.39	6,244,717,460	154,615,011	***6,423,349,310**	41,987.68	12.04

The figures for 2015 are estimates.

*** This amount reflects the new Adjusted Restricted Construction Needs dollars.**
** 2013 and 2014 are the same because the needs were frozen in 2013.

2014 Itemized Tabulation of Needs

The 2014 money needs reflects an increase due to the updating of the needs, new designations and an increase in unit prices. See the Screening Board Resolutions in the back of this book for the unit prices used in the 2014 needs computation.

The 2014 itemized tabulation of needs on the following insert shows all the construction items except the "after the fact needs" used in the Municipal State Aid Needs Study. The tabulation is provided to give each municipality the opportunity to compare its needs of the individual construction items to that of other cities.

The overall average cost per mile is $1,545,248. Dayton has the lowest cost per mile with $1,032,100 while Minneapolis has the highest cost with $2,411,561 per mile.

The seven cities that exceed $2,000,000 per mile are listed alphabetically as follows: Bloomington, Minneapolis, Moorhead, Rochester, Sauk Rapids, St. Cloud, and St. Paul.

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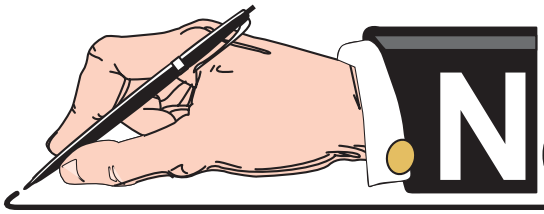

NOTES and COMMENTS

COMPARISON OF NEEDS BETWEEN 2012 AND 2014

Because the Needs were frozen in 2013 while the new Needs program was being developed, the 2014 Needs are compared to the 2012 Needs.

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Needs Year	Grading/Excavation	Complete Storm Sewer	Storm Sewer Adjustment	Total Storm Sewer	Gravel Base Needs	Bituminous Surface Needs	Curb & Gutter Construction
2012	$709,156,717	$353,053,897	$108,297,590	$461,351,487	$1,267,028,925	$553,168,167	$285,490,272
2014	$622,596,543	N/A	N/A	$616,023,929	$735,247,196	$1,116,750,341	$489,017,227
Difference	($86,560,174)			$154,672,442	($531,781,729)	$563,582,174	$203,526,955
% of increase	-12.21%			33.53%	-41.97%	101.88%	71.29%

Needs Year	Sidewalk Construction	Traffic Signal Construction	Street Lighting Construction	Total Structure Needs	Railroad Crossing Needs	Engineering	Total Maintenance Needs
2012	$351,151,807	$228,407,900	$245,887,000	$253,413,585	$104,018,000	$980,996,261	$36,432,337
2014	$639,651,936	$298,813,125	$368,211,500	$232,308,904	N/A	$1,126,096,649	N/A
Difference	$288,500,129	$70,405,225	$122,324,500	($21,104,681)		$145,100,388	
% of increase	82.16%	30.82%	49.75%	-8.33%		14.79%	

Needs Year	Total Unadjusted Money Needs	Total Mileage	After the fact Retaining Wall	After the Fact Railroad Crossing	After the fact Right of Way	After the fact Railroad Bridge over MSAS Route
2012	$5,476,502,458	3,598.04	$1,277,506	$0	$99,600,711	N/A
2014	$6,244,717,460	3,682.39	$2,339,368	$299,555	$95,926,187	$378,684
Difference	$768,215,002	84.35	$1,061,862	$299,555	($3,674,524)	$378,684
% of increase	14.03%	2.34%	83.12%		-3.69%	

2014 Mileage Report

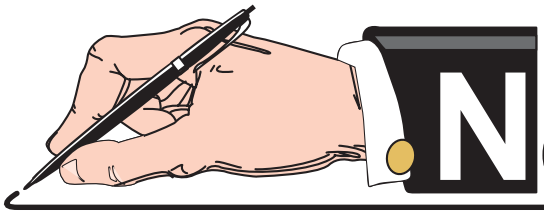
The 2014 Total System Length reflects an increase due to new designations and overall growth among MSAS cities. This year, the Needs study distinguishes between "Total System Length" and "Total Needs Length". Among the reasons that these categories might slightly differ are Designations Outside City Limits, MSB approved One Way Mileage, and Common Boundary Designations.

The Mileage Report on the following insert shows all categories of mileage used in the Municipal State Aid Needs Study. The tabulation is provided to give each municipality the opportunity to view their mileage for various categories of Mileages.

The Total Needs Length for all cities is 3682.39 miles.
The Total System Length for all cities is 3734.20 miles.

Both of these totals will increase when Chisago City is added to the Needs Study by the end of this year.

n/msas/books/2014 October book/Mileage Tabulation 2014.docx



NOTES and COMMENTS

MSAS NEEDS MILEAGE COMPARISON

2010 historic figures are used for the cities of Byron, Circle Pines, Dayton, LaCrescent, and Medina

N:\MSAS\BOOKS\2014 OCTOBER BOOK\NEEDS MILEAGE COMPARISON 2014.XLS

CITY	2013 MSAS NEEDS MILEAGE	2014 MSAS NEEDS MILEAGE	DIFFERENCE IN MILEAGE
ALBERT LEA	24.19	24.31	0.12
ALBERTVILLE	7.15	7.15	
ALEXANDRIA	25.10	32.95	7.85
ANDOVER	42.60	42.75	0.15
ANOKA	14.73	14.73	
APPLE VALLEY	37.31	37.31	
ARDEN HILLS	7.53	7.53	
AUSTIN	30.21	30.21	
BAXTER	17.05	17.05	
BELLE PLAINE	8.46	8.68	0.22
BEMIDJI	17.65	17.85	0.20
BIG LAKE	11.51	11.48	(0.03)
BLAINE	48.71	48.67	(0.04)
BLOOMINGTON	74.85	75.75	0.90
BRAINERD	19.16	19.16	
BROOKLYN CENTER	21.35	21.34	(0.01)
BROOKLYN PARK	59.47	59.47	
BUFFALO	17.19	17.17	(0.02)
BURNSVILLE	45.19	45.11	(0.08)
BYRON	5.40	5.31	(0.09)
CAMBRIDGE	16.37	16.37	
CHAMPLIN	20.00	19.92	(0.08)
CHANHASSEN	22.19	22.76	0.57
CHASKA	20.47	20.96	0.49
CHISHOLM	8.39	8.39	
CIRCLE PINES	3.53	3.60	0.07
CLOQUET	21.67	22.20	0.53
COLUMBIA HEIGHTS	12.50	12.50	
COON RAPIDS	41.83	43.23	1.40
CORCORAN	15.53	15.53	
COTTAGE GROVE	35.35	35.31	(0.04)
CROOKSTON	11.65	11.58	(0.07)
CRYSTAL	17.79	17.79	
DAYTON	9.72	9.72	
DELANO	6.12	6.21	0.09
DETROIT LAKES	22.35	24.52	2.17
DULUTH	114.92	116.51	1.59
EAGAN	48.00	48.32	0.32
EAST BETHEL	28.78	28.78	
EAST GRAND FORKS	17.14	17.08	(0.06)
EDEN PRAIRIE	47.08	47.08	
EDINA	40.27	40.27	
ELK RIVER	36.33	38.27	1.94
FAIRMONT	20.13	20.12	(0.01)
FALCON HEIGHTS	3.29	3.29	
FARIBAULT	24.27	24.05	(0.22)
FARMINGTON	16.24	16.24	
FERGUS FALLS	25.76	25.76	
FOREST LAKE	32.25	33.83	1.58

CITY	2013 MSAS NEEDS MILEAGE	2014 MSAS NEEDS MILEAGE	DIFFERENCE IN MILEAGE
FRIDLEY	22.87	22.87	
GLENCOE	8.33	8.39	0.06
GOLDEN VALLEY	23.57	23.90	0.33
GRAND RAPIDS	25.71	25.74	0.03
HAM LAKE	32.39	33.49	1.10
HASTINGS	21.24	21.25	0.01
HERMANTOWN	16.54	18.65	2.11
HIBBING	53.17	54.07	0.90
HOPKINS	9.99	9.99	
HUGO	20.61	20.70	0.09
HUTCHINSON	18.70	18.49	(0.21)
INTERNATIONAL FALLS	8.06	7.12	(0.94)
INVER GROVE HEIGHTS	33.30	33.64	0.34
ISANTI	6.89	6.89	
JORDAN	6.03	6.09	0.06
KASSON	5.76	6.20	0.44
LA CRESCENT	5.84	5.84	
LAKE CITY	8.39	8.39	
LAKE ELMO	16.22	16.30	0.08
LAKEVILLE	60.02	63.01	2.99
LINO LAKES	23.63	23.71	0.08
LITCHFIELD	8.77	8.77	
LITTLE CANADA	11.35	11.35	
LITTLE FALLS	18.34	21.75	3.41
MAHTOMEDI	8.83	9.53	0.70
MANKATO	38.20	37.90	(0.30)
MAPLE GROVE	56.88	57.01	0.13
MAPLEWOOD	36.20	36.68	0.48
MARSHALL	18.80	18.78	(0.02)
MEDINA	11.45	12.36	0.91
MENDOTA HEIGHTS	15.50	14.57	(0.93)
MINNEAPOLIS	206.64	206.66	0.02
MINNETONKA	50.92	51.10	0.18
MINNETRISTA	12.92	12.98	0.06
MONTEVIDEO	8.83	8.83	
MONTICELLO	12.14	12.19	0.05
MOORHEAD	45.25	45.72	0.47
MORRIS	9.03	9.09	0.06
MOUND	7.94	7.94	
MOUNDS VIEW	12.43	12.43	
NEW BRIGHTON	15.26	15.22	(0.04)
NEW HOPE	12.73	12.86	0.13
NEW PRAGUE	7.76	7.76	
NEW ULM	17.68	17.68	
NORTH BRANCH	27.66	27.81	0.15
NORTH MANKATO	15.57	15.77	0.20
NORTH ST PAUL	11.38	11.34	(0.04)
NORTHFIELD	17.06	17.06	
OAK GROVE	26.15	26.15	

CITY	2013 MSAS NEEDS MILEAGE	2014 MSAS NEEDS MILEAGE	DIFFERENCE IN MILEAGE
OAKDALE	19.30	19.39	0.09
ORONO	9.45	9.45	
OTSEGO	22.52	22.47	(0.05)
OWATONNA	29.62	34.26	4.64
PLYMOUTH	59.80	60.81	1.01
PRIOR LAKE	20.43	20.44	0.01
RAMSEY	38.16	37.86	(0.30)
RED WING	25.05	24.87	(0.18)
REDWOOD FALLS	8.50	10.52	2.02
RICHFIELD	24.58	24.58	
ROBBINSDALE	10.05	10.05	
ROCHESTER	94.35	101.45	7.10
ROGERS	21.07	21.15	0.08
ROSEMOUNT	30.96	28.31	(2.65)
ROSEVILLE	29.12	29.12	
ST ANTHONY	5.95	5.95	
ST CLOUD	64.41	64.30	(0.11)
ST FRANCIS	13.16	13.35	0.19
ST JOSEPH	5.53	5.53	
ST LOUIS PARK	31.58	31.92	0.34
ST MICHAEL	22.43	22.56	0.13
ST PAUL	164.73	164.73	
ST PAUL PARK	6.08	6.06	(0.02)
ST PETER	15.78	15.78	
SARTELL	17.87	19.12	1.25
SAUK RAPIDS	14.01	14.21	0.20
SAVAGE	26.98	27.07	0.09
SHAKOPEE	37.02	37.49	0.47
SHOREVIEW	19.64	19.69	0.05
SHOREWOOD	8.96	9.20	0.24
SOUTH ST PAUL	17.46	17.46	
SPRING LAKE PARK	5.82	5.82	
STEWARTVILLE	4.71	4.71	
STILLWATER	17.68	18.25	0.57
THIEF RIVER FALLS	16.09	16.15	0.06
VADNAIS HEIGHTS	9.17	9.17	
VICTORIA	7.43	7.43	
VIRGINIA	17.14	17.14	
WACONIA	10.74	10.74	
WAITE PARK	6.68	6.54	(0.14)
WASECA	7.61	7.71	0.10
WEST ST PAUL	13.58	13.58	
WHITE BEAR LAKE	21.03	21.02	(0.01)
WILLMAR	27.87	27.87	
WINONA	21.76	21.76	
WOODBURY	54.60	55.40	0.80
WORTHINGTON	11.44	11.34	(0.10)
WYOMING	15.92	15.92	
ZIMMERMAN	6.50	6.50	
TOTAL	**3,633.98**	**3,682.39**	**48.41**

TENTATIVE 2015 CONSTRUCTION NEEDS and CONSTRUCTION NEEDS ALLOCATIONS

These tabulations show each municipality's tentative adjusted restricted construction needs and tentative construction needs allocations based on a projected allocation amount. The actual amount of the road user fund for distribution to the Municipal State Aid Account will not be available until January 2015.

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

The construction needs shown on this report are computed from the annual Needs Updates submitted by each city. The adjusted restricted construction needs are the result of adding or subtracting the Municipal Screening Board mandated adjustments and phase in. (see page 72 for details of how phase in is applied).

This summary provides specific data and shows the impact of the adjustments to each municipality for the Screening Board's use in determining the Tentative 2015 Construction Needs.

2014 ADJUSTED CONSTRUCTION NEEDS

for January 2015 apportionment

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Municipality	RESTRICTED (PHASE IN) NEEDS FOR JAN 2015 DISTRIBUTION	Excess Balance Adjustment redistributed as Low Balance Incentive	(+) After the Fact Railroad Bridge over MSAS Route	(+) After the Fact Right of Way Adjustment	(+) After the Fact Retaining Wall Adjustment	After the Fact Railroad Crossing Adjustment	Total Affect Of Adjustments	Adjusted Restricted Construction Needs
Albert Lea	$44,790,072	$0			$67,342		$67,342	$44,857,414
Albertville	12,614,534	0					0	12,614,534
Alexandria	51,772,748	456,320		$367,593	25,633		849,546	52,622,294
Andover	64,750,811	570,707		1,016	20,197		591,920	65,342,730
Anoka	24,369,290	214,788					214,788	24,584,078
Apple Valley	66,912,702	589,762		126,066			715,828	67,628,530
Arden Hills	9,861,834	86,921					86,921	9,948,755
Austin	53,999,831	0		85,837			85,837	54,085,668
Baxter	22,763,405	0		468,225			468,225	23,231,630
Belle Plaine	11,715,297	103,257					103,257	11,818,554
Bemidji	24,892,194	0		56,122			56,122	24,948,316
Big Lake	15,058,173	0					0	15,058,173
Blaine	56,358,384	496,737		5,237,117			5,733,854	62,092,238
Bloomington	153,508,597	(7,840,314)		6,400,845	55,013		(1,384,456)	152,124,141
Brainerd	32,493,526	286,395		1,269,506	188,352		1,744,253	34,237,779
Brooklyn Center	22,138,382	195,125		16,570			211,695	22,350,077
Brooklyn Park	65,238,632	575,006		62,393			637,400	65,876,032
Buffalo	32,098,559	282,913		1,524,485	18,499		1,825,897	33,924,456
Burnsville	97,874,497	862,656					862,656	98,737,153
Byron	6,395,926	56,373					56,373	6,452,299
Cambridge	17,641,689	155,492					155,492	17,797,181
Champlin	29,673,026	261,535		72,191			333,726	30,006,752
Chanhassen	30,273,145	0					0	30,273,145
Chaska	33,843,742	298,295					298,295	34,142,037
Chisholm	13,889,180	122,418					122,418	14,011,597
Circle Pines	4,952,583	0		82,365			82,365	5,034,948
Cloquet	31,799,484	280,277					280,277	32,079,761
Columbia Heights	22,914,846	201,969					201,969	23,116,815
Coon Rapids	80,506,694	709,578		2,469,664			3,179,242	83,685,936
Corcoran	20,063,745	0					0	20,063,745
Cottage Grove	60,768,181	535,604		492,450			1,028,054	61,796,235
Crookston	29,607,079	260,954					260,954	29,868,033
Crystal	19,871,232	175,143			42,510		217,653	20,088,885
Dayton	9,467,615	0					0	9,467,615
Delano	13,130,545	115,731					115,731	13,246,276
Detroit Lakes	28,915,891	254,862		51,476			306,338	29,222,228
Duluth	272,337,990	2,400,359		2,570,118	594,891		5,565,368	277,903,357
Eagan	107,764,392	949,824		4,632,321			5,582,145	113,346,537

Municipality	RESTRICTED (PHASE IN) NEEDS FOR JAN 2015 DISTRIBUTION	Excess Balance Adjustment redistributed as Low Balance Incentive	(+) After the Fact Railroad Bridge over MSAS Route	(+) After the Fact Right of Way Adjustment	(+) After the Fact Retaining Wall Adjustment	After the Fact Railroad Crossing Adjustment	Total Affect Of Adjustments	Adjusted Restricted Construction Needs
East Bethel	$40,805,816	$0		$150,055			$150,055	$40,955,871
East Grand Forks	32,123,297	283,131		141,624			424,755	32,548,052
Eden Prairie	83,073,270	0					0	83,073,270
Edina	65,878,306	0		138,273			138,273	66,016,579
Elk River	63,075,793	0		2,341,754			2,341,754	65,417,547
Fairmont	35,496,854	0					0	35,496,854
Falcon Heights	4,426,803	39,017					39,017	4,465,820
Faribault	44,243,927	389,961		298,486			688,447	44,932,374
Farmington	29,042,218	255,975					255,975	29,298,193
Fergus Falls	52,404,581	461,889		477,818		$299,555	1,239,261	53,643,843
Forest Lake	60,112,769	529,828		14,872			544,700	60,657,468
Fridley	37,669,905	332,019					332,019	38,001,924
Glencoe	13,147,000	115,876					115,876	13,262,876
Golden Valley	39,723,196	0					0	39,723,196
Grand Rapids	53,689,261	473,212		2,386,592			2,859,804	56,549,065
Ham Lake	37,872,732	0		796,455			796,455	38,669,187
Hastings	19,870,508	0					0	19,870,508
Hermantown	33,089,887	291,651		252,025			543,676	33,633,563
Hibbing	70,780,169	623,849					623,849	71,404,018
Hopkins	18,624,451	164,154					164,154	18,788,605
Hugo	25,237,588	222,441		4,500			226,941	25,464,530
Hutchinson	26,238,473	0					0	26,238,473
International Falls	10,441,265	0					0	10,441,265
Inver Grove Heights	60,120,624	529,897		776,192			1,306,089	61,426,713
Isanti	8,475,206	74,700					74,700	8,549,906
Jordan	11,419,488	100,650					100,650	11,520,138
Kasson	9,577,704	0			$35,640		35,640	9,613,344
La Crescent	8,966,463	0		25,000	8,624		33,624	9,000,087
Lake City	10,039,424	88,486		7,000			95,486	10,134,910
Lake Elmo	21,185,454	0					0	21,185,454
Lakeville	94,650,198	0		1,097,097	118,042		1,215,139	95,865,337
Lino Lakes	41,585,613	366,531		360,549			727,080	42,312,694
Litchfield	15,860,919	0					0	15,860,919
Little Canada	16,884,683	148,820					148,820	17,033,503
Little Falls	30,684,853	270,453		1,333,864			1,604,317	32,289,170
Mahtomedi	8,603,818	0					0	8,603,818
Mankato	75,210,996	662,902		360,355			1,023,257	76,234,253
Maple Grove	111,544,327	983,140		2,316,666			3,299,806	114,844,133
Maplewood	66,989,580	590,439		5,279,548			5,869,987	72,859,568
Marshall	30,642,666	270,081		302,397	514,325		1,086,803	31,729,469
Medina	9,608,703	0					0	9,608,703
Mendota Heights	24,661,164	0		61,140			61,140	24,722,304
Minneapolis	498,373,094	0		326,344			326,344	498,699,438
Minnetonka	91,990,405	810,794		824,096	37,913		1,672,803	93,663,208
Minnetrista	20,634,825	0		145,293			145,293	20,780,118

Municipality	RESTRICTED (PHASE IN) NEEDS FOR JAN 2015 DISTRIBUTION	Excess Balance Adjustment redistributed as Low Balance Incentive	(+) After the Fact Railroad Bridge over MSAS Route	(+) After the Fact Right of Way Adjustment	(+) After the Fact Retaining Wall Adjustment	After the Fact Railroad Crossing Adjustment	Total Affect Of Adjustments	Adjusted Restricted Construction Needs
Montevideo	$11,486,797	$101,243		$13,949			$115,192	$11,601,990
Monticello	15,797,835	0					0	15,797,835
Moorhead	91,548,763	0		4,004,566	$93,402		4,097,968	95,646,731
Morris	12,370,981	0		10,500			10,500	12,381,481
Mound	15,417,258	0		4,505			4,505	15,421,763
Mounds View	16,034,673	141,328			13,419		154,747	16,189,420
New Brighton	24,875,888	219,253					219,253	25,095,141
New Hope	21,958,181	193,537			32,400		225,937	22,184,118
New Prague	9,300,642	81,975		6,287			88,262	9,388,904
New Ulm	34,065,266	0					0	34,065,266
North Branch	44,945,142	0		13,538			13,538	44,958,680
North Mankato	29,144,003	256,872		64,226			321,098	29,465,101
North St. Paul	19,559,998	172,400		448,302			620,702	20,180,699
Northfield	26,329,475	232,065					232,065	26,561,541
Oak Grove	36,110,434	318,274		627,181			945,455	37,055,889
Oakdale	19,033,717	167,761		430,454	20,658		618,873	19,652,590
Orono	11,672,738	0					0	11,672,738
Otsego	30,204,630	(4,007,503)		293,120			(3,714,383)	26,490,247
Owatonna	56,609,259	498,948		119,703			618,651	57,227,910
Plymouth	107,910,488	951,112		520,884	64,144		1,536,140	109,446,628
Prior Lake	26,893,575	237,037		423,612			660,649	27,554,224
Ramsey	47,776,925	421,101		207,749			628,850	48,405,775
Red Wing	41,424,768	(2,312,758)		763,877			(1,548,881)	39,875,887
Redwood Falls	14,178,013	0					0	14,178,013
Richfield	43,768,623	0		9,192,943			9,192,943	52,961,566
Robbinsdale	16,093,081	0					0	16,093,081
Rochester	203,380,704	1,792,576		2,571,811			4,364,387	207,745,092
Rogers	28,297,300	0					0	28,297,300
Rosemount	48,235,998	425,147		389,000			814,147	49,050,145
Roseville	41,412,879	0		91,009	34,400		125,409	41,538,288
Sartell	26,429,059	232,943		979,198	6,000		1,218,141	27,647,200
Sauk Rapids	22,231,745	195,948		407,639			603,587	22,835,332
Savage	33,078,140	(8,484,544)		400,000			(8,084,544)	24,993,596
Shakopee	47,175,412	415,799					415,799	47,591,211
Shoreview	28,635,969	252,394		9,775			262,169	28,898,138
Shorewood	12,463,758	109,854		203,488			313,342	12,777,100
South St. Paul	25,818,113	227,558					227,558	26,045,671
Spring Lake Park	5,948,500	52,429		55,361			107,790	6,056,290
St. Anthony	10,943,275	96,453					96,453	11,039,728
St. Cloud	129,156,786	1,138,374		874,982			2,013,356	131,170,142
St. Francis	24,779,105	0		14,990			14,990	24,794,095
St. Joseph	3,049,538	0					0	3,049,538
St. Louis Park	55,009,020	(4,283,627)		181,215			(4,102,412)	50,906,608
St. Michael	46,718,241	411,770		86,132			497,902	47,216,143
St. Paul	387,303,630	0		17,628,530	51,542		17,680,072	404,983,702
St. Paul Park	7,870,612	69,371		65,293			134,664	8,005,275
St. Peter	27,503,539	242,413		39,006			281,419	27,784,958

Municipality	RESTRICTED (PHASE IN) NEEDS FOR JAN 2015 DISTRIBUTION	Excess Balance Adjustment redistributed as Low Balance Incentive	(+) After the Fact Railroad Bridge over MSAS Route	(+) After the Fact Right of Way Adjustment	(+) After the Fact Retaining Wall Adjustment	After the Fact Railroad Crossing Adjustment	Total Affect Of Adjustments	Adjusted Restricted Construction Needs
Stewartville	$6,159,823	$54,292					$54,292	$6,214,115
Stillwater	28,036,609	0					0	28,036,609
Thief River Falls	39,376,346	347,059	$378,684	$386,329	$296,422		1,408,494	40,784,840
Vadnais Heights	10,910,871	0					0	10,910,871
Victoria	7,667,908	0					0	7,667,908
Virginia	25,360,611	0					0	25,360,611
Waconia	15,840,057	139,613					139,613	15,979,670
Waite Park	8,559,404	75,442		1,055,734			1,131,176	9,690,579
Waseca	12,388,506	0		213,261			213,261	12,601,767
West St. Paul	16,598,606	(4,813,597)					(4,813,597)	11,785,009
White Bear Lake	22,760,969	200,613					200,613	22,961,582
Willmar	50,225,093	442,679					442,679	50,667,772
Winona	36,670,530	0		8,000			8,000	36,678,530
Woodbury	96,739,783	0		6,915,192			6,915,192	103,654,975
Worthington	17,235,330	0		491			491	17,235,821
Wyoming	19,289,437	170,015					170,015	19,459,452
Zimmerman	8,826,433	77,795					77,795	8,904,228
STATE TOTAL	$6,324,405,516	$0	$378,684	$95,926,187	$2,339,368	$299,555	$98,943,794	$6,423,349,310

