

# 2013 Municipal State Aid Street Needs Report



City of Minnetonka

CEAM Project of the Year Honorable Mention,  
Trunk Highway 169/Bren Road Interchange Project



**OCTOBER 2013**



# 2012 CEAM Project of the Year Honorable Mention

## City of Minnetonka Trunk Highway 169/Bren Road Interchange Project

The Highway 169 and Bren Road interchange (MSAS 128) serves as the main access point for Minnetonka's 640-acre Opus business park and for residential areas of Edina. Involved agencies determined that a new interchange was needed to handle both current and future traffic in the area. The resulting project, dubbed 169Bren, was financed through public/private partnerships and multijurisdictional partnerships (state and local government) – a creative financing solution that garnered a City of Excellence award from the League of Minnesota Cities (2010) and an Award of Excellence in Government Finance from the Government Finance Officers Association (2010).

The city of Minnetonka took the lead on this complicated project to ensure that construction was completed in one season to minimize impacts on the over 20,000 people per day who live, work and travel through the area. Construction began in the spring of 2011 and was completed by the end of November, including demolition and reconstruction of the Bren Road bridge in only 77 days.

The finished project earned several engineering awards, including a Seven Wonders of Engineering Award for Distinguished Engineering Achievement from the Minnesota Society of Professional Engineers (2013); an Honor Award from the American Council of Engineering Companies of Minnesota (2013); and Honorable Mention from the City Engineers Association of Minnesota (2012).

WSB & Associates, Inc. was the consultant on the project, with Lunda Construction Company as the primary contractor.





# The State Aid Program Mission Study

## Mission Statement:

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

## Program Goals:

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

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

## Key Program Concepts:

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

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

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

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

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

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



# TABLE OF CONTENTS

Maps of Highway Districts and Urban Municipalities .....	1-2
2013 Municipal Screening Board .....	3
2013 Subcommittees Appointed by the Commissioner .....	4
Past Municipal Screening Board Representatives .....	5-6
Minutes of the Spring Screening Board Meeting.....	7-17
Allocation for cities that fell below 5,000 Population .....	18
Tentative 2014 MSAS Population Allocations .....	19
2014 Population Summary.....	20-22
Tentative Population Allocations for 2014.....	23-26
Mileage, Needs, and Apportionment .....	27-29
Tentative 2014 MSAS Construction Needs Allocation Explanation.....	30
2014 Estimated Construction Needs Allocations.....	31-33
Comparison of the Estimated 2014 to the 2013 Construction Needs Allocations.....	34-36
Tentative 2014 Total Allocations .....	37-39
Construction Needs Recommendation to the Commissioner.....	40
Adjusted Construction Needs Recommendations.....	41-42

## OTHER TOPICS

St. Paul System Revision Request.....	45
Certification of MSAS System as Complete .....	46-48
State Aid Advances .....	49-50
History of the Administrative and Research Accounts.....	51
Transportation Revolving Loan Fund .....	52
County Highway Turnback Policy .....	53-54
Current Resolutions of the Municipal Screening Board .....	55-63

# State of Minnesota

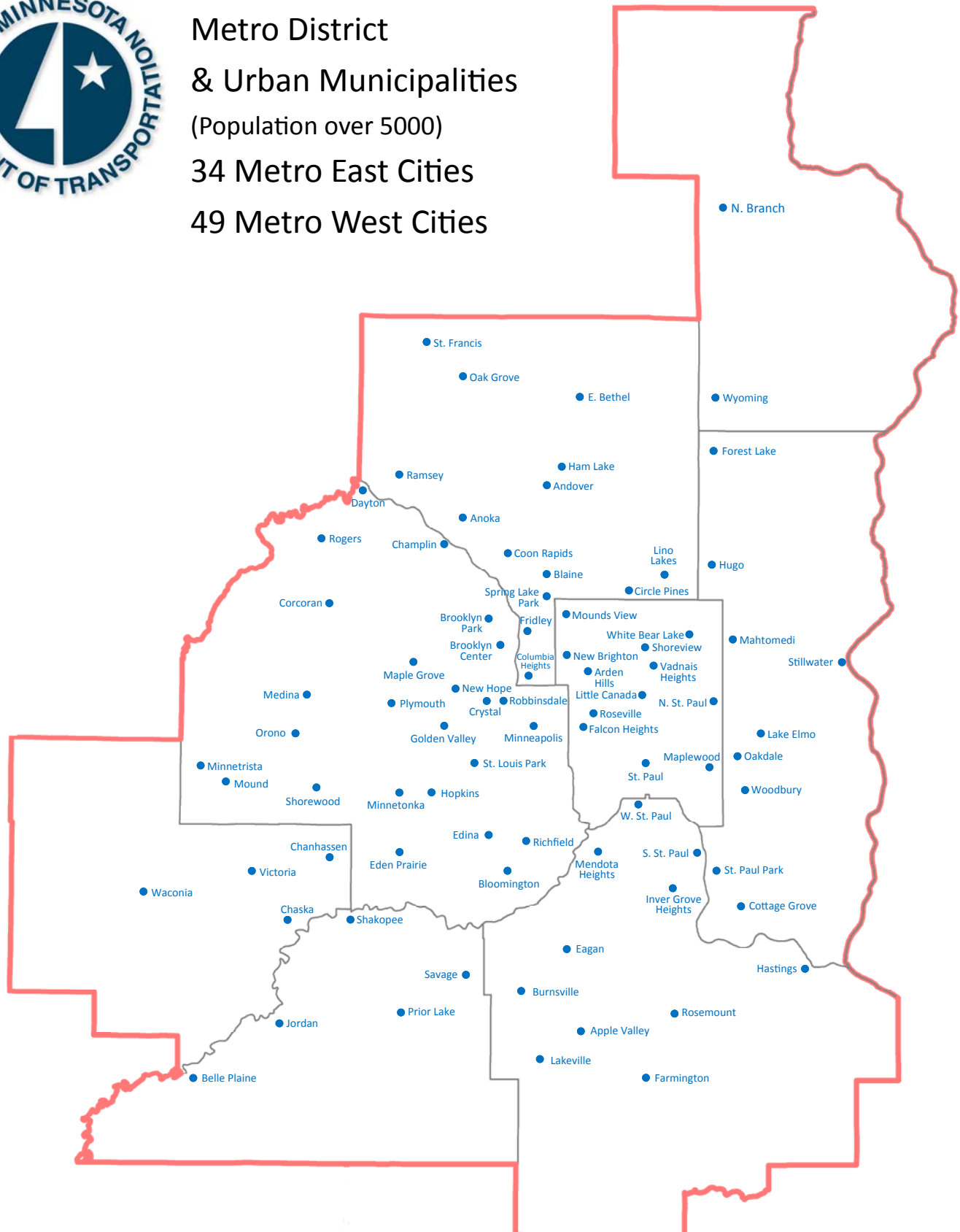
## Metro District

## & Urban Municipalities

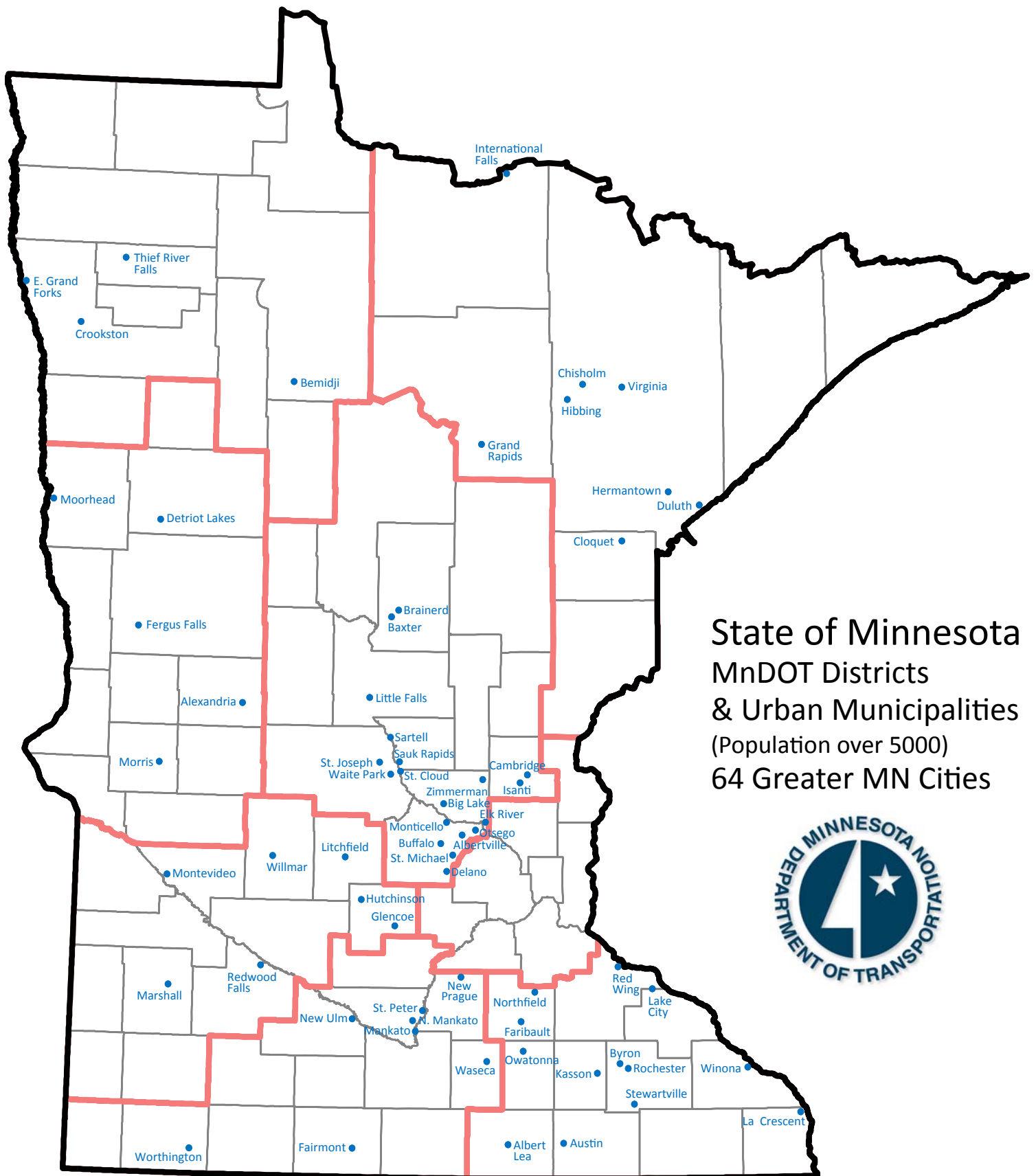
(Population over 5000)

## 34 Metro East Cities

## 49 Metro West Cities







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



# 2013 MUNICIPAL SCREENING BOARD

N:/MSAS/BOOKS/2013 OCTOBER BOOK/SCREENING BOARD MEMBERS OCTOBER 2013.XLS

25-Sep-13

OFFICERS			
Chair	VACANT		
Vice Chair	Steve Bot	St. Michael	(763) 497-2041
Secretary	Klayton Eckles	Woodbury	(952) 912-2600

MEMBERS				
District	Years Served	Representative	City	Phone
1	2011-2013	David Salo	Hermantown	(218) 727-8796
2	2012-2014	Dave Kildahl	Thief River Falls	(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	2011-2013	Troy Nemmers	Fairmont	(507) 238-9461
8	2012-2014	John Rodeberg	Glencoe	(952) 912-2600
Metro-East	2011-2013	Mark Graham	Vadnais Heights	(651) 204-6050
<u>Cities</u>	Permanent	Cindy Voigt	Duluth	(218) 730-5200
<u>of the</u>	Permanent	Don Elwood	Minneapolis	(612) 673-3622
<u>First</u>	Permanent	Richard Freese	Rochester	(507) 328-2426
<u>Class</u>	Permanent	Paul Kurtz	Saint Paul	(651) 266-6203

ALTERNATES				
District	Year Beginning		City	Phone
1	2014	Jesse Story	Hibbing	(218) 262-3486
2	2015	Rich Clauson	Crookston	(218) 281-6522
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	2014	Jeff Johnson	Mankato	(507) 387-8640
8	2015	Jared Voge	Willmar	(320) 231-3956
Metro-East	2014	Klayton Eckles	Woodbury	(952) 912-2600

## 2013 SUBCOMMITTEES

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

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

NEEDS STUDY SUBCOMMITTEE	UNENCUMBERED CONSTRUCTION FUNDS SUBCOMMITTEE
<p>Russ Matthys, Chair Eagan (651) 675-5635 Expires after 2013</p> <p>Steve Bot St. Michael (763) 497-2041 Expires after 2014</p> <p>Tim Schoonhoven Alexandria (320) 762-8149 Expires after 2015</p>	<p>Jeff Hulsether, Chair Brainerd (218) 828-2309 Expires after 2013</p> <p>Jean Keely Blaine (763) 784-6700 Expires after 2014</p> <p>Kent Exner Hutchinson (320) 234-4212 Expires after 2015</p>

# MUNICIPAL SCREENING BOARD REPRESENTATIVES

## DISTRICTS

YEAR	DISTRICT 1	DISTRICT 2	DISTRICT 3	DISTRICT 4	METRO WEST	DISTRICT 6	DISTRICT 7	DISTRICT 8	METRO EAST
1986	BUSBY Hibbing	SANDERS E. Gr. Forks	SCHWENINGER Brainerd	EDWARDS Fergus Falls	RUDRUD Bloomington	MURPHY Austin	MENK St. Peter	RODEBERG Montevideo	GATLIN White Bear Lk
1987	BUSBY	SANDERS	SCHWENINGER	EDWARDS	OTTENSMANN Coon Rapids	MURPHY	HAFFIELD Worthington	RODEBERG Burnsville	SIGGERUD
1988	BUSBY	WALKER Th River Falls	MAURER Elk River	EDWARDS	OTTENSMANN	MURPHY	HAFFIELD	BETTENDORF Litchfield	SIGGERUD
1989	DRAGISICH Virginia	WALKER	MAURER	MOEN Alexandria	OTTENSMANN	DRAKE Red Wing	HAFFIELD	BETTENDORF	SIGGERUD
1990	DRAGISICH	WALKER	MAURER	MOEN	EASTLING Richfield	DRAKE	MCCLURG New Ulm	BETTENDORF	HAIDER Maplewood
1991	PRUSAK Cloquet	KILDAHL Crookston	WILLIAMSON Sauk Rapids	MOEN	EASTLING	DRAKE	MCCLURG	SWANSON Willmar	HAIDER
1992	PRUSAK	KILDAHL	WILLIAMSON	REIMER Moorhead	EASTLING	PUTNAM Owatonna	MCCLURG	SWANSON	HAIDER
1993	PRUSAK	KILDAHL	WILLIAMSON	REIMER	ANDERSON Prior Lake	PUTNAM	SAFFERT Mankato	SWANSON	BACHMEIER Oakdale
1994	PRUSAK	BOELL Bemidji	KREKLAU Buffalo	REIMER	ANDERSON	PUTNAM	SAFFERT	VICTOR Marshall	BACHMEIER
1995	HALTER Grand Rapids	SANDERS E. Gr. Forks	KREKLAU	NANSEN Det. Lakes	ANDERSON	MALIN Winona	SAFFERT	RODEBERG Hutchinson	BACHMEIER
1996	HALTER	SANDERS	KREKLAU	NANSEN	BITTLE Champion	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	SALSBUURY Waseca	BERRYMAN	BLOOM Roseville
2006	PAGEL	FREEBURG Bemidji	MAUER Elk River	KUHN	GRAY	JOHNSON	SALSBUURY	OLSON Marshall	BLOOM
2007	PAGEL	FREEBURG	MAUER	ZIMMERMAN Moorhead	HAUKAAS/KEELY Fridley/Blaine	GEHLER-HESS Northfield	SALSBUURY	OLSON	BLOOM
2008	PRUSAK Cloquet	GRAY Bemidji	MAUER	ZIMMERMAN	KEELY Blaine	GEHLER-HESS	SAFFERT Mankato	OLSON	MATTHYS Eagan
2009	PRUSAK	BOPPRE 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

