

# 2015

## MUNICIPAL STATE AID STREET APPORTIONMENT DATA



New Metro East City  
Chisago City



JANUARY 2015



# The State Aid Program Mission Study

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## 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.



# 2015 MUNICIPAL STATE AID STREET APPORTIONMENT DATA

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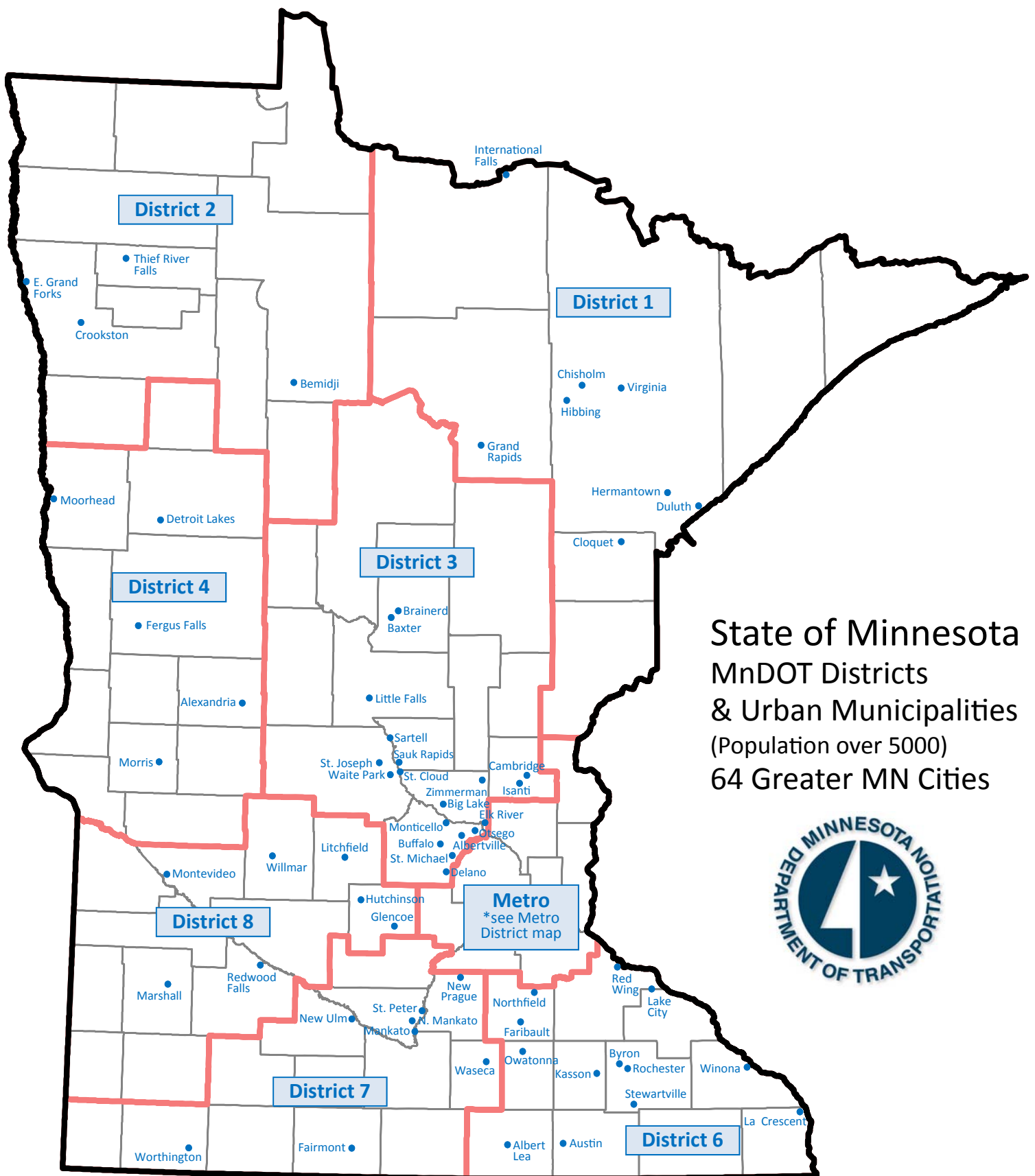
You can obtain a copy of this report from our website at:

<http://www.dot.state.mn.us/stateaid/msas.html>



# State of Minnesota Metro District & Urban Municipalities (Population over 5000) 35 Metro East Cities 49 Metro West Cities





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



Updated 1/8/14

# 2015 MUNICIPAL SCREENING BOARD

N:/MSAS/BOOKS/2015 JANUARY BOOK/SCREENING BOARD MEMBERS 2015.XLXS

04-Feb-15

OFFICERS			
Chair	Klayton Eckles	Woodbury	(651) 714-3593
Vice Chair	Jeff Johnson	Mankato	(507) 387-8640
Secretary	Marc Culver	Roseville	(651) 792-7042

MEMBERS				
District	Years Served	Representative	City	Phone
1	2014-2016	Jesse Story	Hibbing	(218) 262-3486
2	2015-2017	Craig Gray	Bemidji	(218) 333-1851
3	2015-2017	Justin Femrite	Elk River	(763) 635-1051
4	2013-2015	Jon Pratt	Detroit Lakes	(218) 847-5607
Metro-West	2013-2015	Rod Rue	Eden Prairie	(952) 949-8314
6	2013-2015	Steven Lang	Austin	(507) 437-9949
7	2014-2016	Jeff Johnson	Mankato	(507) 387-8640
8	2015-2017	Sean Christensen	Willmar	(320) 214-5169
Metro-East	2014-2016	Klayton Eckles	Woodbury	(952) 912-2600
<u>Cities</u>	Permanent	Cindy Voigt	Duluth	(218) 730-5200
<u>of the</u>	Permanent	Don Elwood	Minneapolis	(612) 673-3622
<u>First</u>	Permanent	Richard Freese	Rochester	(507) 328-2426
<u>Class</u>	Permanent	Paul Kurtz	Saint Paul	(651) 266-6203

ALTERNATES				
District	Year Beginning		City	Phone
1	2017	Julie Kennedy	Grand Rapids	(218) 326-7625
2	2018	Rich Clauson	Crookston	(218) 281-6522
3	2018	Adam Nafstad	Albertville	(763) 497-3384
4	2016	Jeff Kuhn	Morris	(320) 762-8149
Metro-West	2016	Steve Lillehaug	Brooklyn Center	(763) 569-3300
6	2016	Jay Owens	Red Wing	(651) 385-3625
7	2017	Mark DuChene	Waseca	(507) 835-9716
8	2018	Andy Kehren	Redwood Falls	(507) 794-5541
Metro-East	2017	Michael Thompson	Maplewood	(651) 249-2403

## 2015 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>Tim Schoonhoven, Chair Alexandria (320) 762-8149 Expires after 2015</p> <p>Mark Graham Vadnais Heights (651) 204-6050 Expires after 2016</p> <p>Rich Clauson Crookston (218) 281-6522 Expires after 2017</p>	<p>Jean Keely, Chair Blaine (763) 784-6700 Expires after 2015</p> <p>Kent Exner Hutchinson (320) 234-4212 Expires after 2016</p> <p>Steve Bot St. Michael (763) 497-2041 Expires after 2017</p>

**Municipal Screening Board  
Meeting Minutes  
October 21-22, 2014  
Breezy Point Resort, Breezy Point, MN**

**Tuesday Session, October 21, 2014**

**I. Call to Order and Welcome by Chair Bot at 1:05 p.m.**

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

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

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

a. Municipal Screening Board Representatives:

**PRESENT:**

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

**ABSENT:**

None

b. Recognized Screening Board Alternates:

District 2	Craig Gray, City of Bemidji
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c. Recognized Minnesota Department of Transportation Personnel:

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

d. Recognized others in attendance:

Dave Sonneberg	CEAM Legislative Committee Chair
Lee Gustafson	Needs Study Task Force (NSTF) Chair
Larry Veek	City of Minneapolis
Mike VanBeusekom	City of St. Paul
Shane Waterman	City of Marshall

**III. Bill Lanoux reviewed the 2014 Municipal State Aid Street Needs Report.**

- a. **Mr. Lanoux** directed everyone's attention to page 1 and pointed out that Chisago City is now a MSAS eligible city beginning in 2015 with an estimated population of 5,000 bringing the total number for cities to 148 for 2015.

**Mr. Lanoux** directed everyone's attention to page 3 noting that the MSB terms of Rich Clauson from District 2, Brad DeWolf from District 3, and John Rodeberg from District 8 were ending. He also noted that the NSS terms of Steve Bot and the UCFS terms of Jeff Hulsether were also ending.

**Mr. Lanoux** directed everyone's attention to pages 5-6 which is the history of the MSB going back to 1990.

- b. **Mr. Lanoux** directed everyone's attention to pages 7-40, the Spring MSB minutes. On page 21 of the minutes, there was a motion to approve the unit price recommendations from the NSS and the prices are located on page 128 of the fall book. On page 25 of the minutes, there was a resolution passed regarding certified complete cities allowing year-to-year carryover of the population apportionment for these cities and the wording is on page 124 of the fall book. He also pointed out that the MSB tabled the revised MSB resolutions in the back of the spring book and they have been revised for clarity and are in the fall book. He

also mentioned a resolution was adopted regarding traffic signal legs. On page 36 of the minutes, a resolution was adopted with regard to the phase-in of the new system and the wording on page 130 of the fall book. Mr. Lanoux then solicited comments on the minutes.

**Mr. Johnson** mentioned that there was a note inadvertently left on page 21 that should be removed from the final minutes.

**Chair Bot** called for a motion to approve the May 2014 Screening Board minutes.

**Motion by Mr. Rodeberg, seconded by Mr. Femrite to approve the minutes as presented with the note on page 21 removed. The motion carried unanimously.**

- c. **Mr. Lanoux** brought everyone's attention to page 41, the minutes of the August NSTF meeting. He stated that within the minutes, the NSTF feels satisfied with their results and will recommend that their work is complete. Mr. Lanoux then solicited comments on the minutes. There were none.
- d. **Mr. Lanoux** brought everyone's attention to page 46 and mentioned that there were five cities that fell below the 5,000-population threshold in the 2010 census. The cities are Byron, Circle Pines, Dayton, La Crescent, and Medina; these cities had until the 2014 population estimate, that will be released in 2015 and used for the 2016 distribution, to have a population over 5,000 to remain MSAS cities. Two cities, La Crescent and Dayton do not have a population estimate over 5,000 and 2015 will be the last distribution for those two cities unless a population estimate conducted in August shows a population over 5,000. He mentioned again that Chisago City has come onto the system.

**Mr. Lanoux** brought everyone's attention to page 47, the tentative 2015 MSAS population estimates for cities based on the greater of the 2010 Federal population census or current State Demographer estimates with the population estimates on pages 48-50.

**Mr. Lanoux** brought everyone's attention to pages 51-54, the tentative 2015 MSAS population allocations for cities. He mentioned that these estimates were made using last year's apportionment with differences between 2014 and 2015 apportionments on the far right portion of the table.

- e. **Mr. Lanoux** brought everyone's attention to page 55 titled "Mileage, needs, and apportionment" and also presented the historical information on pages 56-57 of the book mentioning that, in this estimate, every \$1000 in adjusted needs generates \$12.04 of actual dollars.

- f. **Mr. Lanoux** brought everyone's attention to the two inserts contained within the fall book, with the first insert showing the item-by-item breakdown of the needs. He mentioned that in 2014 the highest needs per mile was Minneapolis and the lowest was Dayton. This differed from 2013, where Crookston was the highest and St. Joseph was the lowest. He credited the closing of the dollar gap between the highest and lowest cities to the new needs program.

**Mr. Lanoux** brought everyone's attention to page 60, the comparison of needs between 2012 and 2014 reminding everyone that the needs were frozen in 2014 while the new program was being developed. He pointed out the major differences in gravel base and bituminous surfacing needs between the two years. He also mentioned the eight design groups instead of the two that were used previously and that all segments are generating needs, not just deficient segments as in the past.

- g. **Mr. Lanoux** brought everyone's attention to page 61, the 2014 mileage report and the second insert and reviewed the information noting that the report distinguishes between the total system length and the total needs length .

**Mr. Lanoux** brought everyone's attention to page 63, the the mileage comparison chart between 2013 and 2014 and reviewed the information. noting that the growth in the overall system by 48.41-miles since 2013.

- h. **Mr. Lanoux** brought everyone's attention to page 64, the tentative 2015 construction needs and construction needs allocations pointing out that the last column to the right on pages 65-68 are the tentative adjusted restricted construction needs and referred the column as the bottom line of what cities needs are. Pages 69-71, the tentative 2015 construction needs allocations stating that these estimated Needs allocations are based on the revenue received last year. He also reviewed how the construction needs apportionment is calculated on page 71.

- i. **Mr. Lanoux** then read the details of the phase in on page 72. The wording differs slightly from the new resolution adopted by the MSB in April of 2014. The phase in (restriction) is a seven year phase in process to mitigate the effects of the new Needs calculations. In any one year, a city's Needs cannot decrease more than 5 % points or increase more than 10 % points from the statewide percent of change of all cities.

- j. **Mr. Lanoux** brought everyone's attention to page 80, and explained the excess balance adjustment redistributed as low balance incentive adjustment to the Needs.. The information is contained in pages 79-84 of the fall book.