TENATIVE 2015 ESTIMATED CONSTRUCTION NEEDS ALLOCATIONS

Needs Value: $1,000 in Construction Needs = approximately $12.04 in apportionment

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

Municipality	ADJUSTED RESTRICTED CONSTRUCTION NEEDS	Construction Needs Apportion-ment Minus Turnback Maintenance	(+) TH Turnback Main-tenance Allowance	2015 Construction Needs Allocations	% Of Total Dist.
Albert Lea	$44,857,414	$539,876		$539,876	0.698
Albertville	12,614,534	151,821		151,821	0.196
Alexandria	52,622,294	633,330		633,330	0.819
Andover	65,342,730	786,425		786,425	1.017
Anoka	24,584,078	295,879		295,879	0.383
Apple Valley	67,628,530	813,936		813,936	1.053
Arden Hills	9,948,755	119,737		119,737	0.155
Austin	54,085,668	650,942		650,942	0.842
Baxter	23,231,630	279,602		279,602	0.362
Belle Plaine	11,818,554	142,241		142,241	0.184
Bemidji	24,948,316	300,263		300,263	0.388
Big Lake	15,058,173	181,231		181,231	0.234
Blaine	62,092,238	747,304		747,304	0.967
Bloomington	152,124,141	1,830,873		1,830,873	2.368
Brainerd	34,237,779	412,065		412,065	0.533
Brooklyn Center	22,350,077	268,992		268,992	0.348
Brooklyn Park	65,876,032	792,844		792,844	1.026
Buffalo	33,924,456	408,294		408,294	0.528
Burnsville	98,737,153	1,188,340		1,188,340	1.537
Byron	6,452,299	77,656		77,656	0.100
Cambridge	17,797,181	214,196		214,196	0.277
Champlin	30,006,752	361,143		361,143	0.467
Chanhassen	30,273,145	364,349		364,349	0.471
Chaska	34,142,037	410,913		410,913	0.532
Chisholm	14,011,597	168,635		168,635	0.218
Circle Pines	5,034,948	60,598		60,598	0.078
Cloquet	32,079,761	386,092		386,092	0.499
Columbia Heights	23,116,815	278,220		278,220	0.360
Coon Rapids	83,685,936	1,007,193		1,007,193	1.303
Corcoran	20,063,745	241,475		241,475	0.312
Cottage Grove	61,796,235	743,742		743,742	0.962
Crookston	29,868,033	359,473		359,473	0.465
Crystal	20,088,885	241,778		241,778	0.313
Dayton	9,467,615	113,946		113,946	0.147
Delano	13,246,276	159,424		159,424	0.206
Detroit Lakes	29,222,228	351,701		351,701	0.455
Duluth	277,903,357	3,344,675		3,344,675	4.326
Eagan	113,346,537	1,364,170		1,364,170	1.765
East Bethel	40,955,871	492,920		492,920	0.638
East Grand Forks	32,548,052	391,728		391,728	0.507
Eden Prairie	83,073,270	999,819		999,819	1.293
Edina	66,016,579	794,535		794,535	1.028
Elk River	65,417,547	787,326		787,326	1.018
Fairmont	35,496,854	427,218		427,218	0.553
Falcon Heights	4,465,820	53,748		53,748	0.070
Faribault	44,932,374	540,779		540,779	0.700
Farmington	29,298,193	352,615		352,615	0.456
Fergus Falls	53,643,843	645,625		645,625	0.835
Forest Lake	60,657,468	730,036		730,036	0.944
Fridley	38,001,924	457,368		457,368	0.592
Glencoe	13,262,876	159,624		159,624	0.206
Golden Valley	39,723,196	478,084		478,084	0.618
Grand Rapids	56,549,065	680,590		680,590	0.880

Municipality	ADJUSTED RESTRICTED CONSTRUCTION NEEDS	Construction Needs Apportion-ment Minus Turnback Maintenance	(+) TH Turnback Main-tenance Allowance	2015 Construction Needs Allocations	% Of Total Dist.
Ham Lake	$38,669,187	$465,399		$465,399	0.602
Hastings	19,870,508	239,149		239,149	0.309
Hermantown	33,633,563	404,793		404,793	0.524
Hibbing	71,404,018	859,375		859,375	1.112
Hopkins	18,788,605	226,128		226,128	0.293
Hugo	25,464,530	306,476		306,476	0.396
Hutchinson	26,238,473	315,790		315,790	0.408
International Falls	10,441,265	125,665		125,665	0.163
Inver Grove Heights	61,426,713	739,294		739,294	0.956
Isanti	8,549,906	102,901		102,901	0.133
Jordan	11,520,138	138,649		138,649	0.179
Kasson	9,613,344	115,700		115,700	0.150
La Crescent	9,000,087	108,320		108,320	0.140
Lake City	10,134,910	121,978		121,978	0.158
Lake Elmo	21,185,454	254,975		254,975	0.330
Lakeville	95,865,337	1,153,777		1,153,777	1.492
Lino Lakes	42,312,694	509,250		509,250	0.659
Litchfield	15,860,919	190,892		190,892	0.247
Little Canada	17,033,503	205,005		205,005	0.265
Little Falls	32,289,170	388,613		388,613	0.503
Mahtomedi	8,603,818	103,550		103,550	0.134
Mankato	76,234,253	917,509		917,509	1.187
Maple Grove	114,844,133	1,382,194		1,382,194	1.788
Maplewood	72,859,568	876,893		876,893	1.134
Marshall	31,729,469	381,876		381,876	0.494
Medina	9,608,703	115,644		115,644	0.150
Mendota Heights	24,722,304	297,543		297,543	0.385
Minneapolis	498,699,438	6,002,042		6,002,042	7.764
Minnetonka	93,663,208	1,127,273		1,127,273	1.458
Minnetrista	20,780,118	250,097		250,097	0.324
Montevideo	11,601,990	139,634		139,634	0.181
Monticello	15,797,835	190,133		190,133	0.246
Moorhead	95,646,731	1,151,146		1,151,146	1.489
Morris	12,381,481	149,016		149,016	0.193
Mound	15,421,763	185,607		185,607	0.240
Mounds View	16,189,420	194,846		194,846	0.252
New Brighton	25,095,141	302,030		302,030	0.391
New Hope	22,184,118	266,994		266,994	0.345
New Prague	9,388,904	112,999		112,999	0.146
New Ulm	34,065,266	409,989		409,989	0.530
North Branch	44,958,680	541,095		541,095	0.700
North Mankato	29,465,101	354,624		354,624	0.459
North St. Paul	20,180,699	242,883		242,883	0.314
Northfield	26,561,541	319,678		319,678	0.414
Oak Grove	37,055,889	445,982		445,982	0.577
Oakdale	19,652,590	236,527		236,527	0.306
Orono	11,672,738	140,486		140,486	0.182
Otsego	26,490,247	318,820		318,820	0.412
Owatonna	57,227,910	688,760		688,760	0.891
Plymouth	109,446,628	1,317,233		1,317,233	1.704
Prior Lake	27,554,224	331,626		331,626	0.429
Ramsey	48,405,775	582,582		582,582	0.754
Red Wing	39,875,887	479,922		479,922	0.621
Redwood Falls	14,178,013	170,638		170,638	0.221
Richfield	52,961,566	637,413		637,413	0.825
Robbinsdale	16,093,081	193,686		193,686	0.251
Rochester	207,745,092	2,500,293		2,500,293	3.234
Rogers	28,297,300	340,569		340,569	0.441
Rosemount	49,050,145	590,338		590,338	0.764
Roseville	41,538,288	499,929		499,929	0.647

Municipality	ADJUSTED RESTRICTED CONSTRUCTION NEEDS	Construction Needs Apportion-ment Minus Turnback Maintenance	(+) TH Turnback Main-tenance Allowance	2015 Construction Needs Allocations	% Of Total Dist.
Sartell	$27,647,200	$332,745		$332,745	0.430
Sauk Rapids	22,835,332	274,832		274,832	0.356
Savage	24,993,596	300,808		300,808	0.389
Shakopee	47,591,211	572,779		572,779	0.741
Shoreview	28,898,138	347,800		347,800	0.450
Shorewood	12,777,100	153,777		153,777	0.199
South St. Paul	26,045,671	313,470		313,470	0.405
Spring Lake Park	6,056,290	72,890		72,890	0.094
St. Anthony	11,039,728	132,867		132,867	0.172
St. Cloud	131,170,142	1,578,684		1,578,684	2.042
St. Francis	24,794,095	298,407		298,407	0.386
St. Joseph	3,049,538	36,702		36,702	0.047
St. Louis Park	50,906,608	612,681		612,681	0.793
St. Michael	47,216,143	568,265		568,265	0.735
St. Paul	404,983,702	4,874,136		4,874,136	6.305
St. Paul Park	8,005,275	96,347		96,347	0.125
St. Peter	27,784,958	334,403		334,403	0.433
Stewartville	6,214,115	74,789		74,789	0.097
Stillwater	28,036,609	337,431		337,431	0.436
Thief River Falls	40,784,840	490,861		490,861	0.635
Vadnais Heights	10,910,871	131,317		131,317	0.170
Victoria	7,667,908	92,286		92,286	0.119
Virginia	25,360,611	305,225		305,225	0.395
Waconia	15,979,670	192,322		192,322	0.249
Waite Park	9,690,579	116,630		116,630	0.151
Waseca	12,601,767	151,667		151,667	0.196
West St. Paul	11,785,009	141,837		141,837	0.183
White Bear Lake	22,961,582	276,352		276,352	0.357
Willmar	50,667,772	609,806		609,806	0.789
Winona	36,678,530	441,440		441,440	0.571
Woodbury	103,654,975	1,247,528		1,247,528	1.614
Worthington	17,235,821	207,439		207,439	0.268
Wyoming	19,459,452	234,201		234,201	0.303
Zimmerman	8,904,228	107,165		107,165	0.139
STATE TOTAL	$6,423,349,310	$77,307,506	$0	$77,307,506	100.0000

Construction Needs Apportionment = $77,307,506/ $6,423,349,310=0.012035
x City's Adjusted Restricted Construction Needs + Actual Dollar Adjustments + TH Turnback Maintenance Allowance

STEPS TO COMPUTE PHASE IN FOR MSAS

1) Compare this years Unadjusted Needs to last years Restricted Needs.
2) Find the Statewide Percent of Change between the two.
3) Determine each individual city's Percent of Change from last years Restricted Needs to this years Unadjusted Needs.
4) If an individual city's change is more than 5 Percentage Points less than the Statewide Average Percent of Change, increase this year's Unadjusted Needs to 5 Percentage Points less than the Statewide Average Percent of Change to calculate its Restricted Needs.
5) If an individual city's Percent of Change is more than 10 Percentage Points greater than the Statewide Average Percent of Change, decrease this year's Unadjusted Needs to 10 Percentage Points more than the Statewide Average Percent of Change to calculate its Restricted needs.
6) If an individual city's Percent of Change is between 5 Percentage Points less and 10 Percentage Points more than the Statewide Average Percent of Change, use the Unadjusted Needs as its Restricted Needs.
7) Apply adjustments (UCFS balance adjustment, ROW adjustment, etc.) to the Restricted Needs.

N:MSAS/BOOKS/2014 OCTOBER BOOK/PHASE IN STEPS

2015 RESTRICTED NEEDS (PHASE IN)

BANDWIDTH OF -5% AND +10% FROM THE STATEWIDE AVERAGE % OF CHANGE FROM PREVIOUS YEARS RESTRICTED NEEDS TO CURRENT YEARS UNADJUSTED NEEDS. AVERAGE % OF CHANGE IS 10.92, SO THE 2012 INDIVIDUAL CITIES UNADJUSTED NEEDS MUST INCREASE MORE THAN 5.92% BUT NOT MORE THAN 20.92% FROM THE 2013 UNADJUSTED NEEDS.

59 Cities received the Lower Restriction
52 Cities received the Upper Restriction
36 Cities received No Restriction
The statewide total Needs increased by $79,688,056 after implementing the Phase In

MSAS/Books/2014 October Book/Phase In Calculation.xlsx

	ADJUSTED CONSTRUCTION NEEDS USED IN JANUARY 2013 & 2014 ALLOCATIONS	ESTIMATED UNADJUSTED CONSTRUCTION NEEDS FOR JAN. 2015 DISTRIBUTION	PERCENT OF CHANGE FROM JAN 2013 TO JAN 2015	LOWER RESTRICTION	UPPER RESTRICTION	NO RESTRICTION	ESTIMATED RESTRICTED NEEDS FOR JAN 2015 DISTRIBUTION
Albert Lea	$42,266,747	$39,784,345	(5.8700)	$44,790,072	$0	$0	$44,790,072
Albertville	11,903,873	11,263,509	(5.3800)	12,614,534	0	0	12,614,534
Alexandria	43,662,772	51,772,748	18.5700	0	0	51,772,748	51,772,748
Andover	61,102,964	53,179,924	(12.9700)	64,750,811	0	0	64,750,811
Anoka	21,702,863	24,369,290	12.2900	0	0	24,369,290	24,369,290
Apple Valley	55,313,468	68,912,947	24.5900	0	66,912,702	0	66,912,702
Arden Hills	8,697,400	9,861,834	13.3900	0	0	9,861,834	9,861,834
Austin	47,394,051	53,999,831	13.9400	0	0	53,999,831	53,999,831
Baxter	18,817,397	26,568,164	41.1900	0	22,763,405	0	22,763,405
Belle Plaine	9,990,615	11,715,297	17.2600	0	0	11,715,297	11,715,297
Bemidji	20,577,163	29,741,592	44.5400	0	24,892,194	0	24,892,194
Big Lake	14,122,530	15,058,173	6.6300	0	0	15,058,173	15,058,173
Blaine	46,588,728	78,721,613	68.9700	0	56,358,384	0	56,358,384
Bloomington	137,602,936	153,508,597	11.5600	0	0	153,508,597	153,508,597
Brainerd	30,201,288	32,493,526	7.5900	0	0	32,493,526	32,493,526
Brooklyn Center	18,300,721	40,590,778	121.8000	0	22,138,382	0	22,138,382
Brooklyn Park	53,929,596	97,887,244	81.5100	0	65,238,632	0	65,238,632
Buffalo	30,290,232	26,013,674	(14.1200)	32,098,559	0	0	32,098,559
Burnsville	92,360,571	85,366,104	(7.5700)	97,874,497	0	0	97,874,497
Byron	5,287,200	7,396,548	39.9000	0	6,395,926	0	6,395,926
Cambridge	14,583,524	27,635,920	89.5000	0	17,641,689	0	17,641,689
Champlin	24,529,244	33,518,796	36.6500	0	29,673,026	0	29,673,026

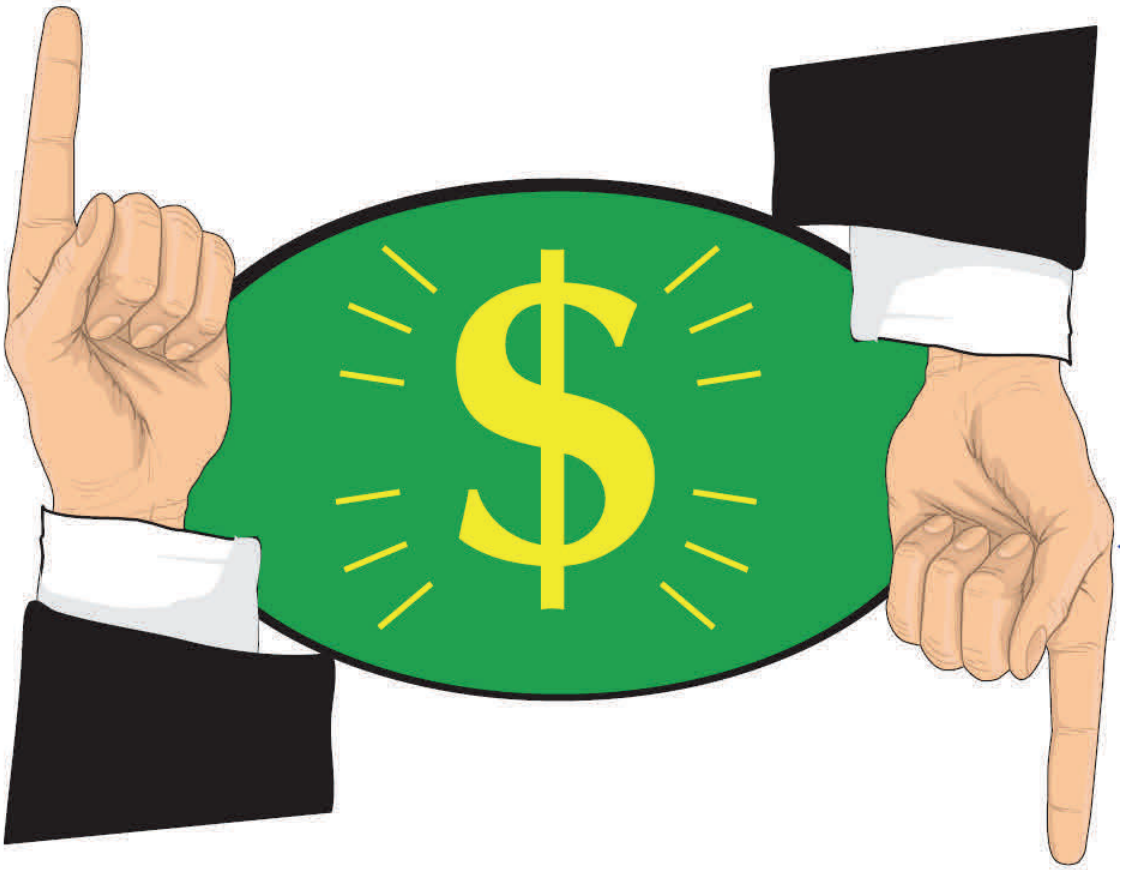
	ADJUSTED CONSTRUCTION NEEDS USED IN JANUARY 2013 & 2014 ALLOCATIONS	ESTIMATED UNADJUSTED CONSTRUCTION NEEDS FOR JAN. 2015 DISTRIBUTION	PERCENT OF CHANGE FROM JAN 2013 TO JAN 2015	LOWER RESTRICTION	UPPER RESTRICTION	NO RESTRICTION	ESTIMATED RESTRICTED NEEDS FOR JAN 2015 DISTRIBUTION
Chanhassen	$25,025,333	$38,807,274	55.0700	$0	$30,273,145	$0	$30,273,145
Chaska	27,976,971	34,649,931	23.8500	0	33,843,742	0	33,843,742
Chisholm	13,106,709	11,063,694	(15.5900)	13,889,180	0	0	13,889,180
Circle Pines	4,673,571	4,784,207	2.3700	4,952,583	0	0	4,952,583
Cloquet	30,008,006	30,757,794	2.5000	31,799,484	0	0	31,799,484
Columbia Heights	21,623,899	18,513,030	(14.3900)	22,914,846	0	0	22,914,846
Coon Rapids	71,824,010	80,506,694	12.0900	0	0	80,506,694	80,506,694
Corcoran	18,933,420	16,656,543	(12.0300)	20,063,745	0	0	20,063,745
Cottage Grove	57,344,702	54,236,003	(5.4200)	60,768,181	0	0	60,768,181
Crookston	27,939,114	20,159,373	(27.8500)	29,607,079	0	0	29,607,079
Crystal	16,426,579	24,771,397	50.8000	0	19,871,232	0	19,871,232
Dayton	7,826,416	10,032,014	28.1800	0	9,467,615	0	9,467,615
Delano	12,390,813	9,168,880	(26.0000)	13,130,545	0	0	13,130,545
Detroit Lakes	23,903,357	37,185,731	55.5700	0	28,915,891	0	28,915,891
Duluth	256,995,366	213,727,953	(16.8400)	272,337,990	0	0	272,337,990
Eagan	101,693,302	85,271,518	(16.1500)	107,764,392	0	0	107,764,392
East Bethel	38,506,951	31,337,272	(18.6200)	40,805,816	0	0	40,805,816
East Grand Forks	30,143,113	32,123,297	6.5700	0	0	32,123,297	32,123,297
Eden Prairie	68,672,622	85,967,957	25.1900	0	83,073,270	0	83,073,270
Edina	54,458,383	77,510,592	42.3300	0	65,878,306	0	65,878,306
Elk River	53,215,195	63,075,793	18.5300	0	0	63,075,793	63,075,793
Fairmont	33,497,078	32,450,934	(3.1200)	35,496,854	0	0	35,496,854
Falcon Heights	3,706,075	4,426,803	19.4500	0	0	4,426,803	4,426,803
Faribault	41,751,370	43,944,253	5.2500	44,243,927	0	0	44,243,927
Farmington	27,406,075	26,855,312	(2.0100)	29,042,218	0	0	29,042,218
Fergus Falls	49,452,280	47,917,786	(3.1000)	52,404,581	0	0	52,404,581
Forest Lake	56,726,214	47,678,714	(15.9500)	60,112,769	0	0	60,112,769
Fridley	35,547,707	32,867,122	(7.5400)	37,669,905	0	0	37,669,905
Glencoe	12,406,341	11,457,369	(7.6500)	13,147,000	0	0	13,147,000
Golden Valley	32,837,229	41,632,750	26.7900	0	39,723,196	0	39,723,196
Grand Rapids	50,664,586	38,074,234	(24.8500)	53,689,261	0	0	53,689,261
Ham Lake	31,307,541	39,509,406	26.2000	0	37,872,732	0	37,872,732
Hastings	16,425,980	34,999,021	113.0700	0	19,870,508	0	19,870,508
Hermantown	31,225,712	28,691,870	(8.1100)	33,089,887	0	0	33,089,887

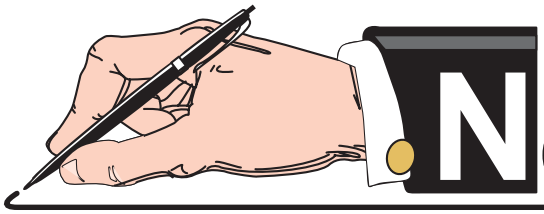
	ADJUSTED CONSTRUCTION NEEDS USED IN JANUARY 2013 & 2014 ALLOCATIONS	ESTIMATED UNADJUSTED CONSTRUCTION NEEDS FOR JAN. 2015 DISTRIBUTION	PERCENT OF CHANGE FROM JAN 2013 TO JAN 2015	LOWER RESTRICTION	UPPER RESTRICTION	NO RESTRICTION	ESTIMATED RESTRICTED NEEDS FOR JAN 2015 DISTRIBUTION
Hibbing	$66,370,197	$70,780,169	6.6400	$0	$0	$70,780,169	$70,780,169
Hopkins	15,395,926	19,327,371	25.5400	0	18,624,451	0	18,624,451
Hugo	20,862,684	25,610,576	22.7600	0	25,237,588	0	25,237,588
Hutchinson	21,690,066	33,347,739	53.7500	0	26,238,473	0	26,238,473
International Falls	9,853,039	8,920,161	(9.4700)	10,441,265	0	0	10,441,265
Inver Grove Heights	56,733,626	52,338,187	(7.7500)	60,120,624	0	0	60,120,624
Isanti	7,817,499	8,475,206	8.4100	0	0	8,475,206	8,475,206
Jordan	10,776,152	8,784,117	(18.4900)	11,419,488	0	0	11,419,488
Kasson	9,038,128	8,521,611	(5.7100)	9,577,704	0	0	9,577,704
La Crescent	8,461,322	7,301,746	(13.7000)	8,966,463	0	0	8,966,463
Lake City	8,299,102	10,718,854	29.1600	0	10,039,424	0	10,039,424
Lake Elmo	17,512,982	22,118,248	26.3000	0	21,185,454	0	21,185,454
Lakeville	86,486,868	94,650,198	9.4400	0	0	94,650,198	94,650,198
Lino Lakes	39,242,817	28,705,980	(26.8500)	41,585,613	0	0	41,585,613
Litchfield	14,967,367	11,463,943	(23.4100)	15,860,919	0	0	15,860,919
Little Canada	14,813,802	16,884,683	13.9800	0	0	16,884,683	16,884,683
Little Falls	28,956,170	29,333,677	1.3000	30,684,853	0	0	30,684,853
Mahtomedi	7,112,357	12,442,666	74.9400	0	8,603,818	0	8,603,818
Mankato	62,495,672	75,210,996	20.3500	0	0	75,210,996	75,210,996
Maple Grove	105,260,288	95,183,764	(9.5700)	111,544,327	0	0	111,544,327
Maplewood	63,215,609	58,540,150	(7.4000)	66,989,580	0	0	66,989,580
Marshall	28,916,359	30,383,310	5.0700	30,642,666	0	0	30,642,666
Medina	7,943,046	14,728,235	85.4200	0	9,608,703	0	9,608,703
Mendota Heights	23,271,835	21,541,788	(7.4300)	24,661,164	0	0	24,661,164
Minneapolis	442,501,415	498,373,094	12.6300	0	0	498,373,094	498,373,094
Minnetonka	86,807,969	82,804,333	(4.6100)	91,990,405	0	0	91,990,405
Minnetrista	19,472,327	14,060,144	(27.7900)	20,634,825	0	0	20,634,825
Montevideo	9,495,575	11,988,224	26.2500	0	11,486,797	0	11,486,797
Monticello	13,059,300	18,308,330	40.1900	0	15,797,835	0	15,797,835
Moorhead	75,678,898	97,166,406	28.3900	0	91,548,763	0	91,548,763
Morris	10,927,926	12,370,981	13.2100	0	0	12,370,981	12,370,981
Mound	14,548,701	10,571,548	(27.3400)	15,417,258	0	0	15,417,258
Mounds View	13,255,082	17,171,404	29.5500	0	16,034,673	0	16,034,673
New Brighton	23,474,462	21,006,926	(10.5100)	24,875,888	0	0	24,875,888