MSAB Booklet 2013 October board Packet Screening Board Members.xls

25-Sep-13

# MUNICIPAL SCREENING BOARD REPRESENTATIVES

CITIES OF THE FIRST CLASS AND OFFICERS

	MINNEAPOLIS	ST. PAUL	DULUTH	ROCHESTER	CHAIR	VICE CHAIR	SECRETARY
1984	HOSHAW	PETERSON	BERG		REIMER	SPURRIER	ANDERSON
1986	HOSHAW	PETERSON	CARLSON		ANDERSON	Shakopee	MOORE
1987	HOSHAW	KUHFELD	CARLSON		Prior Lake	Mankato	Plymouth
1988	HOSHAW	KUHFELD	CARLSON		SAFFERT	MOORE	RUDRUD
1989	HOSHAW	KUHFELD	CARLSON		Mankato	Plymouth	Bloomington
1990	HOSHAW	KUHFELD	CARLSON		MOORE	RUDRUD	BULLERT
1991	HOSHAW	KUHFELD	CARLSON		Plymouth	Bloomington	Northfield
1992	HOSHAW	KUHFELD	CARLSON		RUDRUD	BULLERT	GRUBE
1993	HOSHAW	KUHFELD	CARLSON		Bloomington	Northfield	St. Louis Park
1994	HOSHAW	KUHFELD	CARLSON		BULLERT	GRUBE	EDWARDS
1995	HOSHAW	KUHFELD	CARLSON		Northfield	St. Louis Park	Fergus Falls
1996	HOSHAW	KUHFELD	CARLSON		GRUBE	EDWARDS	GRAY
1997	HOSHAW	KUHFELD	CARLSON		St. Louis Park	Fergus Falls	Eden Prairie
1998	HOSHAW	KUHFELD	CARLSON		EDWARDS	GRAY	LARSON
1999	HOSHAW	KUHFELD	CARLSON		Fergus Falls	Eden Prairie	Duluth
2000	HOSHAW	KUHFELD	CARLSON		GRAY	LARSON	SONNENBERG
2001	HOSHAW	KUHFELD	CARLSON		Eden Prairie	Duluth	Minnetonka
2002	HOSHAW	KUHFELD	CARLSON		LARSON	SONNENBERG	SWANSON
2003	HOSHAW	KUHFELD	CARLSON		Duluth	Minnetonka	Willmar
2004	HOSHAW	KUHFELD	CARLSON		SONNENBERG	SWANSON	BACHMEIER
2005	HOSHAW	KUHFELD	CARLSON		Minnetonka	Willmar	Oakdale
2006	HOSHAW	KUHFELD	CARLSON		SONNENBERG	BACHMEIER	RODEBERG
2007	HOSHAW	KUHFELD	CARLSON		BACHMEIER	Oakdale	Hutchinson
2008	HOSHAW	KUHFELD	CARLSON		BACHMEIER	RODEBERG	ASHFELD
2009	HOSHAW	KUHFELD	CARLSON		Oakdale	Hutchinson	Maple Grove
2010	HOSHAW	KUHFELD	CARLSON		RODEBERG	ASHFELD	HALTER
2011	HOSHAW	KUHFELD	CARLSON		Hutchinson	Maple Grove	Grand Rapids
2012	HOSHAW	KUHFELD	CARLSON		RODEBERG	VACANT	JESSUP
2013	HOSHAW	KUHFELD	CARLSON		ASHFELD	Woodbury	DRAKE
2014	HOSHAW	KUHFELD	CARLSON		Maple Grove	Woodbury	Red Wing
2015	HOSHAW	KUHFELD	CARLSON		JESSUP	DRAKE	GUSTAFSON
2016	HOSHAW	KUHFELD	CARLSON		DRAKE	Red Wing	Minnetonka
2017	HOSHAW	KUHFELD	CARLSON		WOODBURY	Red Wing	METSO
2018	HOSHAW	KUHFELD	CARLSON		DRAKE	GUSTAFSON	Duluth
2019	HOSHAW	KUHFELD	CARLSON		Red Wing	Minnetonka	HAGEN
2020	HOSHAW	KUHFELD	CARLSON		GUSTAFSON	METSO	St. Louis Park
2021	HOSHAW	KUHFELD	CARLSON		Minnetonka	Duluth	GAETZ
2022	HOSHAW	KUHFELD	CARLSON		METSO	HAGEN	St. Cloud
2023	HOSHAW	KUHFELD	CARLSON		Duluth	St. Louis Park	AHL
2024	HOSHAW	KUHFELD	CARLSON		METSO	GAETZ	Maplewood
2025	HOSHAW	KUHFELD	CARLSON		Duluth	St. Cloud	Willmar
2026	HOSHAW	KUHFELD	CARLSON		GAETZ	AHL	PEDERSON
2027	HOSHAW	KUHFELD	CARLSON		St. Cloud	Maplewood	Bloomington
2028	HOSHAW	KUHFELD	CARLSON		AHL	ODENS	Brainerd
2029	HOSHAW	KUHFELD	CARLSON		Maplewood	Willmar	KEELY
2030	HOSHAW	KUHFELD	CARLSON		ODENS	PEDERSON	EXNER
2031	HOSHAW	KUHFELD	CARLSON		Willmar	Bloomington	Hutchinson
2032	HOSHAW	KUHFELD	CARLSON		PEDERSON	HULSETH	MOBERG
2033	HOSHAW	KUHFELD	CARLSON		Bloomington	Brainerd	Plymouth
2034	HOSHAW	KUHFELD	CARLSON		HULSETH	KEELY	STEVE BOT
2035	HOSHAW	KUHFELD	CARLSON		Brainerd	Blaine	St. Michael
2036	HOSHAW	KUHFELD	CARLSON		KEELY	EXNER	ECKLES
2037	HOSHAW	KUHFELD	CARLSON		Blaine	Hutchinson	Woodbury
2038	HOSHAW	KUHFELD	CARLSON		EXNER	VACANT	
2039	HOSHAW	KUHFELD	CARLSON		Hutchinson	STEVE BOT	
2040	HOSHAW	KUHFELD	CARLSON		VACANT	St. Michael	
2041	HOSHAW	KUHFELD	CARLSON		FREESE		
2042	HOSHAW	KUHFELD	CARLSON		FREESE		
2043	HOSHAW	KUHFELD	CARLSON		FREESE		
2044	HOSHAW	KUHFELD	CARLSON		FREESE		
2045	HOSHAW	KUHFELD	CARLSON		FREESE		
2046	HOSHAW	KUHFELD	CARLSON		FREESE		
2047	HOSHAW	KUHFELD	CARLSON		FREESE		
2048	HOSHAW	KUHFELD	CARLSON		FREESE		
2049	HOSHAW	KUHFELD	CARLSON		FREESE		
2050	HOSHAW	KUHFELD	CARLSON		FREESE		
2051	HOSHAW	KUHFELD	CARLSON		FREESE		
2052	HOSHAW	KUHFELD	CARLSON		FREESE		
2053	HOSHAW	KUHFELD	CARLSON		FREESE		
2054	HOSHAW	KUHFELD	CARLSON		FREESE		
2055	HOSHAW	KUHFELD	CARLSON		FREESE		
2056	HOSHAW	KUHFELD	CARLSON		FREESE		
2057	HOSHAW	KUHFELD	CARLSON		FREESE		
2058	HOSHAW	KUHFELD	CARLSON		FREESE		
2059	HOSHAW	KUHFELD	CARLSON		FREESE		
2060	HOSHAW	KUHFELD	CARLSON		FREESE		
2061	HOSHAW	KUHFELD	CARLSON		FREESE		
2062	HOSHAW	KUHFELD	CARLSON		FREESE		
2063	HOSHAW	KUHFELD	CARLSON		FREESE		
2064	HOSHAW	KUHFELD	CARLSON		FREESE		
2065	HOSHAW	KUHFELD	CARLSON		FREESE		
2066	HOSHAW	KUHFELD	CARLSON		FREESE		
2067	HOSHAW	KUHFELD	CARLSON		FREESE		
2068	HOSHAW	KUHFELD	CARLSON		FREESE		
2069	HOSHAW	KUHFELD	CARLSON		FREESE		
2070	HOSHAW	KUHFELD	CARLSON		FREESE		
2071	HOSHAW	KUHFELD	CARLSON		FREESE		
2072	HOSHAW	KUHFELD	CARLSON		FREESE		
2073	HOSHAW	KUHFELD	CARLSON		FREESE		
2074	HOSHAW	KUHFELD	CARLSON		FREESE		
2075	HOSHAW	KUHFELD	CARLSON		FREESE		
2076	HOSHAW	KUHFELD	CARLSON		FREESE		
2077	HOSHAW	KUHFELD	CARLSON		FREESE		
2078	HOSHAW	KUHFELD	CARLSON		FREESE		
2079	HOSHAW	KUHFELD	CARLSON		FREESE		
2080	HOSHAW	KUHFELD	CARLSON		FREESE		
2081	HOSHAW	KUHFELD	CARLSON		FREESE		
2082	HOSHAW	KUHFELD	CARLSON		FREESE		
2083	HOSHAW	KUHFELD	CARLSON		FREESE		
2084	HOSHAW	KUHFELD	CARLSON		FREESE		
2085	HOSHAW	KUHFELD	CARLSON		FREESE		
2086	HOSHAW	KUHFELD	CARLSON		FREESE		
2087	HOSHAW	KUHFELD	CARLSON		FREESE		
2088	HOSHAW	KUHFELD	CARLSON		FREESE		
2089	HOSHAW	KUHFELD	CARLSON		FREESE		
2090	HOSHAW	KUHFELD	CARLSON		FREESE		
2091	HOSHAW	KUHFELD	CARLSON		FREESE		
2092	HOSHAW	KUHFELD	CARLSON		FREESE		
2093	HOSHAW	KUHFELD	CARLSON		FREESE		
2094	HOSHAW	KUHFELD	CARLSON		FREESE		
2095	HOSHAW	KUHFELD	CARLSON		FREESE		
2096	HOSHAW	KUHFELD	CARLSON		FREESE		
2097	HOSHAW	KUHFELD	CARLSON		FREESE		
2098	HOSHAW	KUHFELD	CARLSON		FREESE		
2099	HOSHAW	KUHFELD	CARLSON		FREESE		
2100	HOSHAW	KUHFELD	CARLSON		FREESE		
2101	HOSHAW	KUHFELD	CARLSON		FREESE		
2102	HOSHAW	KUHFELD	CARLSON		FREESE		
2103	HOSHAW	KUHFELD	CARLSON		FREESE		
2104	HOSHAW	KUHFELD	CARLSON		FREESE		
2105	HOSHAW	KUHFELD	CARLSON		FREESE		
2106	HOSHAW	KUHFELD	CARLSON		FREESE		
2107	HOSHAW	KUHFELD	CARLSON		FREESE		
2108	HOSHAW	KUHFELD	CARLSON		FREESE		
2109	HOSHAW	KUHFELD	CARLSON		FREESE		
2110	HOSHAW	KUHFELD	CARLSON		FREESE		
2111	HOSHAW	KUHFELD	CARLSON		FREESE		
2112	HOSHAW	KUHFELD	CARLSON		FREESE		
2113	HOSHAW	KUHFELD	CARLSON		FREESE		
2114	HOSHAW	KUHFELD	CARLSON		FREESE		
2115	HOSHAW	KUHFELD	CARLSON		FREESE		
2116	HOSHAW	KUHFELD	CARLSON		FREESE		
2117	HOSHAW	KUHFELD	CARLSON		FREESE		
2118	HOSHAW	KUHFELD	CARLSON		FREESE		
2119	HOSHAW	KUHFELD	CARLSON		FREESE		
2120	HOSHAW	KUHFELD	CARLSON		FREESE		
2121	HOSHAW	KUHFELD	CARLSON		FREESE		
2122	HOSHAW	KUHFELD	CARLSON		FREESE		
2123	HOSHAW	KUHFELD	CARLSON		FREESE		
2124	HOSHAW	KUHFELD	CARLSON		FREESE		
2125	HOSHAW	KUHFELD	CARLSON		FREESE		
2126	HOSHAW	KUHFELD	CARLSON		FREESE		
2127	HOSHAW	KUHFELD	CARLSON		FREESE		
2128	HOSHAW	KUHFELD	CARLSON		FREESE		
2129	HOSHAW	KUHFELD	CARLSON		FREESE		
2130	HOSHAW	KUHFELD	CARLSON		FREESE		
2131	HOSHAW	KUHFELD	CARLSON		FREESE		
2132	HOSHAW	KUHFELD	CARLSON		FREESE		
2133	HOSHAW	KUHFELD	CARLSON		FREESE		
2134	HOSHAW	KUHFELD	CARLSON		FREESE		
2135	HOSHAW	KUHFELD	CARLSON		FREESE		
2136	HOSHAW	KUHFELD	CARLSON		FREESE		
2137	HOSHAW	KUHFELD	CARLSON		FREESE		
2138	HOSHAW	KUHFELD	CARLSON		FREESE		
2139	HOSHAW	KUHFELD	CARLSON		FREESE		
2140	HOSHAW	KUHFELD	CARLSON		FREESE		
2141	HOSHAW	KUHFELD	CARLSON		FREESE		
2142	HOSHAW	KUHFELD	CARLSON		FREESE		
2143	HOSHAW	KUHFELD	CARLSON		FREESE		
2144	HOSHAW	KUHFELD	CARLSON		FREESE		
2145	HOSHAW	KUHFELD	CARLSON		FREESE		
2146	HOSHAW	KUHFELD	CARLSON		FREESE		
2147	HOSHAW	KUHFELD	CARLSON		FREESE		
2148	HOSHAW	KUHFELD	CARLSON		FREESE		
2149	HOSHAW	KUHFELD	CARLSON		FREESE		
2150	HOSHAW	KUHFELD	CARLSON		FREESE		
2151	HOSHAW	KUHFELD	CARLSON		FREESE		
2152	HOSHAW	KUHFELD	CARLSON		FREESE		
2153	HOSHAW	KUHFELD	CARLSON		FREESE		
2154	HOSHAW	KUHFELD	CARLSON		FREESE		
2155	HOSHAW	KUHFELD	CARLSON		FREESE		
2156	HOSHAW	KUHFELD	CARLSON		FREESE		
2157	HOSHAW	KUHFELD	CARLSON		FREESE		
2158	HOSHAW	KUHFELD	CARLSON		FREESE		
2159	HOSHAW	KUHFELD	CARLSON		FREESE		
2160	HOSHAW	KUHFELD	CARLSON		FREESE		
2161	HOSHAW	KUHFELD	CARLSON		FREESE		
2162	HOSHAW	KUHFELD	CARLSON		FREESE		
2163	HOSHAW	KUHFELD	CARLSON		FREESE		
2164	HOSHAW	KUHFELD	CARLSON		FREESE		
2165	HOSHAW	KUHFELD	CARLSON		FREESE		
2166	HOSHAW	KUHFELD	CARLSON		FREESE		
2167	HOSHAW	KUHFELD	CARLSON		FREESE		
2168	HOSHAW	KUHFELD	CARLSON		FREESE		
2169	HOSHAW	KUHFELD	CARLSON		FREESE		
2170	HOSHAW	KUHFELD	CARLSON		FREESE		
2171	HOSHAW	KUHFELD	CARLSON		FREESE		
2172	HOSHAW	KUHFELD	CARLSON		FREESE		
2173	HOSHAW	KUHFELD	CARLSON		FREESE		
2174	HOSHAW	KUHFELD	CARLSON		FREESE		
2175	HOSHAW	KUHFELD	CARLSON		FREESE		
2176	HOSHAW	KUHFELD	CARLSON		FREESE		
2177	HOSHAW	KUHFELD	CARLSON		FREESE		
2178	HOSHAW	KUHFELD	CARLSON		FREESE		
2179	HOSHAW	KUHFELD	CARLSON		FREESE		
2180	HOSHAW	KUHFELD	CARLSON		FREESE		
2181	HOSHAW	KUHFELD	CARLSON		FREESE		
2182	HOSHAW	KUHFELD	CARLSON		FREESE		
2183	HOSHAW	KUHFELD	CARLSON		FREESE		
2184	HOSHAW	KUHFELD	CARLSON		FREESE		
2185	HOSHAW	KUHFELD	CARLSON		FREESE		
2186	HOSHAW	KUHFELD	CARLSON		FREESE		
2187	HOSHAW	KUHFELD	CARLSON		FREESE		
2188	HOSHAW	KUHFELD	CARLSON		FREESE		
2189	HOSHAW	KUHFELD	CARLSON		FREESE		
2190	HOSHAW	KUHFELD	CARLSON		FREESE		
2191	HOSHAW	KUHFELD	CARLSON				