**Mr. Lanoux** brought everyone's attention to page 85, where after-the-fact adjustments begin and explained the after-the fact adjustments on pages 85-89.

**Mr. Lanoux** brought everyone's attention to page 90 and stated that there were no trunk highway turn-backs eligible for maintenance this year.

- k. **Mr. Lanoux** brought everyone's attention to page 91-94, which will be considered tomorrow.
- l. **Mr. Lanoux** brought everyone's attention to pages 94-96, which displays the total tentative allocations by dollar amount and distribution percentage of the total apportionment by city, again reminding the MSB that the figures are using last year's dollars.
- m. **Mr. Lanoux** brought everyone's attention to page 97-99, which compares the 2014 total actual to the 2015 tentative total allocations and differences shown in both dollar amount and distribution percentage of the total apportionment by city, noting that the highest percent of increase was Waite Park and the highest percent of decrease was West St. Paul by +7.1 and -9.0 percent respectively with 65 cities increasing and 82 cities decreasing their total estimated allocation.
- n. **Mr. Lanoux** brought everyone's attention to page 100-103, which ranks the cities by 2015 tentative money needs allocation per need mile and also displays their respective total needs mileage and reviewed the data.

**Chair Bot** reminded the MSB that there would be discussion on these and other topics, but would not be taking any action until tomorrow morning.

- o. **Mr. Lanoux** brought everyone's attention to page 104, the beginning of other topics.
  - i. **Mr. Lanoux** explained that the 90P subaccount was set up by MnDOT based on a resolution adopted by the MSB in May 2014 and account summary is contained on page 106. This resolution better defines the method of calculating the amount of a city's construction allotment that is allowed to be spend on its local roadway system after a city has been Certified Complete.
  - ii. **Mr. Lanoux** reviewed the municipal state aid construction account advance guidelines contained on pages 107-109.
  - iii. **Mr. Lanoux** reviewed the history of the administrative and research accounts on page 110 and pointed out an error in the figure displayed in the research account allotment for 2015, it should be 773,025, not 773,075 as displayed in the book. He also reminded the MSB that there would be a motion on the research account tomorrow.

- iv. **Mr. Lanoux** noted that the cities have been allowed to allocate a portion of their MSAS funds to the MSAS revolving loan fund. He noted this option was repealed by 2014 Session Law Chapter 227, Article 1, Section 23. See page 111. .
- v. **Mr. Lanoux** reviewed the county highway turnback policy contained on pages 112-113.
- vi. **Mr. Lanoux** began reviewing the current resolutions of the MSB on pages 114-122 by saying that many members found the formatting of the current resolutions in the spring book confusing so the current resolutions with no changes are presented on pages 114-122 and the proposed changes to those resolutions begin on page 123.
- vii. **Mr. Lanoux** reviewed the proposed changes to the current resolutions stating the proposed changes were made from comments and edits from MSB members since the spring meeting. He also mentioned in the proposed resolutions on page 125 there was language inserted in bold to provide clarity to the certified complete cities resolution adopted by the MSB in May 2014 This bolded paragraph needs to be approved by the MSB tomorrow.

**Chair Bot** asked if there was any clarification needed on the added paragraph in bold on page 125.

**Mr. Lanoux** continued clarifying that the heading on the third column of the table on page 126 was changed from design groups to needs generation data. He also pointed out the language adopted by the MSB in May regarding traffic signals is on page 128. Additionally he pointed out he is recommending minor wording changes for clarity on the phase in resolution on page 130 that was adopted by resolution of the MSB in May 2014.

**Chair Bot** stated that if members wanted to use the wording of percentage points versus percentage, it could be incorporated by modification of the resolutions if the MSB chooses.

**Mr. Rodeberg** commented that there was a struggle to provide appropriate understandable wording and that Mr. Lanoux has provided the needed clarity.

**Chair Bot** asked if there was any further discussion on the topic of percentage versus percentage points. There was none. He stated that if the board likes the wording provided by Mr. Lanoux, action could be taken on this and the other items in the resolutions tomorrow.

**Mr. Lanoux** continued and completed reviewing the proposed revisions on page 123. He also asked that members review the proposed changes to the resolutions and provide any wording that may make understanding the resolutions simpler.

**Ms. Voigt** provided comment on the language contained on page 124 regarding new cities needs, and the first paragraph the wording "the lowest cost per mile of any other participating city" should be modified to read "have its needs determined based on the zero ADT assigned to the eligible mileage until the DSAE approves the traffic counts." She also pointed out that in the second paragraph under new cities needs on page 124 that State Aid Operational Rule 8820.18 subp. 4 may be wrong and that subpart 2 is the appropriate subpart. She also suggested that the language in the fourth paragraph under Certified Complete Cities on page 124 should be changed as follows; the words proportional; amount should be replaced with proportion and remove shall from the sentence.

**Mr. Lanoux** requested **Ms. Voigt** to clarify her change to the first paragraph on page 124 with regard to new cities.

Ms. Voigt explained her position and reiterated that she would like it to say "have its money needs determined based on the zero ADT assigned to the eligible mileage until the DSAE approves the traffic counts."

**Chair Bot** called on **Mr. Gustafson**

**Mr. Gustafson** stated that **Ms. Voigt's** comments capture the intent of the NSTF.

**Chair Bot** called on **Ms. Voigt**.

**Ms. Voigt** stated that the wording "Quantities Based on a One Mile Section" were too small, could not be read in the table on page 126, and said the column heading "PROPOSED NEEDS WIDTH" should be changed to NEEDS WIDTH. On page 127 she said she was confused by the language contained within the fifth paragraph and the heading "NSS recommended Storm Sewer Costs for 2014" when the heading of the second column is "2011 Total cost per mile."

**Mr. Lanoux** stated that the changes would be made based on her comments.

**Ms. Voigt** also suggested that the wording "That the quantity used for" in the fourth paragraph be changed to "The value of the structure needs" in the fourth paragraph on page 128. She also stated that she had trouble inputting her box culvert needs based on the program because it was so

new based and the direction given in May and now we've had a new example figure that clarified that and she thought if we took the box culvert width and use it instead of the centerline length in the fourth paragraph on page 128 it would match the new figure on page 126 and that's not the centerline length.

**Chair Bot** asked **Ms. Voigt** to clarify what she meant by using value and to clarify.

**Ms. Voigt** stated that the second red paragraph on page 128 the word quantity should be changed to value as she felt value was better terminology than quantity. She also stated that "Engineering Unit Price" should be changed to "Engineering Percentage" in the seventh paragraph with the remaining portion of the sentence stating the result is then added to the other unit costs. She also stated that she could leave her notes with the MSAS unit and that **Mr. Lanoux** has a copy of her notes. She went on to comment that on page 129, the composition of a municipality's basic mileage is duplicated in the February 1959 and November 1965 resolutions and that one should be stricken. She also stated that on page 130 under needs adjustments, the word "ove" should be changed to over in the first sentence.

**Chair Bot** then thanked **Ms. Voigt** for her comments and clarifications and then asked for further comment prior to moving on.

**Mr. Rue** asked for clarification on the value versus quantity proposed by **Ms. Voigt** on page 128 as the quantity or value is the area of the structure and suggested that that it be changed to the quantity or value of the area because that is what is being calculated; the total area of all of your box culverts and bridges.

**Mr. Lanoux** commented that he did not know if he liked the word quantity either based on how he knew these box culverts are calculated where the width of the box culvert is a very important field. He also stated he understood why **Ms. Voigt** suggested value.

**Mr. Rue** stated that what you are really trying to determine is the square foot area that is going to be used in the calculation for the unit price per square foot.

**Mr. Johnson** suggested that wording could be modified to say the "area in square feet".

**Ms. Voigt** stated that she liked **Mr. Johnson's** suggestion of utilizing the "area in square feet".

**Chair Bot** asked for further comments or clarifications on **Ms. Voigt's** suggestions. There was no further discussion and **Chair Bot** moved onto other discussion items.

### III. Other Discussion Items

#### a. Needs Study Task Force update - Mr. Gustafson

##### i. Review Combined Subcommittee meeting minutes on pages 41-45

**Mr. Gustafson** reviewed the Combined Subcommittee meeting minutes.

**Chair Bot** asked **Mr. Gustafson** if there was anything substantive that he wanted to point out.

**Mr. Gustafson** stated that there were nothing substantial to point out, but he liked Ms. Voigt's comments and suggestions. He also stated he thought it would be helpful to have one copy to work from.

**Mr. Eckles** pointed out that with the production of the memory book, we are trying to document all of these changes such as the Average SS Cost outlined in the table on page 127 and on structures where we also divide the value by two to not magnify the impact of those needs too much. He felt that the memory book would be a good place to document these two items if future discussions came up regarding the decisions made. He also suggested adding "to avoid overweighing storm sewer needs the average storm sewer costs be one-half of the actual" to the sentence on page 127 that ends with "...downward for the other ADT groups." He also suggested that similar language be added to structure needs.

**Chair Bot** asked for comment on **Mr. Eckles** suggestion stating that the NSS struggled with percentage versus pure numbers and he needed to refer back to meeting minutes and compare it with the memory book to understand and that it should be stated in both the memory book and MSB resolutions.

There were inaudible comments from **Mr. Gustafson**

**Chair Bot** asked **Ms. Skallman** and **Mr. Lanoux** if all of the resolutions would need action or if just the calculations needed actions to move forward tomorrow morning.

**Mr. Lanoux** stated he first wanted to address **Ms. Voigt's** earlier comment that page 124 under new cities needs where she suggested the first paragraph the wording "the lowest cost per mile of any other participating city" should be modified to read "have its money needs determined based on the zero ADT assigned to the eligible mileage until

the DSAE approves the traffic counts." He said that this modification would end up changing calculations with Chisago City coming aboard and it should be looked at, as it is not just a minor change.

There were inaudible comments from **Mr. Gustafson**

**Mr. Johnson** pointed out that other part of the first sentence states "but has not submitted its Needs to the DSAE by December 1..." that causes and additional condition to come into effect.

**Ms. Skallman** stated that if it was the intent of the NSS for the zero ADT category to be used rather than the lowest cost of any other participating category then it should be used. She mentioned that it was a significant difference to what has been done in the past and that if it was the intent of the NSS, it should be adopted to do the right thing for Chisago City.

**Mr. Rue** stated the confusing part is the wording any other participating city and did this mean the lowest cost per mile. If so either suggestion works.

**Chair Bot** asked **Mr. Rue** if he meant that the lowest cost per mile meant the same as using the zero ADT group.

**Mr. Rue** stated yes.

**Mr. Gustafson** asked if **Ms. Voigt** would be willing to wait until the spring meeting to adopt this suggestion.

**Ms. Voigt** stated that her comments were based on her understanding of how the NSTF was taking those needs based on the ADT and that a new user would not understand what the lowest cost mile meant and she was trying to tie it to the ADT group table. She went on to further state that she would be willing to wait until spring if we could get one nice master document.

**Ms. Skallman** stated that by waiting a new city would get the lowest overall needs cost per mile of any other city (by adding up all of their segments) giving an example that if the lowest cost per mile were \$11.00 per needs mile and some cities with expensive costs get \$20.00 per needs mile and this is different than if you use the zero ADT group for all of their segments. If you want to wait and Chisago City is grandfathered under the old method, but was wondering if it was worth waiting. She sided with **Ms. Voigt** and stated we should move on if we can.

**Mr. Gustafson** stated that it was the intent of the NSTF to utilize the zero ADT for new cities that did not submit by December 1st for the past couple of years.

**Ms Skallman** stated that is different (the intent of the NSTF) than you will get if you leave it worded as it is today and reviewed how new cities would be calculated if the wording is left as is.

**Mr. Gustafson** suggested that the MSB adopt **Ms. Voigt's** suggestion for new cities.

**Chair Bot** asked **Ms. Skallman** for clarification directing her to page 103 pointing out that Medina had the lowest needs cost per mile asking if the city of Medina's value would be used under the current resolution if Chisago City did not get their counts into the DSAE by the December 1st deadline.

**Ms. Skallman** stated yes and that value (city of Medina) is higher than if you use the zero ADT group.

**Mr. Femrite** asked **Chair Bot** for clarification when he stated the lowest average cost per mile when the resolution stated lowest cost per mile and does that mean the lowest average or the zero ADT group, as the word average is not worded in the current resolution.

**Ms. Skallman** stated that average is not contained within the resolution, she was explaining how Mr. Johnston applied the calculation in the past and if that is not the intent of the NSTF, it should be changed.

**Mr. Rodeberg** asked for clarification since St. Joseph has the lowest cost per need mile.

**Ms. Skallman** agreed that St. Joseph had the lowest allocation per need mile, not Medina.

**Mr. Elwood** stated he looked forwarded to a spirited discussion regarding this subject in the evening.

**Chair Bot** asked if there was anything else suggested that could not wait until the spring that would affect distributions if the MSB wanted to have semantics of the resolutions of the MSB corrected.

**Mr. Lanoux** stated that the MSB could wait until spring asking if anyone else from State Aid has any comments.

**Mr. Johnson** stated that he did not see any reason to wait as we are mostly talking about changing semantics within the resolutions.