	ADJUSTED CONSTRUCTION NEEDS USED IN JANUARY 2013 & 2014 ALLOCATIONS	ESTIMATED UNADJUSTED CONSTRUCTION NEEDS FOR JAN. 2015 DISTRIBUTION	PERCENT OF CHANGE FROM JAN 2013 TO JAN 2015	LOWER RESTRICTION	UPPER RESTRICTION	NO RESTRICTION	ESTIMATED RESTRICTED NEEDS FOR JAN 2015 DISTRIBUTION
New Hope	$19,754,953	$21,958,181	11.1500	$0	$0	$21,958,181	$21,958,181
New Prague	8,776,674	9,224,229	5.1000	9,300,642	0	0	9,300,642
New Ulm	32,146,141	28,523,742	(11.2700)	34,065,266	0	0	34,065,266
North Branch	42,413,081	33,584,403	(20.8200)	44,945,142	0	0	44,945,142
North Mankato	27,502,126	26,972,090	(1.9300)	29,144,003	0	0	29,144,003
North St. Paul	18,458,052	16,076,488	(12.9000)	19,559,998	0	0	19,559,998
Northfield	24,846,160	25,957,157	4.4700	26,329,475	0	0	26,329,475
Oak Grove	34,076,092	30,287,466	(11.1200)	36,110,434	0	0	36,110,434
Oakdale	15,734,245	33,490,518	112.8500	0	19,033,717	0	19,033,717
Orono	9,649,283	15,110,120	56.5900	0	11,672,738	0	11,672,738
Otsego	26,421,575	30,204,630	14.3200	0	0	30,204,630	30,204,630
Owatonna	46,796,114	56,806,001	21.3900	0	56,609,259	0	56,609,259
Plymouth	91,433,759	107,910,488	18.0200	0	0	107,910,488	107,910,488
Prior Lake	24,880,091	26,893,575	8.0900	0	0	26,893,575	26,893,575
Ramsey	41,220,976	47,776,925	15.9000	0	0	47,776,925	47,776,925
Red Wing	39,091,033	40,753,344	4.2500	41,424,768	0	0	41,424,768
Redwood Falls	13,379,271	13,513,118	1.0000	14,178,013	0	0	14,178,013
Richfield	40,489,765	43,768,623	8.1000	0	0	43,768,623	43,768,623
Robbinsdale	14,671,399	16,093,081	9.6900	0	0	16,093,081	16,093,081
Rochester	168,124,911	212,862,155	26.6100	0	203,380,704	0	203,380,704
Rogers	23,391,998	32,635,722	39.5200	0	28,297,300	0	28,297,300
Rosemount	45,518,541	40,582,919	(10.8400)	48,235,998	0	0	48,235,998
Roseville	36,508,095	41,412,879	13.4300	0	0	41,412,879	41,412,879
Sartell	21,847,614	31,612,813	44.7000	0	26,429,059	0	26,429,059
Sauk Rapids	18,377,900	29,201,243	58.8900	0	22,231,745	0	22,231,745
Savage	27,344,085	41,344,522	51.2000	0	33,078,140	0	33,078,140
Shakopee	38,997,612	59,070,579	51.4700	0	47,175,412	0	47,175,412
Shoreview	25,190,604	28,635,969	13.6800	0	0	28,635,969	28,635,969
Shorewood	10,303,181	13,440,345	30.4500	0	12,463,758	0	12,463,758
South St. Paul	22,488,102	25,818,113	14.8100	0	0	25,818,113	25,818,113
Spring Lake Park	4,917,335	8,827,034	79.5100	0	5,948,500	0	5,948,500
St. Anthony	9,727,697	10,943,275	12.5000	0	0	10,943,275	10,943,275
St. Cloud	107,212,923	129,156,786	20.4700	0	0	129,156,786	129,156,786
St. Francis	23,383,132	16,868,498	(27.8600)	24,779,105	0	0	24,779,105

	ADJUSTED CONSTRUCTION NEEDS USED IN JANUARY 2013 & 2014 ALLOCATIONS	ESTIMATED UNADJUSTED CONSTRUCTION NEEDS FOR JAN. 2015 DISTRIBUTION	PERCENT OF CHANGE FROM JAN 2013 TO JAN 2015	LOWER RESTRICTION	UPPER RESTRICTION	NO RESTRICTION	ESTIMATED RESTRICTED NEEDS FOR JAN 2015 DISTRIBUTION
St. Joseph	$2,520,904	$6,627,070	162.8800	$0	$3,049,538	$0	$3,049,538
St. Louis Park	45,473,274	63,586,074	39.8300	0	55,009,020	0	55,009,020
St. Michael	44,086,290	30,471,447	(30.8800)	46,718,241	0	0	46,718,241
St. Paul	342,414,248	387,303,630	13.1100	0	0	387,303,630	387,303,630
St. Paul Park	6,506,251	9,664,596	48.5400	0	7,870,612	0	7,870,612
St. Peter	25,954,080	22,360,349	(13.8500)	27,503,539	0	0	27,503,539
Stewartville	5,812,799	5,852,432	0.6800	6,159,823	0	0	6,159,823
Stillwater	24,511,153	28,036,609	14.3800	0	0	28,036,609	28,036,609
Thief River Falls	37,158,013	26,961,462	(27.4400)	39,376,346	0	0	39,376,346
Vadnais Heights	9,019,485	13,483,983	49.5000	0	10,910,871	0	10,910,871
Victoria	6,338,686	9,539,684	50.5000	0	7,667,908	0	7,667,908
Virginia	23,931,878	24,999,225	4.4600	25,360,611	0	0	25,360,611
Waconia	14,944,899	15,840,057	5.9900	0	0	15,840,057	15,840,057
Waite Park	7,075,642	12,389,355	75.1000	0	8,559,404	0	8,559,404
Waseca	11,690,578	11,070,923	(5.3000)	12,388,506	0	0	12,388,506
West St. Paul	13,721,258	21,687,489	58.0600	0	16,598,606	0	16,598,606
White Bear Lake	18,815,384	31,266,886	66.1800	0	22,760,969	0	22,760,969
Willmar	42,483,077	50,225,093	18.2200	0	0	50,225,093	50,225,093
Winona	30,313,739	40,402,456	33.2800	0	36,670,530	0	36,670,530
Woodbury	79,970,061	99,900,148	24.9200	0	96,739,783	0	96,739,783
Worthington	15,640,436	17,235,330	10.2000	0	0	17,235,330	17,235,330
Wyoming	15,945,637	21,140,811	32.5800	0	19,289,437	0	19,289,437
Zimmerman	8,329,181	8,047,580	(3.3800)	8,826,433	0	0	8,826,433
TOTAL	**$5,627,313,935**	**$6,244,717,460**	**10.97%**	**$2,298,878,096**	**$1,686,656,965**	**$2,338,870,454**	**$6,324,405,516**

Adjustments to the Construction Needs





NOTES and COMMENTS

Excess Unencumbered Construction Fund Balance Adjustment

Screening Board Resolution states:

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

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

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

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

Low Balance Incentive

Screening Board Resolution states:

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

The August 27, 2014 balance is used for this estimate. The final adjustment will be made using the December 31, 2014 construction fund balances.

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EXCESS BALANCE ADJUSTMENT REDISTRIBUTED AS LOW BALANCE INCENTIVE

This adjustment was not calculated in 2014

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Municipalities	January 2014 Construction Allotment	Unencumbered Balance Available as of 8/27/2014	Ratio bet. Balance & City's 2014 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	RESTRICTED NEEDS FOR JAN 2015 DISTRIBUTION	Low Balance Incentive Factor	Low Balance Incentive
Albert Lea	$713,788	$1,981,572	2.776						
Albertville	302,792	1,392,491	4.599			No Adjustment			
Alexandria	650,889	0	0.000				$51,772,748	0.0144	$456,320
Andover	1,108,681	(648,174)	(0.585)				64,750,811	0.0180	570,707
Anoka	491,544	(2,431,180)	(4.946)				24,369,290	0.0068	214,788
Apple Valley	1,685,159	0	0.000				66,912,702	0.0186	589,762
Arden Hills	237,859	166,986	0.702				9,861,834	0.0027	86,921
Austin	1,068,032	2,586,565	2.422						
Baxter	312,224	1,458,987	4.673			No Adjustment			
Belle Plaine	263,327	259,907	0.987				11,715,297	0.0033	103,257
Bemidji	421,477	646,405	1.534						
Big Lake	269,567	455,843	1.691						
Blaine	1,409,923	1,378,826	0.978				56,358,384	0.0156	496,737
Bloomington	2,375,141	7,840,314	3.301	2015	1	($7,840,314)			
Brainerd	667,947	(2,165,853)	(3.243)				32,493,526	0.0090	286,395
Brooklyn Center	771,017	0	0.000				22,138,382	0.0061	195,125
Brooklyn Park	1,698,874	0	0.000				65,238,632	0.0181	575,006
Buffalo	546,738	272,383	0.498				32,098,559	0.0089	282,913
Burnsville	1,894,846	3,731	0.002				97,874,497	0.0272	862,656
Byron	168,319	(131,681)	(0.782)				6,395,926	0.0018	56,373
Cambridge	344,977	0	0.000				17,641,689	0.0049	155,492
Champlin	616,297	0	0.000				29,673,026	0.0082	261,535
Chanhassen	733,550	1,167,060	1.591						
Chaska	662,279	0	0.000				33,843,742	0.0094	298,295
Chisholm	212,665	0	0.000				13,889,180	0.0039	122,418
Circle Pines	97,489	146,769	1.505						
Cloquet	430,698	60,650	0.141				31,799,484	0.0088	280,277
Columbia Heights	456,505	193,093	0.423				22,914,846	0.0064	201,969
Coon Rapids	2,116,536	9,719	0.005				80,506,694	0.0224	709,578
Corcoran	242,299	883,650	3.647			No Adjustment			
Cottage Grove	1,467,797	397,413	0.271				60,768,181	0.0169	535,604
Crookston	409,762	11,130	0.027				29,607,079	0.0082	260,954
Crystal	515,527	0	0.000				19,871,232	0.0055	175,143
Dayton	157,875	157,875	1.000						
Delano	196,665	(263,731)	(1.341)				13,130,545	0.0036	115,731
Detroit Lakes	381,649	(319,091)	(0.836)				28,915,891	0.0080	254,862

Municipalities	January 2014 Construction Allotment	Unencumbered Balance Available as of 8/27/2014	Ratio bet. Balance & City's 2014 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	RESTRICTED NEEDS FOR JAN 2015 DISTRIBUTION	Low Balance Incentive Factor	Low Balance Incentive
Duluth	$3,773,902	$1,389,729	0.368				$272,337,990	0.0756	$2,400,359
Eagan	2,534,498	(857,314)	(0.338)				107,764,392	0.0299	949,824
East Bethel	576,341	936,257	1.624						
East Grand Forks	326,852	(146,059)	(0.447)				32,123,297	0.0089	283,131
Eden Prairie	2,151,594	6,053,701	2.814						
Edina	1,315,374	2,710,069	2.060						
Elk River	905,853	1,614,101	1.782						
Fairmont	509,893	1,053,543	2.066						
Falcon Heights	105,735	33,094	0.313				4,426,803	0.0012	39,017
Faribault	792,201	223,185	0.282				44,243,927	0.0123	389,961
Farmington	619,000	532,375	0.860				29,042,218	0.0081	255,975
Fergus Falls	713,862	(100,903)	(0.141)				52,404,581	0.0146	461,889
Forest Lake	874,741	406,302	0.464				60,112,769	0.0167	529,828
Fridley	686,802	569,097	0.829				37,669,905	0.0105	332,019
Glencoe	214,810	4,926	0.023				13,147,000	0.0037	115,876
Golden Valley	578,764	1,529,507	2.643						
Grand Rapids	594,927	362,701	0.610				53,689,261	0.0149	473,212
Ham Lake	561,418	1,500,559	2.673						
Hastings	445,741	762,491	1.711						
Hermantown	561,822	(200,232)	(0.356)				33,089,887	0.0092	291,651
Hibbing	840,430	727,190	0.865				70,780,169	0.0197	623,849
Hopkins	435,736	(1,586,466)	(3.641)				18,624,451	0.0052	164,154
Hugo	427,185	0	0.000				25,237,588	0.0070	222,441
Hutchinson	562,669	1,551,205	2.757						
International Falls	256,989	785,366	3.056			No Adjustment			
Inver Grove Heights	1,112,671	0	0.000				60,120,624	0.0167	529,897
Isanti	163,483	(619,022)	(3.786)				8,475,206	0.0024	74,700
Jordan	200,254	173,325	0.866				11,419,488	0.0032	100,650
Kasson	239,555	469,670	1.961						
LaCrescent	210,462	308,134	1.464						
Lake City	163,717	0	0.000				10,039,424	0.0028	88,486
Lake Elmo	298,436	370,694	1.242						
Lakeville	1,851,438	1,968,748	1.063						
Lino Lakes	722,932	(1,858,908)	(2.571)				41,585,613	0.0115	366,531
Litchfield	258,112	971,864	3.765			No Adjustment			
Little Canada	306,903	95,483	0.311				16,884,683	0.0047	148,820
Little Falls	545,413	(88,613)	(0.162)				30,684,853	0.0085	270,453
Mahtomedi	192,178	1,337,426	6.959			No Adjustment			
Mankato	1,270,361	(1,308,876)	(1.030)				75,210,996	0.0209	662,902

Municipalities	January 2014 Construction Allotment	Unencumbered Balance Available as of 8/27/2014	Ratio bet. Balance & City's 2014 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	RESTRICTED NEEDS FOR JAN 2015 DISTRIBUTION	Low Balance Incentive Factor	Low Balance Incentive
Maple Grove	$2,072,044	$650,093	0.314				$111,544,327	0.0310	$983,140
Maplewood	1,163,112	(3,283,693)	(2.823)				66,989,580	0.0186	590,439
Marshall	651,946	(694,075)	(1.065)				30,642,666	0.0085	270,081
Medina	160,033	618,371	3.864			No Adjustment			
Mendota Heights	411,860	1,102,503	2.677						
Minneapolis	9,199,376	23,462,182	2.550						
Minnetonka	2,108,696	1,583,888	0.751				91,990,405	0.0255	810,794
Minnetrista	304,668	981,658	3.222			No Adjustment			
Montevideo	228,074	83,178	0.365				11,486,797	0.0032	101,243
Monticello	333,838	635,022	1.902						
Moorhead	1,380,473	1,985,725	1.438						
Morris	195,948	435,395	2.222						
Mound	292,168	593,023	2.030						
Mounds View	327,190	0	0.000				16,034,673	0.0045	141,328
New Brighton	581,641	0	0.000				24,875,888	0.0069	219,253
New Hope	524,287	(1,721,243)	(3.283)				21,958,181	0.0061	193,537
New Prague	204,398	(412,675)	(2.019)				9,300,642	0.0026	81,975
New Ulm	694,472	1,368,585	1.971						
North Branch	584,492	1,167,429	1.997						
North Mankato	403,134	(430,217)	(1.067)				29,144,003	0.0081	256,872
North St. Paul	369,646	297,024	0.804				19,559,998	0.0054	172,400
Northfield	570,704	417,674	0.732				26,329,475	0.0073	232,065
Oak Grove	476,036	246,673	0.518				36,110,434	0.0100	318,274
Oakdale	589,986	495,671	0.840				19,033,717	0.0053	167,761
Orono	171,133	867,755	5.071			No Adjustment			
Otsego	489,017	2,003,751	4.098	2013	2	($4,007,503)			
Owatonna	1,125,765	239,728	0.213				56,609,259	0.0157	498,948
Plymouth	2,064,219	(2,390,067)	(1.158)				107,910,488	0.0300	951,112
Prior Lake	535,237	(682,271)	(1.275)				26,893,575	0.0075	237,037
Ramsey	610,905	167,675	0.274				47,776,925	0.0133	421,101
Red Wing	569,694	2,312,758	4.060	2015	1	(2,312,758)			
Redwood Falls	219,043	699,520	3.194			No Adjustment			
Richfield	972,955	1,204,924	1.238						
Robbinsdale	479,192	942,985	1.968						
Rochester	3,650,830	0	0.000				203,380,704	0.0565	1,792,576
Rogers	418,783	832,774	1.989						
Rosemount	1,053,562	1,012,675	0.961				48,235,998	0.0134	425,147
Roseville	908,866	966,753	1.064						
Sartell	595,358	(1,985,057)	(3.334)				26,429,059	0.0073	232,943

Municipalities	January 2014 Construction Allotment	Unencumbered Balance Available as of 8/27/2014	Ratio bet. Balance & City's 2014 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	RESTRICTED NEEDS FOR JAN 2015 DISTRIBUTION	Low Balance Incentive Factor	Low Balance Incentive
Sauk Rapids	$497,025	$220,801	0.444				$22,231,745	0.0062	$195,948
Savage	899,679	4,242,272	4.715	2013	2	($8,484,544)			
Shakopee	860,332	562,068	0.653				47,175,412	0.0131	415,799
Shoreview	652,354	(970,715)	(1.488)				28,635,969	0.0080	252,394
Shorewood	221,053	0	0.000				12,463,758	0.0035	109,854
South Saint Paul	545,125	222,671	0.408				25,818,113	0.0072	227,558
Spring Lake Park	149,943	0	0.000				5,948,500	0.0017	52,429
Saint Anthony	228,447	(513,088)	(2.246)				10,943,275	0.0030	96,453
Saint Cloud	2,121,728	1,253,671	0.591				129,156,786	0.0359	1,138,374
Saint Francis	353,335	1,327,784	3.758			**No Adjustment**			
Saint Joseph	163,619	1,307,254	7.990			**No Adjustment**			
Saint Louis Park	1,024,963	4,283,627	4.179	2015	1	(4,283,627)			
Saint Michael	711,790	(381,969)	(0.537)				46,718,241	0.0130	$411,770
Saint Paul	7,591,266	12,336,127	1.625						
Saint Paul Park	144,896	29,896	0.206				7,870,612	0.0022	69,371
Saint Peter	423,153	0	0.000				27,503,539	0.0076	242,413
Stewartville	153,903	(91,299)	(0.593)				6,159,823	0.0017	54,292
Stillwater	540,451	584,407	1.081						
Thief River Falls	486,737	(961,685)	(1.976)				39,376,346	0.0109	347,059
Vadnais Heights	249,638	956,259	3.831			**No Adjustment**			
Victoria	185,690	641,063	3.452			**No Adjustment**			
Virginia	381,155	823,645	2.161						
Waconia	417,232	198,688	0.476				15,840,057	0.0044	139,613
Waite Park	239,859	(758,323)	(3.162)				8,559,404	0.0024	75,442
Waseca	261,553	1,131,450	4.326			**No Adjustment**			
West Saint Paul	446,548	2,406,799	5.390	2013	2	(4,813,597)			
White Bear Lake	565,736	0	0.000				22,760,969	0.0063	200,613
Willmar	741,936	597,155	0.805				50,225,093	0.0139	442,679
Winona	741,516	1,261,853	1.702						
Woodbury	1,806,504	3,740,078	2.070						
Worthington	360,417	854,177	2.370						
Wyoming	355,897	(281,574)	(0.791)				19,289,437	0.0054	170,015
Zimmerman	214,004	12,820	0.060				8,826,433	0.0025	77,795
TOTAL	**$117,434,033**	**$107,998,013**				**($31,742,342)**	**$3,601,397,604**	**1.0000**	**$31,742,342**

NEEDS ADJUSTMENT FOR RIGHT-OF-WAY ACQUISITION

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

MSAS\books\2014 OCTOBER Book\Adjusted Construction Needs 2015 (Old Book File A & B) Right of Way Adjustment 2015.xls 18-Sep-14

MUNICIPALITY	1999-2012 RIGHT-OF-WAY EXPENDITURES	+	2013 RIGHT-OF-WAY EXPENDITURES	-	EXPIRED RIGHT-OF-WAY EXPENDITURES	=	TOTAL RIGHT-OF-WAY ADJUSTMENT FOR 2015 ALLOCATIONS
Albert Lea							**$0**
Albertville							**0**
Alexandria	$340,593		$27,000				**367,593**
Andover	1,778		927		($1,689)		**1,016**
Anoka	4,650				(4,650)		**0**
Apple Valley	126,066						**126,066**
Arden Hills							**0**
Austin	301,895				(216,058)		**85,837**
Baxter	468,225						**468,225**
Belle Plaine							**0**
Bemidji	56,122						**56,122**
Big Lake							**0**
Blaine	5,431,275				(194,158)		**5,237,117**
Bloomington	7,288,037				(887,192)		**6,400,845**
Brainerd	1,110,025		374,681		(215,200)		**1,269,506**
Brooklyn Center	1,309,990				(1,293,420)		**16,570**
Brooklyn Park	364,734				(302,341)		**62,393**
Buffalo	1,426,785		97,700				**1,524,485**
Burnsville							**0**
Byron							**0**
Cambridge							**0**
Champlin	72,191						**72,191**
Chanhassen							**0**
Chaska							**0**
Chisholm							**0**
Circle Pines	82,365						**82,365**
Cloquet							**0**
Columbia Heights	3,130				(3,130)		**0**
Coon Rapids	2,460,658		9,006				**2,469,664**
Corcoran	19,296				(19,296)		**0**
Cottage Grove	492,450						**492,450**
Crookston							**0**
Crystal							**0**
Dayton							**0**
Delano							**0**
Detroit Lakes	51,476						**51,476**
Duluth	2,721,999		75,768		(227,649)		**2,570,118**
Eagan	4,632,321						**4,632,321**
East Bethel	150,055						**150,055**
East Grand Forks	141,624						**141,624**
Eden Prairie							**0**
Edina	138,273						**138,273**
Elk River	2,402,967				(61,213)		**2,341,754**
Fairmont							**0**
Falcon Heights							**0**
Faribault	298,486						**298,486**
Farmington							**0**
Fergus Falls	413,322		96,542		(32,046)		**477,818**

MUNICIPALITY	1999-2012 RIGHT-OF-WAY EXPENDITURES	+	2013 RIGHT-OF-WAY EXPENDITURES	-	EXPIRED RIGHT-OF-WAY EXPENDITURES	=	TOTAL RIGHT-OF-WAY ADJUSTMENT FOR 2015 ALLOCATIONS
Forest Lake	$14,872						**$14,872**
Fridley							**0**
Glencoe							**0**
Golden Valley							**0**
Grand Rapids	2,386,592						**2,386,592**
Ham Lake	358,949		$510,363		($72,857)		**796,455**
Hastings							**0**
Hermantown	279,651				(27,626)		**252,025**
Hibbing	6,665				(6,665)		**0**
Hopkins	1,000				(1,000)		**0**
Hugo	125,690				(121,190)		**4,500**
Hutchinson	166,250				(166,250)		**0**
International Falls							**0**
Inver Grove Heights	776,192						**776,192**
Isanti							**0**
Jordan							**0**
Kasson							**0**
La Crescent	25,000						**25,000**
Lake City	7,000						**7,000**
Lake Elmo							**0**
Lakeville	3,237,327				(2,140,230)		**1,097,097**
Lino Lakes	412,101				(51,552)		**360,549**
Litchfield							**0**
Little Canada							**0**
Little Falls	1,338,940				(5,076)		**1,333,864**
Mahtomedi							**0**
Mankato	460,261				(99,906)		**360,355**
Maple Grove	3,498,494				(1,181,828)		**2,316,666**
Maplewood	5,279,548						**5,279,548**
Marshall	302,397						**302,397**
Medina							**0**
Mendota Heights	61,140						**61,140**
Minneapolis	689,669				(363,325)		**326,344**
Minnetonka	1,464,983				(640,887)		**824,096**
Minnetrista	145,293						**145,293**
Montevideo	13,949						**13,949**
Monticello							**0**
Moorhead	3,299,608		707,334		(2,376)		**4,004,566**
Morris	10,500						**10,500**
Mound	821,384				(816,879)		**4,505**
Mounds View							**0**
New Brighton							**0**
New Hope							**0**
New Prague	6,287						**6,287**
New Ulm							**0**
North Branch	13,538						**13,538**
North Mankato	64,226						**64,226**
North St. Paul	461,369				(13,067)		**448,302**
Northfield							**0**
Oak Grove	639,506				(12,325)		**627,181**
Oakdale	430,454						**430,454**
Orono	12,187				(12,187)		**0**
Otsego	293,120						**293,120**
Owatonna	119,703						**119,703**