# **MUNICIPAL SCREENING BOARD**

## **Meeting Minutes**

**May 21-22, 2013**

**Arrowwood Conference Center**

**Alexandria, MN**

**Tuesday Session, May 21, 2013**

### **I. Call to Order and Welcome by Chair Moberg**

#### **a. Introductions of Head Table and Subcommittee Chairs by Chair Moberg:**

Bob Moberg, Coon Rapids - Chair, Municipal Screening Board  
Julie Skallman, MnDOT - State Aid Engineer  
Marshall Johnston, MnDOT - Manager, Municipal State Aid Needs Unit  
Steve Bot, St. Michael - Vice Chair Municipal Screening Board and member of  
Needs Study Subcommittee  
Jeff Hulsether, Brainerd - Chair, Unencumbered Construction Funds  
Subcommittee  
Jean Keely, Blaine - Past Chair, Municipal Screening Board  
Kent Exner, Hutchinson – Past Chair, Municipal Screening Board  
Klayton Eckles, Woodbury- Secretary Municipal Screening Board

### **II. Secretary Klayton Eckles conducted the roll call of the members present:**

#### **a. Municipal Screen Board Representatives**

District 1	David Salo, Hermantown
District 2	Dave Kildahl, Thief River Falls
District 3	Brad DeWolf, Buffalo
District 4	Jon Pratt, Detroit Lakes
Metro West	Rod Rue, Eden Prairie
District 6	Steven Lang, Austin
District 7	Troy Nemmers, Fairmont
District 8	Jared Voge, Glencoe (Alternate)
Metro East	Mark Graham, Vadnais Heights
Duluth	Cindy Voigt
Minneapolis	Don Elwood
St. Paul	Paul Kurtz
Rochester	Richard Freese

#### **b. Recognized Screening Board Alternates:**

District 1	Jesse Story, Hibbing
------------	----------------------

District 7  
Metro East

Jeff Johnson, Mankato  
Klayton Eckles, Woodbury

c. Recognized Department of Transportation personnel:

Patti Loken	State Aid Programs Engineer
Walter Leu	District 1 State Aid Engineer
Lou Tasa	District 2 State Aid Engineer
Kelvin Howieson	District 3 State Aid Engineer
Merle Earley	District 4 State Aid Engineer
Steve Kirsch	District 6 State Aid Engineer
Gordy Regenscheid	District 7 State Aid Engineer
Mel Odens	District 8 State Aid Engineer
Ted Schoenecker	Metro State Aid Engineer
Julie Dresel	Assistant Metro State Aid Engineer
Rick Kjonaas	SALT Project Development Engineer
Julee Puffer	Assistant Manager, MSAS Needs Unit

d. Recognized others in Attendance:

Lee Gustafson, Minnetonka, Chair NSTF  
Dave Sonnenberg, Chair, CEAM Legislative Committee  
Larry Veek, Minneapolis  
Mike Van Beusekom, St. Paul

**III. Marshall Johnston reviewed the 2013 Municipal Screening Board Data booklet and he noted that Justin Femrite, Elk River is now the District 3 Alternate:**

- a. Johnston reviewed the October Screening Board minutes, pages 5-21, and action items from the October 2012 Screen Board meeting.

Chair Moberg called for a motion to approve the fall Screening Board minutes.

**Motion by DeWolf, seconded by Kildahl to approve the minutes as presented.  
Motion carried unanimously.**

- b. Johnston briefly reviewed the special Municipal Screening Board minutes from February 2013 and the action items resulting from the meeting.

Chair Moberg called for a motion to approve the minutes of the special February Municipal Screening Board meeting.

**Motion by Graham, seconded by Nemmers to approve the minutes as presented.  
Motion carried unanimously.**

- c. Unit Price Recommendations. Johnston and Bot presented the information pertaining to unit price recommendations and the minutes of the April 15, 2013, Needs Study Subcommittee meeting.
  - i. Needs Study Subcommittee (NSS) recommend that a cost index inflation factor be used of 2.6 percent. Also NSS recommended some changes to storm sewer and bridges.
  - ii. Unit price recommendations of the NSS (shown on page 32) were reviewed with recommended changes to unit prices, including uniform prices as follows:

Grading Excavation: \$6.75/cu, yd.  
Agg Base: \$10.90/ton  
All Bituminous: \$59.50/ton  
Sidewalk: \$3.25/sf  
Curb & Gutter: \$11.45/lf.  
Bridges: \$120/sf  
Lighting: \$100,000/mile  
Signal: \$225,000/signal
- d. Needs Study Task Force (NSTF) recommendations on unit prices: Johnston reviewed the results of the NSTF showing there is a need to alter some of the proposed revisions to structure and storm sewer costs in order to keep these items from having a major impact on the new needs. The changes currently under development recommended by the NSTF include:

Bridges: \$60/sf  
Storm Sewer: The NSTF suggested storm needs might be adjusted down because the total percent of needs would be very high. The suggested figure is \$205,954.00 instead of \$313,500 per mile.
- e. Other Topics: Johnston reviewed the LRRB Program and the Municipal Traffic Counting schedule.

BREAK



#### IV. New Needs Study Methodology

- a. Gustafson provided a NSTF update. Gustafson presented a memorandum describing three recommendations from the NSTF. Gustafson noted that on the most recent estimated calculations of needs using an untested version of the new software program, there were significant variations of up to 35 percent. Therefore, a much more refined calculation is needed prior to finalizing the program. The concept of the five-year average for comparison is currently in favor with the NSTF.
- b. Kjonaas provided an update on the programming software development. Currently the contractor is 2 ½ months behind schedule. Kjonaas reported that the contractor has been directed to meet the schedule.
- c. Gustafson presented the specific NSTF recommendations to the Municipal Screening Board. Action will be taken on these items tomorrow. The recommendations are as follows:
  - i. Gustafson described the first recommendation as a five-year needs allocation average be established for each MSA city, consisting of the years 2009-2013. The construction allocation average would be used for comparison purposes in the trial runs with the new software program. The NSTF determined that this will level out many of the major swings reported. Board members provided some general feedback on this concept and a discussion about the concept of making a motion on this topic at this time was debated, but actions were delayed until later in the meeting.
  - ii. Gustafson described the second recommendation that involves using the five-year needs allocation average identified above to calculate the 2014 construction allocation for each MSA city.
  - iii. The third NSTF recommendation is that the 2015 construction allocation be based on the new needs allocation system being developed by the NSTF.

##### Discussion:

- Freese asked what the benefit of a five-year average is.
- Gustafson explained that there are huge peaks and valleys from different years. A five-year average gives a more realistic picture of how the program will work over the long term.
- Rue stated that using the five-year average to compare between cities is useful, but the second recommendation creates all sorts of issues.
- Voigt raised significant concern about proposal to use the average and the general concept of new approach presented by the NSTF.
- Freese asked how much effort is involved in completing the five-year averages.

- Gustafson stated it is very easy for state aid to provide this data. Regarding recommendation ii., it is up to this body to determine if that is the best approach.
- Salo asked if it would be a better option to just use the 2013 values, freeze things in time?
- Elwood asked the question about if we passed a motion, would it be undoing a previous motion of the Screening Board?
- Voigt stated it does appear we are changing the February approved motion.
- Gustafson explained the February 1 motion was assuming the 2014 needs would be calculated using the new program.
- Kjonaas said that the vendor will have the program run with the new system in the October Needs booklet. Also there are adjustments to the needs.
- Elwood stated if the first recommendation doesn't pass, we may need to clarify exactly what we are doing for 2014, given this.
- Voigt asked for clarification what "adjustments" are.
- Gustafson explained that adjustments includes, bond payments, low balance incentives and other adjustments to the base. The intent of the NSTF recommendation is a five-year unadjusted needs comparison.
- Skallman stated that regarding the second recommendation, it was assumed that if the first recommendation was based on the unadjusted needs, then so would the calculation for determining the actual allocation in 2014.
- Discussion on the merits of the option ensued, where members weighed in on the recommendation of their District.
- DeWolf, District 3, does not support five-year average, but instead recommends using the same needs as was used for 2013.
- Pratt, District 4, supported the five-year average because it supported the first recommendation.
- Kildahl, District 2, supports the average but doesn't see why we would use adjusted average.
- Nemmers, does not support the second or third recommendation.
- Lang, District 6, supports using 2013 as basis for 2014.
- Graham/Rue, Metro, support the average but assumption is it is adjusted.
- Voge, District 8, supports five-year average and noted that NSTF has done a tremendous job.
- Gustafson-noted we hope that these figures include all system revisions, but there may be some impact in 2015 if many cities didn't complete their system revisions.
- Freese asked what the recommendation on phasing of changes is.
- Gustafson stated that NSTF recommends a seven-year phase in with max 10 percent up or five percent down, but inflation will mean actual max downward move will be less. We may need to take action to formalize this.

Voting on this issue slated for the second day of this MSB meeting.

- d. Johnston provided a live presentation of the State Aid Needs new program. He indicated that some user testing has been completed; a number of cities did some “live” testing. Cities will use this program to update their needs, manage adjustments, view data, etc. All data can be exported to an excel spreadsheet. Johnston asked for input on the control section tabs and city tabs. Cities will need to check data, and potentially hand import some data like A.D.T. A “Help” program will be included to assist users.
- e. Final Report: Kjonaas stated that for several years the NSTF has been developing the new approach and making recommendations. Therefore a “Memory Book” has been developed to help new users trying to understand the system. Kjonaas requested people to read the Memory Book and provide comments to Kjonaas.

**V. Motion to adjourn at 3:45 p.m until 8:30 a.m. Wednesday morning by Pratt and seconded by Voigt. Motion carried unanimously.**

## **MUNICIPAL SCREENING BOARD**

### **Meeting Minutes**

**May 21-22, 2013**

**Arrowwood Conference Center**

**Alexandria, MN**

### **Wednesday Session, May 22, 2013**

Chair Moberg called the session to order at 8:30 a.m.

#### **I. Sonnenberg was asked to provide a Legislative Update**

He first covered the major initiatives. One major issue was the municipal sales tax exemption passed. Note however the scope of the exemption is limited. Also the legislature imposed a levy limit increase of three percent for one year. A state-wide ban on Coal Tar was passed to protect receiving waters from hazardous chemicals. Virtually no bonding bill this year except some very special projects.

Skallman gave a state aid report. An effort by the Commissioner is underway to communicate to the business community the importance of transportation. Any suggestion on how to connect the Commissioner with business should be directed to Skallman.

Moberg introduced items for action by the Municipal Screening Board. The first item is action to approve the unit price recommendations presented by the NSS.

**Voge/DeWolf moved to approve unit prices for 2014, with exception of storm sewer which should be set by NSS.**

Freese asked why keep storm sewer separate? Moberg stated initial indications are that the unit prices for storm sewer add too much weight to storm sewer.

**Salo offered a friendly amendment, for the purpose of 2014 storm sewer prices change the partial storm sewer needs per mile to \$98,465. Motion was seconded by Freese. The motion carried unanimously.**

**Amended Motion to approve the NSS recommended unit prices for 2014 with storm sewer needs set at \$98,465 per mile was unanimously approved.**

Moberg brought forth the second issue for consideration of using the five-year average to determine needs allocations.

Kurtz suggested the NSTF ought to provide a table of the five-year average, the latest allocation, and the new program number. Therefore, we don't really need a motion on this topic by the screening board.

Kildahl asked if State Aid has run any comparisons of the five year average?

Johnston stated some trials indicated that using a five-year average changes needs by a very small percentage (less than one percent in most cases).

Moberg suggested there may be some advantage to memorializing the process.

Voigt suggested we don't really need to vote on the first recommendation consensus.

Rue stated there is some benefit to giving some direction.

Pratt said that there is some benefit to showing the five-year average as it adds credibility.

**Motion by Pratt, seconded by Rue to use five-year average of adjusted construction needs for allocation for 2014.**

Kurtz asked if we are talking about allocation or about needs? Are we averaging the allocation or the needs? Can we take each city's allocation and just look at the percentage?

Johnston stated we can look at it many different ways.

Freese said the pending levy limits means the status quo is using 2013.

DeWolf stated he does not support the motion because it would hurt growing communities.

Voigt stated using 2013 is most consistent.

Salo asked if there is a hybrid approach? Perhaps the goal ought to be simplifying the calculations for the 2013 calculations and really focus our effort.

After much discussion the question was called.

**Motion failed 6 in favor, 7 opposed.**

Moberg stated we do need to determine what the current allocation will be based on, as the old program is not an option.

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

Kurtz asked if it is based on adjusted or unadjusted dollars?

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

Kildahl suggested this is not the major issue before us, and we should get on with the bigger questions.

No further discussion.

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

Moberg directed conversation to the third question of what to do in the future regarding the work of the NSTF.