**Mr. Pratt** stated he agreed with **Mr. Gustafson** in wanting to get a clean copy, but fears that we will be at the same spot next year. He agreed with **Mr. Johnson** with regard to semantics and issues brought up by **Ms. Voigt** feeling that the MSB should address these items and just take care of it.

**Chair Bot** reviewed and asked for further discussion with regard to the MSB resolutions. There was none.

ii. Discuss handouts and review letters/recommendation from the NSTF.

**Chair Bot** invited **Mr. Gustafson** to discuss handouts and review letters/recommendations from the NSTF.

**Mr. Gustafson** reviewed the minutes of the combined NSS and NSTF as well as the handouts recommending the MSB declare the work of the NSTF complete and disband the NSTF.

**Chair Bot** opened the floor for discussion or questions for the NSTF thanking the NSTF for their work.

**Ms. Voigt** thanked **Mr. Gustafson** and all of the other members of the NSTF. She stated that she found minor typographical errors within the memory book and would forward suggested corrections to him. She went on to say she thought the memory book was well done and included her corrections and suggestions.

**Mr. Gustafson** stated he appreciated discussions with **Ms. Voigt** and thanked her for her work in reviewing the work of the NSTF.

**Chair Bot** asked for further discussion or questions for the NSTF.

**Mr. Freese** stated he was concerned about **Mr. Gustafson's** comments today as well as discussions within his prescreening meeting regarding the possibility of the timeframe of the phase in being changed. He went on to state that he personally was not a fan of it, but would vote in support of it, but does not want to see it discussed every year and that the phase in, the conditions of the phase in, and the details of the phase in are not very well documented and should be documented within the book in the form of a resolution.

**Mr. Gustafson** stated the discussions of the NSTF are contained within the minutes of the task force and the minutes of the task force are on the CEAM website.

**Chair Bot** stated yes and that the conditions of the phase in were adopted in resolution format in May 2014.

**Mr. Gustafson** stated that **Mr. Freese's** question is related to the rational used to determine the phase in period rather than the conditions.

**Mr. Freese** stated that documenting the rational used would help substantiate for future reference why the phase in period was seven years and would not appear to a new person on the MSB to be an arbitrary time period.

**Mr. Gustafson** stated that the reason for the memory book and all of the NSTF minutes were to answer questions brought up by **Mr. Freese** that would come up in the future. He stated that he did not feel that placing the rational of the phase in of the NSTF in the form of a resolution would help to answer every question. He went on to say the memory book was intended to capture all of the discussions of the NSTF.

**Chair Bot** reiterated that the phase in period was adopted by resolution in May and would need to be changed by motion tomorrow if desired. He then asked for further discussion.

**Mr. Freese** asked that the MSB consider removing the wording that the phase in be reviewed annually in the third sentence under Phase In (Restriction) on page 130 of the book.

**Chair Bot** clarified that **Mr. Freese's** suggestion was to delete the sentence that the phase in be reviewed annually by the Municipal Screening Board to determine if the Phase in period should be revised. He also reiterated that the matter was discussed and adopted last May.

**Mr. Freese** stated that it would be his suggestion and it would respect all of the work that has went into making this recommendation.

**Chair Bot** asked for further discussion.

**Mr. Johnson** stated that he was an alternate member when the phase in was first discussed and it was his understanding at that time the maximum timeframe the phase in period would run was seven years and the idea was that some of the cities that have gains and losses would be washed out by the seven year period and if it happened to be earlier, that the MSB would end the phase in period. The discussion at the time was that the

phase in period would peter out at year five, but the MSB decided on the seven-year phase in period, but it could end at anytime earlier once we see the fluctuations go away with the new system.

**Chair Bot** asked for further discussion.

**Ms. Voigt** stated that she had the same recollection as **Mr. Johnson** and went on to say that we would not have a phase in without a phase out.

**Chair Bot** asked for further discussion. There was none.

b. Legislative Update - Mr. Sonnenberg

**Mr. Sonnenberg** gave the legislative update with comments from **Chair Bot** regarding funding for local streets, Army Corps of Engineering permits and the joint CEAM MCEA meeting tomorrow morning; **Mr. Freese** regarding the MnDOT cost participation policy and sidewalk improvement districts; and **Mr. Pratt** regarding sales tax exemption for cities.

c. State Aid Report - Julie Skallman and others.

**Ms. Skallman** began her report recommending members attend the joint CEAM MCEA meeting tomorrow morning. Since this was her last report, she summarized her service as the State Aid Engineer, chronicled highlights of her period of service, and thanked the MSB members and City Engineers of the 148 member cities for their support. She also reviewed the status of the future new State Aid Engineer stating that a final decision on a candidate will be made after final interviews scheduled for the end of October and asked the MSB to give the same level of support to the new State Aid Engineer as she has received.

**Chair Bot** thanked **Ms. Skallman** for her service.

d. Decision Chronicle discussion

**Chair Bot** gave a brief review of the status of the decision chronicle and asked **Mr. Gustafson** and members of the MSB if there were any comments on the Decision Chronicle. There were none.

e. Other topics

**Chair Bot** asked if there were any other topics for discussion for the day.

**Ms. Voigt** stated she would like State Aid or one of the standing committees to project the distributions for future years for budgeting purposes.

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

#### **IV. Motion to continue**

**Chair Bot** called for a motion to continue.

**Motion at 3:02 p.m. to continue at 8:30 a.m.Wednesday by Mr. Johnson, seconded by Mr. Femrite to continue. The motion carried unanimously.**

**Municipal Screening Board  
Meeting Minutes  
October 21-22, 2014  
Breezy Point Resort, Breezy Point, MN**

**Wednesday Session, October 22, 2014**

**I. Call to Order and Welcome by Chair Bot at 8:34 a.m.**

**II. Members present**

a. Municipal Screening Board Representatives:

**PRESENT:**

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

**ABSENT:**

None

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

a. Needs apportionment data on pages 58-93.

**Chair Bot** introduced the first item for action by the MSB; action on the needs and apportionment data on pages 58-93 of the book and opened the floor for discussion.

**Motion by Mr. Rodeberg, seconded by Mr. Pratt to approve needs apportionment data on pages 58-93 of the book. The motion carried unanimously.**

b. 2015 research account on page 110.

**Chair Bot** introduced the second item for action by the MSB; action on the 2015 research account on page 110 of the book and opened the floor for discussion.

**Motion by Mr. Clauson, seconded by Mr. Rue to approve the 2015 research account on page 110 of the book. The motion carried unanimously.**

- c. Revised MSB Resolutions on pages 123-133.

**Chair Bot** introduced the third item for action by the MSB; action on the revised MSB Resolutions on page 123-133 of the book and opened the floor for discussion.

**Mr. Johnson** handed out copies of proposed revised MSB resolutions to members of the MSB to consider suggestions by **Mr. Gustafson** with further modifications by **Ms. Voigt** and himself. He stated that the proposed resolutions handed out to MSB members were essentially the same as the ones contained within the book with minor changes in semantics, grammar, and punctuation suggested by **Mr. Gustafson** that were also previously emailed out approximately one week ago. On the second page, he stated he worked with **Ms. Voigt** and proposed the word "money" be stricken from the first paragraph under the section for New Cities Needs and the words "determined upon the lowest cost per mile of any other participating city" also be stricken and replaced with "based upon zero ADT assigned to the eligible mileage until the DSAE approves the traffic counts." Under Certified Complete Cities on the second page he proposed the words "proportional amount" be stricken and replaced with "proportion" and the word "based" be stricken from the third paragraph. On the fourth page, he proposed the word "proposed" be stricken from the second column of the table and that the text "Quantities Based on a One Mile Section" be made larger. He went on to say that the text and values in the second column of the table on the fifth page be updated to reflect 2013 costs. On the sixth page he proposed the word "quantity" be stricken from the fourth paragraph, be replaced with "area in square feet", the words "centerline length" be stricken and replaced with the words "box culvert width." In the paragraph above the table titled 2014 Unit Price recommendations, he proposed the words "Engineering Unit Price" and "and adding to the total of all" be stricken and replaced with "percentage, the result is added to." On page eight, he proposed the words "The total mileage of local streets, county roads and county road turnbacks on corporate limits will be included in the municipality's basic street mileage" be stricken from the November 1965 resolution since the same wording exists in the February 1959 resolution.

**Chair Bot** summarized **Mr. Johnson's** proposed changes were changes to the document provided by **Mr. Gustafson** of the NSTF. He went on to state that what was not included was wording of suggestions by **Mr. Eckles** regarding clarifying the weighting of storm sewer and bridges. He also mentioned comment by **Mr. Lanoux** yesterday about using percentage points on page eight under

Needs Adjustments along with **Mr. Freese's** comments regarding the phase in from yesterday. He opened the floor up for discussions on the proposed revisions provided by **Mr. Gustafson** with modifications provided by **Mr. Johnson** and **Ms. Voigt**.

**Mr. Rodeberg** asked if the paragraph regarding box culverts was to also be used for bridges and the proposed language clarifies box culverts, but not bridges.

**Mr. Lanoux** stated that the paragraph would be for bridges and box culverts referring to yesterday's discussion stating that the diagrams on the website is the centerline length and box culvert width are the same thing really and the confusion is when length and width are compared. He went on to say that, they, **Ms. Voigt** and **Mr. Johnson**, were looking for clarity on box culverts.

**Mr. Rodeberg** stated that now there is less clarity regarding bridges.

**Mr. Lanoux** stated he would like to see both items in there.

**Mr. Rodeberg** stated both need to be covered.

**Mr. Lanoux** agreed.

**Mr. Johnson** stated that maybe two sentences could be under structures, one for bridges and one for box culverts.

**Chair Bot** stated that he saw comments made by Mr. Rodeberg to have two sentences, one for bridges and one for box culverts included as a friendly amendment to the proposed revised resolutions. He called for further discussion on the suggested changes by **Mr. Gustafson**, **Ms. Voigt**, and **Mr. Johnson**.

**Mr. Freese** asked why any needs are being provided to new cities that do not provide proper documentation by December 1 under new cities needs.

**Mr. Lanoux** stated that he believed that is what is approved by either current resolution or statute, but was not sure and also went on to say that is the way it has been done for some time. He told **Mr. Freese** that if he wanted to discuss changing it, that now is the time.

**Chair Bot** stated that **Ms. Skallman** was reviewing the rules to verify. He went on to say that, his feeling was that once they hit the 5,000 population threshold confirmed by the demographer they are entitled to money, but this should be verified. He called for further discussion, there was none.

**Chair Bot** stated he was looking for a motion adopting the proposed modified resolutions from **Mr. Gustafson** with modification by **Ms. Voigt** and **Mr. Johnson** as presented and would like separate consideration for proposals

made by **Mr. Eckles**, **Mr. Freese**, and **Mr. Lanoux** or anyone else who has proposals.

**Motion by Mr. Johnson, seconded by Mr. Pratt to approve proposed modified resolutions provided by Mr. Gustafson with modifications by Ms. Voigt and Mr. Johnson. The motion carried unanimously.**

**Chair Bot** asked **Mr. Lanoux** to discuss his proposal regarding utilizing percentage points versus percentage on page 130 of the book.

**Mr. Lanoux** explained his understanding of percentage points versus percentage by giving an example that twenty percent is not ten percent more than ten percent, but rather 100 percent more, going on to say that twenty percent is actually ten percentage points more than ten percent. He went on to say he was trying to provide clarity to two different kinds of math and that is the purpose of his suggestion to change the wording from “percentage change” to “change in percentage points” on page 130 of the book.

**Chair Bot** called for further discussion and questions on the matter discussed by **Mr. Lanoux**.

**Mr. Rodeberg** stated he liked the proposal presented by **Mr. Lanoux**.

**Chair Bot** called for further discussion, there was none.

**Motion by Mr. Rodeberg, seconded by Mr. Femrite to approve exchanging the word percentage with percentage points on page 130 of the book. The motion carried unanimously.**

**Chair Bot** called on **Mr. Eckles** to discuss and propose language regarding the overweighting of structures and storm sewers in the book.

**Mr. Eckles** referring to **Mr. Gustafson** from the NSTF, stated there was always another funding source for bridges and the purpose of reducing the structure needs by half was to ensure that the majority of funding would not go to funding bridges. He went on to say storm sewer was reduced in a similar way as to not have all funding go to structures and storm sewers rather than roadway needs. He asked **Mr. Gustafson** if he wanted to add anything to his statement.

**Mr. Gustafson** stated the rationale of the decisions surrounding reducing structure needs are in the memory book and the decision to reduce the needs amount by half was due to all of the additional funding sources available for funding structures as well as the fact that structures last two to three times longer than roads. He went on to say storm sewer needs were likewise reduced.

**Mr. Rodeberg** agreed with the statement provided by **Mr. Gustafson** stating that the complete storm sewer was averaged with the partial storm sewer from the previous way of determining needs. He went on to say the consultant provided the top, the bottom number, and the NSTF filled in the categories between. Remaining remarks by **Mr. Gustafson** were inaudible.

**Mr. Eckles** ask if there was reason to place the decision rationale in the needs book so users would understand why structure and storm sewer needs are based on less than the full amount even though the rationale is contained in the memory book. He suggested adding the following to the storm sewer needs section, "to avoid overweighing storm sewer needs, the average storm sewer cost will be reduced by half."