MUNICIPALITY	1999-2012 RIGHT-OF-WAY EXPENDITURES	+	2013 RIGHT-OF-WAY EXPENDITURES	-	EXPIRED RIGHT-OF-WAY EXPENDITURES	=	TOTAL RIGHT-OF-WAY ADJUSTMENT FOR 2015 ALLOCATIONS
Plymouth	$520,884						**$520,884**
Prior Lake	633		$422,979				**423,612**
Ramsey	207,749						**207,749**
Red Wing	763,877						**763,877**
Redwood Falls							**0**
Richfield	9,454,909				($261,966)		**9,192,943**
Robbinsdale							**0**
Rochester	2,563,752		22,645		(14,586)		**2,571,811**
Rogers							**0**
Rosemount	389,000						**389,000**
Roseville	91,009						**91,009**
Sartell	78,373		900,825				**979,198**
Sauk Rapids	441,264				(33,625)		**407,639**
Savage	400,000						**400,000**
Shakopee							**0**
Shoreview	19,587				(9,812)		**9,775**
Shorewood	203,488						**203,488**
South St. Paul							**0**
Spring Lake Park	58,655				(3,294)		**55,361**
Saint Anthony							**0**
Saint Cloud	1,852,532				(977,550)		**874,982**
Saint Francis	14,990						**14,990**
Saint Joseph							**0**
Saint Louis Park	218,625				(37,410)		**181,215**
Saint Michael	86,132						**86,132**
Saint Paul	14,380,980		4,097,115		(849,565)		**17,628,530**
Saint Paul Park	65,293						**65,293**
Saint Peter	35,526		3,480				**39,006**
Stewartville							**0**
Stillwater							**0**
Thief River Falls	140,516		305,213		(59,400)		**386,329**
Vadnais Heights							**0**
Victoria							**0**
Virginia							**0**
Waconia							**0**
Waite Park	1,055,734						**1,055,734**
Waseca	213,261						**213,261**
West St. Paul							**0**
White Bear Lake							**0**
Willmar	167,616				(167,616)		**0**
Winona	8,000						**8,000**
Woodbury	6,633,202		1,750,399		(1,468,409)		**6,915,192**
Worthington	491						**491**
Wyoming							**0**
Zimmerman							**0**
TOTAL	**$99,600,711**		**$9,401,977**		**($13,076,501)**		**$95,926,187**

AFTER THE FACT RETAINING WALL ADJUSTMENT

Amount as of December 31, 2013

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

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

N:MSAS/BOOKS/2014 OCTOBER BOOK/ATF Retaining Wall.xls

Municipality	Previous Eligible Retaining Wall Expenditures	2014 Eliglble Retaining Wall Expenditures	Expired Retaining Wall Expenditures	Total Retaining Wall Adjustment for 2015 Allocations
Albert Lea	$67,342	$0	$0	$67,342
Alexandria	25,633	0	0	25,633
Andover	20,197	0	0	20,197
Bloomington	55,013	0	0	55,013
Brainerd	0	188,352	0	188,352
Buffalo	0	18,499	0	18,499
Crystal	42,510	0	0	42,510
Duluth	594,891	0	0	594,891
Kasson	35,640	0	0	35,640
La Crescent	0	8,624	0	8,624
Lake Elmo	0	0	0	0
Lakeville	118,042	0	0	118,042
Marshall	0	514,325	0	514,325
Medina	0	0	0	0
Minnetonka	37,913	0	0	37,913
Moorhead	93,402	0	0	93,402
Mounds View	13,419	0	0	13,419
New Hope	32,400	0	0	32,400
Oakdale	20,658	0	0	20,658
Plymouth	64,144	0	0	64,144
Roseville	34,400	0	0	34,400
Sartell	6,000	0	0	6,000
St. Paul	51,542	0	0	51,542
Thief River Falls	0	296,422	0	296,422
TOTAL	**$1,313,146**	**$1,026,222**	**$0**	**$2,339,368**

AFTER THE FACT RAILROAD CROSSING ADJUSTMENT

The Municipal Screening Board has approved the concept of these adjustments. The wording in the MSB resolutions is up for approval at the October 2014 meeting.

That any Railroad Crossing improvements shall not be included in the Needs Calculations until the project has been completed 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) to the annual Construction Needs for a 15 year period. Only State Aid eligible items are allowed to be included in this adjustment, and all Railroad Crossing Needs adjustments must be input by the city and approved by the District State Aid Engineer.

(One city has entered this adjustment)

Municipality	Previous Eligible Railroad Crossing Expenditures	2014 Eliglble Railroad Crossing Expenditures	Expired Railroad Crossing Expenditures	Total Railroad Crossing Adjustment for 2015 Apportionment
Fergus Falls	NA	$299,555	NA	$299,555
TOTAL	**NA**	**$299,555**	**NA**	**$299,555**

AFTER THE FACT RAILROAD BRIDGE OVER MSAS ADJUSTMENT

RR Bridge over MSAS Route Rehabilitation

That any structure that has been rehabilitated (Minnesota Administrative Rules, CHAPTER 8820, 8820.0200 DEFINITIONS, Subp. 8. Bridge rehabilitation) shall not be included in the Needs calculations until the rehabilitation project has been completed 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 State Aid eligible items are allowed to be included in this adjustment and all structure rehabilitation Needs adjustments must be input by the city and approved by the DSAE.

RR Bridge over MSAS Route Construction/Reconstruction

That any structure that has been constructed/reconstructed (Minnesota Administrative Rules, CHAPTER 8820, 8820.0200 DEFINITIONS, Subp. 31. Reconstruction) shall not be included in the Needs calculations until the project has been completed 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 35-year period. Only State Aid eligible items are allowed to be included in this adjustment and all structure construction/reconstruction Needs adjustments must be input by the city and approved by the District State Aid Engineer

(One city has entered this adjustment)

Municipality	Previous Eligible Railroad Bridge over MSAS Expenditures	2014 Eliglble Railroad Bridge over MSAS Expenditures	Type of Construction	Expired Railroad Bridge over MSAS Expenditures	Total Railroad Bridge over MSAS Adjustment for 2015 Apportionment
Thief River Falls	NA	$378,684	Construction/ Reconstruction	NA	$378,684
TOTAL		**$378,684**		**$0**	**$378,684**

N:\MSAS\Books\2014 OCTOBER Book\RR Bridge & RR Cross Adj

TRUNK HIGHWAY TURNBACK MAINTENANCE ALLOWANCE

The following tabulation shows the Trunk Highway Turnback Maintenance allowance for the 2015 Apportionment. All turnbacks eligible for maintenance payments as of December 31, 2014 are included in this tabulation. The total turnback maintenance apportionment has been computed in accordance with the 1967 Screening Board Resolution. (See Trunk Highway Turnback resolution.)

There are no THTB's eligible for Turnback Maintenance this year.

MSAS\Books\2014 OCTOBER Book\Turnback Maintenance Allowance 2014.xls 18-Sep-14

Msas Route No.	Date of Release	Project Number	Plan Approved	Original Miles Eligible for TB Funding	Miles Constructed with THTB Funds	Current Miles Eligible for TB Maint.	Date of MSAS Designation	Maintenance Allowance Eligible Miles X $7,200	Total Turnback Maintenance Allocation
TOTAL				0.00	0.00	0.00			$0

Minnesota Department of Transportation
State Aid for Local Transportation
395 John Ireland Boulevard, MS 500
Saint Paul, MN 55155

October 22, 2014

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

Dear Commissioner Zelle:

We, the undersigned, as members of the 2014 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 2015 Apportionment Sum as provided by Minnesota Statutes, Chapter 162.13, Subdivision 1.

Steve Bot St. Michael Chair	Klayton Eckles Woodbury Vice Chair	Jeff Johnson Mankato Secretary
Jesse Story Hibbing District 1	Rich Clauson Crookston District 2	Brad DeWolf Buffalo District 3
Jon Pratt Detroit Lakes District 4	Rod Rue Eden Prairie Metro West	Steve Lang Austin District 6
Jeff Johnson Mankato District 7	John Rodeberg Glencoe District 8	Klayton Eckles Woodbury Metro East

Cindy Voigt Duluth	Don Elwood Minneapolis	Paul Kurtz Saint Paul	Richard Freese Rochester

An Equal Opportunity Employer

2014 ADJUSTED RESTRICTED CONSTRUCTION NEEDS RECOMMENDATIONS

N:\MSAS\BOOKS\2014 OCTOBER BOOK\2014 Adjusted Construction 2015 (Old Book File A & B).xls *18-Sep-14*

Municipality	Adjusted Restricted Construction Needs	Municipality	Adjusted Restricted Construction Needs
Albert Lea	$44,857,414	Forest Lake	$60,657,468
Albertville	12,614,534	Fridley	38,001,924
Alexandria	52,622,294	Glencoe	13,262,876
Andover	65,342,730	Golden Valley	39,723,196
Anoka	24,584,078	Grand Rapids	56,549,065
Apple Valley	67,628,530	Ham Lake	38,669,187
Arden Hills	9,948,755	Hastings	19,870,508
Austin	54,085,668	Hermantown	33,633,563
Baxter	23,231,630	Hibbing	71,404,018
Belle Plaine	11,818,554	Hopkins	18,788,605
Bemidji	24,948,316	Hugo	25,464,530
Big Lake	15,058,173	Hutchinson	26,238,473
Blaine	62,092,238	International Falls	10,441,265
Bloomington	152,124,141	Inver Grove Heights	61,426,713
Brainerd	34,237,779	Isanti	8,549,906
Brooklyn Center	22,350,077	Jordan	11,520,138
Brooklyn Park	65,876,032	Kasson	9,613,344
Buffalo	33,924,456	La Crescent	9,000,087
Burnsville	98,737,153	Lake City	10,134,910
Byron	6,452,299	Lake Elmo	21,185,454
Cambridge	17,797,181	Lakeville	95,865,337
Champlin	30,006,752	Lino Lakes	42,312,694
Chanhassen	30,273,145	Litchfield	15,860,919
Chaska	34,142,037	Little Canada	17,033,503
Chisholm	14,011,597	Little Falls	32,289,170
Circle Pines	5,034,948	Mahtomedi	8,603,818
Cloquet	32,079,761	Mankato	76,234,253
Columbia Heights	23,116,815	Maple Grove	114,844,133
Coon Rapids	83,685,936	Maplewood	72,859,568
Corcoran	20,063,745	Marshall	31,729,469
Cottage Grove	61,796,235	Medina	9,608,703
Crookston	29,868,033	Mendota Heights	24,722,304
Crystal	20,088,885	Minneapolis	498,699,438
Dayton	9,467,615	Minnetonka	93,663,208
Delano	13,246,276	Minnetrista	20,780,118
Detroit Lakes	29,222,228	Montevideo	11,601,990
Duluth	277,903,357	Monticello	15,797,835
Eagan	113,346,537	Moorhead	95,646,731
East Bethel	40,955,871	Morris	12,381,481
East Grand Forks	32,548,052	Mound	15,421,763
Eden Prairie	83,073,270	Mounds View	16,189,420
Edina	66,016,579	New Brighton	25,095,141
Elk River	65,417,547	New Hope	22,184,118
Fairmont	35,496,854	New Prague	9,388,904
Falcon Heights	4,465,820	New Ulm	34,065,266
Faribault	44,932,374	North Branch	44,958,680
Farmington	29,298,193	North Mankato	29,465,101
Fergus Falls	53,643,843	North St. Paul	20,180,699

Municipality	Adjusted Restricted Construction Needs	Municipality	Adjusted Restricted Construction Needs
Northfield	$26,561,541	St. Anthony	$11,039,728
Oak Grove	37,055,889	St. Cloud	131,170,142
Oakdale	19,652,590	St. Francis	24,794,095
Orono	11,672,738	St. Joseph	3,049,538
Otsego	26,490,247	St. Louis Park	50,906,608
Owatonna	57,227,910	St. Michael	47,216,143
Plymouth	109,446,628	St. Paul	404,983,702
Prior Lake	27,554,224	St. Paul Park	8,005,275
Ramsey	48,405,775	St. Peter	27,784,958
Red Wing	39,875,887	Stewartville	6,214,115
Redwood Falls	14,178,013	Stillwater	28,036,609
Richfield	52,961,566	Thief River Falls	40,784,840
Robbinsdale	16,093,081	Vadnais Heights	10,910,871
Rochester	207,745,092	Victoria	7,667,908
Rogers	28,297,300	Virginia	25,360,611
Rosemount	49,050,145	Waconia	15,979,670
Roseville	41,538,288	Waite Park	9,690,579
Sartell	27,647,200	Waseca	12,601,767
Sauk Rapids	22,835,332	West St. Paul	11,785,009
Savage	24,993,596	White Bear Lake	22,961,582
Shakopee	47,591,211	Willmar	50,667,772
Shoreview	28,898,138	Winona	36,678,530
Shorewood	12,777,100	Woodbury	103,654,975
South St. Paul	26,045,671	Worthington	17,235,821
Spring Lake Park	6,056,290	Wyoming	19,459,452
		Zimmerman	8,904,228
		STATE TOTAL	$6,423,349,310

TENTATIVE 2015 M.S.A.S. TOTAL ALLOCATIONS

The following tabulation shows each municipality's tentative construction (money) needs and population allocations for 2015. The tentative allocations shown in this summary are for informational purposes only. The actual revenue will be announced in January 2015, when the Commissioner of Transportation determines the annual allotments.

N/MSAS/Books/2014 October Books/Tentative 2015 TOTAL APPT.xlsx (book file A & B) 18-Sep-14

Municipality	Tentative 2015 Population Allocations using the 2010 Census or 2013 Estimate	Tentative 2015 Construction Needs Allocations	Tentative 2015 Total Allocations	Distribution Percentage
Albert Lea	$366,719	$539,876	$906,595	0.5864
Albertville	146,781	151,821	298,602	0.1931
Alexandria	265,533	633,330	898,863	0.5814
Andover	645,096	786,425	1,431,521	0.9259
Anoka	351,799	295,879	647,678	0.4189
Apple Valley	1,024,395	813,936	1,838,331	1.1890
Arden Hills	194,433	119,737	314,170	0.2032
Austin	508,452	650,942	1,159,394	0.7499
Baxter	157,692	279,602	437,294	0.2828
Belle Plaine	136,054	142,241	278,295	0.1800
Bemidji	277,767	300,263	578,030	0.3739
Big Lake	211,735	181,231	392,966	0.2542
Blaine	1,262,388	747,304	2,009,692	1.2998
Bloomington	1,749,222	1,830,873	3,580,095	2.3155
Brainerd	278,092	412,065	690,157	0.4464
Brooklyn Center	619,327	268,992	888,319	0.5745
Brooklyn Park	1,587,480	792,844	2,380,324	1.5395
Buffalo	321,856	408,294	730,150	0.4722
Burnsville	1,247,772	1,188,340	2,436,112	1.5756
Byron	104,565	77,656	182,221	0.1179
Cambridge	168,398	214,196	382,594	0.2474
Champlin	478,326	361,143	839,469	0.5429
Chanhassen	491,679	364,349	856,028	0.5537
Chaska	505,032	410,913	915,945	0.5924
Chisholm	102,509	168,635	271,144	0.1754
Circle Pines	102,061	60,598	162,659	0.1052
Cloquet	247,926	386,092	634,018	0.4101
Columbia Heights	402,178	278,220	680,398	0.4401
Coon Rapids	1,275,944	1,007,193	2,283,137	1.4767
Corcoran	111,363	241,475	352,838	0.2282
Cottage Grove	720,634	743,742	1,464,376	0.9471
Crookston	162,109	359,473	521,582	0.3373
Crystal	460,943	241,778	702,721	0.4545
Dayton	101,776	113,946	215,722	0.1395
Delano	114,763	159,424	274,187	0.1773
Detroit Lakes	180,164	351,701	531,865	0.3440
Duluth	1,755,940	3,344,675	5,100,615	3.2989
Eagan	1,349,569	1,364,170	2,713,739	1.7552
East Bethel	236,649	492,920	729,569	0.4719
East Grand Forks	175,869	391,728	567,597	0.3671
Eden Prairie	1,276,860	999,819	2,276,679	1.4725
Edina	1,001,801	794,535	1,796,336	1.1618
Elk River	475,701	787,326	1,263,027	0.8169
Fairmont	217,108	427,218	644,326	0.4167
Falcon Heights	110,834	53,748	164,582	0.1064
Faribault	477,879	540,779	1,018,658	0.6588

Municipality	Tentative 2015 Population Allocations using the 2010 Census or 2013 Estimate	Tentative 2015 Construction Needs Allocations	Tentative 2015 Total Allocations	Distribution Percentage
Farmington	**$448,852**	**$352,615**	**$801,467**	0.5184
Fergus Falls	**270,622**	**645,625**	**916,247**	0.5926
Forest Lake	**387,888**	**730,036**	**1,117,924**	0.7230
Fridley	**567,197**	**457,368**	**1,024,565**	0.6627
Glencoe	**114,620**	**159,624**	**274,244**	0.1774
Golden Valley	**421,006**	**478,084**	**899,090**	0.5815
Grand Rapids	**223,785**	**680,590**	**904,375**	0.5849
Ham Lake	**318,559**	**465,399**	**783,958**	0.5070
Hastings	**459,864**	**239,149**	**699,013**	0.4521
Hermantown	**195,919**	**404,793**	**600,712**	0.3885
Hibbing	**333,031**	**859,375**	**1,192,406**	0.7712
Hopkins	**374,800**	**226,128**	**600,928**	0.3887
Hugo	**282,489**	**306,476**	**588,965**	0.3809
Hutchinson	**288,636**	**315,790**	**604,426**	0.3909
International Falls	**130,762**	**125,665**	**256,427**	0.1658
Inver Grove Heights	**701,399**	**739,294**	**1,440,693**	0.9318
Isanti	**109,613**	**102,901**	**212,514**	0.1374
Jordan	**127,668**	**138,649**	**266,317**	0.1722
Kasson	**123,821**	**115,700**	**239,521**	0.1549
La Crescent	**101,776**	**108,320**	**210,096**	0.1359
Lake City	**103,058**	**121,978**	**225,036**	0.1455
Lake Elmo	**178,576**	**254,975**	**433,551**	0.2804
Lakeville	**1,176,305**	**1,153,777**	**2,330,082**	1.5070
Lino Lakes	**424,059**	**509,250**	**933,309**	0.6036
Litchfield	**136,909**	**190,892**	**327,801**	0.2120
Little Canada	**202,778**	**205,005**	**407,783**	0.2637
Little Falls	**179,065**	**388,613**	**567,678**	0.3672
Mahtomedi	**160,216**	**103,550**	**263,766**	0.1706
Mankato	**829,331**	**917,509**	**1,746,840**	1.1298
Maple Grove	**1,297,561**	**1,382,194**	**2,679,755**	1.7332
Maplewood	**792,834**	**876,893**	**1,669,727**	1.0799
Marshall	**279,456**	**381,876**	**661,332**	0.4277
Medina	**108,066**	**115,644**	**223,710**	0.1447
Mendota Heights	**227,225**	**297,543**	**524,768**	0.3394
Minneapolis	**8,161,165**	**6,002,042**	**14,163,207**	9.1603
Minnetonka	**1,034,878**	**1,127,273**	**2,162,151**	1.3984
Minnetrista	**138,334**	**250,097**	**388,431**	0.2512
Montevideo	**109,572**	**139,634**	**249,206**	0.1612
Monticello	**264,475**	**190,133**	**454,608**	0.2940
Moorhead	**795,704**	**1,151,146**	**1,946,850**	1.2592
Morris	**109,552**	**149,016**	**258,568**	0.1672
Mound	**191,766**	**185,607**	**377,373**	0.2441
Mounds View	**250,654**	**194,846**	**445,500**	0.2881
New Brighton	**450,318**	**302,030**	**752,348**	0.4866
New Hope	**425,505**	**266,994**	**692,499**	0.4479
New Prague	**151,015**	**112,999**	**264,014**	0.1708
New Ulm	**275,243**	**409,989**	**685,232**	0.4432
North Branch	**207,297**	**541,095**	**748,392**	0.4840
North Mankato	**275,202**	**354,624**	**629,826**	0.4074
North St. Paul	**243,265**	**242,883**	**486,148**	0.3144
Northfield	**410,075**	**319,678**	**729,753**	0.4720
Oak Grove	**167,116**	**445,982**	**613,098**	0.3965
Oakdale	**572,835**	**236,527**	**809,362**	0.5235
Orono	**154,923**	**140,486**	**295,409**	0.1911

Municipality	Tentative 2015 Population Allocations using the 2010 Census or 2013 Estimate	Tentative 2015 Construction Needs Allocations	Tentative 2015 Total Allocations	Distribution Percentage
Otsego	$294,275	$318,820	$613,095	0.3965
Owatonna	521,072	688,760	1,209,832	0.7825
Plymouth	1,485,297	1,317,233	2,802,530	1.8126
Prior Lake	493,064	331,626	824,690	0.5334
Ramsey	494,753	582,582	1,077,335	0.6968
Red Wing	335,616	479,922	815,538	0.5275
Redwood Falls	106,987	170,638	277,625	0.1796
Richfield	733,621	637,413	1,371,034	0.8867
Robbinsdale	294,031	193,686	487,717	0.3154
Rochester	2,247,069	2,500,293	4,747,362	3.0704
Rogers	243,875	340,569	584,444	0.3780
Rosemount	460,129	590,338	1,050,467	0.6794
Roseville	701,765	499,929	1,201,694	0.7772
Sartell	330,100	332,745	662,845	0.4287
Sauk Rapids	268,892	274,832	543,724	0.3517
Savage	582,219	300,808	883,027	0.5711
Shakopee	787,766	572,779	1,360,545	0.8800
Shoreview	521,703	347,800	869,503	0.5624
Shorewood	153,152	153,777	306,929	0.1985
South St. Paul	416,080	313,470	729,550	0.4718
Spring Lake Park	131,067	72,890	203,957	0.1319
St. Anthony	173,345	132,867	306,212	0.1980
St. Cloud	1,347,900	1,578,684	2,926,584	1.8928
St. Francis	147,372	298,407	445,779	0.2883
St. Joseph	138,151	36,702	174,853	0.1131
St. Louis Park	963,227	612,681	1,575,908	1.0192
St. Michael	341,987	568,265	910,252	0.5887
St. Paul	6,036,166	4,874,136	10,910,302	7.0564
St. Paul Park	109,796	96,347	206,143	0.1333
St. Peter	232,965	334,403	567,368	0.3670
Stewartville	125,978	74,789	200,767	0.1298
Stillwater	386,138	337,431	723,569	0.4680
Thief River Falls	176,439	490,861	667,300	0.4316
Vadnais Heights	257,351	131,317	388,668	0.2514
Victoria	165,549	92,286	257,835	0.1668
Virginia	177,334	305,225	482,559	0.3121
Waconia	230,930	192,322	423,252	0.2737
Waite Park	150,058	116,630	266,688	0.1725
Waseca	191,583	151,667	343,250	0.2220
West St. Paul	399,939	141,837	541,776	0.3504
White Bear Lake	490,560	276,352	766,912	0.4960
Willmar	401,343	609,806	1,011,149	0.6540
Winona	564,673	441,440	1,006,113	0.6507
Woodbury	1,338,272	1,247,528	2,585,800	1.6724
Worthington	264,088	207,439	471,527	0.3050
Wyoming	158,770	234,201	392,971	0.2542
Zimmerman	107,251	107,165	214,416	0.1387
TOTAL	**$77,307,505**	**$77,307,506**	**$154,615,011**	100.0000

COMPARISON OF THE 2014 ACTUAL TO 2015 TENATIVE TOTAL ALLOCATIONS

N:\MSAS\Books\2014 October Book\Adjusted Construction Needs 2015 (Old Book File A & B).xls 9/19/2014

Municipality	2014 Total Allocations	2015 TentativeTotal Allocations	Increase (Decrease) Amount	% Increase (Decrease)
Albert Lea	$951,717	$906,595	($45,122)	(4.741)
Albertville	310,982	298,602	(12,380)	(3.981)
Alexandria	867,852	898,863	31,011	3.573
Andover	1,480,481	1,431,521	(48,960)	(3.307)
Anoka	655,392	647,678	(7,714)	(1.177)
Apple Valley	1,787,534	1,838,331	50,797	2.842
Arden Hills	317,145	314,170	(2,975)	(0.938)
Austin	1,163,032	1,159,394	(3,638)	(0.313)
Baxter	416,299	437,294	20,995	5.043
Belle Plaine	274,442	278,295	3,853	1.404
Bemidji	561,970	578,030	16,060	2.858
Big Lake	406,854	392,966	(13,888)	(3.414)
Blaine	1,879,898	2,009,692	129,794	6.904
Bloomington	3,654,063	3,580,095	(73,968)	(2.024)
Brainerd	695,442	690,157	(5,285)	(0.760)
Brooklyn Center	881,017	888,319	7,302	0.829
Brooklyn Park	2,335,966	2,380,324	44,358	1.899
Buffalo	738,784	730,150	(8,634)	(1.169)
Burnsville	2,526,461	2,436,112	(90,349)	(3.576)
Byron	176,419	182,221	5,802	3.289
Cambridge	369,977	382,594	12,617	3.410
Champlin	821,730	839,469	17,739	2.159
Chanhassen	833,550	856,028	22,478	2.697
Chaska	883,039	915,945	32,906	3.726
Chisholm	283,554	271,144	(12,410)	(4.377)
Circle Pines	167,556	162,659	(4,897)	(2.923)
Cloquet	662,613	634,018	(28,595)	(4.315)
Columbia Heights	702,316	680,398	(21,918)	(3.121)
Coon Rapids	2,260,581	2,283,137	22,556	0.998
Corcoran	372,767	352,838	(19,929)	(5.346)
Cottage Grove	1,512,512	1,464,376	(48,136)	(3.182)
Crookston	546,349	521,582	(24,767)	(4.533)
Crystal	687,370	702,721	15,351	2.233
Dayton	210,500	215,722	5,222	2.481
Delano	284,491	274,187	(10,305)	(3.622)
Detroit Lakes	508,866	531,865	22,999	4.520
Duluth	5,307,302	5,100,615	(206,687)	(3.894)
Eagan	2,735,224	2,713,739	(21,485)	(0.786)
East Bethel	768,455	729,569	(38,886)	(5.060)
East Grand Forks	591,250	567,597	(23,653)	(4.001)
Eden Prairie	2,220,459	2,276,679	56,220	2.532
Edina	1,753,832	1,796,336	42,504	2.423
Elk River	1,207,804	1,263,027	55,223	4.572
Fairmont	679,858	644,326	(35,532)	(5.226)
Falcon Heights	162,669	164,582	1,913	1.176
Faribault	1,056,268	1,018,658	(37,610)	(3.561)
Farmington	825,333	801,467	(23,866)	(2.892)
Fergus Falls	951,816	916,247	(35,569)	(3.737)
Forest Lake	1,166,322	1,117,924	(48,398)	(4.150)