**Motion made by Nemmers/Pratt to base 2015 construction allocation on new needs allocation system.**

Voigt is concerned there could be long term issues with major departures between the 2013 number and the use of the NSTF recommendations if we go with continual needs. Will we even get this up and running for 2015?

Nemmers suggested we can revise the motion to have the schedule be adhered to as closely as possible (see attached schedule).

Lang asked if we should we put this issue off until October, since it's not until 2015 allocation.

Gustafson stated that support of the schedule will help in dealings with software developer.

Elwood stated this is a year and half away, do we really need to do this now? And the schedule discusses the 2014 allocation which is not correct based on earlier motion.

Nemmers explained that the intent of the motion is to direct the NSTF to use this schedule for developing the program, it is not meant to be applied to 2014.

**Motion carried, 12 in favor, one opposed.**

**Motion made by Graham and Freese to end the comment period on the NSTF report by June 6, 2013 (emailed to Johnston).**

Voigt suggested more direction is needed in terms of the ADT, as the segments could be combined to manipulate the system. This could be addressed in a guide document.

**Motion carried unanimously.**

Moberg stated there are some inconsistencies in how long the phase-in will last.

Kildahl asked if inflation would cause the last year to be worst?

Gustafson stated that inflation should actually soften the blow. We have until the fall to correct the language if we choose to.

Freese stated that language in place currently has no limit on how long the adjustments can occur.

**II. Moberg thanked:**

- a. Jeff Hulsether, Chair of the Unencumbered Construction Funds Subcommittee
- b. Jean Keely and Kent Exner, Past Chairs of the Municipal Screening Board
- c. Screening Board members
- d. Lee Gustafson, chair and all members of the NSTF for their work.

**III. Fall Screening Board meeting will be Tuesday and Wednesday, October 22-23 at Ruttger's Bay Lake Lodge near Brainerd.**

**IV. Adjournment**

Motion by Pratt/Voigt to adjourn the meeting. Motion carried unanimously. Meeting adjourned at 10:00 a.m.

Respectfully submitted, Klayton Eckles  
Municipal Screening Board Secretary  
Woodbury City Engineer

## **Needs Study Task Force – Recommended Schedules**

### **2013**

May 28	Software training for cities begins.
June 1	MSA system revisions completed by all cities.
July 1	Data input process with new software completed by all cities.
August 1	State Aid review of city data input completed.
August 7	Analysis of 2013 allocations completed using new software.
August 15	NSTF meeting in Minnetonka.
September 4	NSTF meeting in Minnetonka.
September 18	NSTF webinar meeting.
October (early)	Pre-screening board meetings.
October (late)	Municipal Screening Board meeting, including final NSTF recommendations.

### **2014**

January	2014 allocations distributed based on 2009 – 2013, 5-year city allocation averages
---------	--

### **2015**

January	2015 allocations distributed using new Needs software.
---------	--



## **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 5000 population in the 2010 federal decennial census.

This makes them ineligible to share in the Municipal State Aid apportionment that is dedicated to cities with a population of 5000 and over.

2012 was the first year that the population figures from the 2010 federal census were available for use in the calculations, and the above cities were not included in the January 2012 distribution.

State Statute 162.09 subd. 4(f) states that these cities shall participate in the distribution 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

The 2012 population estimates for Byron (5,039), Circle Pines (5,018) and Medina (5,062) were estimated by the State Demographer or the Met Council to be over 5,000 population so these estimates will be used to calculate the population portion of their allocations.

The 2012 population estimates for Dayton (4,819) and La Crescent (4,865) are still less than 5,000 so their population allocations will be based on a population of 5,000.

All cities that fell below 5,000 population will have their needs allocations calculated using the same method as all other cities.

## **TENATIVE 2014 M.S.A.S. POPULATION ALLOCATIONS**

The 2010 Federal Census or the State Demographer's and Metropolitan Council's 2012 population estimate, whichever is greater, will be used to allocate 50% of the funds for the 2014 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 \$19.80 per capita in apportionment from the 2014 population apportionment distribution. This projection will be somewhat revised when the actual revenue for the 2014 apportionment becomes available.

Any adjustments made to the 2012 population estimates will be presented in the January 2014 booklet. These adjustments could include population adjustments due to annexations and detachments and any revisions to the 2012 estimates.

# 2014 POPULATION SUMMARY

The 2014 population is based on the 2010 Federal Census  
or State Demographer and Met Council estimates, whichever is greater.

N:\MSAS\BOOKS\ 2013 OCTOBER BOOK\POPULATION SUMMARY FOR 2014.XLSX

Municipality	2010 Census	Population used for 2013 Allocation	2012 Population Estimates	Population to be used for 2014 Allocation	Difference between Populations used in 2013 & 2014 Allocation
Albert Lea	18,016	18,016	17,957	18,016	0
Albertville	7,044	7,114	7,159	7,159	45
Alexandria	11,074	12,920	13,008	13,008	88
Andover	30,598	30,847	31,125	31,125	278
Anoka	17,142	17,331	17,345	17,345	14
Apple Valley	49,084	49,801	49,895	49,895	94
Arden Hills	9,552	9,552	9,597	9,597	45
Austin	24,721	24,803	24,854	24,854	51
Baxter	7,610	7,620	7,661	7,661	41
Belle Plaine	6,661	6,661	6,640	6,661	0
Bemidji	13,431	13,528	13,560	13,560	32
Big Lake	10,060	10,164	10,334	10,334	170
Blaine	57,186	58,331	60,199	60,199	1,868
Bloomington	82,893	83,671	85,632	85,632	1,961
Brainerd	13,590	13,606	13,621	13,621	15
Brooklyn Center	30,104	30,204	30,569	30,569	365
Brooklyn Park	75,781	76,238	77,446	77,446	1,208
Buffalo	15,453	15,580	15,666	15,666	86
Burnsville	60,306	60,664	61,061	61,061	397
Byron	4,952		5,039	5,039	5,039
Cambridge	8,111	8,194	8,236	8,236	42
Champlin	23,089	23,223	23,536	23,536	313
Chanhassen	22,952	23,247	23,779	23,779	532
Chaska	23,770	24,002	24,211	24,211	209
Chisholm	5,000	5,000	5,025	5,025	25
Circle Pines	4,922		5,018	5,018	5,018
Cloquet	12,124	12,144	12,156	12,156	12
Columbia Heights	19,496	19,619	19,676	19,676	57
Coon Rapids	61,476	61,766	61,850	61,850	84
Corcoran	5,379	5,390	5,470	5,470	80
Cottage Grove	34,589	34,828	35,187	35,187	359
Crookston	7,891	7,891	7,885	7,891	0
Crystal	22,151	22,168	22,417	22,417	249
Dayton	4,743		4,819	5,000	5,000
Delano	5,464	5,510	5,548	5,548	38
Detroit Lakes	8,571	8,773	8,763	8,763	(10)
Duluth	86,265	86,265	86,033	86,265	0
Eagan	64,206	64,456	64,972	64,972	516
East Bethel	11,626	11,783	11,555	11,626	(157)
East Grand Forks	8,601	8,601	8,581	8,601	0
Eden Prairie	60,797	61,151	62,004	62,004	853
Edina	47,941	48,262	48,829	48,829	567
Elk River	22,974	23,101	23,147	23,147	46
Fairmont	10,666	10,666	10,521	10,666	0
Falcon Heights	5,321	5,385	5,426	5,426	41
Faribault	23,352	23,409	23,436	23,436	27
Farmington	21,086	21,369	21,792	21,792	423
Fergus Falls	13,140	13,140	13,228	13,228	88

<b>Municipality</b>	<b>2010 Census</b>	<b>Population used for 2013 Allocation</b>	<b>2012 Population Estimates</b>	<b>Population to be used for 2014 Allocation</b>	<b>Difference between Populations used in 2013 &amp; 2014 Allocation</b>
Forest Lake	18,375	18,591	18,791	18,791	200
Fridley	27,208	27,515	27,591	27,591	76
Glencoe	5,631	5,631	5,586	5,631	0
Golden Valley	20,371	20,427	20,642	20,642	215
Grand Rapids	10,869	10,879	10,906	10,906	27
Ham Lake	15,296	15,374	15,462	15,462	88
Hastings	22,172	22,217	22,339	22,339	122
Hermantown	9,414	9,545	9,606	9,606	61
Hibbing	16,361	16,361	16,299	16,361	0
Hopkins	17,591	17,701	17,939	17,939	238
Hugo	13,332	13,536	13,739	13,739	203
Hutchinson	14,180	14,180	14,034	14,180	0
International Falls	6,424	6,424	6,396	6,424	0
Inver Grove Heights	33,880	33,880	34,189	34,189	309
Isanti	5,251	5,286	5,369	5,369	83
Jordan	5,470	5,694	5,776	5,776	82
Kasson	5,931	6,010	6,022	6,022	12
LaCrescent	4,883		4,865	5,000	5,000
Lake City	5,063	5,063	5,047	5,063	0
Lake Elmo	8,069	8,069	7,997	8,069	0
Lakeville	55,954	56,534	57,048	57,048	514
Lino Lakes	20,216	20,505	20,625	20,625	120
Litchfield	6,726	6,726	6,688	6,726	0
Little Canada	9,773	9,839	9,987	9,987	148
Little Falls	8,347	8,347	8,315	8,347	0
Mahtomedi	7,676	7,676	7,697	7,697	21
Mankato	39,313	39,630	40,183	40,183	553
Maple Grove	61,567	62,436	63,928	63,928	1,492
Maplewood	38,018	38,374	39,065	39,065	691
Marshall	13,680	13,778	13,619	13,680	(98)
Medina	4,916		5,062	5,062	5,062
Mendota Heights	11,071	11,098	11,140	11,140	42
Minneapolis	382,578	387,873	392,008	392,008	4,135
Minnetonka	49,734	50,046	50,747	50,747	701
Minnetrista	6,384	6,450	6,735	6,735	285
Montevideo	5,383	5,383	5,343	5,383	0
Monticello	12,759	12,840	12,901	12,901	61
Moorhead	38,065	38,516	38,889	38,889	373
Morris	5,286	5,343	5,396	5,396	53
Mound	9,052	9,084	9,210	9,210	126
Mounds View	12,155	12,155	12,340	12,340	185
New Brighton	21,456	21,496	21,996	21,996	500
New Hope	20,339	20,486	20,764	20,764	278
New Prague	7,321	7,351	7,378	7,378	27
New Ulm	13,522	13,522	13,418	13,522	0
North Branch	10,125	10,125	10,104	10,125	0
North Mankato	13,394	13,429	13,462	13,462	33
North St. Paul	11,460	11,485	11,618	11,618	133
Northfield	20,007	20,454	20,373	20,373	(81)
Oak Grove	8,031	8,045	8,088	8,088	43
Oakdale	27,378	27,538	27,699	27,699	161
Orono	7,437	7,438	7,584	7,584	146
Otsego	13,571	13,816	14,034	14,034	218

<b>Municipality</b>	<b>2010 Census</b>	<b>Population used for 2013 Allocation</b>	<b>2012 Population Estimates</b>	<b>Population to be used for 2014 Allocation</b>	<b>Difference between Populations used in 2013 &amp; 2014 Allocation</b>
Owatonna	25,599	25,599	25,469	25,599	0
Plymouth	70,576	71,263	72,644	72,644	1,381
Prior Lake	22,796	23,156	23,385	23,385	229
Ramsey	23,668	23,865	23,946	23,946	81
Red Wing	16,459	16,459	16,480	16,480	21
Redwood Falls	5,256	5,256	5,230	5,256	0
Richfield	35,228	35,376	35,979	35,979	603
Robbinsdale	13,953	14,014	14,212	14,212	198
Rochester	106,750	107,630	108,814	108,814	1,184
Rogers	11,197	11,197	11,508	11,508	311
Rosemount	21,874	22,139	22,384	22,384	245
Roseville	33,660	33,807	34,486	34,486	679
Sartell	15,887	15,963	16,100	16,100	137
Sauk Rapids	12,773	12,796	12,890	12,890	94
Savage	26,911	27,147	27,552	27,552	405
Shakopee	37,076	37,652	38,252	38,252	600
Shoreview	25,043	25,118	25,429	25,429	311
Shorewood	7,307	7,312	7,438	7,438	126
South St. Paul	20,160	20,275	20,290	20,290	15
Spring Lake Park	6,412	6,432	6,427	6,427	(5)
St. Anthony	8,226	8,333	8,417	8,417	84
St. Cloud	65,842	65,842	65,801	65,842	0
St. Francis	7,218	7,255	7,277	7,277	22
St. Joseph	6,534	6,579	6,629	6,629	50
St. Louis Park	45,250	45,505	46,230	46,230	725
St. Michael	16,399	16,536	16,673	16,673	137
St. Paul	285,068	286,367	289,270	289,270	2,903
St. Paul Park	5,279	5,304	5,322	5,322	18
St. Peter	11,196	11,459	11,503	11,503	44
Stewartville	5,916	5,972	6,086	6,086	114
Stillwater	18,225	18,299	18,638	18,638	339
Thief River Falls	8,573	8,587	8,636	8,636	49
Vadnais Heights	12,302	12,393	12,631	12,631	238
Victoria	7,379	7,554	7,793	7,793	239
Virginia	8,712	8,712	8,675	8,712	0
Waconia	10,697	10,833	11,065	11,065	232
Waite Park	6,715	7,346	7,372	7,372	26
Waseca	9,412	9,412	9,427	9,427	15
West St. Paul	19,540	19,605	19,756	19,756	151
White Bear Lake	23,797	23,820	24,074	24,074	254
Willmar	19,610	19,610	19,694	19,694	84
Winona	27,614	27,614	27,782	27,782	168
Woodbury	61,961	63,143	64,238	64,238	1,095
Worthington	12,764	12,829	12,900	12,900	71
Wyoming	7,791	7,796	7,777	7,791	(5)
Zimmerman	5,228	5,235	5,242	5,242	7
<b>TOTAL</b>	<b>3,685,259</b>	<b>3,690,591</b>	<b>3,751,330</b>	<b>3,753,113</b>	<b>62,522</b>