**Mr. Gustafson** asked **Mr. Eckles** was referring to inserting the sentence into the resolutions.

**Mr. Eckles** stated yes.

**Mr. Gustafson** stated the NSTF had suggested putting the information into the needs book, not the resolutions as bullet points. He stated that he would be more than happy to work with **Mr. Lanoux** in placing the information in the needs book, but felt that it did not belong in the resolutions.

**Mr. Eckles** stated he was fine with that if State Aid personnel could get the rationale into the book.

**Mr. Lanoux** stated that State Aid could work with **Mr. Gustafson** in placing the rationale on reduction storm sewer and structure needs in the book.

**Chair Bot** clarified that the direction was to have State Aid take language from the NSTF contained within the memory book and place it in the needs book explaining the rational on reducing the storm sewer and structure needs for users to understand.

**Mr. Elwood** stated that the NSTF made a recommendation to the MSB that was approved and the concern on storm sewer and bridges is that there will be confusion moving forward when we come to this issue every time and in an effort to not make us go back to the memory book we are going to direct State Aid to pull language from the memory book and insert it into the needs book, but not as a resolution.

**Mr. Gustafson** stated yes.

**Mr. Rue** said he had a question about the chart in the resolution, referring to the 2011 cost and where there was discussion regarding the 2013 cost. His question surrounded the relevance of that cost when the last column is really what is

relevant and wanted to understand what that column (the 2011 column) represents or why it is important to have it in there.

**Mr. Lanoux** stated that the last column is all that really needs to be in the resolution and the column (the 2011 column) was there to show how the historically came up with the calculation, but the last column is all that really needs to be in the resolution.

**Mr. Eckles** asked if the chart with the actual numbers needed to be contained within the resolutions at all.

**Chair Bot** stated that the chart does highlight the reduction of storm sewer needs by half.

Mr. Gustafson explained the rationale behind it being placed within the resolutions.

**Chair Bot** stated that based on the motion adopted previously, the chart for storm sewer would remain within the resolutions and could be considered for removal in a future meeting, but it does show how they got to the calculations, which might be important. He called for further discussion. There was none.

**Motion by Mr. Eckles, second by Mr. Elwood to direct State Aid to come up with descriptive language in the book to describe how storm sewer and bridge needs are determined using the rationale determined by the NSTF. Chair Bot asked for further discussion.**

**Ms. Voigt** stated that she believed the language was already there, it is written exactly how it is calculated and stated that she would not support this motion because it (the language) is already laid out.

**Chair Bot** asked **Ms. Voigt** to clarify her statement asking her if it was already there for the storm sewer because of the divide by two.

**Ms. Voigt** read the following from the book, "That the Unit Cost per mile for Storm Sewer Construction be calculated for the highest ADT group and be prorated downward for the other ADT groups. That the Unit Cost for the highest ADT group, based on the average costs of all Storm Sewer Construction on the MSAS system in the previous year, will be provided to State Aid by the MnDOT Hydraulics Office and the proration will be approved by the Municipal Screening Board." She went on to say that, it is important to have the chart to show how all of this is called out and this is all pretty clear she just wanted the 2011 cleaned up so that it matched with the prior year. She felt that further study was not needed.

**Mr. Eckles** clarified that it was not a resolution he was proposing, it was just a motion to give direction to State Aid to make sure the book, as it goes through the calculations, spelled out the reductions for both storm sewer and structures so that it is clear to the readers each year why the needs are reduced the way they are.

**Chair Bot** clarified that they would be placed under the unit price recommendations in the book, not in the resolutions. He asked for further discussion. There was none and he called for a vote on the motion.

**All members other than Mr. Freese, who cast a dissenting vote, approved the motion.**

**Chair Bot** called on **Mr. Freese**

**Mr. Freese** stated that the language on page 127 did not explain anything. He referred to it describing the average cost of storm sewer construction and to him it was an after the fact type calculation. He went on to say that it is what was submitted for construction and has nothing to do with whether it is an averaging of complete and an averaging of partial, it is just all and in any one year it could be all complete or it could be all partial again depending understanding what your definition of complete and partial is. He stated he was just asking **Mr. Rodeberg** what complete and partial meant in this context and he does not believe it clear at all what it is. With the formulas shown, that is one thing and the table, but the words themselves it is just the average of all storm sewer construction, whether it is pipes, catch basins, inlets, or what it might be; so if we are going to clarify it, I think we need to clarify more than the methodology.

**Mr. Gustafson** stated that what is there is the actual construction costs as provided by the hydraulics office.

**Mr. Freese** stated that the hydraulics specialist does not provide the actual cost, we do.

**An unidentified person** asked don't they (the hydraulics office) provide the actual cost? He went on to state he was pretty sure they did.

**Chair Bot** stated that they are giving it (the storm sewer costs) based on actual costs.

**Mr. Freese** stated which we give them.

**Chair Bot** stated yes each city ultimately gives it (the storm sewer costs) with each project and they ultimately give it back to us as a recommendation under two sections, partial and complete and the proration shall be approved by the

MSB, the split between the partial and the complete. He then asked **Mr. Freese** if he had a suggestion of how he wanted to see it differently.

**Mr. Freese** asked if we are averaging the complete costs and averaging the partial costs and then adding them together and dividing by two.

**Chair Bot** stated his understanding was we receive the average from the hydraulic specialist of all the actual construction costs on the MSAS system for complete and another number for partial and then those are averaged by the screening board which is what I would see as the proration.

**Mr. Freese** asked so there is three averaging's that are occurring.

**Chair Bot** stated essentially.

**Mr. Freese** stated that he did not think that this (the information contained on page 127 of the book) says that.

**Chair Bot** called on **Mr. Gustafson**

**Mr. Gustafson** Mr. Gustafson's comments were mostly inaudible.

**Chair Bot** stated that he did not know, unless **Mr. Freese** had a suggestion, how to clarify that, but that State Aid could be directed to review the language and see if it has enough detail to describe what we are doing.

**Mr. Freese** asked if the motion just did that.

**Chair Bot** stated yes, basically, but not in resolution form.

**Mr. Freese** stated that he felt the resolution by **Mr. Eckles** did not go far enough.

**Chair Bot** stated that they (MnDOT State Aid) would be coming back with what they put in the book at the next MSB meeting, so that could be discussed then.

**Mr. Eckles** stated that the beauty of where we are at right now is that MnDOT has been given the task of how to describe this in a way that we can all understand it and then we get to be the judge.

**Chair Bot** stated that that is happening at State Aid and that resolution did pass and asked if there were any other motions or discussions to bring up on the MSB resolutions.

**Mr. Lanoux** addressed **Mr. Freese's** earlier question regarding why do we give a city anything if they have not gotten their information to the DSAE by December 1. He went on to say cities over 5,000 in population get an apportionment and

that possibly the question of the deadline is a question for you (the MSB), but is has been like that for a while. He stated he could read the statute, but summarized it again, if the population is over 5,000, they get an apportionment, which includes needs and population. He stated the reference is Minnesota State Statue 162.13.

**Chair Bot** asked for further discussion on the resolutions of the MSB. There was none.

d. Action on the NSTF recommendation

**Chair Bot** introduced the action item on the NSTF recommendation to either disband the NSTF thus completing their work or if there is a specific task to give them if there is indeed more work to do. He opened the floor for discussion.

**Motion by Mr. Johnson, seconded by Mr. Pratt to disband the NSTF. The motion carried unanimously.**

**Chair Bot** summarized the activities and people associated with the NSTF and thanked them all for their efforts.

e. Call for any other action items

**Chair Bot** called for any other action items.

**Ms. Voigt** made a motion to have State Aid estimate for budget purposes the 2016 and 2017 allocations based on the 2015 restricted needs assuming a zero increase in revenue or inflation ( to make things simple) and use the same adjustments as the 2015 allocations. She stated that she wanted a flat projection so that if we get additional revenue, it will be better for everyone else so that we can budget for projects over the next two years, especially for the cities that are seeing declining allocations from the previous year.

**Chair Bot** asked **Ms. Voigt** to clarify if she would like to see that in the book or as a worksheet.

**Ms. Voigt** stated a handout for the May MSB meeting and results could be sent out via email.

**Mr. Lanoux** asked if **Ms. Voigt** wanted the data in a format with no increases in unit cost for these assumptions

**Ms. Voigt** responded yes.

**Mr. Johnson** stated if that was a motion direct State Aid perform that task, he would support it.

**Motion by Ms. Voigt, second by Mr. Johnson to have State Aid estimate for budget purposes the 2016 and 2017 allocations based on the 2015 restricted needs assuming a zero increase in revenue or inflation and use the same adjustments as the 2015 allocations.**

**Chair Bot** asked for discussion or clarification on the motion

**Mr. Freese** asked if Ms. Voigt wanted it calculated until it all runs out so the impacts for any city are set forth.

**Ms. Voigt** stated all cities for 2016 and 2017.

**Mr. Freese** asked once they set it up, why they (State Aid) couldn't just run it to the end. He went on to say it is not that difficult, because the assumption is the same.

**Ms. Voigt** stated her reasoning is for budget purposes of the next two years and once you get past that based on inflation she felt it would not be very helpful beyond that point (two years) and the projections would be unreliable.

**Chair Bot** asked **Ms. Voigt** if this is something she would envision continuing to happen every year.

**Ms. Voigt** stated her motion was to look at the two years, but it would be a good idea to keep an eye on it and that could be the decision of a future MSB decision based on the outcome of her motion.

**Chair Bot** asked for further discussion on the motion on the floor. There was none and he called for a vote.

**The motion carried unanimously.**

**Chair Bot** asked for any further action items. There was none.

II. If necessary

a. Continuation of Legislative Update

**Chair Bot** asked **Mr. Sonnenberg** if he had anything further to report.

**Mr. Sonnenberg** replied no.

b. Continuation of State Aid Report

**Chair Bot** asked **Ms. Skallman, Mr. Schoenecker,** and **Mr. Lanoux** if they had anything further to report.

**Ms. Skallman, Mr. Schoenecker,** and **Mr. Lanoux** replied no.

c. Continuation of Decision Chronicle discussion

**Chair Bot** asked if there was any further discussion on the Decision Chronicle. There was none.

d. Continuation of any other unfinished items from yesterday

**Chair Bot** asked if there were any other unfinished items from yesterday. There was none.

III. Call for any other discussion topics

**Chair Bot** Called for any other discussion topics. There was none.

IV. Thank

**Chair Bot** thanked **Mr. Gustafson**, Chair of the disbanded NSTF; **Mr. Hulsether**, Chair of the UCFS; **Ms. Keely** and **Mr. Exner**, past Chairs of the MSB; all of the **MSB members**; and **Ms. Skallman** State Aid Engineer.

**Chair Bot** recognized and presented **Ms. Skallman** with a plaque for her service.

V. Next Screening Board Meeting

**Chair Bot** stated the next MSB meeting would be at Ruttger's Bay Lodge in Deerwood, Minnesota on May 19 and 20, 2015.

VI. Expense Reports

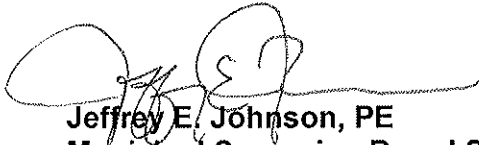
**Chair Bot** reminded members to fill out their expense reports.

VII. Adjournment

**Chair Bot** called for a motion to adjourn.

**Motion by Ms. Voigt seconded by Mr. Rodeberg to adjourn. The motion carried unanimously and the meeting was adjourned at 9:38 a.m.**

**Respectfully submitted,**

A handwritten signature in black ink, appearing to read 'JE Johnson', written over the printed name.

**Jeffrey E. Johnson, PE  
Municipal Screening Board Secretary  
Mankato City Engineer**

# SCHEDULE "A"

## Minnesota Department of Transportation Funds Available for Distribution in Calendar Year 2015 From Highway User Tax Distribution Fund

ESTIMATED Gross Income After Refunds (Fiscal 2014)  
(7-1-14 to 10-31-14 actual; 11-1-14 to 6-30-15 estimated)

Motor Fuel Tax	\$870,500,000
Motor Vehicle Tax	\$688,700,000
Motor Vehicle Fee	\$520,000
Motor Vehicle Sales Tax 60%	\$418,250,000
Fee on Rental Vehicles	\$2,000,000
Interest Earned on Highway User Tax Distribution Fund	\$429,000

<b>Total Highway Users Income</b>	<b>\$1,980,399,000</b>
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Less Transfer to:

### DEPARTMENT OF PUBLIC SAFETY

Motor Vehicle Division Collection Costs	\$9,270,000
General Fund Reimbursement	716,000
Trunk Highway Reimbursement	610,000

### DEPARTMENT OF REVENUE

Petroleum Division	2,338,287
Petroleum Division - Highway Refund Interest	1,000

### MINNESOTA MANAGEMENT & BUDGET

Contingent Account	141,655
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### Statewide Indirect Costs (Estimated)

### DEPARTMENT OF NATURAL RESOURCES

Non-refunded Marine Gas Tax	10,695,000
Non-refunded Snowmobile Gas Tax	7,130,000
Non-refunded All Terrain Vehicle Gas Tax	1,925,000
Non-refunded Forest Road	1,010,000
Non-refunded Off-Road Motorcycle Gas Tax	328,000
Non-refunded Off-Road Vehicle Gas Tax	1,169,000

### DEPARTMENT OF TRANSPORTATION

Workplace Telework Program

Subtotal	\$35,333,942	(\$35,333,942)
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<b>Total Funds Available for Distribution in Calendar Year 2015</b>	<b>\$1,945,065,058</b>
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5% Distribution (M.S. 161.081, M.S. 161.082, M.S. 161.083 & Laws 98, Ch 372(2), 1, 2 Laws 2007 Ch143, Art1, Sec3, Subd 7(b))

\$1,945,065,058 x 5% = \$97,253,253

	Base	* Excess Sum	Total
	\$66,580,674	\$30,672,579	\$97,253,253
Town Road Account (30.5%)	29,662,242		29,662,242
Town Bridge Account (16%)	15,560,521		15,560,521
Flexible Highway Account (53.5%)	35,620,660	16,409,830	52,030,490
Subtotal: 5% Distribution	\$80,843,423	\$16,409,830	\$97,253,253

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

\$1,945,065,058 x 95% = \$1,847,811,805

	Base	Excess Sum	Total
	\$1,265,032,810	\$582,778,995	\$1,847,811,805
Trunk Highway Fund (62%)	1,145,643,319		1,145,643,319
County State Aid Highway Fund (29%)	366,859,515	169,005,909	535,865,424
Municipal State Aid Street Fund (9%)	166,303,062		166,303,062
Subtotal: 95% Distribution	\$1,678,805,896	\$169,005,909	\$1,847,811,805

<b>Total Highway User Funds Available for Distribution in Calendar Year 2015</b>	<b>\$1,759,649,319</b>	<b>\$185,415,739</b>	<b>\$1,945,065,058</b>
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\*With the exception of the County State Aid Highway Fund and County Turnback Fund the "Excess Sum" amount becomes part of the "Base" amount.