Municipality	2014 Total Allocations	2015 TentativeTotal Allocations	Increase (Decrease) Amount	% Increase (Decrease)
Fridley	$1,056,618	$1,024,565	($32,053)	(3.034)
Glencoe	286,414	274,244	(12,170)	(4.249)
Golden Valley	876,260	899,090	22,830	2.605
Grand Rapids	920,646	904,375	(16,271)	(1.767)
Ham Lake	748,557	783,958	35,401	4.729
Hastings	685,755	699,013	13,258	1.933
Hermantown	626,822	600,712	(26,110)	(4.166)
Hibbing	1,248,761	1,192,406	(56,355)	(4.513)
Hopkins	580,981	600,928	19,947	3.433
Hugo	569,580	588,965	19,385	3.403
Hutchinson	590,029	604,426	14,397	2.440
International Falls	267,669	256,427	(11,242)	(4.200)
Inver Grove Heights	1,483,562	1,440,693	(42,869)	(2.890)
Isanti	217,977	212,514	(5,463)	(2.506)
Jordan	267,005	266,317	(688)	(0.258)
Kasson	248,195	239,521	(8,674)	(3.495)
La Crescent	219,222	210,096	(9,126)	(4.163)
Lake City	218,290	225,036	6,746	3.091
Lake Elmo	406,782	433,551	26,769	6.581
Lakeville	2,363,116	2,330,082	(33,034)	(1.398)
Lino Lakes	963,909	933,309	(30,600)	(3.175)
Litchfield	344,150	327,801	(16,349)	(4.751)
Little Canada	409,204	407,783	(1,421)	(0.347)
Little Falls	569,713	567,678	(2,035)	(0.357)
Mahtomedi	256,237	263,766	7,529	2.938
Mankato	1,693,815	1,746,840	53,025	3.131
Maple Grove	2,762,725	2,679,755	(82,970)	(3.003)
Maplewood	1,673,037	1,669,727	(3,310)	(0.198)
Marshall	679,006	661,332	(17,674)	(2.603)
Medina	213,378	223,710	10,332	4.842
Mendota Heights	549,147	524,768	(24,379)	(4.439)
Minneapolis	14,152,886	14,163,207	10,321	0.073
Minnetonka	2,237,750	2,162,151	(75,599)	(3.378)
Minnetrista	406,224	388,431	(17,793)	(4.380)
Montevideo	241,319	249,206	7,887	3.268
Monticello	445,118	454,608	9,490	2.132
Moorhead	1,840,631	1,946,850	106,219	5.771
Morris	261,264	258,568	(2,696)	(1.032)
Mound	389,558	377,373	(12,185)	(3.128)
Mounds View	436,253	445,500	9,247	2.120
New Brighton	775,522	752,348	(23,174)	(2.988)
New Hope	699,050	692,499	(6,551)	(0.937)
New Prague	272,531	264,014	(8,517)	(3.125)
New Ulm	720,122	685,232	(34,890)	(4.845)
North Branch	791,203	748,392	(42,811)	(5.411)
North Mankato	655,087	629,826	(25,261)	(3.856)
North St. Paul	492,861	486,148	(6,713)	(1.362)
Northfield	760,939	729,753	(31,186)	(4.098)
Oak Grove	634,715	613,098	(21,617)	(3.406)
Oakdale	786,648	809,362	22,714	2.887
Orono	288,762	295,409	6,647	2.302
Otsego	652,023	613,095	(38,928)	(5.970)
Owatonna	1,170,120	1,209,832	39,712	3.394
Plymouth	2,752,292	2,802,530	50,238	1.825
Prior Lake	823,441	824,690	1,249	0.152
Ramsey	1,059,484	1,077,335	17,851	1.685
Red Wing	876,453	815,538	(60,915)	(6.950)
Redwood Falls	292,057	277,625	(14,432)	(4.942)

Municipality	2014 Total Allocations	2015 TentativeTotal Allocations	Increase (Decrease) Amount	% Increase (Decrease)
Richfield	$1,297,273	$1,371,034	$73,761	5.686
Robbinsdale	494,267	487,717	(6,550)	(1.325)
Rochester	4,550,830	4,747,362	196,532	4.319
Rogers	558,377	584,444	26,067	4.668
Rosemount	1,086,352	1,050,467	(35,885)	(3.303)
Roseville	1,211,822	1,201,694	(10,128)	(0.836)
Sartell	631,738	662,845	31,107	4.924
Sauk Rapids	518,040	543,724	25,684	4.958
Savage	943,114	883,027	(60,087)	(6.371)
Shakopee	1,323,588	1,360,545	36,957	2.792
Shoreview	869,805	869,503	(302)	(0.035)
Shorewood	294,738	306,929	12,191	4.136
South St. Paul	726,834	729,550	2,716	0.374
Spring Lake Park	199,924	203,957	4,033	2.017
St. Anthony	306,996	306,212	(784)	(0.255)
St. Cloud	2,828,971	2,926,584	97,613	3.450
St. Francis	471,113	445,779	(25,335)	(5.378)
St. Joseph	171,164	174,853	3,689	2.155
St. Louis Park	1,576,866	1,575,908	(958)	(0.061)
St. Michael	949,053	910,252	(38,801)	(4.088)
St. Paul	10,661,893	10,910,302	248,409	2.330
St. Paul Park	198,995	206,143	7,148	3.592
St. Peter	593,471	567,368	(26,103)	(4.398)
Stewartville	205,204	200,767	(4,437)	(2.162)
Stillwater	720,602	723,569	2,967	0.412
Thief River Falls	688,341	667,300	(21,041)	(3.057)
Vadnais Heights	384,059	388,668	4,609	1.200
Victoria	247,587	257,835	10,248	4.139
Virginia	508,207	482,559	(25,648)	(5.047)
Waconia	433,207	423,252	(9,955)	(2.298)
Waite Park	249,039	266,688	17,649	7.087
Waseca	354,764	343,250	(11,514)	(3.246)
West St. Paul	595,398	541,776	(53,622)	(9.006)
White Bear Lake	754,315	766,912	12,597	1.670
Willmar	989,248	1,011,149	21,901	2.214
Winona	988,688	1,006,113	17,425	1.762
Woodbury	2,421,673	2,585,800	164,127	6.777
Worthington	480,556	471,527	(9,029)	(1.879)
Wyoming	379,522	392,971	13,449	3.544
Zimmerman	222,389	214,416	(7,973)	(3.585)
TOTAL	**$154,615,011**	**$154,615,011**	**$0**	**0.000**

65 Cities Increased Their Estimated Total Allocation

82 Cities Decreased Their Estimated Total Allocation

TENTATIVE 2015 ALLOCATION RANKINGS

Rankings are from highest apportionment per Needs mile to lowest.

MSAS\Books\2014 October Book\Tentative 2015 Allocation Rankings

Municipality	2014 Total Needs Mileage	2015 Tentative Population Allocation Per Need Mile
Minneapolis	206.66	$39,491
Hopkins	9.99	37,518
St. Paul	164.73	36,643
Falcon Heights	3.29	33,688
New Hope	12.86	33,087
Columbia Heights	12.50	32,174
St. Louis Park	31.92	30,176
Richfield	24.58	29,846
New Brighton	15.22	29,587
Oakdale	19.39	29,543
Coon Rapids	43.23	29,515
West St. Paul	13.58	29,451
Robbinsdale	10.05	29,257
St. Anthony	5.95	29,134
Brooklyn Center	21.34	29,022
Circle Pines	3.60	28,350
Vadnais Heights	9.17	28,064
Eagan	48.32	27,930
Burnsville	45.11	27,661
Farmington	16.24	27,639
Apple Valley	37.31	27,456
Eden Prairie	47.08	27,121
Stewartville	4.71	26,747
Brooklyn Park	59.47	26,694
Shoreview	19.69	26,496
Winona	21.76	25,950
Blaine	48.67	25,938
Crystal	17.79	25,910
Arden Hills	7.53	25,821
St. Joseph	5.53	24,982
Edina	40.27	24,877
Waseca	7.71	24,849
Fridley	22.87	24,801
Plymouth	60.81	24,425

Municipality	2014 Total Needs Mileage	2015 Tentative Money Needs Allocation Per Need Mile
Crookston	11.58	$31,043
Thief River Falls	16.15	30,394
St. Paul	164.73	29,589
Minneapolis	206.66	29,043
Duluth	116.51	28,707
Eagan	48.32	28,232
Grand Rapids	25.74	26,441
Burnsville	45.11	26,343
Richfield	24.58	25,932
Delano	6.21	25,672
St. Michael	22.56	25,189
Moorhead	45.72	25,178
Fergus Falls	25.76	25,063
Rochester	101.45	24,646
St. Cloud	64.30	24,552
Maple Grove	57.01	24,245
Mankato	37.90	24,209
Bloomington	75.75	24,170
Maplewood	36.68	23,907
Buffalo	17.17	23,779
Mound	7.94	23,376
Coon Rapids	43.23	23,298
New Ulm	17.68	23,189
East Grand Forks	17.08	22,935
Jordan	6.09	22,767
Hopkins	9.99	22,635
Woodbury	55.40	22,519
North Mankato	15.77	22,487
Faribault	24.05	22,486
St. Francis	13.35	22,353
St. Anthony	5.95	22,331
Columbia Heights	12.50	22,258
Albert Lea	24.31	22,208
Minnetonka	51.10	22,060

Municipality	2014 Total Needs Mileage	2015 Tentative Total Allocation Per Need Mile
Minneapolis	206.66	$68,534
St. Paul	164.73	66,231
Hopkins	9.99	60,153
Eagan	48.32	56,162
Richfield	24.58	55,778
Columbia Heights	12.50	54,432
Burnsville	45.11	54,004
New Hope	12.86	53,849
Coon Rapids	43.23	52,814
St. Anthony	5.95	51,464
Falcon Heights	3.29	50,025
New Brighton	15.22	49,432
St. Louis Park	31.92	49,371
Farmington	16.24	49,351
Apple Valley	37.31	49,272
Robbinsdale	10.05	48,529
Eden Prairie	47.08	48,358
Mound	7.94	47,528
Bloomington	75.75	47,262
Maple Grove	57.01	47,005
Rochester	101.45	46,795
Woodbury	55.40	46,675
Winona	21.76	46,237
Mankato	37.90	46,091
Plymouth	60.81	46,087
Maplewood	36.68	45,521
St. Cloud	64.30	45,515
Circle Pines	3.60	45,183
Crookston	11.58	45,042
Fridley	22.87	44,800
Edina	40.27	44,607
Waseca	7.71	44,520
Shoreview	19.69	44,160
Delano	6.21	44,152

Municipality	2014 Total Needs Mileage	2015 Tentative Population Allocation Per Need Mile
Woodbury	55.40	$24,157
Mound	7.94	24,152
Prior Lake	20.44	24,122
Roseville	29.12	24,099
Chaska	20.96	24,095
Northfield	17.06	24,037
Champlin	19.92	24,012
Anoka	14.73	23,883
South St. Paul	17.46	23,830
White Bear Lake	21.02	23,338
Worthington	11.34	23,288
Bloomington	75.75	23,092
Waite Park	6.54	22,945
Maple Grove	57.01	22,760
Spring Lake Park	5.82	22,520
Victoria	7.43	22,281
Rochester	101.45	22,150
Mankato	37.90	21,882
Monticello	12.19	21,696
Hastings	21.25	21,641
Maplewood	36.68	21,615
Chanhassen	22.76	21,603
Savage	27.07	21,508
Waconia	10.74	21,502
North St. Paul	11.34	21,452
Stillwater	18.25	21,158
Shakopee	37.49	21,013
Jordan	6.09	20,963
St. Cloud	64.30	20,963
Inver Grove Heights	33.64	20,850
Albertville	7.15	20,529
Cottage Grove	35.31	20,409
Minnetonka	51.10	20,252
Mounds View	12.43	20,165
Kasson	6.20	19,971
Faribault	24.05	19,870
Byron	5.31	19,692
New Prague	7.76	19,461

Municipality	2014 Total Needs Mileage	2015 Tentative Money Needs Allocation Per Need Mile
Inver Grove Heights	33.64	$21,977
Willmar	27.87	21,880
Apple Valley	37.31	21,815
Litchfield	8.77	21,766
Farmington	16.24	21,713
Hermantown	18.65	21,705
Plymouth	60.81	21,661
Forest Lake	33.83	21,580
Austin	30.21	21,547
Brainerd	19.16	21,507
Lino Lakes	23.71	21,478
North St. Paul	11.34	21,418
Eden Prairie	47.08	21,237
Albertville	7.15	21,234
Fairmont	20.12	21,233
St. Peter	15.78	21,192
Cottage Grove	35.31	21,063
Rosemount	28.31	20,853
New Hope	12.86	20,762
Elk River	38.27	20,573
Mendota Heights	14.57	20,422
Marshall	18.78	20,334
Winona	21.76	20,287
Owatonna	34.26	20,104
Chisholm	8.39	20,100
Anoka	14.73	20,087
Golden Valley	23.90	20,004
Fridley	22.87	19,999
New Brighton	15.22	19,844
Edina	40.27	19,730
Waseca	7.71	19,671
Chaska	20.96	19,605
North Branch	27.81	19,457
Sauk Rapids	14.21	19,341
Red Wing	24.87	19,297
Robbinsdale	10.05	19,272
Minnetrista	12.98	19,268
Alexandria	32.95	19,221

Municipality	2014 Total Needs Mileage	2015 Tentative Total Allocation Per Need Mile
Anoka	14.73	$43,970
Duluth	116.51	43,778
Jordan	6.09	43,730
Chaska	20.96	43,700
North St. Paul	11.34	42,870
Inver Grove Heights	33.64	42,827
Northfield	17.06	42,776
Stewartville	4.71	42,626
Moorhead	45.72	42,582
Buffalo	17.17	42,525
Vadnais Heights	9.17	42,385
Faribault	24.05	42,356
Minnetonka	51.10	42,312
Champlin	19.92	42,142
South St. Paul	17.46	41,784
Albertville	7.15	41,763
Oakdale	19.39	41,741
Arden Hills	7.53	41,722
Brooklyn Center	21.34	41,627
Worthington	11.34	41,581
Cottage Grove	35.31	41,472
Thief River Falls	16.15	41,319
Blaine	48.67	41,292
Roseville	29.12	41,267
Waite Park	6.54	40,778
St. Michael	22.56	40,348
Prior Lake	20.44	40,347
Brooklyn Park	59.47	40,026
North Mankato	15.77	39,938
West St. Paul	13.58	39,895
Stillwater	18.25	39,648
Crystal	17.79	39,501
Waconia	10.74	39,409
Lino Lakes	23.71	39,364
New Ulm	17.68	38,757
Kasson	6.20	38,632
Austin	30.21	38,378
Sauk Rapids	14.21	38,263

Municipality	2014 Total Needs Mileage	2015 Tentative Population Allocation Per Need Mile
Sauk Rapids	14.21	$18,923
Buffalo	17.17	18,745
Lakeville	63.01	18,669
Delano	6.21	18,480
Big Lake	11.48	18,444
International Falls	7.12	18,365
St. Paul Park	6.06	18,118
Lino Lakes	23.71	17,885
Little Canada	11.35	17,866
Golden Valley	23.90	17,615
North Mankato	15.77	17,451
La Crescent	5.84	17,427
Moorhead	45.72	17,404
Sartell	19.12	17,265
Austin	30.21	16,831
Mahtomedi	9.53	16,812
Shorewood	9.20	16,647
Zimmerman	6.50	16,500
Orono	9.45	16,394
Rosemount	28.31	16,253
Isanti	6.89	15,909
Belle Plaine	8.68	15,674
Litchfield	8.77	15,611
Hutchinson	18.49	15,610
Mendota Heights	14.57	15,595
New Ulm	17.68	15,568
Bemidji	17.85	15,561
Owatonna	34.26	15,209
St. Michael	22.56	15,159
Andover	42.75	15,090
Albert Lea	24.31	15,085
Duluth	116.51	15,071
Marshall	18.78	14,881
St. Peter	15.78	14,763
Brainerd	19.16	14,514
Willmar	27.87	14,401
Crookston	11.58	13,999
Glencoe	8.39	13,662
Hugo	20.70	13,647

Municipality	2014 Total Needs Mileage	2015 Tentative Money Needs Allocation Per Need Mile
St. Louis Park	31.92	$19,194
Glencoe	8.39	19,026
Northfield	17.06	18,738
Kasson	6.20	18,661
La Crescent	5.84	18,548
Stillwater	18.25	18,489
Andover	42.75	18,396
Lakeville	63.01	18,311
Worthington	11.34	18,293
Champlin	19.92	18,130
Little Canada	11.35	18,062
South St. Paul	17.46	17,954
Waconia	10.74	17,907
Little Falls	21.75	17,867
Waite Park	6.54	17,833
Virginia	17.14	17,808
Shoreview	19.69	17,664
International Falls	7.12	17,650
Sartell	19.12	17,403
Cloquet	22.20	17,392
Roseville	29.12	17,168
East Bethel	28.78	17,127
Hutchinson	18.49	17,079
Oak Grove	26.15	17,055
Circle Pines	3.60	16,833
Bemidji	17.85	16,821
Shorewood	9.20	16,715
Zimmerman	6.50	16,487
Baxter	17.05	16,399
Morris	9.09	16,393
Belle Plaine	8.68	16,387
Falcon Heights	3.29	16,337
Prior Lake	20.44	16,224
Redwood Falls	10.52	16,220
Rogers	21.15	16,103
Chanhassen	22.76	16,008
Arden Hills	7.53	15,901
St. Paul Park	6.06	15,899
Hibbing	54.07	15,894

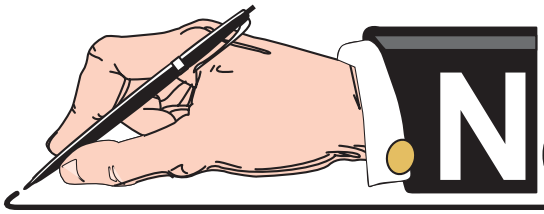
Municipality	2014 Total Needs Mileage	2015 Tentative Total Allocation Per Need Mile
Golden Valley	23.90	$37,619
Chanhassen	22.76	37,611
Litchfield	8.77	37,378
Monticello	12.19	37,294
Albert Lea	24.31	37,293
Rosemount	28.31	37,106
Lakeville	63.01	36,980
White Bear Lake	21.02	36,485
Shakopee	37.49	36,291
Willmar	27.87	36,281
Brainerd	19.16	36,021
Mendota Heights	14.57	36,017
International Falls	7.12	36,015
La Crescent	5.84	35,975
St. Peter	15.78	35,955
Little Canada	11.35	35,928
Mounds View	12.43	35,841
Fergus Falls	25.76	35,569
Owatonna	34.26	35,313
Marshall	18.78	35,215
Grand Rapids	25.74	35,135
Spring Lake Park	5.82	35,044
Victoria	7.43	34,702
Sartell	19.12	34,668
Byron	5.31	34,316
Big Lake	11.48	34,230
New Prague	7.76	34,022
St. Paul Park	6.06	34,017
Andover	42.75	33,486
St. Francis	13.35	33,392
Shorewood	9.20	33,362
East Grand Forks	17.08	33,232
Forest Lake	33.83	33,045
Elk River	38.27	33,003
Zimmerman	6.50	32,987
Hastings	21.25	32,895
Red Wing	24.87	32,792
Hutchinson	18.49	32,689
Glencoe	8.39	32,687

Municipality	2014 Total Needs Mileage	2015 Tentative Population Allocation Per Need Mile
Red Wing	24.87	$13,495
Otsego	22.47	13,096
Ramsey	37.86	13,068
Elk River	38.27	12,430
Montevideo	8.83	12,409
Lake City	8.39	12,283
Chisholm	8.39	12,218
Morris	9.09	12,052
Rogers	21.15	11,531
Forest Lake	33.83	11,466
Cloquet	22.20	11,168
St. Francis	13.35	11,039
Lake Elmo	16.30	10,956
Thief River Falls	16.15	10,925
Fairmont	20.12	10,791
Minnetrista	12.98	10,657
Fergus Falls	25.76	10,506
Hermantown	18.65	10,505
Dayton	9.72	10,471
Virginia	17.14	10,346
East Grand Forks	17.08	10,297
Cambridge	16.37	10,287
Redwood Falls	10.52	10,170
Wyoming	15.92	9,973
Ham Lake	33.49	9,512
Baxter	17.05	9,249
Medina	12.36	8,743
Grand Rapids	25.74	8,694
Little Falls	21.75	8,233
East Bethel	28.78	8,223
Alexandria	32.95	8,059
North Branch	27.81	7,454
Detroit Lakes	24.52	7,348
Corcoran	15.53	7,171
Oak Grove	26.15	6,391
Hibbing	54.07	6,159
TOTAL		**$19,192**

Municipality	2014 Total Needs Mileage	2015 Tentative Money Needs Allocation Per Need Mile
Stewartville	4.71	$15,879
Montevideo	8.83	15,814
Big Lake	11.48	15,787
Mounds View	12.43	15,675
Lake Elmo	16.30	15,643
Monticello	12.19	15,597
Corcoran	15.53	15,549
Ramsey	37.86	15,388
Blaine	48.67	15,355
Shakopee	37.49	15,278
Isanti	6.89	14,935
Orono	9.45	14,866
Hugo	20.70	14,806
Wyoming	15.92	14,711
Byron	5.31	14,624
New Prague	7.76	14,562
Lake City	8.39	14,538
Detroit Lakes	24.52	14,343
Vadnais Heights	9.17	14,320
Otsego	22.47	14,189
Ham Lake	33.49	13,897
Crystal	17.79	13,591
Brooklyn Park	59.47	13,332
White Bear Lake	21.02	13,147
Cambridge	16.37	13,085
Brooklyn Center	21.34	12,605
Spring Lake Park	5.82	12,524
Victoria	7.43	12,421
Oakdale	19.39	12,198
Dayton	9.72	11,723
Hastings	21.25	11,254
Savage	27.07	11,112
Mahtomedi	9.53	10,866
West St. Paul	13.58	10,445
Medina	12.36	9,356
St. Joseph	5.53	6,637
		$19,006

Municipality	2014 Total Needs Mileage	2015 Tentative Total Allocation Per Need Mile
Savage	27.07	$32,620
Bemidji	17.85	32,383
Chisholm	8.39	32,317
Hermantown	18.65	32,210
Belle Plaine	8.68	32,062
Fairmont	20.12	32,024
St. Joseph	5.53	31,619
Orono	9.45	31,260
Isanti	6.89	30,844
Minnetrista	12.98	29,925
Cloquet	22.20	28,559
Ramsey	37.86	28,456
Hugo	20.70	28,452
Morris	9.09	28,445
Montevideo	8.83	28,223
Virginia	17.14	28,154
Mahtomedi	9.53	27,677
Rogers	21.15	27,633
Otsego	22.47	27,285
Alexandria	32.95	27,280
North Branch	27.81	26,911
Lake City	8.39	26,822
Lake Elmo	16.30	26,598
Redwood Falls	10.52	26,390
Little Falls	21.75	26,100
Baxter	17.05	25,648
East Bethel	28.78	25,350
Wyoming	15.92	24,684
Oak Grove	26.15	23,445
Ham Lake	33.49	23,409
Cambridge	16.37	23,372
Corcoran	15.53	22,720
Dayton	9.72	22,194
Hibbing	54.07	22,053
Detroit Lakes	24.52	21,691
Medina	12.36	18,099
		$38,198

OTHER TOPICS



NOTES and COMMENTS

Certified Complete Cities: New resolution and 90P Account

At the Municipal Screening Board Meeting, on May 21, 2014, action was taken regarding Certified Complete Cities. After lengthy discussions at both the pre-screening board and MSB meetings regarding the recommendations of the Unencumbered Construction Funds Subcommittee described in a letter dated March 27, 2014 (see the June 2014 booklet for the letter), the board passed a resolution which allows us to better manage and track the balances available for Certified Complete cities. This resolution is included in MSB resolutions in the back of this book.