# 2014 TENATIVE POPULATION ALLOCATIONS

N:MSAS/BOOKS/ 2013 OCTOBER BOOK/TENATIVE POPULATION ALLOCATIONS FOR 2014.XLSX

Municipality	Population Used for 2013 Allocations	Population to be used for the 2014 Allocations	2013 Population Allocations using the 2010 Census or 2011 Estimate	Total 2014 Population Allocations using the 2010 Census or 2012 Estimate	Difference Between 2013 & 2014 Allocations	% Increase (Decrease)
Albert Lea	18,016	18,016	\$359,942	\$358,510	(\$1,432)	-0.398%
Albertville	7,114	7,159	142,131	142,461	330	0.232%
Alexandria	12,920	13,008	258,129	258,853	724	0.281%
Andover	30,847	31,125	616,293	619,373	3,080	0.500%
Anoka	17,331	17,345	346,256	345,158	(1,098)	-0.317%
Apple Valley	49,801	49,895	994,975	992,888	(2,087)	-0.210%
Arden Hills	9,552	9,597	190,840	190,976	136	0.071%
Austin	24,803	24,854	495,540	494,583	(957)	-0.193%
Baxter	7,620	7,661	152,240	152,450	210	0.138%
Belle Plaine	6,661	6,661	133,080	132,551	(529)	-0.398%
Bemidji	13,528	13,560	270,276	269,838	(438)	-0.162%
Big Lake	10,164	10,334	203,067	205,642	2,575	1.268%
Blaine	58,331	60,199	1,165,396	1,197,933	32,537	2.792%
Bloomington	83,671	85,632	1,671,665	1,704,038	32,373	1.937%
Brainerd	13,606	13,621	271,835	271,052	(783)	-0.288%
Brooklyn Center	30,204	30,569	603,446	608,309	4,863	0.806%
Brooklyn Park	76,238	77,446	1,523,161	1,541,140	17,979	1.180%
Buffalo	15,580	15,666	311,273	311,746	473	0.152%
Burnsville	60,664	61,061	1,212,007	1,215,086	3,079	0.254%
Byron	0	5,039	189,708	100,274	(89,434)	-47.143%
Cambridge	8,194	8,236	163,708	163,893	185	0.113%
Champlin	23,223	23,536	463,973	468,356	4,383	0.945%
Chanhassen	23,247	23,779	464,452	473,191	8,739	1.882%
Chaska	24,002	24,211	479,536	481,788	2,252	0.470%
Chisholm	5,000	5,025	99,895	99,995	100	0.100%
Circle Pines	0	5,018	198,508	99,856	(98,652)	-49.697%
Cloquet	12,144	12,156	242,625	241,899	(726)	-0.299%
Columbia Heights	19,619	19,676	391,968	391,544	(424)	-0.108%
Coon Rapids	61,766	61,850	1,234,024	1,230,787	(3,237)	-0.262%
Corcoran	5,390	5,470	107,687	108,851	1,164	1.080%
Cottage Grove	34,828	35,187	695,829	700,205	4,376	0.629%
Crookston	7,891	7,891	157,654	157,027	(627)	-0.397%
Crystal	22,168	22,417	442,895	446,088	3,193	0.721%
Dayton	0	5,000	190,724	99,498	(91,226)	-47.832%
Delano	5,510	5,548	110,084	110,403	319	0.290%
Detroit Lakes	8,773	8,763	175,276	174,380	(896)	-0.511%
Duluth	86,265	86,265	1,723,490	1,716,635	(6,855)	-0.398%
Eagan	64,456	64,972	1,287,768	1,292,913	5,145	0.400%
East Bethel	11,783	11,626	235,413	231,352	(4,061)	-1.725%
East Grand Forks	8,601	8,601	171,840	171,156	(684)	-0.398%
Eden Prairie	61,151	62,004	1,221,737	1,233,852	12,115	0.992%
Edina	48,262	48,829	964,228	971,675	7,447	0.772%
Elk River	23,101	23,147	461,535	460,615	(920)	-0.199%

<b>Municipality</b>	<b>Population Used for 2013 Allocations</b>	<b>Population to be used for the 2014 Allocations</b>	<b>2013 Population Allocations using the 2010 Census or 2011 Estimate</b>	<b>Total 2014 Population Allocations using the 2010 Census or 2012 Estimate</b>	<b>Difference Between 2013 &amp; 2014 Allocations</b>	<b>% Increase (Decrease)</b>
Fairmont	10,666	10,666	\$213,096	\$212,249	(\$847)	-0.398%
Falcon Heights	5,385	5,426	107,587	107,975	388	0.361%
Faribault	23,409	23,436	467,689	466,366	(1,323)	-0.283%
Farmington	21,369	21,792	426,932	433,651	6,719	1.574%
Fergus Falls	13,140	13,228	262,524	263,231	707	0.269%
Forest Lake	18,591	18,791	371,430	373,932	2,502	0.674%
Fridley	27,515	27,591	549,723	549,048	(675)	-0.123%
Glencoe	5,631	5,631	112,502	112,054	(448)	-0.398%
Golden Valley	20,427	20,642	408,111	410,766	2,655	0.651%
Grand Rapids	10,879	10,906	217,352	217,024	(328)	-0.151%
Ham Lake	15,374	15,462	307,157	307,687	530	0.172%
Hastings	22,217	22,339	443,874	444,536	662	0.149%
Hermantown	9,545	9,606	190,700	191,155	455	0.239%
Hibbing	16,361	16,361	326,877	325,577	(1,300)	-0.398%
Hopkins	17,701	17,939	353,649	356,978	3,329	0.941%
Hugo	13,536	13,739	270,436	273,400	2,964	1.096%
Hutchinson	14,180	14,180	283,303	282,176	(1,127)	-0.398%
International Falls	6,424	6,424	128,345	127,835	(510)	-0.398%
Inver Grove Heights	33,880	34,189	676,889	680,346	3,457	0.511%
Isanti	5,286	5,369	105,609	106,841	1,232	1.166%
Jordan	5,694	5,776	113,761	114,940	1,179	1.036%
Kasson	6,010	6,022	120,074	119,835	(239)	-0.199%
LaCrescent	0	5,000	193,582	99,498	(94,084)	-48.602%
Lake City	5,063	5,063	101,154	100,751	(403)	-0.398%
Lake Elmo	8,069	8,069	161,211	160,569	(642)	-0.398%
Lakeville	56,534	57,048	1,129,494	1,135,229	5,735	0.508%
Lino Lakes	20,505	20,625	409,670	410,428	758	0.185%
Litchfield	6,726	6,726	134,379	133,844	(535)	-0.398%
Little Canada	9,839	9,987	196,574	198,737	2,163	1.100%
Little Falls	8,347	8,347	166,765	166,102	(663)	-0.398%
Mahtomedi	7,676	7,697	153,359	153,167	(192)	-0.125%
Mankato	39,630	40,183	791,769	799,624	7,855	0.992%
Maple Grove	62,436	63,928	1,247,410	1,272,138	24,728	1.982%
Maplewood	38,374	39,065	766,675	777,376	10,701	1.396%
Marshall	13,778	13,680	275,271	272,226	(3,045)	-1.106%
Medina	0	5,062	188,994	100,732	(88,262)	-46.701%
Mendota Heights	11,098	11,140	221,727	221,681	(46)	-0.021%
Minneapolis	387,873	392,008	7,749,323	7,800,782	51,459	0.664%
Minnetonka	50,046	50,747	999,870	1,009,842	9,972	0.997%
Minnetrista	6,450	6,735	128,865	134,023	5,158	4.003%
Montevideo	5,383	5,383	107,547	107,119	(428)	-0.398%
Monticello	12,840	12,901	256,531	256,724	193	0.075%
Moorhead	38,516	38,889	769,512	773,874	4,362	0.567%
Morris	5,343	5,396	106,748	107,378	630	0.590%
Mound	9,084	9,210	181,489	183,275	1,786	0.984%
Mounds View	12,155	12,340	242,845	245,560	2,715	1.118%

<b>Municipality</b>	<b>Population Used for 2013 Allocations</b>	<b>Population to be used for the 2014 Allocations</b>	<b>2013 Population Allocations using the 2010 Census or 2011 Estimate</b>	<b>Total 2014 Population Allocations using the 2010 Census or 2012 Estimate</b>	<b>Difference Between 2013 &amp; 2014 Allocations</b>	<b>% Increase (Decrease)</b>
New Brighton	21,496	<b>21,996</b>	\$429,469	<b>\$437,710</b>	\$8,241	1.919%
New Hope	20,486	<b>20,764</b>	409,290	<b>413,194</b>	3,904	0.954%
New Prague	7,351	<b>7,378</b>	146,866	<b>146,819</b>	(47)	-0.032%
New Ulm	13,522	<b>13,522</b>	270,156	<b>269,082</b>	(1,074)	-0.398%
North Branch	10,125	<b>10,125</b>	202,288	<b>201,483</b>	(805)	-0.398%
North Mankato	13,429	<b>13,462</b>	268,298	<b>267,888</b>	(410)	-0.153%
North St. Paul	11,485	<b>11,618</b>	229,459	<b>231,193</b>	1,734	0.756%
Northfield	20,454	<b>20,373</b>	408,651	<b>405,414</b>	(3,237)	-0.792%
Oak Grove	8,045	<b>8,088</b>	160,731	<b>160,948</b>	217	0.135%
Oakdale	27,538	<b>27,699</b>	550,182	<b>551,198</b>	1,016	0.185%
Orono	7,438	<b>7,584</b>	148,604	<b>150,918</b>	2,314	1.557%
Otsego	13,816	<b>14,034</b>	276,030	<b>279,270</b>	3,240	1.174%
Owatonna	25,599	<b>25,599</b>	511,443	<b>509,409</b>	(2,034)	-0.398%
Plymouth	71,263	<b>72,644</b>	1,423,765	<b>1,445,583</b>	21,818	1.532%
Prior Lake	23,156	<b>23,385</b>	462,634	<b>465,351</b>	2,717	0.587%
Ramsey	23,865	<b>23,946</b>	476,799	<b>476,515</b>	(284)	-0.060%
Red Wing	16,459	<b>16,480</b>	328,835	<b>327,945</b>	(890)	-0.271%
Redwood Falls	5,256	<b>5,256</b>	105,010	<b>104,592</b>	(418)	-0.398%
Richfield	35,376	<b>35,979</b>	706,778	<b>715,966</b>	9,188	1.300%
Robbinsdale	14,014	<b>14,212</b>	279,986	<b>282,812</b>	2,826	1.009%
Rochester	107,630	<b>108,814</b>	2,150,342	<b>2,165,349</b>	15,007	0.698%
Rogers	11,197	<b>11,508</b>	223,705	<b>229,004</b>	5,299	2.369%
Rosemount	22,139	<b>22,384</b>	442,316	<b>445,431</b>	3,115	0.704%
Roseville	33,807	<b>34,486</b>	675,431	<b>686,256</b>	10,825	1.603%
Sartell	15,963	<b>16,100</b>	318,925	<b>320,383</b>	1,458	0.457%
Sauk Rapids	12,796	<b>12,890</b>	255,652	<b>256,505</b>	853	0.334%
Savage	27,147	<b>27,552</b>	542,371	<b>548,272</b>	5,901	1.088%
Shakopee	37,652	<b>38,252</b>	752,250	<b>761,198</b>	8,948	1.189%
Shoreview	25,118	<b>25,429</b>	501,833	<b>506,026</b>	4,193	0.835%
Shorewood	7,312	<b>7,438</b>	146,087	<b>148,013</b>	1,926	1.318%
South St. Paul	20,275	<b>20,290</b>	405,075	<b>403,762</b>	(1,313)	-0.324%
Spring Lake Park	6,432	<b>6,427</b>	128,505	<b>127,894</b>	(611)	-0.475%
St. Anthony	8,333	<b>8,417</b>	166,485	<b>167,495</b>	1,010	0.606%
St. Cloud	65,842	<b>65,842</b>	1,315,459	<b>1,310,226</b>	(5,233)	-0.398%
St. Francis	7,255	<b>7,277</b>	144,948	<b>144,809</b>	(139)	-0.096%
St. Joseph	6,579	<b>6,629</b>	131,442	<b>131,914</b>	472	0.359%
St. Louis Park	45,505	<b>46,230</b>	909,145	<b>919,956</b>	10,811	1.189%
St. Michael	16,536	<b>16,673</b>	330,373	<b>331,785</b>	1,412	0.427%
St. Paul	286,367	<b>289,270</b>	5,721,333	<b>5,756,342</b>	35,009	0.612%
St. Paul Park	5,304	<b>5,322</b>	105,969	<b>105,905</b>	(64)	-0.060%
St. Peter	11,459	<b>11,503</b>	228,940	<b>228,905</b>	(35)	-0.016%
Stewartville	5,972	<b>6,086</b>	119,315	<b>121,109</b>	1,794	1.503%
Stillwater	18,299	<b>18,638</b>	365,596	<b>370,888</b>	5,292	1.447%



Municipality	Population Used for 2013 Allocations	Population to be used for the 2014 Allocations	2013 Population Allocations using the 2010 Census or 2011 Estimate	Total 2014 Population Allocations using the 2010 Census or 2012 Estimate	Difference Between 2013 & 2014 Allocations	% Increase (Decrease)
Thief River Falls	8,587	8,636	\$171,560	\$171,853	\$293	0.170%
Vadnais Heights	12,393	12,631	247,600	251,351	3,751	1.515%
Victoria	7,554	7,793	150,922	155,077	4,155	2.753%
Virginia	8,712	8,712	174,057	173,365	(692)	-0.398%
Waconia	10,833	11,065	216,433	220,189	3,756	1.735%
Waite Park	7,346	7,372	\$146,766	146,699	(67)	-0.045%
Waseca	9,412	9,427	188,043	187,593	(450)	-0.239%
West St. Paul	19,605	19,756	391,689	393,135	1,446	0.369%
White Bear Lake	23,820	24,074	475,900	479,062	3,162	0.664%
Willmar	19,610	19,694	391,789	391,902	113	0.029%
Winona	27,614	27,782	551,701	552,849	1,148	0.208%
Woodbury	63,143	64,238	1,261,535	1,278,307	16,772	1.330%
Worthington	12,829	12,900	256,311	256,704	393	0.153%
Wyoming	7,796	7,791	155,756	155,037	(719)	-0.461%
Zimmerman	5,235	5,242	104,589	104,313	(276)	-0.263%
<b>TOTAL</b>	<b>3,690,591</b>	<b>3,753,113</b>	<b>\$74,695,915</b>	<b>\$74,685,255</b>	<b>(\$10,660)</b>	

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

2013	<u>\$73,734,399</u> 3,690,591	Equals	\$19.98 Per person
2014	<u>\$74,685,255</u> 3,753,113	Equals	\$19.90 Per person

The population difference between 2013 and 2014 for allocation purposes is **62,522**

89 Cities Increased their population allocation.  
58 Cities Decreased their population allocation.

## **MILEAGE, NEEDS AND APPORTIONMENT**

**The amount to be allocated in 2014 is unknown at this time so an estimated amount of \$149,370,510 is used in this report. This is the amount that was allocated for the 2013 apportionment. The actual amount will be announced in January 2014 when the Commissioner of Transportation makes a determination of the 2014 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.**