## SCHEDULE "B"

Minnesota Department of Transportation  
Funds Available for Distribution in 2015

### Counties

#### INCOME:

	<u>Regular</u>	<u>Excess Sum</u>	<u>Total</u>
County State Aid Highway Fund (95% Distribution x 29%)	\$366,859,515	\$169,005,909	\$535,865,424
Motor Fuel Taxes - actual vs estimate	3,729,084	1,587,016	5,316,100
Motor Vehicle Taxes - actual vs estimate	2,160,900	(124,877)	2,036,023
Motor Vehicle Sales Taxes - actual vs estimate	202,655	178,514	381,169
Interest on Investments (CY estimate)	2,592,000		2,592,000
Investment Interest - actual vs estimate	(79,455)		(79,455)
Unexpended Balance of Admin Account	3,628,952		3,628,952
Unexpended Balance of Research Account			0
Release of Unencumbered State Park Road Account			0
Federal Reimburse for State Planning and Research Program	249,583		249,583
<b>Total Funds Available</b>	<b>\$379,343,234</b>	<b>\$170,646,562</b>	<b>\$549,989,796</b>

#### LESS: DEDUCTIONS

Administrative Account (2% of total funds available)	\$7,586,865	\$3,412,931	\$10,999,796
Disaster Fund			
Legal Limit	\$7,285,489	\$3,277,358	10,562,847
Year End Account Balance	4,280,059	1,925,373	6,205,432
1% Distribution or Amount to Reach Legal Limit	\$3,005,430	\$1,351,985	4,357,415
Research Account (1/2 of 1% of the prior year Distribution Sum)			
\$499,850,941 x .50%	1,724,483	774,768	2,499,251
State Park Road Fund			
After deducting for the Administrative Account, Disaster Fund, and Research Account, a sum of 3/4 of 1% of the remainder shall be set aside for use as prescribed by law.	\$2,752,698	\$1,238,302	\$3,991,000
<b>Total Deductions</b>	<b>(\$15,069,476)</b>	<b>(\$6,777,986)</b>	<b>(\$21,847,462)</b>
	<b>\$364,273,758</b>	<b>\$163,868,576</b>	<b>\$528,142,334</b>

#### Funds Available for Distribution to the Counties in 2015

		<u>Regular</u>		<u>Excess Sum</u>	<u>Total</u>
Equalization	10% =	\$36,427,376		\$0	\$36,427,376
Registration	10% =	36,427,376	Registration 40%	65,547,430	101,974,806
Mileage	30% =	109,282,127		0	109,282,127
Money Needs	50% =	182,136,879	Money Needs 60%	98,321,146	280,458,025
		<u>\$364,273,758</u>		<u>\$163,868,576</u>	<u>\$528,142,334</u>

#### Motor Vehicle Lease Sales Tax Revenue (M.S. 297A.815, Subd.3)

FY 2014 Actual in excess of forecast	<u>Regular</u>	
FY 2015 Forecast	18,650,000	
Population (100%)	<u>\$18,650,000</u>	
<b>Total Distribution to Counties</b>		<b>\$546,792,334</b>

# SCHEDULE "C"

Minnesota Department of Transportation  
Funds Available for Distribution in 2015

## Municipalities

### INCOME:

Highway Users Fund ( 95% Distribution x 9%)	\$166,303,062
Motor Fuel Taxes - actual vs estimate	1,649,824
Motor Vehicle Taxes - actual vs estimate	631,869
Motor Vehicle Sales Taxes - actual vs estimate	118,294
Interest on Investments (CY estimate)	854,000
Investment Interest - actual vs estimate	(22,481)
Unexpended balance of Administrative Account	880,506
Unexpended balance of Research Account	
Federal Reimbursements for State Planning and Research Program	279,501

**Total Funds Available**

**\$170,694,575**

### LESS: DEDUCTIONS

Administrative Account (2% of total funds available)	\$3,413,892
Disaster Fund	
Legal Limit	5,121,009
Year End Account Balance	9,313,690
2% Distribution or Amount to Reach Legal Limit	(\$4,192,681)

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

Research Account (1/2 of 1% of the prior year Apportionment Sum)  
\$154,615,011 x .50%  
(As determined by previous years Screening Board)

\$773,075

(\$5,714)

**APPORTIONMENT SUM Available for Distribution to  
the Urban Municipalities in 2015**

**\$170,700,289**

Population	50% =	\$85,350,144
Money Needs	50% =	85,350,145
Total		<u>\$170,700,289</u>

## SCHEDULE "D"

Minnesota Department of Transportation  
Funds Available for Distribution in 2015

### Town Bridge Account & Town Road Account

Income to Town Road Account (5% Distribution x 30.5%)	\$29,662,242
Income - Actual vs Estimate	<u>427,282</u>

<b>Total Town Road Funds Available for Distribution in 2015</b>	<b>\$30,089,524</b>
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Income to Town Bridge Account (5% Distribution x 16%)	\$15,560,521
Income - actual vs estimate	<u>224,148</u>
Subtotal	\$15,784,669

Less Unallocated Account (30% of Subtotal - per State Aid)	\$4,735,401
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<b>Total Town Bridge Funds Available for Distribution in 2015</b>	<b>\$11,049,268</b>
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### Flexible Apportionments

The following apportionment has been made in accordance with provisions specified in M.S. 161.081 Subd. 3.

Income	<u>Regular</u>	<u>Excess</u>	<u>Total</u>
Flexible Account	\$35,620,660	\$16,409,830	\$52,030,490
(5% Distribution x 53.5%)			
Income-actual vs estimate	<u>590,194</u>	<u>159,301</u>	<u>749,495</u>

<b>Turnback Available for Distribution</b>	<b>\$36,210,854</b>	<b>\$16,569,131</b>	<b>\$52,779,985</b>
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#### BASE DISTRIBUTION

	<u>Greater MN</u>	<u>Metro District</u>	<u>Total</u>
Municipal Turnback	\$10,000,000		\$10,000,000
Trunk highway Turnback	21,000,000		21,000,000
County Turnback (Remaining Balance)	<u>                    </u>	<u>5,210,854</u>	<u>5,210,854</u>
	\$31,000,000	\$5,210,854	\$36,210,854

#### EXCESS DISTRIBUTION

<u>County</u>	<u>Population</u>		<u>Excess Turnback Distribution</u>
Anoka	341,465	15.15329%	\$1,255,384
Carver	95,463	4.23639%	350,967
Dakota	408,732	18.13842%	1,502,689
Hennepin *	794,120	35.24089%	2,919,555
Ramsey *	228,604	10.14483%	840,455
Scott	136,926	6.07640%	503,403
Washington	<u>248,095</u>	<u>11.00978%</u>	<u>912,112</u>
	2,253,405	100.00000%	\$8,284,565

Greater Minnesota	8,284,566
	<b>\$16,569,131</b>

\* Reduced by cities of the First Class (Minneapolis & St. Paul)  
From Minnesota State Demographer - 2013 Populations published July 2014

### Motor Vehicle Lease Sales Tax Revenue

The following apportionment has been made in accordance with provisions specified in M.S. 297A.815, Subd 3.

#### INCOME

Sales Tax on Leases - FY 2015 forecast	\$18,650,000
Sales Tax on Leases - FY 2014 actual vs estimate	-
Total County Vehicle Lease Sales Tax Avail for Distribution	\$18,650,000

<u>County</u>	<u>Population</u>	<u>Population %</u>	<u>Add to Reg Const Di:</u>
Anoka	341,465	27.74602%	\$5,174,633
Carver	95,463	7.75692%	1,446,666
Dakota	408,732	33.21186%	6,194,012
Scott	136,926	11.12604%	2,075,006
Washington	<u>248,095</u>	<u>20.15916%</u>	<u>3,759,683</u>
	1,230,681	100.00000%	\$18,650,000

# APPORTIONMENT SUMMARY

The Municipalities share of the Highway Users Tax Distribution Fund for the 2015 apportionment is \$170,700,289. This amount is an increase of \$16,085,278 or 10.4% more than the January 2014 apportionment. The available funds are distributed 50% based on Population and 50% based on Adjusted Construction (Money) Needs and is computed using the following steps.

## Step 1. Population Allocation

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

The 2010 Federal Census or the State Demographer's / Metropolitan Council's 2013 population estimate, whichever is greater, is used to determine the 2015 population apportionment. This year, 148 cities will each receive a Municipal State Aid allocation.

The following population adjustments due to annexations were made to the 2013 population estimates after they were released. These figures include adjustments that were approved through December 2014.

<i>Austin</i>	<i>+4</i>	<i>Little Falls</i>	<i>+3</i>
<i>Bemidji</i>	<i>+765</i>	<i>Moorhead</i>	<i>+1387</i>
<i>Detroit Lakes</i>	<i>+55</i>	<i>Northfield</i>	<i>+1</i>
<i>Duluth</i>	<i>+5</i>	<i>Waseca</i>	<i>-4</i>
<i>Le Crescent</i>	<i>+6</i>	<i>Winona</i>	<i>+9</i>

The population for allocation purposes has increased 51,653 since last year. This increase includes population estimates, and the population included in numerous annexations.

State Statute 162.09 subd. 4(f) allows Dayton and La Crescent to be included with a population of 5,000 even though they are below the 5,000 population threshold.

Based on 2013 population estimates, one new city has been included in the January 2015 distribution. Chisago City, located in Chisago County in Metro East district, was included with a population of 5,000.

The 2015 per capita population allocation is approximately \$22.43. This is an increase of \$1.83 from the 2014 allocation.

## **Step 2. MSAS Construction Needs Allocation**

2015 marks the debut of the New Needs Program and the first year that the Needs were calculated using a Continual Needs approach in which all segments draw full Needs all the time. In addition, the Screening Board implemented "Restriction" (or Phase In) has been applied to the Construction Needs.

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

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

In the 2015 apportionment, \$1,000 in Adjusted Restricted Construction Needs earns approximately \$13.25. This is a decrease of \$0.49 per \$1,000 from the 2014 apportionment. Due in large part to the Restriction, the Construction Needs Allocations yielded an increase to all 148 cities. This increase in Needs is also due to Needs updating using the new method, the addition of new cities, system revisions, adjustments to the unit prices, additional mileage designated, and update of traffic counts.

## **Step 3. The Total Allocations**

Population and adjusted construction needs allocations are combined to determine the city's total allocation. In the 2015 apportionment, all 148 cities increased from the 2014 allocation. This includes Chisago City which is receiving their first allocation.

## **Step 4. Construction and Maintenance Allotments**

Each city's total allocation is used to determine the amount allocated to its Maintenance and Construction Allotments. If a city didn't request more than the minimum maintenance, the maintenance was allocated at a rate of \$1500 per improved mile plus any bond interest due in 2015. A greater maintenance amount, up to 35% of the total allocation, is allocated to those cities that have submitted a written request before December 16 preceding the apportionment. After the maintenance amount is determined, the remaining amount is allocated to the city's construction account.

## POPULATION DATA

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

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

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

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

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

Since falling below 5,000 population in the 2010 census, the cities of Dayton and La Crescent have not seen their populations increase back to at least 5,000. The most recent population estimates from 2013 for Dayton (4,860) and La Crescent (4,972) show that their populations are still less than 5,000. Based on the above statute, after the January 2015 distribution, they will not be included in another MSAS distribution until a population estimate, or the federal census puts them at 5,000 or more in population.

### NEW CITIES

The 2013 State Demographer population estimates, which are used for the January 2015 distribution, estimated the population for Chisago City at 5,000 people.

They will share in the January 2015 distribution. This brings the number of cities sharing in the MSAS allocation to 148.