To help in this effort, State Aid Finance has created a new subaccount for the cities that have been Certified Complete. The amount available in this new 90P account can be found in the SAAS Status Report of any Certified Complete city. The table below comes directly from the SAAS Reports and shows the balances available in this account as of 9/16/2014.

Minnesota Department of Transportation - Office of Finance

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SAAS Account Summary by Account

Summary of Account: 90P - MUNI CONST POP

for 2014 as of 9/30/2014

Municipality	Dist	Beg Yr Bal	Annual Allocations	Total	Deposits	Tranfers	Disbursement	Unexp Bal	Encumbrance	B/L Rsrv	Bal Available
113-COLUMBIA HEIGHTS	5	0.00	0.00	0.00	0.00	676,237.13	0.00	676,237.13	24,011.25	0.00	652,225.88
115-CROOKSTON	2	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
124-FALCON HEIGHTS	5	0.00	0.00	0.00	0.00	439,360.40	0.00	439,360.40	10,805.97	0.00	428,554.43
127-FRIDLEY	5	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
168-SOUTH SAINT PAUL	5	0.00	0.00	0.00	0.00	974,627.53	0.00	974,627.53	0.00	0.00	974,627.53
Total		**0.00**	**0.00**	**0.00**	**0.00**	**2,090,225.06**	**0.00**	**2,090,225.06**	**34,817.22**	**0.00**	**2,055,407.84**

MUNICIPAL STATE AID CONSTUCTION ACCOUNT
ADVANCE GUIDELINES

ADVANCE STATUS IS CURRENTLY CODE GREEN

State Aid Advances

M.S. 162.14, Subd 6 provides for municipalities to make advances from future year's allocations for the purpose of expediting construction. This process not only helps reduce the construction cash balance, but also allows municipalities to fund projects that may have been delayed due to funding shortages.

The formula used to determine if advances will be available is based on the current construction cash balance, expenditures trends, repayments and the $20,000,000 recommended threshold in MSAS construction. The threshold can be administratively adjusted by the Chief Financial Officer and reported to the Screening Board at the next Screening Board meeting.

The process used for advancing is dependent on the code levels which are listed below. Code levels for the current year can be obtained from the SAF website - http://www.dot.state.mn.us/safinance/advances/advances.html.

State Aid Advance Code Levels

Guidelines for advances are determined by the following codes.

SEVERE

Code RED - SEVERE – Construction cash balance too low. NO MORE ADVANCES - NO EXCEPTIONS

GUARDED

Code YELLOW - GUARDED – Construction cash balance low; balances reviewed monthly. Advancing money may not meet the anticipated needs. Priority system will be used. Resolution required. Reserve option is available only prior to bid advertisement.

LOW

Code GREEN - LOW – Construction cash balance at acceptable level to approve anticipated advances. Advances approved on first-come, first-serve basis while funds are available. Resolution required. High priority projects are reserved; others optional.

General Guidelines for State Aid & Federal Aid Advance Construction

If a City requests an advance on future allotments they need to submit an Advance Resolution authorizing the advance by the board. This will "earmark" the funding for that City, but it will

NOT hold the funds. Advanced funds will be paid out on a first come first serve basis as the construction accounts are spent down to zero. The correct resolution must be used for each advance type and there is a sample resolution for each on the State Aid Finance webpage. **Requests are good only for the year requested (cannot be summited for multiple years) and void at 12/31 of that year.**

Advances are not limited to the projects listed on the resolution. Project payments are processed in the order received by SAF until the maximum advance amount is reached. Advances are repaid from next year's allocation until fully repaid.

Advance funding is not guaranteed. If the City finds they need a guarantee that the funds will be held specifically for them they can submit a "Request to Reserve Funds" to ensure funds will be available for their project. Once approved, a signed copy will be returned to the County. **Requests are good only for the year requested (cannot be summited for multiple years) and void at 12/31 of that year.**

Sample Advance Resolutions and a - Request to Reserve Funds can be obtained from SAF website - http://www.dot.state.mn.us/safinance/formsandresolutions.html.
E-mail completed forms to Sandra Martinez in State Aid Finance and your DSAE for review.

Priority System

A Priority System will be required if the construction cash balances drop below an acceptable level which is Code Yellow. This process starts in early October proceeding the advance year. Each city will be required to submit projects to their DSAE for prioritization within the district. The DSAE will submit the prioritized list to SALT for final prioritization.

Requests should include a negative impact statement if project had to be delayed or advance funding was not available. In addition, include the significance of the project.

Priority projects include, but are not limited to projects where agreements have mandated the city's participation, or projects with advanced federal aid. Small over-runs and funding shortfalls may be funded, but require State Aid approval.

Advance Limitations

Statutory - None
Ref. M.S.162.14, Subd 6.
State Aid Rules - None
Ref. State Aid Rules 8820.1500, Subp 10& 10b.
State Aid Guidelines
Advance is limited to five times the municipalities' last construction allotment or $4,000,000, whichever is less. Advance amount will be reduced by any similar outstanding obligations and/or bond principle payments due. The limit can be administratively adjusted by the Chief Financial Officer.

Limitation may be exceeded due to federal aid advance construction projects programmed by the ATP in the STIP where State Aid funds are used in lieu of federal funds. Repayment will be made at the time federal funds are converted. Should federal funds fail to be programmed, or the project (or a portion of the project) be declared federally ineligible, the local agency is required to pay back the advance under a payment plan mutually agreed to between State Aid and the Municipality.

HISTORY OF ADMINISTRATIVE ACCOUNT

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

Year	January Allotment	Year End Balance	Spent	Year	January Allotment	Year End Balance	Spent
1958	$113,220	$48,310	$64,910	2010	$2,614,101	$680,404	$1,933,697
1970	252,736	147,968	104,768	2011	2,858,585	762,419	2,096,166
1980	521,544	171,544	350,000	2012	3,014,118	1,029,649	1,984,469
1990	1,248,109	218,586	1,029,523	2013	3,125,654	888,606	2,237,048
2000	1,583,411	1,230,268	353,143	2014	3,235,357		
2008	1,750,808	29,487	1,721,321	2015			
2009	1,866,306	95,764	1,770,542	2016			

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

HISTORY OF THE RESEARCH ACCOUNT

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

Be it resolved that an amount of $773,075 (not to exceed 1/2 of 1% of the 2014 MSAS Apportionment sum of $154,615,011) shall be set aside from the 2015 Apportionment fund and be credited to the research account.

Year	Allotment	Spent	Year	Allotment	Spent
1958	$0	$0	2009	$571,991	$571,991
1970	37,803	2,151	2010	608,806	608,806
1980	77,116	40,764	2011	636,577	636,577
1990	191,254	150,294	2012	695,405	695,405
2000	487,286	487,286	2013	723,414	723,414
2008	572,095	572,095	2014	746,853	746,853
			2015	773,075	

N:MSAS/BOOKS/2014 OCTOBER BOOK/Past History of Administrative & Research Accounts 2014.xlsx

TRANSPORTATION REVOLVING LOAN FUND

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

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

State Statute 162.125 was repealed by 2014 Session Law Chapter 227, Article 1, Section 23. The statute had been in effect since 1997, but never used.

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

HISTORY OF THE TRANSPORTATION REVOLVING LOAN FUND	
Year	Amount allocated to the TRLF from the MSAS apportionment fund
From 1997 to 2008 law was enacted but not in effect	
2009	$0.00
2010	0.00
2011	0.00
2012	0.00
2013	0.00
2014	**REPEALED**

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 Multiplied approved by the Municipal Screening Board. This Multiplier will be multiplied by the Grading/Excavation Needs of each deficient proposed rural segment in the Needs study.

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

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

fot the January 2014 distribution

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**

PROPOSED RESOLUTIONS
OF THE
MUNICIPAL SCREENING BOARD

October 2014

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, May 2014)

That the Screening Board past Chair be appointed to serve a minimum three-year term on the Unencumbered Construction Fund Subcommittee. This will continue to maintain an experienced group to follow a program of accomplishments. The most senior member shall serve as chair of the subcommittee.

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.

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.

Improper Needs Report - Oct. 1961

That the State Aid Engineer and the District State Aid Engineer (DSAE) 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, May 2014)

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 using the lowest cost per mile of any other participating city.

Certified Complete Cities – May 2014 (Revised October 2014)
That State Aid Operational Rule 8820.18 subp.4 allows cities to spend the population based portion of their Construction Allotment on non MSAS city streets if its MSAS system has been Certified Complete.

That, at the city's request, the District State Aid Engineer shall review the MSAS system in that city and if the system has been completely built, may certify it complete for a period of two years.
That the same proportional amount of a city's total allocation based on population shall be used to compute the population based portion of its Construction Allotment.

That if a payment request for a project on the MSAS system is greater than the amount

available in the Needs based account, the remainder will come from the population based account, thereby reducing the amount available for non MSAS city streets.

That a city may carry over any remaining amount in its population based account from year to year. However if a payment request for a project on a non MSAS city street is greater than the amount available in the population based account, the population based account will be reduced to zero and the city will be responsible for the remaining amount.

Construction Needs Components – May 2014

That for Construction Needs purposes, all roadways on the MSAS system shall be considered as being built to Urban standards.
That all segments on the MSAS system shall always generate Construction Needs on the following items:
Excavation/Grading
Gravel Base
Bituminous
Curb and Gutter Construction
Sidewalk Construction
Storm Sewer Construction
Street Lighting
Traffic Signals
Engineering
Structures

Unit Price Study- Oct. 2006 (Revised May, 2014)

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

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 on all items where a Unit Price is not ~~received from~~ estimated and provided by other MnDOT offices. The Screening Board may request a Unit Price Study on individual items in the 'off years' if it is deemed necessary.

Unit Costs – May 2014

That the quantities which the Unit Costs for Excavation/Grading, Gravel Base, and Bituminous are based upon shall be determined by using the roadway cross sections and structural sections in each of the ADT groups as determined by the Municipal Screening Board and shown by the following table 'MSAS Urban ADT Groups for Needs Purposes'.

MSAS URBAN ADT GROUPS FOR NEEDS PURPOSES

Quantities Based on a One Mile Section

EXISTING ADT	PROPOSED NEEDS WIDTH	NEEDS GENERATION DATA	GRADING DEPTH (inches)	GRADING QUANTITY (cubic yards)	CLASS 5 GRAVEL BASE DEPTH (inches)	CLASS 5 GRAVEL BASE QUANTITY (Tons)	TOTAL BITUMINOUS QUANTITY (TONS)
0 EXISTING ADT & NON EXISTING	26 FOOT ROADBED WIDTH	2- 11' TRAFFIC LANES 0 PARKING LANES 2- 2' CURB REACTION	22 INCHES	**11,655**	6 INCHES	**4,346**	**2,917** 4 INCHES
1-499 EXISTING ADT	28' FOOT ROADBED WIDTH	2- 12' TRAFFIC LANES 0 PARKING LANES 2- 2' CURB REACTION	22 INCHES	**12,496**	6 INCHES	**4,691**	**3,182** 4 INCHES
500-1999 EXISTING ADT	34 FOOT ROADBED WIDTH	2- 12' TRAFFIC LANES 1- 8' PARKING LANE 1- 2' CURB REACTION	26 INCHES	**17,698**	10 INCHES	**10,176**	**3,978** 4 INCHES
2000-4999 EXISTING ADT	40 FOOT ROADBED WIDTH	2-12' TRAFFIC LANES 2- 8' PARKING LANE	32 INCHES	**25,188**	16 INCHES	**19,628**	**4,773** 4 INCHES
5000-8999 EXISTING ADT	48 FOOT ROADBED WIDTH	4-11' TRAFFIC LANES 2- 2' CURB REACTION	35 INCHES	**32,795**	19 INCHES	**27,907**	**5,834** 4 INCHES
9000-13,999 EXISTING ADT	54 FOOT ROADBED WIDTH	4-11' TRAFFIC LANES 1- 8' PARKING LANE 1- 2' CURB REACTION	36 INCHES	**37,918**	19 INCHES	**31,460**	**8,287** 5 INCHES
14,000-24,999 EXISTING ADT	62 FOOT ROADBED WIDTH	4-11' TRAFFIC LANES 1- 14' CENTER TURN 2- 2' CURB REACTION	38 INCHES	**45,838**	20 INCHES	**38,049**	**11,535** 6 INCHES
GT 25,000 EXISTING ADT	70 FOOT ROADBED WIDTH	6-11' TRAFFIC LANES 0 PARKING LANES 2- 2' CURB REACTION	39 INCHES	**53,172**	21 INCHES	**44,776**	**13,126** 6 INCHES

That the quantity used for Curb and Gutter Construction be determined by multiplying the segment length ~~time the Unit Price and multiplying it~~ times two if it is an undivided roadway and by four if it is divided.
That this quantity is then multiplied by the Municipal Screening Board approved Unit Price to determine the Curb and Gutter Construction Needs.

That the ~~Unit Cost per mile~~ quantity used for Sidewalk Construction be determined by multiplying the ~~Unit Price~~ segment length times 26,400 (a five foot wide sidewalk on one side of ~~the road~~ a mile of roadway) in the lower two ADT groups (less than 500 ADT) and by 52,800 (two five foot wide sidewalks on a mile of roadway) in the upper ADT groups.
That this quantity is then multiplied by the Municipal Screening Board approved Unit Price to determine the Sidewalk Construction Needs.

That the Unit Cost per mile for Storm Sewer Construction be calculated for the highest ADT group and be prorated downward for the ~~lower~~ other ADT groups.
That the Unit Cost for the highest ADT group, based on the average costs of all Storm Sewer Construction on the MSAS system in the previous year, will be provided to State Aid by the MnDOT Hydraulics Office and the proration ~~downward is determined based on calculations~~ shall be approved by the Municipal Screening Board.

Complete Storm Sewer Cost from Hydraulics Specialist	$319,711
Partial Storm Sewer Cost from Hydraulics Specialist	$99,942

Average SS Cost = 319,711 + 99,942)/2= **$209,827**

NSS recommended Storm Sewer Costs for 2014

for the January 2015 distribution

Typical Section	2011 Total cost per mile	Cost difference from 70' section	Percent cost difference from 70' section	Cost based on % of Cost of highest Typical Section
26	$ 367,150	$ (153,408)	-29.5%	$148,100
28	$ 374,123	$ (146,435)	-28.1%	$150,900
34	$ 395,042	$ (125,515)	-24.1%	$159,400
40	$ 415,961	$ (104,596)	-20.1%	$167,800
48	$ 443,854	$ (76,704)	-14.7%	$179,100
54	$ 464,773	$ (55,785)	-10.7%	$187,500
62	$ 492,665	$ (27,892)	-5.4%	$198,700
70	$ 520,557	$ -	0.0%	$210,000

That the Unit Cost for Street Lighting be determined by multiplying the Unit Price per mile by the segment length.

That the Unit Cost for Traffic Signals be determined by the recommendation by the ~~MnDOT Office of Traffic and Safety Operations~~ SALT Program Support Engineer and approved by the MSB.
That the Unit Cost for traffic signals shall be based on a cost per signal leg and for Needs purposes a signal leg shall be defined as ¼ of the signal cost.
That only signal legs on designated MSAS routes shall be included in the Needs study.
That stand alone pedestrian crossing signals shall not be included in the Needs study.

That the quantity used for Structure Needs (Bridges and Box Culverts) be determined by multiplying the centerline length of the structure times the Needs Width from the appropriate ADT Group.
That this quantity is then multiplied by the Municipal Screening Board approved Unit Price to determine the Structure Needs.

That the Unit Cost for Engineering is determined by adding together all other Unit Costs and multiplying them by the MSB approved Engineering Unit Price and adding to the total of all the other Unit Costs.

2014 UNIT PRICE RECOMMENDATIONS
for the January 2015 distribution

Needs Item		Used for Distribution in the Old Application 2012 Needs Prices used for 2013 Distribution	Subcommittee Recommended Prices in 2013 for 2014 Distribution that we did not use	Unit Costs used for the 2014 Estimate from the new application used for test purposes	2.7% ENR Construction Cost Index for 2013	Subcommittee Recommended Prices in 2014 for the 2015 Distribution	Screening Board Approved Prices for 2015 Distribution
Grading (Excavation)	Cu. Yd.	$6.60	**$6.75**	**$6.75**	**$6.93**	**$7.00**	**$7.00**
Aggregate Base	Ton	10.65	**10.90**	**10.90**	**11.19**	**11.25**	**11.25**
All Bituminous	Ton	58.00	**59.50**	**59.50**	**61.11**	**61.25**	**61.25**
Sidewalk Construction	Sq. Ft.	2.83	**3.25**	**3.25**	**3.34**	**3.50**	**3.50**
Curb and Gutter Construction	Lin.Ft.	11.15	**11.45**	**11.45**	**11.76**	**11.75**	**11.75**
Street Lighting	Mile	100,000	**100,000**	**100,000**	**NA**	**100,000.00**	**100,000.00**
Traffic Signals	Per Sig	140,000	**225,000**	**225,000**	**NA**	**205,000.00**	**205,000.00**
Engineering	Percent	22	**22**	**22**	**NA**	**22**	**22**
All Structures (includes both bridges and box culverts)							
0 to 149 Ft.	Sq. Ft.	125.00	**120.00**	**60.00**	**NA**	**72.00**	**72.00**
150 to 499 Ft.	Sq. Ft.	125.00	**120.00**	**60.00**	**NA**	**72.00**	**72.00**
500 Ft. and over	Sq. Ft.	125.00	**120.00**	**60.00**	**NA**	**72.00**	**72.00**

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, May 2014)

That the maximum mileage for State Aid designation may be exceeded to designate trunk highway turnbacks released to the Municipality after July 1, 1965.
That the maximum mileage for State Aid designation may also be exceeded to designate both County Road and County State Aid Highways released to the Municipality after May 11th, 1994.

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 Municipal Screening Board 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 Adjustments

Phase In (Restriction) May 2014

That the method of computing Needs be phased in ove a period of seven years. This seven year period shall begin with the January 2015 allocation and go through the January 2021 allocation. That the phase in be reviewed annually by the Municipal Screening Board to determine if the Phase In period should be revised.

That during the seven year period the phase in is being applied, the city's Restricted Needs shall be computed using the following steps:

1) Compare the current years Unadjusted Needs to the previous years Restricted Needs. In the first year of the phase in, the current years Unadjusted Needs shall be compared to the previous years Unadjusted Needs.
2) Compute the Statewide Average Percent of Change between the two totals.
3) Determine each individual city's Percent of Change between last years Restricted Needs and this years Unadjusted Needs.
4) If an individual city's Percent of Change is greater than 5% less than the Statewide Average Percent of Change, increase this year's Unadjusted Needs to 5% less than the Statewide Average Percent of Change.
5) If an individual city's Percent of Change is greater than 10% more than the Statewide Average Percent of Change, decrease this year's Unadjusted Needs to 10% more than the Statewide Average Percent of Change.
6) If an individual city's Percent of Change is between 5% less and 10% more than the Statewide Average Percent of Change, no restriction is made and the current years Unadjusted Needs shall be used as its Restricted Needs.

That all Needs adjustments shall be applied to the city's Restricted Needs.

That in the event that an MSAS route earning "After the Fact" Needs is removed from the MSAS 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.

Excess Unencumbered Construction Fund Balance Adjustment – Oct. 2002, (Revised Jan. 2010, May 2014)

That State Aid Payment 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.

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 negative 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 negative 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.

Low Balance Incentive – Oct. 2003 (Revised May, 2014)

That the amount of the Excess Unencumbered Construction Fund Balance Adjustment shall be redistributed as a positive adjustment 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**.**

After the Fact Right of Way Adjustment - Oct. 1965 (Revised June 1986, 2000, May 2014)

That Right of Way Needs shall not be included in the Needs calculations until 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 funding shall be included in the right-of-way Construction Needs adjustment. This Directive is to exclude all Federal or State grants.
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 District State Aid Engineer. The City Engineer shall input the data into the Needs Update program and the data will be approved by the DSAE.

After the Fact Railroad Bridge over MSAS Route Adjustment – May 2014

RR Bridge over MSAS Route Rehabilitation
That any structure that has been rehabilitated (Minnesota Administrative Rules, CHAPTER 8820, 8820.0200 DEFINITIONS, Subp. 8. Bridge rehabilitation) shall not be included in the Needs calculations until the rehabilitation project has been completed 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 State Aid eligible items are allowed to be included in this adjustment and all structure rehabilitation Needs adjustments must be input by the city and approved by the DSAE.

RR Bridge over MSAS Route Construction/Reconstruction
That any structure that has been constructed/reconstructed (Minnesota Administrative Rules, CHAPTER 8820, 8820.0200 DEFINITIONS, Subp. 31. Reconstruction) shall not be included in the Needs calculations until the project has been completed 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 35-year period. Only State Aid eligible items are allowed to be included in this adjustment and all structure construction/reconstruction Needs adjustments must be input by the city and approved by the District State Aid Engineer.

After the Fact Railroad Crossing Adjustment

That any Railroad Crossing improvements shall not be included in the Needs Calculations until the project has been completed 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) to the annual Construction Needs for a 15 year period. Only State Aid eligible items are allowed to be included in this adjustment, and all Railroad Crossing Needs adjustments must be input by the city and approved by the District State Aid Engineer.

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 (Revised May 2014)

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. All Retaining Wall adjustments must be input by the city and approved by the District State Aid Engineer.

Trunk Highway Turnback - Oct. 1967 (Revised June 1989, May 2014)

That any trunk highway turnback which reverts directly to the municipality and becomes part of the Municipal 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, tothe 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 maintenance 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.

TRAFFIC - June 1971 (Revised May 2014)

~~**Traffic Limitation on Non-Existing Streets** - Oct. 1965 (Revised May 2014)~~

That for the 1965 and all future Municipal State Aid Street Needs Studies, the Needs Study procedure shall utilize traffic data developed according the Traffic Forecasting and Analysis web site at http://www.dot.state.mn.us/traffic/data/coll-methods.html#TCS

Traffic Counting - Sept. 1973 (Revised June 1987, 1997, 1999, Oct. 2014)

That 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.
4) On new MSAS routes, the ADT will be determined by the City with the concurrence of the District State Aid Engineer until such time the roadway is counted in the standard MnDOT count rotation.