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

MILEAGE NEEDS AND APPORT 1958 TO 2014

25-Sep-13

Appt. Year	Number of Municipalities	Needs Mileage	Actual 25 Year Construction Needs	Total Apportionment	Adjusted 25 Year Construction Needs	Total Apportionment Per Needs Mileage	Apportionment Per \$1000 of Adjusted Needs
1958	58	920.40	\$190,373,337	\$7,286,074	\$190,373,337	\$7,916.20	\$19.14
1959	59	938.36	195,749,800	8,108,428	195,749,800	8,641.06	20.71
1960	59	968.82	214,494,178	8,370,596	197,971,488	8,639.99	21.14
1961	77	1131.78	233,276,540	9,185,862	233,833,072	8,116.30	19.64
1962	77	1140.83	223,014,549	9,037,698	225,687,087	7,922.04	20.02
1963	77	1161.06	221,458,428	9,451,125	222,770,204	8,140.08	21.21
1964	77	1177.11	218,487,546	10,967,128	221,441,346	9,317.00	24.76
1965	77	1208.81	218,760,538	11,370,240	221,140,776	9,406.14	25.71
1966	80	1271.87	221,992,032	11,662,274	218,982,273	9,169.39	26.63
1967	80	1309.93	213,883,059	12,442,900	213,808,290	9,498.90	29.10
1968	84	1372.36	215,390,936	14,287,775	215,206,878	10,411.10	33.20
1969	86	1412.57	209,136,115	15,121,277	210,803,850	10,704.80	35.87
1970	86	1427.59	205,103,671	16,490,064	206,350,399	11,550.98	39.96
1971	90	1467.30	204,854,564	18,090,833	204,327,997	12,329.33	44.27
1972	92	1521.41	217,915,457	18,338,440	217,235,062	12,053.58	42.21
1973	94	1580.45	311,183,279	18,648,610	309,052,410	11,799.56	30.17
1974	95	1608.06	324,787,253	21,728,373	321,833,693	13,512.17	33.76
1975	99	1629.30	422,560,903	22,841,302	418,577,904	14,019.09	27.28
1976	101	1718.92	449,383,835	22,793,386	444,038,715	13,260.29	25.67
1977	101	1748.55	488,779,846	27,595,966	483,467,326	15,782.20	28.54
1978	104	1807.94	494,433,948	27,865,892	490,165,460	15,413.06	28.38
1979	106	1853.71	529,996,431	30,846,555	523,460,762	16,640.44	29.42
1980	106	1889.03	623,880,689	34,012,618	609,591,579	18,005.34	27.86
1981	109	1933.64	695,487,179	35,567,962	695,478,283	18,394.30	25.54
1982	105	1976.17	705,647,888	41,819,275	692,987,088	21,161.78	30.30
1983	106	2022.37	651,402,395	46,306,272	631,554,858	22,897.03	36.55
1984	106	2047.23	635,420,700	48,580,190	613,448,456	23,729.72	39.70
1985	107	2110.52	618,275,930	56,711,674	589,857,835	26,870.95	48.20
1986	107	2139.42	552,944,830	59,097,819	543,890,225	27,623.29	54.30
1987	107	2148.07	551,850,149	53,101,745	541,972,837	24,720.68	48.97
1988	108	2171.89	545,457,364	58,381,022	529,946,820	26,880.28	55.06
1989	109	2205.05	586,716,169	76,501,442	588,403,918	34,693.74	64.98
1990	112	2265.64	969,735,729	81,517,107	969,162,426	35,979.73	41.99
1991	113	2330.30	1,289,813,259	79,773,732	1,240,127,592	34,233.25	32.11
1992	116	2376.79	1,374,092,030	81,109,752	1,330,349,165	34,125.75	30.41
1993	116	2410.53	1,458,214,849	82,954,222	1,385,096,428	34,413.27	29.89
1994	117	2471.04	1,547,661,937	80,787,856	1,502,960,398	32,693.87	26.83
1995	118	2526.39	1,582,491,280	81,718,700	1,541,396,875	32,346.04	26.46
1996	119	2614.71	1,652,360,408	90,740,650	1,638,227,013	34,703.91	27.63
1997	122	2740.46	1,722,973,258	90,608,066	1,738,998,615	33,063.09	25.91
1998	125	2815.99	1,705,411,076	93,828,258	1,746,270,860	33,319.81	26.73

Appt. Year	Number of Municipalities	Needs Mileage	Actual 25 Year Construction Needs	Total Apportionment	Adjusted 25 Year Construction Needs	Total Apportionment Per Needs Mileage	Apportionment Per \$1000 of Adjusted Needs
1999	126	2859.05	\$1,927,808,456	\$97,457,150	\$1,981,933,166	\$34,087.25	\$24.47
2000	127	2910.87	2,042,921,321	103,202,769	2,084,650,298	35,454.27	24.64
2001	129	2972.16	2,212,783,436	108,558,171	2,228,893,216	36,525.01	24.26
2002	130	3020.39	2,432,537,238	116,434,082	2,441,083,093	38,549.35	23.77
2003	131	3080.67	2,677,069,498	108,992,464	2,663,903,876	35,379.47	20.39
2004	133	3116.44	2,823,888,537	110,890,581	2,898,358,498	35,582.45	19.08
2005	136	3190.82	2,986,013,788	111,823,549	3,086,369,911	35,045.40	18.07
2006	138	3291.64	3,272,908,979	111,487,130	3,356,466,332	33,869.78	16.57
2007	142	3382.28	3,663,172,809	114,419,009	3,760,234,514	33,828.96	15.19
2008	143	3453.10	3,896,589,388	114,398,269	4,005,371,748	33,129.15	14.29
2009	144	3504.00	4,277,355,517	121,761,230	4,375,100,368	34,749.21	13.91
2010	144	3533.22	4,650,919,417	127,315,538	4,764,771,798	36,033.86	13.36
2011	147	3583.87	4,964,526,370	139,081,139	5,058,978,846	38,807.53	13.75
2012	142	3572.73	5,175,814,620	144,682,808	5,239,406,230	40,496.43	13.28
2013	147	3598.04	5,476,951,484	147,468,798	5,593,122,380	40,985.87	13.18
2014	147	3712.44		149,370,510	5,627,313,936	40,235.13	13.27

The figures for 2014 are estimates

# **TENATIVE 2014 MSAS CONSTRUCTION NEEDS ALLOCATIONS**

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

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

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

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

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

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

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

## 2014 ESTIMATED CONSTRUCTION NEEDS ALLOCATIONS

Needs Value: \$1,000 in construction needs = approximately \$13.27 in apportionment

N:\MSAS\BOOKS\2013 OCTOBER BOOK\2014 Estimated Construction Needs Allocations (Old Book File).XLS

Municipality	ADJUSTED CONSTRUCTION NEEDS USED IN JANUARY 2013 ALLOCATIONS	Construction Needs Apportion- ment Minus Turnback Maintenance	(+) TH Turnback Main- tenance Allowance	2014 Construction Needs Allocations	% Of Total Dist.
Albert Lea	\$42,266,747	\$560,961		\$560,961	0.751
Albertville	11,903,873	157,987		157,987	0.212
Alexandria	43,662,772	579,489		579,489	0.776
Andover	61,102,964	810,954		810,954	1.086
Anoka	21,702,863	288,039		288,039	0.386
Apple Valley	55,313,468	734,116		734,116	0.983
Arden Hills	8,697,400	115,431		115,431	0.155
Austin	47,394,051	629,010		629,010	0.842
Baxter	18,817,397	249,743		249,743	0.334
Belle Plaine	9,990,615	132,595		132,595	0.178
Bemidji	20,577,163	273,098		273,098	0.366
Big Lake	14,122,530	187,433		187,433	0.251
Blaine	46,588,728	618,322		618,322	0.828
Bloomington	137,602,936	1,826,255		1,826,255	2.445
Brainerd	30,201,288	400,829		400,829	0.537
Brooklyn Center	18,300,721	242,886		242,886	0.325
Brooklyn Park	53,929,596	715,749		715,749	0.958
Buffalo	30,290,232	402,010		402,010	0.538
Burnsville	92,360,571	1,225,802		1,225,802	1.641
Byron	5,287,200	70,171		70,171	0.094
Cambridge	14,583,524	193,551		193,551	0.259
Champlin	24,529,244	325,550		325,550	0.436
Chanhassen	25,025,333	332,134		332,134	0.445
Chaska	27,976,971	371,308		371,308	0.497
Chisholm	13,106,709	173,951		173,951	0.233
Circle Pines	4,673,571	62,027		62,027	0.083
Cloquet	30,008,006	398,264		398,264	0.533
Columbia Heights	21,623,899	286,991		286,991	0.384
Coon Rapids	71,824,010	953,242		953,242	1.276
Corcoran	18,933,420	251,283		251,283	0.336
Cottage Grove	57,344,702	761,074		761,074	1.019
Crookston	27,939,114	370,806		370,806	0.496
Crystal	16,426,579	218,012		218,012	0.292
Dayton	7,826,416	103,872		103,872	0.139
Delano	12,390,813	164,450		164,450	0.220
Detroit Lakes	23,903,357	317,243		317,243	0.425
Duluth	256,995,366	3,410,822		3,410,822	4.567
Eagan	101,693,302	1,349,665		1,349,665	1.807
East Bethel	38,506,951	511,061		511,061	0.684
East Grand Forks	30,143,113	400,057		400,057	0.536
Eden Prairie	68,672,622	911,417		911,417	1.220
Edina	54,458,383	722,767		722,767	0.968
Elk River	53,215,195	706,268		706,268	0.946
Fairmont	33,497,078	444,571		444,571	0.595
Falcon Heights	3,706,075	49,187		49,187	0.066
Faribault	41,751,370	554,121		554,121	0.742
Farmington	27,406,075	363,731		363,731	0.487
Fergus Falls	49,452,280	656,327		656,327	0.879
Forest Lake	56,726,214	752,866		752,866	1.008
Fridley	35,547,707	471,786		471,786	0.632
Glencoe	12,406,341	164,656		164,656	0.220
Golden Valley	32,837,229	435,813		435,813	0.584
Grand Rapids	50,664,586	672,416		672,416	0.900

Municipality	ADJUSTED CONSTRUCTION NEEDS USED IN JANUARY 2013 ALLOCATIONS	Construction Needs Apportion- ment Minus Turnback Maintenance	(+) TH Turnback Main- tenance Allowance	2014 Construction Needs Allocations	% Of Total Dist.
Ham Lake	\$31,307,541	\$415,511		\$415,511	0.556
Hastings	16,425,980	218,004		218,004	0.292
Hermantown	31,225,712	414,425		414,425	0.555
Hibbing	66,370,197	880,860		880,860	1.179
Hopkins	15,395,926	204,333		204,333	0.274
Hugo	20,862,684	276,888		276,888	0.371
Hutchinson	21,690,066	287,869		287,869	0.385
International Falls	9,853,039	130,769		130,769	0.175
Inver Grove Heights	56,733,626	752,964		752,964	1.008
Isanti	7,817,499	103,753		103,753	0.139
Jordan	10,776,152	143,020		143,020	0.191
Kasson	9,038,128	119,953		119,953	0.161
La Crescent	8,461,322	112,298		112,298	0.150
Lake City	8,299,102	110,145		110,145	0.147
Lake Elmo	17,512,982	232,431		232,431	0.311
Lakeville	86,486,868	1,147,847		1,147,847	1.537
Lino Lakes	39,242,817	520,827		520,827	0.697
Litchfield	14,967,367	198,646		198,646	0.266
Little Canada	14,813,802	196,608		196,608	0.263
Little Falls	28,956,170	384,304		384,304	0.515
Mahtomedi	7,112,357	94,395		94,395	0.126
Mankato	62,495,672	829,438		829,438	1.111
Maple Grove	105,260,288	1,397,006		1,397,006	1.871
Maplewood	63,215,609	838,992		838,992	1.123
Marshall	28,916,359	383,776		383,776	0.514
Medina	7,943,046	105,419		105,419	0.141
Mendota Heights	23,271,835	308,862		308,862	0.414
Minneapolis	442,501,415	5,872,843		5,872,843	7.863
Minnetonka	86,807,969	1,152,108		1,152,108	1.543
Minnetrasta	19,472,327	258,435		258,435	0.346
Montevideo	9,495,575	126,025		126,025	0.169
Monticello	13,059,300	173,322		173,322	0.232
Moorhead	75,678,898	1,004,404		1,004,404	1.345
Morris	10,927,926	145,035		145,035	0.194
Mound	14,548,701	193,089		193,089	0.259
Mounds View	13,255,082	175,920		175,920	0.236
New Brighton	23,474,462	311,551		311,551	0.417
New Hope	19,754,953	262,186		262,186	0.351
New Prague	8,776,674	116,483		116,483	0.156
New Ulm	32,146,141	426,641		426,641	0.571
North Branch	42,413,081	562,903		562,903	0.754
North Mankato	27,502,126	365,006		365,006	0.489
North St. Paul	18,458,052	244,974		244,974	0.328
Northfield	24,846,160	329,756		329,756	0.442
Oak Grove	34,076,092	452,255		452,255	0.606
Oakdale	15,734,245	208,824		208,824	0.280
Orono	9,649,283	128,065		128,065	0.171
Otsego	26,421,575	350,665		350,665	0.470
Owatonna	46,796,114	621,074		621,074	0.832
Plymouth	91,433,759	1,213,501		1,213,501	1.625
Prior Lake	24,880,091	330,207		330,207	0.442
Ramsey	41,220,976	547,081		547,081	0.733
Red Wing	39,091,033	518,813		518,813	0.695
Redwood Falls	13,379,271	177,569		177,569	0.238
Richfield	40,489,765	537,377		537,377	0.720
Robbinsdale	14,671,399	194,718		194,718	0.261
Rochester	168,124,911	2,231,340		2,231,340	2.988
Rogers	23,391,998	310,457		310,457	0.416
Rosemount	45,518,541	604,118		604,118	0.809
Roseville	36,508,095	484,532		484,532	0.649

Municipality	ADJUSTED CONSTRUCTION NEEDS USED IN JANUARY 2013 ALLOCATIONS	Construction Needs Apportion- ment Minus Turnback Maintenance	(+) TH Turnback Main- tenance Allowance	2014 Construction Needs Allocations	% Of Total Dist.
Sartell	\$21,847,614	\$289,960		\$289,960	0.388
Sauk Rapids	18,377,900	243,910		243,910	0.327
Savage	27,344,085	362,908		362,908	0.486
Shakopee	38,997,612	517,573		517,573	0.693
Shoreview	25,190,604	334,328		334,328	0.448
Shorewood	10,303,181	136,743		136,743	0.183
South St. Paul	22,488,102	298,460		298,460	0.400
Spring Lake Park	4,917,335	65,262		65,262	0.087
St. Anthony	9,727,697	129,105		129,105	0.173
St. Cloud	107,212,923	1,422,921		1,422,921	1.905
St. Francis	23,383,132	310,339		310,339	0.416
St. Joseph	2,520,904	33,457		33,457	0.045
St. Louis Park	45,473,274	603,518		603,518	0.808
St. Michael	44,086,290	585,110		585,110	0.783
St. Paul	342,414,248	4,544,494		4,544,494	6.085
St. Paul Park	6,506,251	86,350		86,350	0.116
St. Peter	25,954,080	344,460		344,460	0.461
Stewartville	5,812,799	77,147		77,147	0.103
Stillwater	24,511,153	325,310		325,310	0.436
Thief River Falls	37,158,013	493,158		493,158	0.660
Vadnais Heights	9,019,485	119,706		119,706	0.160
Victoria	6,338,686	84,127		84,127	0.113
Virginia	23,931,878	317,622		317,622	0.425
Waconia	14,944,899	198,347		198,347	0.266
Waite Park	7,075,642	93,907		93,907	0.126
Waseca	11,690,578	155,156		155,156	0.208
West St. Paul	13,721,258	182,107		182,107	0.244
White Bear Lake	18,815,384	249,716		249,716	0.334
Willmar	42,483,077	563,832		563,832	0.755
Winona	30,313,739	402,321		402,321	0.539
Woodbury	79,970,061	1,061,357		1,061,357	1.421
Worthington	15,640,436	207,580		207,580	0.278
Wyoming	15,945,637	211,630		211,630	0.283
Zimmerman	8,329,181	110,545		110,545	0.148
STATE TOTAL	\$5,627,313,935	\$74,685,255	\$0	\$74,685,255	100.0000

Construction Needs Apportionment = \$74,685,255/ \$5,627,313,935=0.013272

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

..