# 2015 POPULATION SUMMARY

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

N:\MSAS\BOOKS\ 2015 JANUARY BOOK\POPULATION SPREADSHEETS FOR 2015.XLSX

Municipality	2010 Census	Population used for 2014 Allocation	2013 Population Estimates	Population to be used for 2015 Allocation	Difference between Populations used in 2014 & 2015 Allocation
Albert Lea	18,016	18,016	17,951	18,016	0
Albertville	7,044	7,159	7,211	7,211	52
Alexandria	11,074	13,013	13,045	13,045	32
Andover	30,598	31,125	31,692	31,692	567
Anoka	17,142	17,345	17,283	17,283	(62)
Apple Valley	49,084	49,895	50,326	50,326	431
Arden Hills	9,552	9,597	9,359	9,552	(45)
Austin	24,721	24,856	24,983	24,983	127
Baxter	7,610	7,661	7,747	7,747	86
Belle Plaine	6,661	6,661	6,684	6,684	23
Bemidji	13,431	13,560	14,411	14,411	851
Big Lake	10,060	10,334	10,402	10,402	68
Blaine	57,186	60,199	62,018	62,018	1,819
Bloomington	82,893	85,632	85,935	85,935	303
Brainerd	13,590	13,621	13,662	13,662	41
Brooklyn Center	30,104	30,569	30,426	30,426	(143)
Brooklyn Park	75,781	77,446	77,989	77,989	543
Buffalo	15,453	15,666	15,812	15,812	146
Burnsville	60,306	61,061	61,300	61,300	239
Byron	4,952	5,039	5,137	5,137	98
Cambridge	8,111	8,236	8,273	8,273	37
Champlin	23,089	23,536	23,499	23,499	(37)
Chanhassen	22,952	23,779	24,155	24,155	376
Chaska	23,770	24,213	24,811	24,811	598
Chisago City	4,967	0	5,000	5,000	5,000
Chisholm	4,976	5,025	5,036	5,036	11
Circle Pines	4,922	5,018	5,014	5,014	(4)
Cloquet	12,124	12,156	12,180	12,180	24
Columbia Heights	19,496	19,676	19,758	19,758	82
Coon Rapids	61,476	61,850	62,684	62,684	834
Corcoran	5,379	5,470	5,471	5,471	1
Cottage Grove	34,589	35,187	35,403	35,403	216
Crookston	7,891	7,891	7,964	7,964	73
Crystal	22,151	22,417	22,645	22,645	228
Dayton	4,743	5,000	4,860	5,000	0
Delano	5,464	5,548	5,638	5,638	90
Detroit Lakes	8,571	8,763	8,906	8,906	143
Duluth	86,265	86,265	86,144	86,265	0
Eagan	64,206	64,972	66,301	66,301	1,329
East Bethel	11,626	11,626	11,588	11,626	0
East Grand Forks	8,601	8,601	8,640	8,640	39
Eden Prairie	60,797	62,004	62,729	62,729	725
Edina	47,941	48,829	49,216	49,216	387
Elk River	22,974	23,147	23,370	23,370	223
Fairmont	10,666	10,666	10,494	10,666	0
Falcon Heights	5,321	5,426	5,445	5,445	19
Faribault	23,352	23,436	23,477	23,477	41
Farmington	21,086	21,792	22,051	22,051	259

<b>Municipality</b>	<b>2010 Census</b>	<b>Population used for 2014 Allocation</b>	<b>2013 Population Estimates</b>	<b>Population to be used for 2015 Allocation</b>	<b>Difference between Populations used in 2014 &amp; 2015 Allocation</b>
Fergus Falls	13,140	13,228	13,295	13,295	67
Forest Lake	18,375	18,791	19,056	19,056	265
Fridley	27,208	27,591	27,865	27,865	274
Glencoe	5,631	5,631	5,570	5,631	0
Golden Valley	20,371	20,642	20,683	20,683	41
Grand Rapids	10,869	10,906	10,994	10,994	88
Ham Lake	15,296	15,462	15,650	15,650	188
Hastings	22,172	22,339	22,592	22,592	253
Hermantown	9,414	9,606	9,625	9,625	19
Hibbing	16,361	16,361	16,335	16,361	0
Hopkins	17,591	17,939	18,413	18,413	474
Hugo	13,332	13,739	13,878	13,878	139
Hutchinson	14,180	14,180	14,158	14,180	0
International Falls	6,424	6,424	6,400	6,424	0
Inver Grove Heights	33,880	34,189	34,458	34,458	269
Isanti	5,251	5,369	5,385	5,385	16
Jordan	5,470	5,776	6,272	6,272	496
Kasson	5,931	6,022	6,083	6,083	61
LaCrescent	4,883	5,000	4,972	5,000	0
Lake City	5,063	5,063	5,041	5,063	0
Lake Elmo	8,069	8,069	8,773	8,773	704
Lakeville	55,954	57,048	57,789	57,789	741
Lino Lakes	20,216	20,625	20,833	20,833	208
Litchfield	6,726	6,726	6,723	6,726	0
Little Canada	9,773	9,987	9,962	9,962	(25)
Little Falls	8,347	8,347	8,800	8,800	453
Mahtomedi	7,676	7,697	7,871	7,871	174
Mankato	39,313	40,554	40,743	40,743	189
Maple Grove	61,567	63,928	63,746	63,746	(182)
Maplewood	38,018	39,065	38,950	38,950	(115)
Marshall	13,680	13,680	13,729	13,729	49
Medina	4,916	5,062	5,309	5,309	247
Mendota Heights	11,071	11,140	11,163	11,163	23
Minneapolis	382,578	392,008	400,938	400,938	8,930
Minnetonka	49,734	50,747	50,841	50,841	94
Minnetrista	6,384	6,735	6,796	6,796	61
Montevideo	5,383	5,383	5,329	5,383	0
Monticello	12,759	12,901	12,993	12,993	92
Moorhead	38,065	38,889	40,478	40,478	1,589
Morris	5,286	5,396	5,382	5,382	(14)
Mound	9,052	9,210	9,421	9,421	211
Mounds View	12,155	12,340	12,314	12,314	(26)
New Brighton	21,456	21,996	22,123	22,123	127
New Hope	20,339	20,764	20,904	20,904	140
New Prague	7,321	7,378	7,419	7,419	41
New Ulm	13,522	13,522	13,452	13,522	0
North Branch	10,125	10,125	10,184	10,184	59
North Mankato	13,394	13,462	13,520	13,520	58
North St. Paul	11,460	11,618	11,951	11,951	333
Northfield	20,007	20,373	20,147	20,147	(226)
Oak Grove	8,031	8,088	8,210	8,210	122
Oakdale	27,378	27,699	28,142	28,142	443
Orono	7,437	7,584	7,611	7,611	27

<b>Municipality</b>	<b>2010 Census</b>	<b>Population used for 2014 Allocation</b>	<b>2013 Population Estimates</b>	<b>Population to be used for 2015 Allocation</b>	<b>Difference between Populations used in 2014 &amp; 2015 Allocation</b>
Otsego	13,571	14,034	14,457	14,457	423
Owatonna	25,599	25,599	25,574	25,599	0
Plymouth	70,576	72,644	72,969	72,969	325
Prior Lake	22,796	23,385	24,223	24,223	838
Ramsey	23,668	23,946	24,306	24,306	360
Red Wing	16,459	16,480	16,488	16,488	8
Redwood Falls	5,256	5,256	5,218	5,256	0
Richfield	35,228	35,979	36,041	36,041	62
Robbinsdale	13,953	14,212	14,445	14,445	233
Rochester	106,750	108,814	110,393	110,393	1,579
Rogers	11,197	11,508	11,981	11,981	473
Rosemount	21,874	22,384	22,605	22,605	221
Roseville	33,660	34,486	34,476	34,476	(10)
Sartell	15,887	16,100	16,217	16,217	117
Sauk Rapids	12,773	12,894	13,210	13,210	316
Savage	26,911	27,552	28,603	28,603	1,051
Shakopee	37,076	38,252	38,701	38,701	449
Shoreview	25,043	25,429	25,630	25,630	201
Shorewood	7,307	7,438	7,524	7,524	86
South St. Paul	20,160	20,290	20,441	20,441	151
Spring Lake Park	6,412	6,427	6,439	6,439	12
St. Anthony	8,226	8,417	8,516	8,516	99
St. Cloud	65,842	65,842	66,219	66,219	377
St. Francis	7,218	7,277	7,240	7,240	(37)
St. Joseph	6,534	6,629	6,787	6,787	158
St. Louis Park	45,250	46,230	47,321	47,321	1,091
St. Michael	16,399	16,673	16,801	16,801	128
St. Paul	285,068	289,270	296,542	296,542	7,272
St. Paul Park	5,279	5,322	5,394	5,394	72
St. Peter	11,196	11,503	11,445	11,445	(58)
Stewartville	5,916	6,086	6,189	6,189	103
Stillwater	18,225	18,638	18,970	18,970	332
Thief River Falls	8,573	8,636	8,668	8,668	32
Vadnais Heights	12,302	12,631	12,643	12,643	12
Victoria	7,379	7,793	8,133	8,133	340
Virginia	8,712	8,712	8,635	8,712	0
Waconia	10,697	11,065	11,345	11,345	280
Waite Park	6,715	7,372	7,372	7,372	0
Waseca	9,412	9,427	9,361	9,412	(15)
West St. Paul	19,540	19,756	19,648	19,648	(108)
White Bear Lake	23,797	24,074	24,100	24,100	26
Willmar	19,610	19,694	19,717	19,717	23
Winona	27,614	27,784	27,750	27,750	(34)
Woodbury	61,961	64,238	65,746	65,746	1,508
Worthington	12,764	12,900	12,974	12,974	74
Wyoming	7,791	7,791	7,800	7,800	9
Zimmerman	5,228	5,242	5,269	5,269	27
<b>TOTAL</b>	<b>3,690,202</b>	<b>3,753,499</b>	<b>3,803,922</b>	<b>3,805,152</b>	<b>51,653</b>

# 2015 POPULATION ALLOCATIONS

N:MSAS/BOOKS/ 2015 JANUARY BOOK/POPULATION SPREADSHEETS FOR 2015.XLSX

<b>Municipality</b>	<b>Population Used for 2014 Allocations</b>	<b>Population to be used for the 2015 Allocations</b>	<b>2014 Population Allocations using the 2010 Census or 2012 Estimate</b>	<b>Total 2015 Population Allocations using the 2010 Census or 2013 Estimate</b>	<b>Difference Between 2014 &amp; 2015 Allocations</b>	<b>% Increase (Decrease)</b>
Albert Lea	18,016	18,016	\$371,060	\$404,102	\$33,042	8.905%
Albertville	7,159	7,211	147,448	161,744	14,296	9.696%
Alexandria	13,013	13,045	268,017	292,601	24,584	9.173%
Andover	31,125	31,692	641,054	710,856	69,802	10.889%
Anoka	17,345	17,283	357,240	387,660	30,420	8.515%
Apple Valley	49,895	50,326	1,027,643	1,128,820	101,177	9.846%
Arden Hills	9,597	9,552	197,661	214,253	16,592	8.394%
Austin	24,856	24,983	511,937	560,373	48,436	9.461%
Baxter	7,661	7,747	157,787	173,766	15,979	10.127%
Belle Plaine	6,661	6,684	137,191	149,923	12,732	9.281%
Bemidji	13,560	14,411	279,283	323,241	43,958	15.740%
Big Lake	10,334	10,402	212,840	233,318	20,478	9.622%
Blaine	60,199	62,018	1,239,866	1,391,073	151,207	12.195%
Bloomington	85,632	85,935	1,763,687	1,927,535	163,848	9.290%
Brainerd	13,621	13,662	280,540	306,441	25,901	9.232%
Brooklyn Center	30,569	30,426	629,603	682,460	52,857	8.395%
Brooklyn Park	77,446	77,989	1,595,087	1,749,305	154,218	9.668%
Buffalo	15,666	15,812	322,659	354,666	32,007	9.920%
Burnsville	61,061	61,300	1,257,620	1,374,968	117,348	9.331%
Byron	5,039	5,137	103,784	115,224	11,440	11.023%
Cambridge	8,236	8,273	169,630	185,565	15,935	9.394%
Champlin	23,536	23,499	484,750	527,086	42,336	8.734%
Chanhassen	23,779	24,155	489,755	541,800	52,045	10.627%
Chaska	24,213	24,811	498,694	556,515	57,821	11.594%
Chisago City	0	5,000	0	112,151	112,151	N/A
Chisholm	5,025	5,036	103,495	112,958	9,463	9.144%
Circle Pines	5,018	5,014	103,351	112,465	9,114	8.818%
Cloquet	12,156	12,180	250,366	273,199	22,833	9.120%
Columbia Heights	19,676	19,758	405,249	443,175	37,926	9.359%
Coon Rapids	61,850	62,684	1,273,870	1,406,012	132,142	10.373%
Corcoran	5,470	5,471	112,661	122,715	10,054	8.924%
Cottage Grove	35,187	35,403	724,716	794,095	69,379	9.573%
Crookston	7,891	7,964	162,524	178,634	16,110	9.912%
Crystal	22,417	22,645	461,703	507,931	46,228	10.012%
Dayton	5,000	5,000	102,981	112,151	9,170	8.904%
Delano	5,548	5,638	114,267	126,461	12,194	10.672%
Detroit Lakes	8,763	8,906	180,484	199,763	19,279	10.682%
Duluth	86,265	86,265	1,776,724	1,934,937	158,213	8.905%
Eagan	64,972	66,301	1,338,171	1,487,142	148,971	11.132%
East Bethel	11,626	11,626	239,450	260,773	21,323	8.905%
East Grand Forks	8,601	8,640	177,147	193,797	16,650	9.399%
Eden Prairie	62,004	62,729	1,277,042	1,407,021	129,979	10.178%
Edina	48,829	49,216	1,005,688	1,103,922	98,234	9.768%
Elk River	23,147	23,370	476,738	524,193	47,455	9.954%