N:MSAS/Screening Board Info/Resolutions/FINAL DRAFT of MSB resolutions for the NewpROGRAM 2014.docx

2014 Item By Item Tabulation Of Needs

CITY NUMBER	MUNICIPALITY	GRADING	STORM SEWER	BASE	SURFACE	CURB AND GUTTER	SIDEWALK	SIGNALS	LIGHTING	STRUCTURES NON ATF	ENGINEERING	TOTAL NEEDS	TOTAL MILEAGE	COST PER MILE	MUNICIPALITY
101	ALBERT LEA	$3,965,567	$4,039,713	$4,640,376	$6,936,965	$3,175,210	$4,387,152	$1,383,750	$2,431,000	$1,650,384	$7,174,228	$39,784,345	24.31	$1,636,542	ALBERT LEA
242	ALBERTVILLE	1,289,809	1,203,811	1,983,570	2,113,219	923,156	1,321,320	102,500	715,000	0	2,031,124	11,263,509	7.15	1,575,316	ALBERTVILLE
102	ALEXANDRIA	5,636,590	5,510,370	6,814,313	9,673,963	4,182,737	6,076,224	1,230,000	3,288,000	24,480	9,336,071	51,772,748	32.88	1,574,597	ALEXANDRIA
198	ANDOVER	5,104,536	6,713,987	4,811,418	9,843,850	5,546,381	5,925,612	973,750	4,275,000	395,568	9,589,822	53,179,924	42.75	1,243,975	ANDOVER
103	ANOKA	2,264,498	2,425,688	2,474,229	4,360,700	1,903,388	2,527,140	615,000	1,473,000	1,931,184	4,394,463	24,369,290	14.73	1,654,399	ANOKA
186	APPLE VALLEY	7,625,514	6,498,319	9,707,579	13,703,712	4,921,016	6,557,628	3,741,250	3,731,000	0	12,426,929	68,912,947	37.31	1,847,037	APPLE VALLEY
187	ARDEN HILLS	967,853	1,197,421	971,228	1,819,452	939,137	1,154,076	205,000	753,000	56,304	1,778,363	9,861,834	7.53	1,309,673	ARDEN HILLS
104	AUSTIN	5,022,465	5,037,396	5,925,469	8,828,952	3,923,411	5,403,552	2,665,000	3,021,000	4,434,912	9,737,674	53,999,831	30.21	1,787,482	AUSTIN
230	BAXTER	2,923,097	2,854,678	3,517,344	5,134,108	2,248,330	2,932,776	461,250	1,705,000	0	4,790,981	26,568,164	17.05	1,558,250	BAXTER
239	BELLE PLAINE	1,235,780	1,401,585	1,353,930	2,220,428	1,077,016	1,386,924	0	868,000	59,040	2,112,594	11,715,297	8.68	1,349,689	BELLE PLAINE
105	BEMIDJI	2,978,986	2,979,357	3,537,745	5,124,321	2,214,836	3,166,548	1,076,250	1,785,000	1,515,312	5,363,237	29,741,592	17.85	1,666,196	BEMIDJI
232	BIG LAKE	1,494,429	1,838,363	1,474,909	2,846,729	1,424,439	2,013,396	102,500	1,148,000	0	2,715,408	15,058,173	11.48	1,311,688	BIG LAKE
106	BLAINE	8,414,094	8,160,573	10,228,750	14,390,459	7,223,941	8,145,060	2,511,250	4,867,000	584,784	14,195,702	78,721,613	48.67	1,617,457	BLAINE
107	BLOOMINGTON	15,850,481	13,286,287	20,232,303	28,733,616	11,852,116	13,963,488	11,813,125	7,575,000	2,520,288	27,681,893	153,508,597	75.75	2,026,516	BLOOMINGTON
108	BRAINERD	3,038,934	3,166,925	3,483,784	5,420,994	2,498,973	3,294,984	922,500	1,916,000	2,890,944	5,859,488	32,493,526	19.16	1,695,904	BRAINERD
109	BROOKLYN CENTER	4,135,149	3,677,469	5,202,908	7,155,594	3,123,096	3,920,532	2,767,500	2,134,000	1,154,880	7,319,650	40,590,778	21.34	1,902,098	BROOKLYN CENTER
110	BROOKLYN PARK	10,666,139	10,046,273	13,203,911	18,111,087	7,989,512	10,384,836	3,766,875	5,947,000	119,808	17,651,803	97,887,244	59.47	1,645,994	BROOKLYN PARK
213	BUFFALO	2,807,410	2,855,556	3,292,891	4,869,500	2,158,994	3,160,080	461,250	1,717,000	0	4,690,993	26,013,674	17.17	1,515,065	BUFFALO
179	BURNSVILLE	9,262,331	7,870,058	11,819,366	16,559,223	6,890,164	8,293,824	4,766,250	4,511,000	0	15,393,888	85,366,104	45.11	1,892,399	BURNSVILLE
249	BYRON	763,742	863,382	822,683	700,495	1,392,154	981,288	0	531,000	0	1,333,804	7,396,548	5.31	1,392,947	BYRON
218	CAMBRIDGE	2,828,521	2,749,106	3,433,643	4,796,361	2,047,316	2,944,788	768,750	1,637,000	1,446,912	4,983,523	27,635,920	16.37	1,688,205	CAMBRIDGE
193	CHAMPLIN	3,518,344	3,359,937	4,283,211	6,116,979	2,970,478	3,516,744	1,178,750	1,992,000	537,984	6,044,369	33,518,796	19.92	1,682,670	CHAMPLIN
194	CHANHASSEN	4,068,318	3,839,323	5,038,989	6,968,197	3,110,688	4,168,164	1,614,375	2,276,000	725,184	6,998,036	38,807,274	22.76	1,705,065	CHANHASSEN
196	CHASKA	3,542,909	3,498,681	4,280,599	6,019,334	2,647,873	3,737,580	1,050,625	2,096,000	1,527,984	6,248,346	34,649,931	20.96	1,653,146	CHASKA
111	CHISHOLM	1,053,161	1,336,319	1,002,601	2,038,814	1,041,030	1,411,872	307,500	839,000	38,304	1,995,093	11,063,694	8.39	1,318,676	CHISHOLM
244	CIRCLE PINES	449,460	571,488	432,268	863,949	451,652	587,664	205,000	360,000	0	862,726	4,784,207	3.60	1,328,946	CIRCLE PINES
112	CLOQUET	3,015,689	3,571,323	3,120,833	5,600,228	2,824,058	3,600,828	768,750	2,220,000	489,600	5,546,485	30,757,794	22.20	1,385,406	CLOQUET
113	COLUMBIA HEIGHTS	1,912,934	2,058,344	2,118,275	3,486,166	1,555,962	2,280,432	512,500	1,250,000	0	3,338,417	18,513,030	12.50	1,481,042	COLUMBIA HEIGHTS
114	COON RAPIDS	8,333,266	7,439,390	10,392,386	14,817,464	5,877,670	7,886,340	3,895,000	4,323,000	3,024,576	14,517,602	80,506,694	43.23	1,862,288	COON RAPIDS
215	CORCORAN	1,529,643	2,380,841	1,121,357	3,241,260	1,926,964	1,808,268	51,250	1,553,000	40,320	3,003,640	16,656,543	15.53	1,072,540	CORCORAN
180	COTTAGE GROVE	5,682,032	5,846,994	6,528,321	10,359,861	5,138,155	5,829,516	1,332,500	3,531,000	207,360	9,780,264	54,236,003	35.31	1,535,996	COTTAGE GROVE
116	CROOKSTON	1,699,596	1,889,866	1,853,451	3,076,361	1,436,851	2,083,620	256,250	1,158,000	3,070,080	3,635,298	20,159,373	11.58	1,740,878	CROOKSTON
116	CRYSTAL	2,435,911	2,874,345	2,446,092	4,807,376	2,301,687	2,993,760	666,250	1,779,000	0	4,466,976	24,771,397	17.79	1,392,434	CRYSTAL
229	DAYTON	895,129	1,475,404	596,850	1,943,836	1,206,058	1,031,184	102,500	972,000	0	1,809,053	10,032,014	9.72	1,032,100	DAYTON
247	DELANO	859,282	999,581	914,472	1,570,271	770,536	971,124	256,250	621,000	552,960	1,653,404	9,160,880	6.21	1,476,470	DELANO
117	DETROIT LAKES	3,809,266	4,042,950	4,297,973	6,832,415	3,042,446	4,483,248	922,500	2,452,000	597,312	6,705,621	37,185,731	24.52	1,516,547	DETROIT LAKES
118	DULUTH	21,004,176	19,747,541	25,592,927	37,315,979	14,929,302	20,917,512	14,298,750	11,651,000	9,729,662	38,541,104	213,727,953	116.51	1,834,417	DULUTH
195	EAGAN	9,479,439	8,339,020	12,085,063	16,057,043	6,454,647	8,814,960	2,818,750	4,832,000	1,013,760	15,376,836	85,271,518	48.32	1,764,725	EAGAN
203	EAST BETHEL	2,888,950	4,419,255	2,192,957	6,046,116	3,571,023	3,665,508	0	2,878,000	24,480	5,650,983	31,337,272	28.78	1,088,856	EAST BETHEL
119	EAST GRAND FORKS	2,552,112	2,775,445	2,828,257	4,644,253	2,103,154	2,822,820	615,000	1,695,000	6,294,528	5,792,728	32,123,297	16.95	1,895,180	EAST GRAND FORKS
181	EDEN PRAIRIE	9,201,835	8,127,031	11,499,179	16,534,864	6,756,153	8,576,568	4,151,250	4,708,000	910,656	15,502,421	85,967,957	47.08	1,825,997	EDEN PRAIRIE
120	EDINA	8,103,956	6,993,049	10,348,262	14,092,144	5,445,871	7,441,896	4,586,875	4,027,000	2,494,224	13,977,315	77,510,592	40.27	1,924,773	EDINA
204	ELK RIVER	6,500,061	6,407,218	7,748,694	11,394,178	5,189,023	6,748,896	1,640,000	3,827,000	2,246,400	11,374,323	63,075,793	38.27	1,648,179	ELK RIVER
123	FAIRMONT	3,339,141	3,350,804	4,030,976	5,734,247	2,508,899	3,562,020	1,127,500	2,012,000	913,536	5,851,811	32,450,934	20.12	1,612,869	FAIRMONT
124	FALCON HEIGHTS	440,222	527,567	452,138	820,234	408,226	522,984	128,125	329,000	0	798,277	4,426,803	3.29	1,345,533	FALCON HEIGHTS
125	FARIBAULT	4,342,318	4,078,542	5,345,551	7,434,130	2,984,121	4,444,440	820,000	2,405,000	4,165,776	7,924,375	43,944,253	24.05	1,827,204	FARIBAULT
212	FARMINGTON	2,664,287	2,690,949	3,177,090	4,549,125	2,063,452	2,568,720	51,250	1,624,000	2,623,680	4,842,759	26,855,312	16.24	1,653,652	FARMINGTON
126	FERGUS FALLS	4,666,026	4,374,750	5,670,275	8,324,443	3,348,923	4,594,128	1,896,250	2,576,000	3,826,080	8,640,911	47,917,786	25.76	1,860,163	FERGUS FALLS
214	FOREST LAKE	4,948,665	5,505,102	5,435,299	8,981,597	4,305,573	5,660,424	871,250	3,383,000	0	8,597,804	47,678,714	33.83	1,409,362	FOREST LAKE
127	FRIDLEY	3,583,761	3,764,378	4,131,508	6,300,693	3,026,311	3,846,612	0	2,287,000	0	5,926,859	32,867,122	22.87	1,437,128	FRIDLEY
226	GLENCOE	1,209,845	1,363,770	1,307,988	2,197,452	1,041,032	1,432,200	0	839,000	0	2,066,082	11,457,369	8.39	1,365,598	GLENCOE
128	GOLDEN VALLEY	4,198,644	4,028,178	5,105,153	7,257,372	3,183,895	4,376,988	2,818,750	2,390,000	766,224	7,507,546	41,632,750	23.00	1,741,956	GOLDEN VALLEY
129	GRAND RAPIDS	3,693,766	4,183,313	3,955,908	6,801,866	3,193,823	4,498,032	1,281,250	2,574,000	1,026,432	6,865,844	38,074,234	25.74	1,479,185	GRAND RAPIDS
197	HAM LAKE	3,741,055	5,224,755	3,222,669	7,508,863	4,159,162	4,863,936	153,750	3,349,000	161,568	7,124,648	39,509,406	33.49	1,179,737	HAM LAKE
130	HASTINGS	3,689,975	3,576,932	4,471,796	6,414,515	2,636,702	3,927,000	717,500	2,125,000	1,118,304	6,311,297	34,999,021	21.25	1,647,013	HASTINGS
202	HERMANTOWN	3,139,329	3,114,208	3,767,148	5,362,201	2,314,091	3,328,248	512,500	1,865,000	115,200	5,173,945	28,691,870	18.65	1,538,438	HERMANTOWN
131	HIBBING	7,158,475	8,660,816	7,224,524	13,588,412	6,715,209	8,413,944	820,000	5,407,000	28,152	12,763,637	70,780,169	54.07	1,309,047	HIBBING
132	HOPKINS	1,924,907	1,714,603	2,455,490	3,229,164	1,239,561	1,823,976	2,408,750	999,000	46,656	3,485,264	19,327,371	9.99	1,934,672	HOPKINS
224	HUGO	2,417,681	3,257,071	2,158,422	4,800,697	2,766,981	3,199,812	307,500	2,070,000	14,112	4,618,300	25,610,576	20.70	1,237,226	HUGO
133	HUTCHINSON	3,157,729	3,097,648	3,789,967	5,504,117	2,304,170	3,395,700	615,000	1,849,000	3,620,880	6,013,528	33,347,739	18.49	1,803,555	HUTCHINSON
134	INTERNATIONAL FALLS	822,548	1,119,154	722,809	1,644,582	883,453	1,099,560	307,500	712,000	0	1,608,555	8,920,161	7.12	1,252,832	INTERNATIONAL FALLS
178	INVER GROVE HEIGHTS	5,554,759	5,604,894	6,307,043	9,837,242	4,842,843	6,010,620	1,178,750	3,364,000	0	9,438,036	52,338,187	33.64	1,555,832	INVER GROVE HEIGHTS
245	ISANTI	822,500	1,088,777	746,268	1,624,618	854,914	1,120,812	0	689,000	0	1,528,317	8,475,206	6.89	1,230,073	ISANTI
246	JORDAN	858,125	985,664	915,115	1,570,643	755,647	1,068,144	0	609,000	437,760	1,584,019	8,784,117	6.09	1,442,384	JORDAN
240	KASSON	840,868	994,251	883,149	1,546,239	769,295	971,124	0	620,000	360,000	1,536,685	8,521,611	6.20	1,374,453	KASSON
236	LA CRESCENT	716,132	926,491	668,334	1,398,024	734,628	967,428	0	584,000	0	1,316,709	7,301,746	5.84	1,250,299	LA CRESCENT
234	LAKE CITY	1,050,868	1,333,018	1,081,924	2,020,248	1,041,034	1,336,104	153,750	839,000	0	1,932,908	10,718,854	8.39	1,277,575	LAKE CITY
206	LAKE ELMO	2,211,828	2,632,881	2,235,301	4,171,753	2,063,451	2,986,368	51,250	1,630,000	146,880	3,988,536	22,118,248	16.30	1,356,948	LAKE ELMO
188	LAKEVILLE	10,195,174	10,431,298	11,995,794	17,622,587	8,294,748	10,735,032	1,896,250	6,301,000	110,244	17,068,071	94,650,198	63.01	1,502,146	LAKEVILLE
210	LINO LAKES	2,754,832	3,721,561	2,472,809	5,446,038	2,971,711	3,637,788	153,750	2,371,000	0	5,176,491	28,705,980	23.71	1,210,712	LINO LAKES
135	LITCHFIELD	1,091,416	1,396,249	1,025,289	2,127,525	1,088,181	1,534,764	256,250	877,000	0	2,067,269	11,463,943	8.77	1,307,177	LITCHFIELD
200	LITTLE CANADA	1,786,389	1,874,184	2,048,237	3,141,462	1,408,312	2,074,380	307,500	1,135,000	64,437	3,044,782	16,884,683	11.35	1,487,637	LITTLE CANADA
136	LITTLE FALLS	2,963,165	3,500,918	3,063,931	5,527,528	2,729,762	3,468,696	615,000	2,175,000	0	5,289,677	29,333,677	21.75	1,348,675	LITTLE FALLS
219	MAHTOMEDI	1,230,392	1,523,365	1,207,198	2,347,565	1,266,859	1,568,028	102,500	953,000	0	2,243,759	12,442,666	9.53	1,305,631	MAHTOMEDI
137	MANKATO	7,846,347	6,636,645	9,942,350	14,287,180	5,250,444	6,903,204	5,586,250	3,790,500	1,405,440	13,562,636	75,210,996	38.70	1,943,437	MANKATO
189	MAPLE GROVE	10,048,342	9,611,581	12,102,147	17,962,311	8,081,329	9,601,284	3,946,250	5,701,000	965,232	17,164,288	95,183,764	57.01	1,669,598	MAPLE GROVE
138	MAPLEWOOD	6,038,171	6,104,815	7,122,346	10,453,927	4,948,310	6,680,520	1,435,000	3,668,000	1,532,638	10,556,423	58,540,150	36.68	1,595,969	MAPLEWOOD
139	MARSHALL	3,014,855	3,102,155	3,550,383	5,205,558	2,688,811	3,343,956	717,500	1,878,000	1,403,136	5,478,956	30,383,310	18.78	1,617,855	MARSHALL
250	MEDINA	1,383,692	1,932,399	1,179,792	2,794,899	1,533,628	1,858,164	153,750	1,236,000	0	2,655,911	14,728,235	12.36	1,191,605	MEDINA
140	MENDOTA HEIGHTS	2,274,152	2,399,004	2,612,015	3,993,486	1,819,014	2,692,536	410,000	1,457,000	0	3,884,581	21,541,788	14.57	1,478,503	MENDOTA HEIGHTS
141	MINNEAPOLIS	42,414,122	36,059,770	54,228,341	74,952,366	26,518,355	37,855,356	76,567,500	20,666,000	39,240,734	89,870,350	498,373,094	266.66	2,411,561	MINNEAPOLIS
142	MINNETONKA	8,839,964	8,581,728	10,696,059	15,268,999	6,567,556	9,220,596	3,587,500	5,110,000	0	14,931,391	82,804,333	51.10	1,620,437	MINNETONKA
243	MINNETRISTA	1,280,316	1,992,512	930,593	2,723,816	1,610,558	1,567,104	51,250	1,298,000	70,560	2,535,435	14,060,144	12.98	1,083,216	MINNETRISTA
143	MONTEVIDEO	1,215,428	1,424,198	1,289,944	2,248,777	1,095,627	1,535,688	153,750	883,000	0	2,161,812	11,988,224	8.83	1,357,670	MONTEVIDEO
222	MONTICELLO	1,933,028	2,015,392	2,227,412	3,388,351	1,544,795	2,217,600	461,250	1,219,000	0	3,301,502	18,308,330	12.19	1,501,914	MONTICELLO
144	MOORHEAD	8,533,686	7,816,978	10,394,782	15,714,874	6,780,979	8,238,384	4,766,250	4,572,000	12,826,656	17,521,817	97,166,406	47.82	2,031,920	MOORHEAD
190	MORRIS	1,273,852	1,470,802	1,348,507	2,341,851	1,127,888	1,617,000	51,250	909,000	0	2,230,831	12,370,981	9.09	1,360,944	MORRIS
145	MOUND	1,095,030	1,278,468	1,157,693	2,009,968	985,194	1,293,600	51,250	794,000	0	1,906,345	10,571,548	7.94	1,331,429	MOUND
146	MOUNDS VIEW	1,703,674	2,004,173	1,769,962	3,161,622	1,582,016	2,149,224	461,250	1,243,000	0	3,096,483	17,171,404	12.43	1,381,448	MOUNDS VIEW
147	NEW BRIGHTON	2,118,475	2,452,805	2,249,339	3,913,595	1,888,501	2,436,588	538,125	1,522,000	99,360	3,788,138	21,006,926	15.22	1,380,219	NEW BRIGHTON
182	NEW HOPE	2,393,658	2,192,193	2,994,813	4,094,482	1,595,673	2,365,440	1,076,250	1,286,000	0	3,959,672	21,958,181	12.86	1,707,479	NEW HOPE
237	NEW PRAGUE	891,585	1,216,172	790,410	1,772,054	962,862	1,127,280	0	776,000	24,480	1,663,386	9,224,229	7.76	1,188,689	NEW PRAGUE
148	NEW ULM	2,780,935	2,913,206	3,217,496	4,858,508	2,382,332	3,168,396	307,500	1,768,000	1,983,744	5,143,625	28,523,742	17.68	1,613,334	NEW ULM
225	NORTH BRANCH	3,282,704	4,373,697	3,004,507	6,438,927	3,530,081	4,014,780	102,500	2,781,000	0	6,056,207	33,584,403	27.81	1,207,638	NORTH BRANCH
150	NORTH MANKATO	2,929,250	2,695,269	3,563,518	5,349,677	2,114,320	2,854,236	1,025,000	1,577,000	0	4,863,820	26,972,090	15.77	1,710,342	NORTH MANKATO
151	NORTH ST PAUL	1,648,940	1,843,691	1,804,247	2,972,827	1,425,682	1,886,808	461,250	1,134,000	0	2,899,043	16,076,488	11.34	1,417,680	NORTH ST PAUL
149	NORTHFIELD	2,607,011	2,800,457	2,935,818	4,640,558	2,387,294	2,996,532	0	1,706,000	1,202,688	4,680,799	25,957,157	17.06	1,521,522	NORTHFIELD
223	OAK GROVE	2,921,483	4,071,134	2,556,631	5,815,103	3,244,690	3,601,752	0	2,615,000	0	5,461,673	30,287,466	26.15	1,158,220	OAK GROVE
185	OAKDALE	3,797,629	3,340,851	4,882,920	6,305,917	2,474,154	3,583,272	1,127,500	1,939,000	0	6,039,275	33,490,518	19.39	1,727,206	OAKDALE
152	ORONO	1,515,820	1,565,523	1,760,788	2,644,919	1,183,724	1,746,360	205,000	945,000	818,208	2,724,778	15,110,120	9.45	1,598,954	ORONO
217	OTSEGO	3,092,741	3,619,406	3,250,742	5,694,946	2,788,079	3,808,728	256,250	2,247,000	0	5,446,738	30,204,630	22.47	1,344,220	OTSEGO
153	OWATONNA	5,991,641	5,768,947	7,223,738	10,619,615	4,250,982	6,298,908	1,281,250	3,426,000	1,701,216	10,243,704	56,806,001	34.26	1,658,085	OWATONNA
155	PLYMOUTH	12,317,558	10,578,245	15,688,207	21,729,209	8,345,624	11,060,280	768,750	6,081,000	1,882,345	19,459,270	107,910,488	60.81	1,774,552	PLYMOUTH
201	PRIOR LAKE	2,561,825	3,239,658	2,502,621	4,876,329	2,873,692	3,141,600	717,500	2,044,000	86,688	4,849,662	26,893,575	20.44	1,315,733	PRIOR LAKE
199	RAMSEY	4,530,139	5,963,962	4,213,169	8,820,225	4,727,450	5,808,264	768,750	3,786,000	543,456	8,615,510	47,776,925	37.86	1,261,937	RAMSEY
156	RED WING	4,311,979	4,175,453	5,242,171	7,412,624	3,283,159	4,533,144	461,250	2,487,000	1,497,600	7,348,964	40,753,344	24.87	1,638,655	RED WING
207	REDWOOD FALLS	1,221,721	1,654,180	1,082,532	2,433,188	1,318,968	1,659,504	102,500	1,052,000	551,736	2,436,789	13,513,118	10.52	1,284,517	REDWOOD FALLS
157	RICHFIELD	4,438,320	4,174,607	5,344,299	8,089,113	3,603,284	4,437,048	3,331,250	2,458,000	0	7,892,702	43,768,623	24.58	1,780,660	RICHFIELD
158	ROBBINSDALE	1,539,356	1,655,073	1,761,022	2,812,170	1,295,400	1,770,384	794,375	1,005,000	538,272	2,902,029	16,093,081	10.05	1,601,302	ROBBINSDALE
159	ROCHESTER	20,755,689	17,607,181	26,286,824	37,500,245	14,591,811	18,280,416	15,426,250	10,145,000	13,793,760	38,384,979	212,862,155	101.45	2,098,198	ROCHESTER
238	ROGERS	3,475,354	3,521,167	4,053,525	6,182,203	3,034,992	3,855,852	512,500	2,115,000	0	5,885,129	32,635,722	21.15	1,543,060	ROGERS
208	ROSEMOUNT	4,280,472	4,629,657	4,827,569	7,577,432	3,538,766	4,513,740	461,250	2,831,000	604,800	7,318,233	40,582,919	28.31	1,433,519	ROSEMOUNT
160	ROSEVILLE	4,158,445	4,720,973	4,479,714	7,597,595	3,676,488	4,996,992	1,332,500	2,912,000	70,272	7,467,900	41,412,879	29.12	1,422,146	ROSEVILLE
161	ST ANTHONY	1,089,448	1,010,974	1,345,248	1,903,008	776,742	1,052,436	640,625	595,000	556,416	1,973,378	10,943,275	5.95	1,839,206	ST ANTHONY
162	ST CLOUD	12,405,736	11,071,070	15,271,246	22,966,763	9,008,207	11,192,412	8,891,875	6,430,000	8,628,912	23,290,565	129,156,786	64.30	2,008,659	ST CLOUD
235	ST FRANCIS	1,686,104	2,127,493	1,616,715	3,251,009	1,656,471	2,153,844	0	1,335,000	0	3,041,862	16,868,498	13.35	1,263,558	ST FRANCIS
233	ST JOSEPH	628,958	863,483	560,067	1,244,635	686,159	741,972	153,750	553,000	0	1,195,046	6,627,070	5.53	1,198,385	ST JOSEPH
163	ST LOUIS PARK	6,460,320	5,555,377	8,127,941	11,843,084	4,547,533	5,824,896	5,714,375	3,192,000	854,208	11,466,340	63,586,074	31.92	1,992,045	ST LOUIS PARK
227	ST MICHAEL	2,990,219	3,621,550	3,005,346	5,645,673	3,182,650	3,967,656	307,500	2,256,000	0	5,494,853	30,471,447	22.56	1,350,685	ST MICHAEL
164	ST PAUL	33,131,134	28,598,077	41,989,078	59,159,095	22,413,822	29,757,420	34,875,625	16,473,000	51,064,740	69,841,639	387,303,630	164.73	2,351,142	ST PAUL
184	ST PAUL PARK	878,032	983,584	964,532	1,579,216	751,924	1,023,792	0	606,000	1,134,720	1,742,796	9,664,596	6.06	1,594,818	ST PAUL PARK
167	ST PETER	2,393,555	2,573,188	2,710,142	4,234,690	1,948,057	2,796,024	102,500	1,570,000	0	4,032,193	22,360,349	15.70	1,424,226	ST PETER
220	SARTELL	3,510,371	3,249,628	4,370,887	5,996,917	2,642,904	3,514,896	461,250	1,912,000	253,290	5,700,670	31,612,813	19.12	1,653,390	SARTELL
191	SAUK RAPIDS	2,269,754	2,353,570	2,395,800	4,111,048	1,982,797	2,587,200	820,000	1,421,000	5,794,272	5,265,802	29,201,243	14.21	2,054,978	SAUK RAPIDS
211	SAVAGE	4,395,848	4,483,069	5,194,630	7,569,182	3,533,797	4,686,528	512,500	2,707,000	806,400	7,455,568	41,344,522	27.07	1,527,319	SAVAGE
166	SHAKOPEE	6,379,005	6,282,808	7,506,738	11,644,980	4,899,918	6,666,660	973,750	3,749,000	315,648	10,652,072	59,070,579	37.49	1,575,636	SHAKOPEE
167	SHOREVIEW	2,919,600	3,210,313	3,250,101	5,213,939	2,595,754	3,467,772	845,625	1,969,000	0	5,163,865	28,635,969	19.69	1,454,341	SHOREVIEW
216	SHOREWOOD	1,431,262	1,513,184	1,644,440	2,512,342	1,141,537	1,700,160	153,750	920,000	0	2,423,670	13,440,345	9.20	1,460,907	SHOREWOOD
168	SOUTH ST PAUL	2,726,974	2,880,368	3,083,068	4,928,875	2,166,439	3,136,980	461,250	1,746,000	32,436	4,655,723	25,818,113	17.46	1,478,701	SOUTH ST PAUL
183	SPRING LAKE PARK	990,498	974,399	1,193,950	1,688,061	730,830	1,075,536	0	582,000	0	1,591,760	8,827,034	5.82	1,516,673	SPRING LAKE PARK
228	STEWARTVILLE	554,546	742,127	498,640	1,098,178	584,416	745,668	102,500	471,000	0	1,055,357	5,852,432	4.71	1,242,555	STEWARTVILLE
169	STILLWATER	2,948,409	3,032,232	3,368,742	5,381,628	2,470,435	3,229,380	666,250	1,825,000	58,752	5,055,781	28,036,609