# COMPARISON OF THE ESTIMATED 2014 TO THE 2013 CONSTRUCTION NEEDS ALLOCATIONS

*based on percentages of the total received in 2013*

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

	CONSTRUCTION NEEDS ALLOCATIONS RECEIVED IN JANUARY 2013	PERCENTAGE OF TOTAL CONSTRUCTION NEEDS APPORTIONMENT in January 2013	PERCENTAGE OF TOTAL CONSTRUCTION NEEDS ALLOCATION IF 5 CITIES HAD NOT RECEIVED DOUBLE ALLOCATIONS	CONSTRUCTION NEEDS ALLOCATION SEPTEMBER 2013 ESTIMATE FOR JANUARY 2014	DIFFERENCE BETWEEN 2013 AND 2014 CONSTRUCTION NEEDS ALLOCATIONS
Albert Lea	\$557,205	0.746	0.751	\$560,961	\$3,756
Albertville	156,929	0.210	0.212	157,987	1,058
Alexandria	575,608	0.771	0.776	579,489	3,881
Andover	805,523	1.079	1.086	810,954	5,431
Anoka	286,110	0.383	0.386	288,039	1,929
Apple Valley	729,200	0.977	0.983	734,116	4,916
Arden Hills	114,658	0.154	0.155	115,431	773
Austin	624,798	0.837	0.842	629,010	4,212
Baxter	248,071	0.332	0.334	249,743	1,672
Belle Plaine	131,707	0.176	0.178	132,595	888
Bemidji	271,270	0.363	0.366	273,098	1,828
Big Lake	186,178	0.249	0.251	187,433	1,255
Blaine	614,181	0.822	0.828	618,322	4,141
Bloomington	1,814,026	2.429	2.445	1,826,255	12,229
Brainerd	398,145	0.533	0.537	400,829	2,684
Brooklyn Center	241,259	0.323	0.325	242,886	1,627
Brooklyn Park	710,956	0.952	0.958	715,749	4,793
Buffalo	399,318	0.535	0.538	402,010	2,692
Burnsville	1,217,594	1.631	1.641	1,225,802	8,208
Byron	145,386	0.195	0.094	70,171	(75,215)
Cambridge	192,255	0.257	0.259	193,551	1,296
Champlin	323,370	0.433	0.436	325,550	2,180
Chanhassen	329,910	0.442	0.445	332,134	2,224
Chaska	368,822	0.494	0.497	371,308	2,486
Chisholm	172,786	0.231	0.233	173,951	1,165
Circle Pines	128,514	0.172	0.083	62,027	(66,487)
Cloquet	395,597	0.530	0.533	398,264	2,667
Columbia Heights	285,069	0.382	0.384	286,991	1,922
Coon Rapids	946,859	1.268	1.276	953,242	6,383
Corcoran	249,600	0.334	0.336	251,283	1,683
Cottage Grove	755,978	1.012	1.019	761,074	5,096
Crookston	368,323	0.493	0.496	370,806	2,483
Crystal	216,552	0.290	0.292	218,012	1,460
Dayton	215,210	0.288	0.139	103,872	(111,338)
Delano	163,349	0.219	0.220	164,450	1,101
Detroit Lakes	315,119	0.422	0.425	317,243	2,124
Duluth	3,387,982	4.537	4.567	3,410,822	22,840
Eagan	1,340,628	1.795	1.807	1,349,665	9,037
East Bethel	507,639	0.680	0.684	511,061	3,422
East Grand Forks	397,378	0.532	0.536	400,057	2,679
Eden Prairie	905,314	1.212	1.220	911,417	6,103
Edina	717,927	0.961	0.968	722,767	4,840
Elk River	701,538	0.939	0.946	706,268	4,730
Fairmont	441,594	0.591	0.595	444,571	2,977
Falcon Heights	48,857	0.065	0.066	49,187	330
Faribault	550,410	0.737	0.742	554,121	3,711
Farmington	361,296	0.484	0.487	363,731	2,435

	CONSTRUCTION NEEDS ALLOCATIONS RECEIVED IN JANUARY 2013	PERCENTAGE OF TOTAL CONSTRUCTION NEEDS APPORTIONMENT in January 2013	PERCENTAGE OF TOTAL CONSTRUCTION NEEDS ALLOCATION IF 5 CITIES HAD NOT RECEIVED DOUBLE ALLOCATIONS	CONSTRUCTION NEEDS ALLOCATION SEPTEMBER 2013 ESTIMATE FOR JANUARY 2014	DIFFERENCE BETWEEN 2013 AND 2014 CONSTRUCTION NEEDS ALLOCATIONS
Fergus Falls	\$651,932	0.873	0.879	\$656,327	\$4,395
Forest Lake	747,824	1.001	1.008	752,866	5,042
Fridley	468,627	0.628	0.632	471,786	3,159
Glencoe	163,553	0.219	0.220	164,656	1,103
Golden Valley	432,895	0.580	0.584	435,813	2,918
Grand Rapids	667,914	0.894	0.900	672,416	4,502
Ham Lake	412,729	0.553	0.556	415,511	2,782
Hastings	216,544	0.290	0.292	218,004	1,460
Hermantown	411,650	0.551	0.555	414,425	2,775
Hibbing	874,961	1.172	1.179	880,860	5,899
Hopkins	202,965	0.272	0.274	204,333	1,368
Hugo	275,034	0.368	0.371	276,888	1,854
Hutchinson	285,941	0.383	0.385	287,869	1,928
International Falls	129,893	0.174	0.175	130,769	876
Inver Grove Heights	747,922	1.002	1.008	752,964	5,042
Isanti	103,058	0.138	0.139	103,753	695
Jordan	142,063	0.190	0.191	143,020	957
Kasson	119,150	0.160	0.161	119,953	803
La Crescent	232,668	0.312	0.150	112,298	(120,370)
Lake City	109,407	0.147	0.147	110,145	738
Lake Elmo	230,874	0.309	0.311	232,431	1,557
Lakeville	1,140,160	1.527	1.537	1,147,847	7,687
Lino Lakes	517,340	0.693	0.697	520,827	3,487
Litchfield	197,316	0.264	0.266	198,646	1,330
Little Canada	195,291	0.262	0.263	196,608	1,317
Little Falls	381,731	0.511	0.515	384,304	2,573
Mahtomedi	93,763	0.126	0.126	94,395	632
Mankato	823,883	1.103	1.111	829,438	5,555
Maple Grove	1,387,651	1.858	1.871	1,397,006	9,355
Maplewood	833,374	1.116	1.123	838,992	5,618
Marshall	381,206	0.510	0.514	383,776	2,570
Medina	218,418	0.292	0.141	105,419	(112,999)
Mendota Heights	306,794	0.411	0.414	308,862	2,068
Minneapolis	5,833,517	7.812	7.863	5,872,843	39,326
Minnetonka	1,144,394	1.533	1.543	1,152,108	7,714
Minnetrissa	256,705	0.344	0.346	258,435	1,730
Montevideo	125,181	0.168	0.169	126,025	844
Monticello	172,161	0.231	0.232	173,322	1,161
Moorhead	997,679	1.336	1.345	1,004,404	6,725
Morris	144,063	0.193	0.194	145,035	972
Mound	191,796	0.257	0.259	193,089	1,293
Mounds View	174,742	0.234	0.236	175,920	1,178
New Brighton	309,465	0.414	0.417	311,551	2,086
New Hope	260,430	0.349	0.351	262,186	1,756
New Prague	115,703	0.155	0.156	116,483	780
New Ulm	423,784	0.568	0.571	426,641	2,857
North Branch	559,134	0.749	0.754	562,903	3,769
North Mankato	362,562	0.486	0.489	365,006	2,444
North St. Paul	243,333	0.326	0.328	244,974	1,641
Northfield	327,548	0.439	0.442	329,756	2,208
Oak Grove	449,227	0.602	0.606	452,255	3,028
Oakdale	207,425	0.278	0.280	208,824	1,399
Orono	127,207	0.170	0.171	128,065	858

	CONSTRUCTION NEEDS ALLOCATIONS RECEIVED IN JANUARY 2013	PERCENTAGE OF TOTAL CONSTRUCTION NEEDS APPORTIONMENT in January 2013	PERCENTAGE OF TOTAL CONSTRUCTION NEEDS ALLOCATION IF 5 CITIES HAD NOT RECEIVED DOUBLE ALLOCATIONS	CONSTRUCTION NEEDS ALLOCATION SEPTEMBER 2013 ESTIMATE FOR JANUARY 2014	DIFFERENCE BETWEEN 2013 AND 2014 CONSTRUCTION NEEDS ALLOCATIONS
Otsego	\$348,317	0.466	0.470	\$350,665	\$2,348
Owatonna	616,915	0.826	0.832	621,074	4,159
Plymouth	1,205,376	1.614	1.625	1,213,501	8,125
Prior Lake	327,995	0.439	0.442	330,207	2,212
Ramsey	543,418	0.728	0.733	547,081	3,663
Red Wing	515,339	0.690	0.695	518,813	3,474
Redwood Falls	176,380	0.236	0.238	177,569	1,189
Richfield	533,779	0.715	0.720	537,377	3,598
Robbinsdale	193,414	0.259	0.261	194,718	1,304
Rochester	2,216,399	2.968	2.988	2,231,340	14,941
Rogers	308,378	0.413	0.416	310,457	2,079
Rosemount	600,073	0.804	0.809	604,118	4,045
Roseville	481,288	0.645	0.649	484,532	3,244
Sartell	288,018	0.386	0.173	289,960	1,942
Sauk Rapids	242,277	0.324	1.905	243,910	1,633
Savage	360,478	0.483	0.416	362,908	2,430
Shakopee	514,107	0.688	0.045	517,573	3,466
Shoreview	332,089	0.445	0.808	334,328	2,239
Shorewood	135,827	0.182	0.783	136,743	916
South St. Paul	296,462	0.397	6.085	298,460	1,998
Spring Lake Park	64,825	0.087	0.116	65,262	437
St Anthony	128,241	0.172	0.461	129,105	864
St Cloud	1,413,393	1.893	0.388	1,422,921	9,528
St Francis	308,261	0.413	0.327	310,339	2,078
St Joseph	33,233	0.045	0.486	33,457	224
St Louis Park	599,476	0.803	0.693	603,518	4,042
St Michael	581,192	0.778	0.448	585,110	3,918
St Paul	4,514,063	6.045	0.183	4,544,494	30,431
St Paul Park	85,772	0.115	0.400	86,350	578
St Peter	342,154	0.458	0.087	344,460	2,306
Stewartville	76,630	0.103	0.103	77,147	517
Stillwater	323,132	0.433	0.436	325,310	2,178
Thief River Falls	489,856	0.656	0.660	493,158	3,302
Vadnais Heights	118,904	0.159	0.160	119,706	802
Victoria	83,563	0.112	0.113	84,127	564
Virginia	315,495	0.422	0.425	317,622	2,127
Waconia	197,019	0.264	0.266	198,347	1,328
Waite Park	93,279	0.125	0.126	93,907	628
Waseca	154,117	0.206	0.208	155,156	1,039
West St. Paul	180,888	0.242	0.244	182,107	1,219
White Bear Lake	248,045	0.332	0.334	249,716	1,671
Willmar	560,057	0.750	0.755	563,832	3,775
Winona	399,628	0.535	0.539	402,321	2,693
Woodbury	1,054,250	1.412	1.421	1,061,357	7,107
Worthington	206,190	0.276	0.278	207,580	1,390
Wyoming	210,213	0.282	0.283	211,630	1,417
Zimmerman	109,805	0.147	0.148	110,545	740
<b>TOTALS</b>	<b>\$74,674,595</b>	<b>100.000</b>	<b>100.000</b>	<b>\$74,685,255</b>	<b>\$10,660</b>

# TENTATIVE 2014 M.S.A.S. TOTAL ALLOCATIONS

The following tabulation shows each municipality's tentative construction (money) needs and population allocations for 2014. The tentative allocations shown in this summary are for informational purposes only. The actual revenue will be announced in January 2014, when the Commissioner of Transportation determines the annual allotments.

Tentative 2014 TOTAL APPT.xlsx

25-Sep-13

<b>Municipality</b>	<b>Tentative 2014 Population Allocations using the 2010 Census or 2012 Estimate</b>	<b>Tentative 2014 Construction Needs Allocations</b>	<b>Tentative 2014 Total Allocations</b>	<b>Distribution Percentage</b>
Albert Lea	\$358,510	\$560,961	\$919,471	0.6156
Albertville	142,461	157,987	300,448	0.2011
Alexandria	258,853	579,489	838,342	0.5613
Andover	619,373	810,954	1,430,327	0.9576
Anoka	345,158	288,039	633,197	0.4239
Apple Valley	992,888	734,116	1,727,004	1.1562
Arden Hills	190,976	115,431	306,407	0.2051
Austin	494,583	629,010	1,123,593	0.7522
Baxter	152,450	249,743	402,193	0.2693
Belle Plaine	132,551	132,595	265,146	0.1775
Bemidji	269,838	273,098	542,936	0.3635
Big Lake	205,642	187,433	393,075	0.2632
Blaine	1,197,933	618,322	1,816,255	1.2159
Bloomington	1,704,038	1,826,255	3,530,293	2.3634
Brainerd	271,052	400,829	671,881	0.4498
Brooklyn Center	608,309	242,886	851,195	0.5699
Brooklyn Park	1,541,140	715,749	2,256,889	1.5109
Buffalo	311,746	402,010	713,756	0.4778
Burnsville	1,215,086	1,225,802	2,440,888	1.6341
Byron	100,274	70,171	170,445	0.1141
Cambridge	163,893	193,551	357,444	0.2393
Champlin	468,356	325,550	793,906	0.5315
Chanhassen	473,191	332,134	805,325	0.5391
Chaska	481,788	371,308	853,096	0.5711
Chisholm	99,995	173,951	273,946	0.1834
Circle Pines	99,856	62,027	161,883	0.1084
Cloquet	241,899	398,264	640,163	0.4286
Columbia Heights	391,544	286,991	678,535	0.4543
Coon Rapids	1,230,787	953,242	2,184,029	1.4622
Corcoran	108,851	251,283	360,134	0.2411
Cottage Grove	700,205	761,074	1,461,279	0.9783
Crookston	157,027	370,806	527,833	0.3534
Crystal	446,088	218,012	664,100	0.4446
Dayton	99,498	103,872	203,370	0.1362
Delano	110,403	164,450	274,853	0.1840
Detroit Lakes	174,380	317,243	491,623	0.3291
Duluth	1,716,635	3,410,822	5,127,457	3.4327
Eagan	1,292,913	1,349,665	2,642,578	1.7691
East Bethel	231,352	511,061	742,413	0.4970
East Grand Forks	171,156	400,057	571,213	0.3824
Eden Prairie	1,233,852	911,417	2,145,269	1.4362
Edina	971,675	722,767	1,694,442	1.1344
Elk River	460,615	706,268	1,166,883	0.7812
Fairmont	212,249	444,571	656,820	0.4397
Falcon Heights	107,975	49,187	157,162	0.1052
Faribault	466,366	554,121	1,020,487	0.6832