<b>Municipality</b>	<b>Population Used for 2014 Allocations</b>	<b>Population to be used for the 2015 Allocations</b>	<b>2014 Population Allocations using the 2010 Census or 2012 Estimate</b>	<b>Total 2015 Population Allocations using the 2010 Census or 2013 Estimate</b>	<b>Difference Between 2014 &amp; 2015 Allocations</b>	<b>% Increase (Decrease)</b>
Fairmont	10,666	10,666	\$219,678	\$239,240	\$19,562	8.905%
Falcon Heights	5,426	5,445	111,755	122,132	10,377	9.286%
Faribault	23,436	23,477	482,691	526,593	43,902	9.095%
Farmington	21,792	22,051	448,831	494,607	45,776	10.199%
Fergus Falls	13,228	13,295	272,445	298,209	25,764	9.457%
Forest Lake	18,791	19,056	387,022	427,429	40,407	10.440%
Fridley	27,591	27,865	568,267	625,016	56,749	9.986%
Glencoe	5,631	5,631	115,977	126,304	10,327	8.905%
Golden Valley	20,642	20,683	425,145	463,923	38,778	9.121%
Grand Rapids	10,906	10,994	224,621	246,597	21,976	9.784%
Ham Lake	15,462	15,650	318,457	351,032	32,575	10.229%
Hastings	22,339	22,592	460,097	506,742	46,645	10.138%
Hermantown	9,606	9,625	197,846	215,890	18,044	9.120%
Hibbing	16,361	16,361	336,973	366,980	30,007	8.905%
Hopkins	17,939	18,413	369,474	413,006	43,532	11.782%
Hugo	13,739	13,878	282,970	311,286	28,316	10.007%
Hutchinson	14,180	14,180	292,053	318,060	26,007	8.905%
International Falls	6,424	6,424	132,309	144,091	11,782	8.905%
Inver Grove Heights	34,189	34,458	704,161	772,898	68,737	9.762%
Isanti	5,369	5,385	110,581	120,786	10,205	9.229%
Jordan	5,776	6,272	118,963	140,682	21,719	18.257%
Kasson	6,022	6,083	124,030	136,443	12,413	10.008%
LaCrescent	5,000	5,000	102,981	112,151	9,170	8.904%
Lake City	5,063	5,063	104,278	113,564	9,286	8.905%
Lake Elmo	8,069	8,773	166,190	196,780	30,590	18.406%
Lakeville	57,048	57,789	1,174,967	1,296,216	121,249	10.319%
Lino Lakes	20,625	20,833	424,795	467,287	42,492	10.003%
Litchfield	6,726	6,726	138,529	150,865	12,336	8.905%
Little Canada	9,987	9,962	205,693	223,449	17,756	8.632%
Little Falls	8,347	8,800	171,916	197,385	25,469	14.815%
Mahtomedi	7,697	7,871	158,528	176,548	18,020	11.367%
Mankato	40,554	40,743	835,255	913,872	78,617	9.412%
Maple Grove	63,928	63,746	1,316,669	1,429,833	113,164	8.595%
Maplewood	39,065	38,950	804,587	873,654	69,067	8.584%
Marshall	13,680	13,729	281,755	307,944	26,189	9.295%
Medina	5,062	5,309	104,258	119,082	14,824	14.218%
Mendota Heights	11,140	11,163	229,441	250,388	20,947	9.129%
Minneapolis	392,008	400,938	8,073,843	8,993,101	919,258	11.386%
Minnetonka	50,747	50,841	1,045,191	1,140,371	95,180	9.107%
Minnetrista	6,735	6,796	138,715	152,435	13,720	9.891%
Montevideo	5,383	5,383	110,869	120,742	9,873	8.905%
Monticello	12,901	12,993	265,711	291,435	25,724	9.681%
Moorhead	38,889	40,478	800,962	907,928	106,966	13.355%
Morris	5,396	5,382	111,137	120,719	9,582	8.622%
Mound	9,210	9,421	189,690	211,314	21,624	11.400%
Mounds View	12,340	12,314	254,156	276,205	22,049	8.675%

<b>Municipality</b>	<b>Population Used for 2014 Allocations</b>	<b>Population to be used for the 2015 Allocations</b>	<b>2014 Population Allocations using the 2010 Census or 2012 Estimate</b>	<b>Total 2015 Population Allocations using the 2010 Census or 2013 Estimate</b>	<b>Difference Between 2014 &amp; 2015 Allocations</b>	<b>% Increase (Decrease)</b>
New Brighton	21,996	<b>22,123</b>	\$453,032	<b>\$496,222</b>	\$43,190	9.534%
New Hope	20,764	<b>20,904</b>	427,658	<b>468,880</b>	41,222	9.639%
New Prague	7,378	<b>7,419</b>	151,958	<b>166,409</b>	14,451	9.510%
New Ulm	13,522	<b>13,522</b>	278,501	<b>303,301</b>	24,800	8.905%
North Branch	10,125	<b>10,184</b>	208,536	<b>228,429</b>	19,893	9.539%
North Mankato	13,462	<b>13,520</b>	277,265	<b>303,256</b>	25,991	9.374%
North St. Paul	11,618	<b>11,951</b>	239,286	<b>268,063</b>	28,777	12.026%
Northfield	20,373	<b>20,147</b>	419,605	<b>451,900</b>	32,295	7.697%
Oak Grove	8,088	<b>8,210</b>	166,581	<b>184,152</b>	17,571	10.548%
Oakdale	27,699	<b>28,142</b>	570,492	<b>631,229</b>	60,737	10.646%
Orono	7,584	<b>7,611</b>	156,201	<b>170,716</b>	14,515	9.292%
Otsego	14,034	<b>14,457</b>	289,046	<b>324,273</b>	35,227	12.187%
Owatonna	25,599	<b>25,599</b>	527,240	<b>574,190</b>	46,950	8.905%
Plymouth	72,644	<b>72,969</b>	1,496,184	<b>1,636,706</b>	140,522	9.392%
Prior Lake	23,385	<b>24,223</b>	481,640	<b>543,326</b>	61,686	12.807%
Ramsey	23,946	<b>24,306</b>	493,195	<b>545,187</b>	51,992	10.542%
Red Wing	16,480	<b>16,488</b>	339,424	<b>369,828</b>	30,404	8.958%
Redwood Falls	5,256	<b>5,256</b>	108,253	<b>117,893</b>	9,640	8.905%
Richfield	35,979	<b>36,041</b>	741,028	<b>808,405</b>	67,377	9.092%
Robbinsdale	14,212	<b>14,445</b>	292,712	<b>324,004</b>	31,292	10.690%
Rochester	108,814	<b>110,393</b>	2,241,146	<b>2,476,132</b>	234,986	10.485%
Rogers	11,508	<b>11,981</b>	237,020	<b>268,736</b>	31,716	13.381%
Rosemount	22,384	<b>22,605</b>	461,023	<b>507,034</b>	46,011	9.980%
Roseville	34,486	<b>34,476</b>	710,278	<b>773,302</b>	63,024	8.873%
Sartell	16,100	<b>16,217</b>	331,597	<b>363,750</b>	32,153	9.696%
Sauk Rapids	12,894	<b>13,210</b>	265,566	<b>296,302</b>	30,736	11.574%
Savage	27,552	<b>28,603</b>	567,464	<b>641,570</b>	74,106	13.059%
Shakopee	38,252	<b>38,701</b>	787,843	<b>868,069</b>	80,226	10.183%
Shoreview	25,429	<b>25,630</b>	523,739	<b>574,885</b>	51,146	9.766%
Shorewood	7,438	<b>7,524</b>	153,194	<b>168,764</b>	15,570	10.164%
South St. Paul	20,290	<b>20,441</b>	417,895	<b>458,495</b>	40,600	9.715%
Spring Lake Park	6,427	<b>6,439</b>	132,371	<b>144,428</b>	12,057	9.108%
St. Anthony	8,417	<b>8,516</b>	173,358	<b>191,015</b>	17,657	10.185%
St. Cloud	65,842	<b>66,219</b>	1,356,090	<b>1,485,302</b>	129,212	9.528%
St. Francis	7,277	<b>7,240</b>	149,878	<b>162,394</b>	12,516	8.351%
St. Joseph	6,629	<b>6,787</b>	136,532	<b>152,233</b>	15,701	11.500%
St. Louis Park	46,230	<b>47,321</b>	952,158	<b>1,061,417</b>	109,259	11.475%
St. Michael	16,673	<b>16,801</b>	343,399	<b>376,849</b>	33,450	9.741%
St. Paul	289,270	<b>296,542</b>	5,957,839	<b>6,651,482</b>	693,643	11.643%
St. Paul Park	5,322	<b>5,394</b>	109,613	<b>120,988</b>	11,375	10.378%
St. Peter	11,503	<b>11,445</b>	236,917	<b>256,713</b>	19,796	8.356%
Stewartville	6,086	<b>6,189</b>	125,348	<b>138,820</b>	13,472	10.748%
Stillwater	18,638	<b>18,970</b>	383,870	<b>425,500</b>	41,630	10.845%

<b>Municipality</b>	<b>Population Used for 2014 Allocations</b>	<b>Population to be used for the 2015 Allocations</b>	<b>2014 Population Allocations using the 2010 Census or 2012 Estimate</b>	<b>Total 2015 Population Allocations using the 2010 Census or 2013 Estimate</b>	<b>Difference Between 2014 &amp; 2015 Allocations</b>	<b>% Increase (Decrease)</b>
Thief River Falls	8,636	<b>8,668</b>	\$177,868	<b>\$194,425</b>	\$16,557	9.308%
Vadnais Heights	12,631	<b>12,643</b>	260,150	<b>283,584</b>	23,434	9.008%
Victoria	7,793	<b>8,133</b>	160,506	<b>182,424</b>	21,918	13.656%
Virginia	8,712	<b>8,712</b>	179,433	<b>195,412</b>	15,979	8.905%
Waconia	11,065	<b>11,345</b>	227,896	<b>254,470</b>	26,574	11.661%
Waite Park	7,372	<b>7,372</b>	\$151,835	<b>165,355</b>	13,520	8.904%
Waseca	9,427	<b>9,412</b>	194,160	<b>211,113</b>	16,953	8.731%
West St. Paul	19,756	<b>19,648</b>	406,897	<b>440,708</b>	33,811	8.309%
White Bear Lake	24,074	<b>24,100</b>	495,831	<b>540,567</b>	44,736	9.022%
Willmar	19,694	<b>19,717</b>	405,619	<b>442,255</b>	36,636	9.032%
Winona	27,784	<b>27,750</b>	572,242	<b>622,437</b>	50,195	8.772%
Woodbury	64,238	<b>65,746</b>	1,323,052	<b>1,474,693</b>	151,641	11.461%
Worthington	12,900	<b>12,974</b>	265,689	<b>291,009</b>	25,320	9.530%
Wyoming	7,791	<b>7,800</b>	160,463	<b>174,955</b>	14,492	9.031%
Zimmerman	5,242	<b>5,269</b>	107,964	<b>118,184</b>	10,220	9.467%
<b>TOTAL</b>	<b>3,753,499</b>	<b>3,805,152</b>	<b>\$77,307,505</b>	<b>\$85,350,144</b>	<b>\$8,042,639</b>	

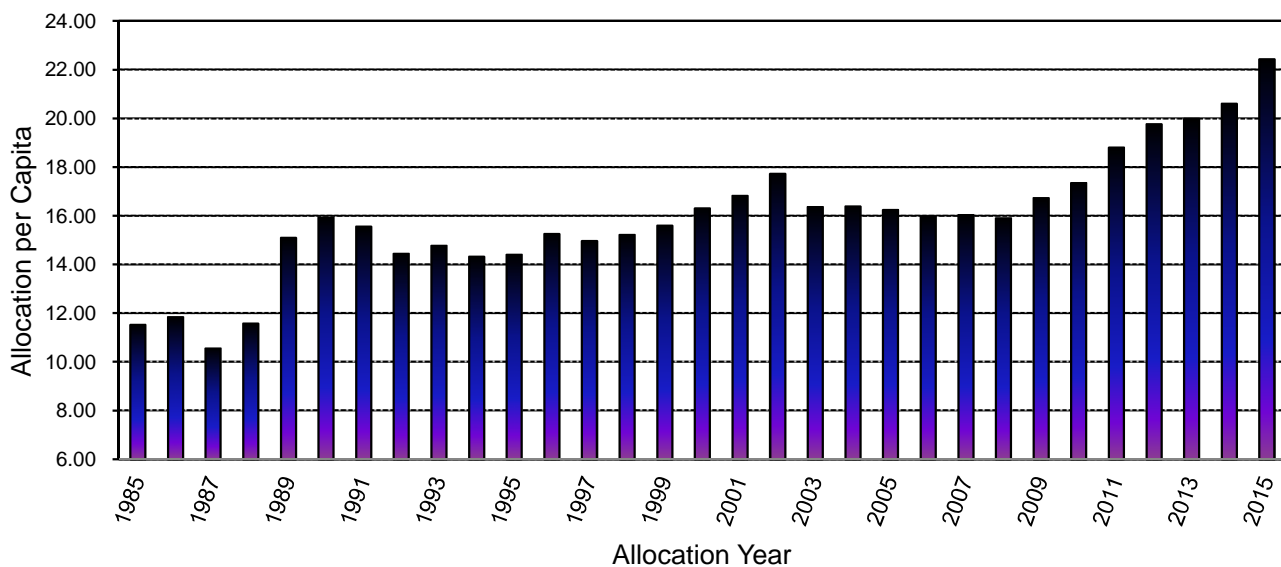
A city's Population Allocation equals total population apportionment divided by the total population times the city's population.