2014 Mileage Report

CITY NUMBER	MUNICIPALITY	TOTAL LENGTH OUTSIDE THE CITY LIMITS	TOTAL NEEDS LENGTH CODED AS COMMON BOUNDARY DESGN.	TOTAL NEEDS LENGTH OF MSB APPROVED ONE WAY MILEAGE	TOTAL LENGTH OF THTB ELIGIBLE FOR THTB FUNDING	TRUNK HIGHWAY TURNBACK (Non Eligible for THTB funding)	CSAH TURNBACK	COUNTY ROAD TURNBACK	TRUNK HIGHWAY TURNBACK	IMPROVED NEEDS MILEAGE	UNIMPROVED NEEDS MILEAGE	NON-EXISTING NEEDS MILEAGE	TOTAL NEEDS LENGTH	TOTAL SYSTEM LENGTH	MUNICIPALITY
101	ALBERT LEA	0.00	0.00	0.00	0.00	1.00	0.28	0.90	1.00	24.31	0.00	0.00	24.31	24.31	ALBERT LEA
242	ALBERTVILLE	0.00	0.90	0.00	0.00	0.00	0.00	0.00	0.00	7.15	0.00	0.00	7.15	8.05	ALBERTVILLE
102	ALEXANDRIA	0.21	0.00	0.00	0.00	0.62	4.91	7.03	0.62	32.95	0.00	0.00	32.95	33.16	ALEXANDRIA
198	ANDOVER	0.00	1.73	0.00	0.00	0.00	0.00	1.80	0.00	30.82	0.53	11.40	42.75	44.48	ANDOVER
103	ANOKA	0.00	0.00	0.00	0.00	1.07	0.00	0.50	1.07	14.73	0.00	0.00	14.73	14.73	ANOKA
186	APPLE VALLEY	0.00	0.00	0.00	0.00	0.00	0.82	0.00	0.00	34.17	0.00	3.14	37.31	37.31	APPLE VALLEY
187	ARDEN HILLS	0.00	0.13	0.00	0.00	0.00	1.78	0.24	0.00	6.66	0.00	0.87	7.53	7.66	ARDEN HILLS
104	AUSTIN	0.00	0.00	0.00	0.00	4.72	0.00	0.00	4.72	29.88	0.33	0.00	30.21	30.21	AUSTIN
230	BAXTER	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.15	0.00	0.90	17.05	17.05	BAXTER
239	BELLE PLAINE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.90	0.00	0.78	8.68	8.68	BELLE PLAINE
105	BEMIDJI	0.00	0.00	0.00	0.00	0.00	1.46	0.00	0.00	17.85	0.00	0.00	17.85	17.85	BEMIDJI
232	BIG LAKE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.48	0.00	0.00	11.48	11.48	BIG LAKE
106	BLAINE	0.00	0.15	0.00	0.00	0.00	0.00	1.38	0.00	42.30	0.00	6.37	48.67	48.82	BLAINE
107	BLOOMINGTON	0.00	0.37	0.00	0.00	1.54	0.38	0.00	1.54	75.75	0.00	0.00	75.75	76.12	BLOOMINGTON
108	BRAINERD	0.00	0.00	0.00	0.00	2.48	0.00	0.00	2.48	18.33	0.00	0.83	19.16	19.16	BRAINERD
109	BROOKLYN CENTER	0.00	0.94	0.00	0.00	0.52	0.00	0.00	0.52	21.34	0.00	0.00	21.34	22.28	BROOKLYN CENTER
110	BROOKLYN PARK	0.00	2.87	0.00	0.00	4.48	1.00	0.00	4.48	53.07	0.00	6.40	59.47	62.34	BROOKLYN PARK
213	BUFFALO	0.09	0.00	0.00	0.00	0.00	1.16	1.46	0.00	17.03	0.00	0.14	17.17	17.26	BUFFALO
179	BURNSVILLE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	44.65	0.00	0.46	45.11	45.11	BURNSVILLE
249	BYRON	0.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.31	0.00	0.00	5.31	5.58	BYRON
218	CAMBRIDGE	0.00	0.00	0.00	0.00	3.83	1.20	0.49	3.83	16.12	0.00	0.25	16.37	16.37	CAMBRIDGE
193	CHAMPLIN	0.00	2.06	0.00	0.00	0.70	0.14	0.00	0.70	19.62	0.00	0.30	19.92	21.98	CHAMPLIN
194	CHANHASSEN	0.00	0.50	0.00	0.00	0.60	0.00	0.00	0.60	22.35	0.00	0.41	22.76	23.26	CHANHASSEN
196	CHASKA	0.00	0.11	0.00	0.00	0.00	0.00	2.40	0.00	19.71	0.00	1.25	20.96	21.07	CHASKA
111	CHISHOLM	0.00	0.00	0.00	0.00	0.72	0.00	0.00	0.72	8.39	0.00	0.00	8.39	8.39	CHISHOLM
244	CIRCLE PINES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.24	0.00	0.36	3.60	3.60	CIRCLE PINES
112	CLOQUET	0.00	0.00	0.00	0.00	1.74	0.00	0.00	1.74	22.08	0.00	0.12	22.20	22.20	CLOQUET
113	COLUMBIA HEIGHTS	0.00	1.58	0.00	0.00	0.00	0.00	0.88	0.00	12.50	0.00	0.00	12.50	14.08	COLUMBIA HEIGHTS
114	COON RAPIDS	0.00	0.64	0.00	0.00	1.44	0.75	0.00	1.44	43.23	0.00	0.00	43.23	43.87	COON RAPIDS
215	CORCORAN	0.00	0.51	0.00	0.00	0.00	0.00	0.00	0.00	15.08	0.00	0.45	15.53	16.04	CORCORAN
180	COTTAGE GROVE	0.00	0.00	0.00	0.00	0.00	0.00	1.25	0.00	28.83	1.09	5.39	35.31	35.31	COTTAGE GROVE
115	CROOKSTON	0.00	0.00	0.00	0.00	1.58	0.00	0.00	1.58	11.58	0.00	0.00	11.58	11.58	CROOKSTON
116	CRYSTAL	0.00	1.62	0.00	0.00	0.00	0.00	0.00	0.00	17.79	0.00	0.00	17.79	19.41	CRYSTAL
229	DAYTON	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.44	0.00	1.28	9.72	9.72	DAYTON
247	DELANO	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.21	0.00	0.00	6.21	6.21	DELANO
117	DETROIT LAKES	0.00	0.00	0.00	0.00	2.11	5.57	3.28	2.11	24.52	0.00	0.00	24.52	24.52	DETROIT LAKES
118	DULUTH	0.00	0.00	0.00	0.00	28.00	0.06	0.00	28.00	116.51	0.00	0.00	116.51	116.51	DULUTH
195	EAGAN	0.00	0.42	0.00	0.00	0.37	0.00	0.25	0.37	47.08	0.00	1.24	48.32	48.74	EAGAN
203	EAST BETHEL	0.00	2.16	0.00	0.00	0.00	0.00	0.00	0.00	22.21	0.00	6.57	28.78	30.94	EAST BETHEL
119	EAST GRAND FORKS	0.00	0.00	0.00	0.00	1.70	4.82	0.00	1.70	17.08	0.00	0.00	17.08	17.08	EAST GRAND FORKS
181	EDEN PRAIRIE	0.00	0.32	0.00	0.00	2.14	0.00	0.00	2.14	45.91	1.17	0.00	47.08	47.40	EDEN PRAIRIE
120	EDINA	0.00	0.35	0.00	0.00	0.00	0.00	0.00	0.00	40.27	0.00	0.00	40.27	40.62	EDINA
204	ELK RIVER	0.00	0.40	0.00	0.00	1.24	0.25	3.61	1.24	36.94	0.00	1.33	38.27	38.67	ELK RIVER
123	FAIRMONT	0.00	0.00	0.00	0.00	5.87	0.00	0.00	5.87	20.01	0.00	0.11	20.12	20.12	FAIRMONT
124	FALCON HEIGHTS	0.00	0.88	0.00	0.00	0.00	0.50	0.25	0.00	3.29	0.00	0.00	3.29	4.17	FALCON HEIGHTS
125	FARIBAULT	0.34	0.00	0.00	0.00	0.77	0.00	0.00	0.77	24.05	0.00	0.00	24.05	24.39	FARIBAULT
212	FARMINGTON	0.00	0.00	0.00	0.00	0.00	0.24	0.00	0.00	12.56	0.00	3.68	16.24	16.24	FARMINGTON
126	FERGUS FALLS	0.00	0.00	0.00	0.00	8.03	0.00	0.00	8.03	25.47	0.00	0.29	25.76	25.76	FERGUS FALLS
214	FOREST LAKE	0.00	0.00	0.00	0.00	0.00	8.51	0.00	0.00	32.97	0.00	0.86	33.83	33.83	FOREST LAKE
127	FRIDLEY	0.00	0.61	0.00	0.00	0.00	0.00	0.00	0.00	22.87	0.00	0.00	22.87	23.48	FRIDLEY
226	GLENCOE	0.00	0.00	0.00	0.00	0.00	0.74	0.00	0.00	8.25	0.00	0.14	8.39	8.39	GLENCOE
128	GOLDEN VALLEY	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	23.74	0.00	0.16	23.90	23.90	GOLDEN VALLEY
129	GRAND RAPIDS	0.00	0.00	0.00	0.00	0.00	0.00	7.07	0.00	25.05	0.64	0.05	25.74	25.74	GRAND RAPIDS
197	HAM LAKE	0.00	1.63	0.00	0.00	0.00	0.00	0.97	0.00	24.31	3.51	5.67	33.49	35.12	HAM LAKE
130	HASTINGS	0.00	0.00	0.00	0.00	1.26	0.00	0.00	1.26	21.25	0.00	0.00	21.25	21.25	HASTINGS
202	HERMANTOWN	0.00	0.00	0.00	0.00	0.00	0.24	2.91	0.00	18.65	0.00	0.00	18.65	18.65	HERMANTOWN
131	HIBBING	0.00	0.00	0.00	0.00	5.11	0.00	0.00	5.11	53.38	0.00	0.69	54.07	54.07	HIBBING
132	HOPKINS	0.00	0.44	0.00	0.00	0.00	0.35	0.00	0.00	9.92	0.00	0.07	9.99	10.43	HOPKINS
224	HUGO	0.00	0.34	0.00	0.00	0.00	0.00	0.00	0.00	20.19	0.00	0.51	20.70	21.04	HUGO
133	HUTCHINSON	0.00	0.00	0.00	0.00	0.21	1.73	3.03	0.21	18.49	0.00	0.00	18.49	18.49	HUTCHINSON
134	INTERNATIONAL FALLS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.12	0.00	0.00	7.12	7.12	INTERNATIONAL FALLS
178	INVER GROVE HEIGHTS	0.00	0.32	0.00	0.00	0.00	3.57	1.08	0.00	33.64	0.00	0.00	33.64	33.96	INVER GROVE HEIGHTS
245	ISANTI	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.83	0.00	0.06	6.89	6.89	ISANTI
246	JORDAN	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.07	0.00	0.02	6.09	6.09	JORDAN
240	KASSON	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.72	0.13	0.35	6.20	6.20	KASSON
236	LA CRESCENT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.84	0.00	0.00	5.84	5.84	LA CRESCENT
234	LAKE CITY	0.00	0.00	0.00	0.00	0.00	0.44	0.00	0.00	8.39	0.00	0.00	8.39	8.39	LAKE CITY
206	LAKE ELMO	0.00	0.04	0.00	0.00	0.00	0.00	2.15	0.00	16.30	0.00	0.00	16.30	16.34	LAKE ELMO
188	LAKEVILLE	0.00	0.00	0.00	0.00	0.00	2.53	7.29	0.00	59.23	1.63	2.15	63.01	63.01	LAKEVILLE
210	LINO LAKES	0.00	0.38	0.00	0.00	0.28	0.34	0.98	0.28	19.88	0.00	3.83	23.71	24.09	LINO LAKES
135	LITCHFIELD	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.77	0.00	0.00	8.77	8.77	LITCHFIELD
200	LITTLE CANADA	0.00	0.40	0.00	0.00	0.00	1.03	4.03	0.00	11.35	0.00	0.00	11.35	11.75	LITTLE CANADA
136	LITTLE FALLS	0.00	0.00	0.00	0.00	2.63	0.00	1.99	2.63	21.45	0.15	0.15	21.75	21.75	LITTLE FALLS
219	MAHTOMEDI	0.00	0.00	0.00	0.00	0.00	0.99	0.69	0.00	9.53	0.00	0.00	9.53	9.53	MAHTOMEDI
137	MANKATO	0.00	0.00	0.80	0.00	5.32	1.98	0.00	5.32	38.22	0.00	0.48	37.90	38.70	MANKATO
189	MAPLE GROVE	0.00	1.00	0.00	0.00	0.50	0.00	0.00	0.50	49.41	0.00	7.60	57.01	58.01	MAPLE GROVE
138	MAPLEWOOD	0.00	1.59	0.00	0.00	0.00	7.95	3.37	0.00	36.68	0.00	0.00	36.68	38.27	MAPLEWOOD
139	MARSHALL	0.00	0.00	0.00	0.00	1.42	0.00	3.55	1.42	18.02	0.05	0.71	18.78	18.78	MARSHALL
250	MEDINA	0.00	0.94	0.00	0.00	0.00	0.00	0.00	0.00	11.36	0.00	1.00	12.36	13.30	MEDINA
140	MENDOTA HEIGHTS	0.10	0.23	0.00	0.00	0.00	0.65	0.23	0.00	14.57	0.00	0.00	14.57	14.90	MENDOTA HEIGHTS
141	MINNEAPOLIS	0.00	1.82	0.00	0.00	8.98	9.67	0.00	8.98	203.64	0.00	3.02	206.66	208.48	MINNEAPOLIS
142	MINNETONKA	0.00	2.04	0.00	0.00	0.00	0.00	0.00	0.00	51.10	0.00	0.00	51.10	53.14	MINNETONKA
243	MINNETRISTA	0.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.98	0.00	0.00	12.98	13.39	MINNETRISTA
143	MONTEVIDEO	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.83	0.00	0.00	8.83	8.99	MONTEVIDEO
222	MONTICELLO	0.00	0.00	0.00	0.00	0.00	0.50	0.74	0.00	11.97	0.00	0.22	12.19	12.19	MONTICELLO
144	MOORHEAD	0.00	0.00	2.10	0.00	2.99	0.00	7.49	2.99	47.32	0.00	0.50	45.72	47.82	MOORHEAD
190	MORRIS	0.00	0.00	0.00	0.00	0.00	1.80	0.00	0.00	9.09	0.00	0.00	9.09	9.09	MORRIS
145	MOUND	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.71	0.23	0.00	7.94	7.94	MOUND
146	MOUNDS VIEW	0.00	0.24	0.00	0.00	0.00	1.26	2.18	0.00	12.43	0.00	0.00	12.43	12.67	MOUNDS VIEW
147	NEW BRIGHTON	0.00	0.38	0.00	0.00	0.00	0.73	0.38	0.00	12.83	0.00	2.39	15.22	15.60	NEW BRIGHTON
182	NEW HOPE	0.00	1.40	0.00	0.00	0.00	0.00	0.00	0.00	12.86	0.00	0.00	12.86	14.26	NEW HOPE
237	NEW PRAGUE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.86	0.50	0.40	7.76	7.76	NEW PRAGUE
148	NEW ULM	0.00	0.00	0.00	0.00	0.58	0.00	0.00	0.58	17.10	0.58	0.00	17.68	17.68	NEW ULM
225	NORTH BRANCH	0.00	0.00	0.00	0.00	0.00	0.70	4.52	0.00	27.18	0.00	0.63	27.81	27.81	NORTH BRANCH
150	NORTH MANKATO	0.00	0.00	0.00	0.00	1.79	0.22	0.00	1.79	15.77	0.00	0.00	15.77	15.77	NORTH MANKATO
151	NORTH ST PAUL	0.00	1.25	0.00	0.00	0.00	2.75	0.00	0.00	11.22	0.00	0.12	11.34	12.59	NORTH ST PAUL
149	NORTHFIELD	0.00	0.00	0.00	0.00	0.80	1.29	0.00	0.80	16.53	0.00	0.53	17.06	17.06	NORTHFIELD
223	OAK GROVE	0.00	1.97	0.00	0.00	0.00	0.00	1.55	0.00	21.13	0.00	5.02	26.15	28.12	OAK GROVE
185	OAKDALE	0.00	0.04	0.00	0.00	0.60	0.00	0.00	0.60	19.39	0.00	0.00	19.39	19.43	OAKDALE
152	ORONO	0.00	0.41	0.00	0.00	0.00	0.00	0.00	0.00	9.45	0.00	0.00	9.45	9.86	ORONO
217	OTSEGO	0.00	1.15	0.00	0.00	0.00	0.00	0.00	0.00	20.74	0.00	1.73	22.47	23.62	OTSEGO
153	OWATONNA	0.00	0.00	0.00	0.00	0.00	7.91	1.31	0.00	34.26	0.00	0.00	34.26	34.26	OWATONNA
155	PLYMOUTH	0.00	1.51	0.00	0.00	0.00	1.76	0.00	0.00	60.08	0.00	0.73	60.81	62.32	PLYMOUTH
201	PRIOR LAKE	0.00	0.23	0.00	0.00	0.00	1.20	0.61	0.00	17.03	0.00	3.41	20.44	20.67	PRIOR LAKE
199	RAMSEY	0.00	0.40	0.00	0.00	0.00	0.00	1.99	0.00	31.95	0.00	5.91	37.86	38.26	RAMSEY
156	RED WING	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	24.26	0.00	0.61	24.87	24.87	RED WING
207	REDWOOD FALLS	0.00	0.00	0.00	0.00	0.00	2.02	0.33	0.00	9.75	0.00	0.77	10.52	10.52	REDWOOD FALLS
157	RICHFIELD	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	24.58	0.00	0.00	24.58	24.58	RICHFIELD
158	ROBBINSDALE	0.00	0.54	0.00	0.00	0.55	0.00	0.00	0.55	10.05	0.00	0.00	10.05	10.59	ROBBINSDALE
159	ROCHESTER	0.25	0.00	0.00	0.00	5.54	0.43	3.60	5.54	97.70	0.00	3.75	101.45	101.70	ROCHESTER
238	ROGERS	0.00	0.00	0.00	0.00	0.00	1.83	0.00	0.00	20.58	0.00	0.57	21.15	21.15	ROGERS
208	ROSEMOUNT	0.00	0.17	0.00	0.00	0.00	0.01	6.36	0.00	27.49	0.00	0.82	28.31	28.48	ROSEMOUNT
160	ROSEVILLE	0.00	1.02	0.00	0.00	0.00	3.77	3.94	0.00	27.55	0.00	1.57	29.12	30.14	ROSEVILLE
161	ST ANTHONY	0.00	0.65	0.00	0.00	0.00	0.00	0.45	0.00	5.95	0.00	0.00	5.95	6.60	ST ANTHONY
162	ST CLOUD	0.00	0.19	0.00	0.00	4.19	3.40	0.00	4.19	57.06	1.06	6.18	64.30	64.49	ST CLOUD
235	ST FRANCIS	0.00	0.24	0.00	0.00	0.00	0.00	1.22	0.00	13.35	0.00	0.00	13.35	13.59	ST FRANCIS
233	ST JOSEPH	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.03	0.00	0.50	5.53	5.53	ST JOSEPH
163	ST LOUIS PARK	0.00	0.39	0.00	0.00	0.00	3.54	0.00	0.00	31.46	0.00	0.46	31.92	32.31	ST LOUIS PARK
227	ST MICHAEL	0.50	0.25	0.00	0.00	0.00	0.18	0.55	0.00	22.56	0.00	0.00	22.56	23.31	ST MICHAEL
164	ST PAUL	0.00	1.21	0.00	0.00	7.44	3.45	0.00	7.44	161.05	0.00	3.68	164.73	165.94	ST PAUL
184	ST PAUL PARK	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.00	6.06	0.00	0.00	6.06	6.06	ST PAUL PARK
165	ST PETER	0.00	0.00	0.00	0.00	2.35	0.00	0.00	2.55	15.16	0.00	0.62	15.78	15.78	ST PETER
220	SARTELL	0.00	0.00	0.00	0.00	0.00	0.00	1.84	0.00	19.12	0.00	0.00	19.12	19.12	SARTELL
191	SAUK RAPIDS	0.00	0.00	0.00	0.00	1.02	0.39	0.00	1.02	13.90	0.00	0.31	14.21	14.21	SAUK RAPIDS
211	SAVAGE	0.00	0.00	0.00	0.00	0.00	1.82	2.06	0.00	24.58	0.00	2.49	27.07	27.07	SAVAGE
166	SHAKOPEE	0.00	0.23	0.00	0.00	0.92	1.90	3.01	0.92	35.42	0.00	2.07	37.49	37.72	SHAKOPEE
167	SHOREVIEW	0.00	0.25	0.00	0.00	0.00	3.95	0.76	0.00	18.58	0.00	1.11	19.69	19.94	SHOREVIEW
216	SHOREWOOD	0.00	0.69	0.00	0.00	0.00	0.00	0.00	0.00	9.20	0.00	0.00	9.20	9.89	SHOREWOOD
168	SOUTH ST PAUL	0.00	0.07	0.00	0.00	0.80	1.60	0.18	0.80	17.46	0.00	0.00	17.46	17.53	SOUTH ST PAUL
183	SPRING LAKE PARK	0.00	0.12	0.00	0.00	0.00	0.00	0.29	0.00	5.82	0.00	0.00	5.82	5.94	SPRING LAKE PARK
228	STEWARTVILLE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.49	0.00	0.22	4.71	4.71	STEWARTVILLE
169	STILLWATER	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17.73	0.00	0.52	18.25	18.25	STILLWATER
170	THIEF RIVER FALLS	0.00	0.00	0.00	0.00	0.00	2.26	0.78	0.00	16.02	0.00	0.13	16.15	16.15	THIEF RIVER FALLS
209	VADNAIS HEIGHTS	0.00	0.00	0.00	0.00	0.00	0.57	0.59	0.00	8.60	0.00	0.57	9.17	9.17	VADNAIS HEIGHTS
241	VICTORIA	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.11	0.00	1.32	7.43	7.43	VICTORIA
171	VIRGINIA	0.00	0.00	0.00	0.00	4.14	0.00	0.00	4.14	15.63	0.00	1.51	17.14	17.14	VIRGINIA
231	WACONIA	0.00	0.00	0.00	0.00	0.00	1.77	0.00	0.00	10.65	0.00	0.09	10.74	10.74	WACONIA
221	WAITE PARK	0.00	0.19	0.00	0.00	0.51	0.00	0.00	0.51	5.91	0.00	0.63	6.54	6.73	WAITE PARK
172	WASECA	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.71	0.00	0.00	7.71	7.71	WASECA
173	WEST ST PAUL	0.00	0.96	0.00	0.00	0.00	0.98	0.23	0.00	13.58	0.00	0.00	13.58	14.54	WEST ST PAUL
174	WHITE BEAR LAKE	0.01	0.00	0.00	0.00	0.00	1.98	1.09	0.00	20.95	0.00	0.07	21.02	21.03	WHITE BEAR LAKE
175	WILLMAR	0.00	0.00	0.00	0.00	6.74	0.00	0.94	6.74	27.87	0.00	0.00	27.87	27.87	WILLMAR
176	WINONA	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	21.26	0.00	0.50	21.76	21.76	WINONA
192	WOODBURY	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	52.71	0.00	2.69	55.40	55.40	WOODBURY
177	WORTHINGTON	0.00	0.00	0.00	0.00	0.00	0.00	0.65	0.00	11.34	0.00	0.00	11.34	11.34	WORTHINGTON
248	WYOMING	0.00	0.00	0.00	0.00	0.00	0.00	2.36	0.00	15.70	0.00	0.22	15.92	15.92	WYOMING
251	ZIMMERMAN	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.59	0.00	0.91	6.50	6.50	ZIMMERMAN
	TOTAL	**2.34**	**46.57**	**2.90**	**0.00**	**144.14**	**125.36**	**117.06**	**144.14**	**3535.37**	**11.60**	**138.32**	**3682.39**	**3734.20**	**TOTAL**