<b>Municipality</b>	<b>Tentative 2014 Population Allocations using the 2010 Census or 2012 Estimate</b>	<b>Tentative 2014 Construction Needs Allocations</b>	<b>Tentative 2014 Total Allocations</b>	<b>Distribution Percentage</b>
Farmington	\$433,651	\$363,731	\$797,382	0.5338
Fergus Falls	263,231	656,327	919,558	0.6156
Forest Lake	373,932	752,866	1,126,798	0.7544
Fridley	549,048	471,786	1,020,834	0.6834
Glencoe	112,054	164,656	276,710	0.1853
Golden Valley	410,766	435,813	846,579	0.5668
Grand Rapids	217,024	672,416	889,440	0.5955
Ham Lake	307,687	415,511	723,198	0.4842
Hastings	444,536	218,004	662,540	0.4436
Hermantown	191,155	414,425	605,580	0.4054
Hibbing	325,577	880,860	1,206,437	0.8077
Hopkins	356,978	204,333	561,311	0.3758
Hugo	273,400	276,888	550,288	0.3684
Hutchinson	282,176	287,869	570,045	0.3816
International Falls	127,835	130,769	258,604	0.1731
Inver Grove Heights	680,346	752,964	1,433,310	0.9596
Isanti	106,841	103,753	210,594	0.1410
Jordan	114,940	143,020	257,960	0.1727
Kasson	119,835	119,953	239,788	0.1605
La Crescent	99,498	112,298	211,796	0.1418
Lake City	100,751	110,145	210,896	0.1412
Lake Elmo	160,569	232,431	393,000	0.2631
Lakeville	1,135,229	1,147,847	2,283,076	1.5285
Lino Lakes	410,428	520,827	931,255	0.6235
Litchfield	133,844	198,646	332,490	0.2226
Little Canada	198,737	196,608	395,345	0.2647
Little Falls	166,102	384,304	550,406	0.3685
Mahtomedi	153,167	94,395	247,562	0.1657
Mankato	799,624	829,438	1,629,062	1.0906
Maple Grove	1,272,138	1,397,006	2,669,144	1.7869
Maplewood	777,376	838,992	1,616,368	1.0821
Marshall	272,226	383,776	656,002	0.4392
Medina	100,732	105,419	206,151	0.1380
Mendota Heights	221,681	308,862	530,543	0.3552
Minneapolis	7,800,782	5,872,843	13,673,625	9.1542
Minnetonka	1,009,842	1,152,108	2,161,950	1.4474
Minnetrista	134,023	258,435	392,458	0.2627
Montevideo	107,119	126,025	233,144	0.1561
Monticello	256,724	173,322	430,046	0.2879
Moorhead	773,874	1,004,404	1,778,278	1.1905
Morris	107,378	145,035	252,413	0.1690
Mound	183,275	193,089	376,364	0.2520
Mounds View	245,560	175,920	421,480	0.2822
New Brighton	437,710	311,551	749,261	0.5016
New Hope	413,194	262,186	675,380	0.4522
New Prague	146,819	116,483	263,302	0.1763
New Ulm	269,082	426,641	695,723	0.4658
North Branch	201,483	562,903	764,386	0.5117
North Mankato	267,888	365,006	632,894	0.4237
North St. Paul	231,193	244,974	476,167	0.3188
Northfield	405,414	329,756	735,170	0.4922
Oak Grove	160,948	452,255	613,203	0.4105
Oakdale	551,198	208,824	760,022	0.5088
Orono	150,918	128,065	278,983	0.1868

<b>Municipality</b>	<b>Tentative 2014 Population Allocations using the 2010 Census or 2012 Estimate</b>	<b>Tentative 2014 Construction Needs Allocations</b>	<b>Tentative 2014 Total Allocations</b>	<b>Distribution Percentage</b>
Otsego	\$279,270	\$350,665	\$629,935	0.4217
Owatonna	509,409	621,074	1,130,483	0.7568
Plymouth	1,445,583	1,213,501	2,659,084	1.7802
Prior Lake	465,351	330,207	795,558	0.5326
Ramsey	476,515	547,081	1,023,596	0.6853
Red Wing	327,945	518,813	846,758	0.5669
Redwood Falls	104,592	177,569	282,161	0.1889
Richfield	715,966	537,377	1,253,343	0.8391
Robbinsdale	282,812	194,718	477,530	0.3197
Rochester	2,165,349	2,231,340	4,396,689	2.9435
Rogers	229,004	310,457	539,461	0.3612
Rosemount	445,431	604,118	1,049,549	0.7026
Roseville	686,256	484,532	1,170,788	0.7838
Sartell	320,383	289,960	610,343	0.4086
Sauk Rapids	256,505	243,910	500,415	0.3350
Savage	548,272	362,908	911,180	0.6100
Shakopee	761,198	517,573	1,278,771	0.8561
Shoreview	506,026	334,328	840,354	0.5626
Shorewood	148,013	136,743	284,756	0.1906
South St. Paul	403,762	298,460	702,222	0.4701
Spring Lake Park	127,894	65,262	193,156	0.1293
St. Anthony	167,495	129,105	296,600	0.1986
St. Cloud	1,310,226	1,422,921	2,733,147	1.8298
St. Francis	144,809	310,339	455,148	0.3047
St. Joseph	131,914	33,457	165,371	0.1107
St. Louis Park	919,956	603,518	1,523,474	1.0199
St. Michael	331,785	585,110	916,895	0.6138
St. Paul	5,756,342	4,544,494	10,300,836	6.8962
St. Paul Park	105,905	86,350	192,255	0.1287
St. Peter	228,905	344,460	573,365	0.3839
Stewartville	121,109	77,147	198,256	0.1327
Stillwater	370,888	325,310	696,198	0.4661
Thief River Falls	171,853	493,158	665,011	0.4452
Vadnais Heights	251,351	119,706	371,057	0.2484
Victoria	155,077	84,127	239,204	0.1601
Virginia	173,365	317,622	490,987	0.3287
Waconia	220,189	198,347	418,536	0.2802
Waite Park	146,699	93,907	240,606	0.1611
Waseca	187,593	155,156	342,749	0.2295
West St. Paul	393,135	182,107	575,242	0.3851
White Bear Lake	479,062	249,716	728,778	0.4879
Willmar	391,902	563,832	955,734	0.6398
Winona	552,849	402,321	955,170	0.6395
Woodbury	1,278,307	1,061,357	2,339,664	1.5663
Worthington	256,704	207,580	464,284	0.3108
Wyoming	155,037	211,630	366,667	0.2455
Zimmerman	104,313	110,545	214,858	0.1438
<b>TOTAL</b>	<b>\$74,685,255</b>	<b>\$74,685,255</b>	<b>\$149,370,510</b>	<b>100.0000</b>





## Minnesota Department of Transportation

### State Aid for Local Transportation

395 John Ireland Boulevard, MS 500

Saint Paul, MN 55155

October 23, 2013

Charlie Zelle, Commissioner

Mail Stop 100

395 John Ireland Blvd.

St. Paul, MN 55155

Dear Commissioner Zelle:

We, the undersigned, as members of the 2013 Municipal Screening Board, having reviewed all information available in relation to the 25 year money needs of the Municipal State Aid Street System do hereby submit our findings as required by Minnesota Statutes.

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

This Board, therefore, recommends that the money needs, as listed on the attached, be modified as required and used as the basis for apportioning to the urban municipalities the 2014 Apportionment Sum as provided by Minnesota Statutes, Chapter 162.13, Subdivision 1.

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

An Equal Opportunity Employer



## 2013 ADJUSTED CONSTRUCTION NEEDS RECOMMENDATIONS

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

N:\MSAS\BOOKS\2013 OCTOBER BOOK\2013 Adjusted Construction Needs Recommendations.xls

25-Sep-13

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



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



## OTES and COMMENTS

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

# OTHER



# TOPICS

## **City of St. Paul - System Revision Request**

### **(Half Mileage Designation to Full Mileage)**

The City of St. Paul has requested to revise their MSB approved one-half mileage designation on various one way streets over to full mileage.

Screening Board resolutions state:

*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.*

Note: the MSB resolution does not require a City to obtain MSB approval when converting one-half mileage designation back to full mileage. MSB action is only required when designating one-half mileage on the MSA system.

As part of a larger MSAS system revision, St. Paul requested that a length of 1.24 miles be increased to 2.52 miles on various one way streets in its downtown. Because of more accurate measuring methods, the new length is not exactly double. By revoking other MSAS routes, they made enough available mileage to include the same roads on the MSAS system using the full length of 2.52 miles. The City has not received any additional mileage as a result of removing the half mile designation from their one way roads.

While it is not required for the City to receive MSB approval to revise their one-half mileage designation back to full mileage, both SALT and the City of St. Paul wanted the MSB to be aware of this unique revision request and the decision by State Aid to treat the request as a 'normal' system revision.

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

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

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

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

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

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

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

Prepared for the October 2013 booklet  
Construction Account Balances as of September 23, 2013

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

n:\mas\2013 OCTOBER book\Certified Complete for Fall 2013.xlsx

	<b>Fridley</b>	<b>Columbia Heights</b>	<b>Falcon Heights</b>	<b>South St. Paul</b>	<b>Crookston</b>
<b>A</b> Total 2013 Construction Allotment minus any GF Advance Repayment	\$661,929	\$440,075	\$101,689	\$526,154	\$394,484
<b>B</b> Amount of 2013 Construction Allotment based on Population	\$357,321	\$254,780	\$69,932	\$303,807	\$118,241
<b>C</b> Amount of 2013 Construction Allotment based on Needs	\$304,608	\$185,295	\$31,757	\$222,347	\$276,243
<b>D</b> Local Amount Remaining from Previous Years (based on population)	(\$272,701)	\$522,179	\$316,402	\$1,702,916	\$51,476
<b>E</b> Maximum Local Amount Available after January 2013 Allocation	\$84,620	\$776,959	\$386,334	\$2,006,723	\$169,717
<b>F</b> Amount Spent on Local Projects as of August 23, 2013	\$577,878	\$0	\$0	\$0	\$34,908
<b>G</b> Amount Spent on SA Projects as of Sept. 23, 2013	\$68,804	\$159,128	\$0	\$69,244	\$157,275
<b>H</b> Construction Account Balance as of Sept. 23, 2013	\$0	\$541,481	\$254,224	\$661,207	\$209,508
<b>I</b> Maximum Local Amount Available as of Sept. 25, 2012	(\$493,258)	\$776,959	\$386,334	\$2,006,723	\$134,809

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

If G is LESS THAN C, then:

Row I equals E minus F

if G is GREATER THAN C, then:

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

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

Amount Spent



### **Graph Example:**

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

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

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

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

## **MUNICIPAL STATE AID CONSTUCTION ACCOUNT ADVANCE GUIDELINES**

### **State Aid Advances**

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

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

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 in the "Advances" area.

### **State Aid Advance Code Levels**

Guidelines for advances are determined by the following codes.



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



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



**Code BLUE- GUARDED** - Fund balance low; balances reviewed monthly. Advances on first-come, first-serve basis. Resolution required. Reserve option available only prior to bid advertisement.



**Code GREEN - LOW** - Fund Balance above acceptable level. Advances approved on first-come, first-serve basis while funds are available. Resolution required. High priority projects reserved; others optional.

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

Advancing occurs once a cities account balance is zero. A City Council Resolution must be received by State Aid Finance before any funds will be advanced. Once the resolution is received by SAF, the approved amount will appear in the "Available to Advance" column on the cities Status Report in the State Aid Accounting System (SAAS).



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. Resolutions are good for year of submission only and can not be submitted for multiple years. Advances are repaid from next year's allocation until fully repaid.

Advance funding is not guaranteed. A "Request to Reserve" funding form can be submitted to ensure funds will be available for your project. Once approved, a signed copy will be returned to the Municipality.

A Sample Resolution and a Request to Reserve Funding form can be obtained from SAF website - <http://www.dot.state.mn.us/safinance>. Mail completed forms to Sandra Martinez in State Aid Finance. Check with your DSAE to see if they want a copy of the forms.

### **Priority System**

A Priority System can be required if the fund balances drop below an acceptable level (Red & Orange Level). This process starts the fall 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. The limit can be administratively adjusted by the State Aid Engineer.

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.

N:\MSAS\BOOKS\2012 OCTOBER BOOK\PAST HISTORY OF ADMINISTRATIVE & RESEARCH ACCOUNT 2012.XLS

Year	January Allotment	Year End Balance	Spent	Year	January Allotment	Year End Balance	Spent
1958	\$113,220	\$48,310	\$64,910	2008	\$1,750,808	\$29,487	\$1,721,321
1970	252,736	147,968	104,768	2009	1,866,306	95,764	1,770,542
1980	521,544	171,544	350,000	2010	2,614,101	680,404	1,933,697
1990	1,248,109	218,586	1,029,523	2011	2,858,585	762,419	2,096,166
2000	1,583,411	1,230,268	353,143	2012	3,014,118	1,029,649	1,984,469
2007	1,752,250	89,375	1,662,875	2013	3,125,654		

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 \$746,853 (not to exceed 1/2 of 1% of the 2013 MSAS Apportionment sum of \$149,370,510) shall be set aside from the 2013 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	

**TRANSPORTATION REVOLVING LOAN FUND**

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

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

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

## **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 31<sup>st</sup> to be included in that years' Needs Study.

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

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

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

## **NEEDS COSTS**

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

**Grading Factors (or Multipliers)** October 2007

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

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

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

## 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 31<sup>st</sup> of the current year shall have that amount deducted from its 25-year total Needs. A municipality with a negative unencumbered construction fund balance as of December 31<sup>st</sup> of the current year shall have that amount added to its 25 year total Needs.

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

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

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

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

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

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

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

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

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

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

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

**Excess Maintenance Account** – June 2006

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

**'After the Fact' Retaining Wall Adjustment** Oct. 2006

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

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

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

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

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

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

### **TRAFFIC** - June 1971

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

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

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

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

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

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

<b>2013 UNIT PRICE RECOMMENDATIONS</b>					
<i>for the January 2014 distribution</i>					
<b>Needs Item</b>		<b>2012 Needs Prices used for 2013 Distribution</b>	<b>2.6% ENR Construction Cost Index</b>	<b>Subcommittee Recommended Prices in 2013 for 2014 Distribution</b>	<b>Screening Board Approved Prices for 2014 Distribution</b>
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
<b><u>Signal Needs Based On Projected Traffic</u></b>					
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
<b>Right of Way (Needs Only)</b>	Acre	100,000		N/A	N/A
<b>Engineering</b>	Percent	22		22	
<b><u>Railroad Grade Crossing</u></b>					
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
<b><u>Bridges</u></b>					
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
<b><u>Railroad Bridges over Highways</u></b>					
Number of Tracks - 1	Lin.Ft.	10,200		ATF	ATF
Additional Track (each)	Lin.Ft.	8,500		ATF	ATF