2014	<u>\$77,307,505</u> 3,753,499	Equals	\$20.60 Per person
2015	<u>\$85,350,144</u> 3,805,152	Equals	\$22.43 Per person

The population difference between 2014 and 2015 for allocation purposes is **51,653**

148 Cities Increased their population allocation. (Chisago City included in this total)  
0 Cities Decreased their population allocation.

### Population Allocations per Capita



Alloc. Year	Pop Alloc. per Capita	Percent Increase from 1958	Alloc. Year	Pop Alloc. per Capita	Percent Increase from 1958	Alloc. Year	Pop Alloc. per Capita	Percent Increase from 1958
1958	\$2.38		1977	\$5.77	142.44	1996	\$15.25	540.76
1959	2.64	10.92	1978	5.75	141.60	1997	14.96	528.57
1960	2.73	14.71	1979	6.32	165.55	1998	15.22	539.50
1961	2.39	0.42	1980	6.94	191.60	1999	15.59	555.04
1962	2.35	-1.26	1981	7.25	204.62	2000	16.30	584.87
1963	2.46	3.36	1982	8.51	257.56	2001	16.82	606.72
1964	2.46	3.36	1983	9.41	295.38	2002	17.72	644.54
1965	2.96	24.37	1984	9.97	318.91	2003	16.36	587.39
1966	2.99	25.63	1985	11.52	384.03	2004	16.38	588.17
1967	3.19	34.03	1986	11.84	397.48	2005	16.24	582.35
1968	3.34	40.34	1987	10.55	343.28	2006	15.95	570.17
1969	3.51	47.48	1988	11.57	386.13	2007	16.03	573.53
1970	3.83	60.92	1989	15.09	534.03	2008	15.90	568.07
1971	3.96	66.39	1990	15.93	569.33	2009	16.72	602.52
1972	3.98	67.23	1991	15.55	553.36	2010	17.35	628.99
1973	4.00	68.07	1992	14.44	506.72	2011	18.80	689.92
1974	4.65	95.38	1993	14.77	520.59	2012	19.76	730.25
1975	4.83	102.94	1994	14.32	501.68	2013	19.98	739.50
1976	4.77	100.42	1995	14.40	505.04	2014	20.60	765.55
						2015	22.43	842.44

Low in 1962 of \$2.35 per capita

High in 2015 of \$22.43 per capita

# **2015 MSAS CONSTRUCTION APPORTIONMENT NEEDS**

2015 marks the first year that the Municipal Screening Board mandated phase in (or restriction) is being applied to each city's Total Needs. After the phase in is applied and the Restricted Needs for each city are determined, a number of adjustments are made to these Restricted Needs. These adjustments are all outlined in Screening Board Resolutions and include all 'after the fact' adjustments, as well as the Excess Balance Adjustment redistributed as Low Balance Incentive. Any other Individual Adjustments are also applied. Ultimately, each city's construction needs allocation is based on their "Adjusted Restricted Construction Needs".

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

This summary provides specific data and shows the impact of the adjustments to each municipality in establishing the 2015 Construction Needs Apportionment. The adjustments are listed individually in the section labeled as "Adjustments to the 25 Year Construction Needs".

## 2015 RESTRICTED NEEDS (PHASE IN)

BANDWIDTH OF -5% AND +10% FROM THE STATEWIDE AVERAGE % OF CHANGE FROM PREVIOUS YEARS RESTRICTED NEEDS TO CURRENT YEARS UNADJUSTED NEEDS. AVERAGE % OF CHANGE IS 11.15, SO THE 2014 INDIVIDUAL CITIES UNADJUSTED NEEDS MUST INCREASE BY AT LEAST 6.15% BUT NOT MORE THAN 21.15% FROM THE 2013 ADJUSTED NEEDS.

- 60 Cities received the Lower Restriction
- 52 Cities received the Upper Restriction
- 36 Cities received No Restriction

N:\MSAS\Books\2015 January Book\Adjusted Construction Needs 2015 (Old Book File A & B).xls

	ADJUSTED CONSTRUCTION NEEDS USED IN JANUARY 2013 & 2014 ALLOCATIONS	UNADJUSTED CONSTRUCTION NEEDS FOR JAN. 2015 DISTRIBUTION	PERCENT OF CHANGE FROM JAN 2013 TO JAN 2015	LOWER RESTRICTION (6.15%)	UPPER RESTRICTION (21.15%)	NO RESTRICTION	ESTIMATED RESTRICTED NEEDS FOR JAN 2015 DISTRIBUTION
Albert Lea	\$42,266,747	\$39,784,345	(5.8700)	\$44,866,152	\$0	\$0	\$44,866,152
Albertville	11,903,873	11,263,509	(5.3800)	12,635,961	0	0	12,635,961
Alexandria	43,662,772	51,862,445	18.7800	0	0	51,862,445	51,862,445
Andover	61,102,964	53,179,924	(12.9700)	64,860,796	0	0	64,860,796
Anoka	21,702,863	24,369,290	12.2900	0	0	24,369,290	24,369,290
Apple Valley	55,313,468	68,912,947	24.5900	0	67,012,267	0	67,012,267
Arden Hills	8,697,400	9,861,834	13.3900	0	0	9,861,834	9,861,834
Austin	47,394,051	53,999,831	13.9400	0	0	53,999,831	53,999,831
Baxter	18,817,397	26,568,164	41.1900	0	22,797,276	0	22,797,276
Belle Plaine	9,990,615	11,715,297	17.2600	0	0	11,715,297	11,715,297
Bemidji	20,577,163	29,741,592	44.5400	0	24,929,233	0	24,929,233
Big Lake	14,122,530	15,058,173	6.6300	0	0	15,058,173	15,058,173
Blaine	46,588,728	78,721,613	68.9700	0	56,442,244	0	56,442,244
Bloomington	137,602,936	153,508,597	11.5600	0	0	153,508,597	153,508,597
Brainerd	30,201,288	32,493,526	7.5900	0	0	32,493,526	32,493,526
Brooklyn Center	18,300,721	40,590,778	121.8000	0	22,171,323	0	22,171,323
Brooklyn Park	53,929,596	97,887,244	81.5100	0	65,335,705	0	65,335,705
Buffalo	30,290,232	26,013,674	(14.1200)	32,153,081	0	0	32,153,081
Burnsville	92,360,571	85,366,104	(7.5700)	98,040,746	0	0	98,040,746
Byron	5,287,200	7,396,548	39.9000	0	6,405,443	0	6,405,443
Cambridge	14,583,524	27,635,920	89.5000	0	17,667,939	0	17,667,939
Champlin	24,529,244	33,518,796	36.6500	0	29,717,179	0	29,717,179
Chanhassen	25,025,333	38,807,274	55.0700	0	30,318,191	0	30,318,191

ADJUSTED		UNADJUSTED		PERCENT OF CHANGE		LOWER RESTRICTION (6.15%)		UPPER RESTRICTION (21.15%)		NO RESTRICTION		ESTIMATED RESTRICTED NEEDS FOR JAN 2015 DISTRIBUTION	
CONSTRUCTION NEEDS USED IN JANUARY 2013 & 2014	CONSTRUCTION NEEDS FOR JAN. 2015	CONSTRUCTION DISTRIBUTION	CONSTRUCTION DISTRIBUTION	2013 TO 2015	2013 TO 2015	2013 TO 2015	2013 TO 2015	2013 TO 2015	2013 TO 2015	2013 TO 2015	2013 TO 2015	2013 TO 2015	2013 TO 2015
ALLOCATIONS	ALLOCATIONS	DISTRIBUTION	DISTRIBUTION	JAN 2015	JAN 2015	JAN 2015	JAN 2015	JAN 2015	JAN 2015	JAN 2015	JAN 2015	JAN 2015	JAN 2015
Chaska	\$27,976,971	\$34,649,931	23.8500	0.0000	0.0000	\$0	\$33,894,101	\$0	\$33,894,101	0	10,447,280	\$0	\$33,894,101
Chicago City	0	10,447,280	0.0000	0.0000	0.0000	0	0	0	0	10,447,280	0	10,447,280	0
Chisholm	13,106,709	11,063,694	(15.5900)	13,912,772	13,912,772	0	0	0	0	0	0	13,912,772	0
Circle Pines	4,673,571	4,784,207	2.3700	4,960,996	4,960,996	0	0	0	0	0	0	4,960,996	0
Cloquet	30,008,006	30,757,794	2.5000	31,853,498	31,853,498	0	0	0	0	0	0	31,853,498	0
Columbia Heights	21,623,899	18,513,030	(14.3900)	22,953,769	22,953,769	0	0	0	0	0	0	22,953,769	0
Coon Rapids	71,824,010	80,506,694	12.0900	0	0	0	0	0	0	80,506,694	0	80,506,694	0
Corcoran	18,933,420	16,656,543	(12.0300)	20,097,825	20,097,825	0	0	0	0	0	0	20,097,825	0
Cottage Grove	57,344,702	54,236,003	(5.4200)	60,871,401	60,871,401	0	0	0	0	0	0	60,871,401	0
Crookston	27,939,114	20,159,373	(27.8500)	29,657,370	29,657,370	0	0	0	0	0	0	29,657,370	0
Crystal	16,426,579	24,771,397	50.8000	19,900,800	19,900,800	0	19,900,800	0	19,900,800	0	0	19,900,800	0
Dayton	7,826,416	10,032,014	28.1800	9,481,703	9,481,703	0	9,481,703	0	9,481,703	0	0	9,481,703	0
Delano	12,390,813	9,168,880	(26.0000)	13,152,848	13,152,848	0	0	0	0	0	0	13,152,848	0
Detroit Lakes	23,903,357	37,185,731	55.5700	28,958,917	28,958,917	0	28,958,917	0	28,958,917	0	0	28,958,917	0
Duluth	256,995,366	213,727,953	(16.8400)	272,800,581	272,800,581	0	0	0	0	0	0	272,800,581	0
Eagan	101,693,302	85,271,518	(16.1500)	107,947,440	107,947,440	0	0	0	0	0	0	107,947,440	0
East Bethel	38,506,951	31,337,272	(18.6200)	40,875,128	40,875,128	0	0	0	0	0	0	40,875,128	0
East Grand Forks	30,143,113	32,396,612	7.4800	0	0	0	0	0	0	32,396,612	0	32,396,612	0
Eden Prairie	68,672,622	85,967,957	25.1900	83,196,881	83,196,881	0	83,196,881	0	83,196,881	0	0	83,196,881	0
Edina	54,458,383	77,510,592	42.3300	65,976,331	65,976,331	0	65,976,331	0	65,976,331	0	0	65,976,331	0
Elk River	53,215,195	62,127,121	16.7500	0	0	0	0	0	0	62,127,121	0	62,127,121	0
Fairmont	33,497,078	32,450,934	(3.1200)	35,557,149	35,557,149	0	0	0	0	0	0	35,557,149	0
Falcon Heights	3,706,075	4,426,803	19.4500	0	0	0	0	0	0	4,426,803	0	4,426,803	0
Faribault	41,751,370	43,944,253	5.2500	44,319,079	44,319,079	0	0	0	0	0	0	44,319,079	0
Farmington	27,406,075	26,855,312	(2.0100)	29,091,549	29,091,549	0	0	0	0	0	0	29,091,549	0
Fergus Falls	49,452,280	47,917,786	(3.1000)	52,493,595	52,493,595	0	0	0	0	0	0	52,493,595	0
Forest Lake	56,726,214	47,678,714	(15.9500)	60,214,876	60,214,876	0	0	0	0	0	0	60,214,876	0
Fridley	35,547,707	32,867,122	(7.5400)	37,733,891	37,733,891	0	0	0	0	0	0	37,733,891	0
Glencoe	12,406,341	11,457,369	(7.6500)	13,169,331	13,169,331	0	0	0	0	0	0	13,169,331	0
Golden Valley	32,837,229	41,632,750	26.7900	0	0	0	39,782,303	0	39,782,303	0	0	39,782,303	0
Grand Rapids	50,664,586	38,074,234	(24.8500)	53,780,458	53,780,458	0	0	0	0	0	0	53,780,458	0
Ham Lake	31,307,541	39,509,406	26.2000	0	0	0	37,929,086	0	37,929,086	0	0	37,929,086	0
Hastings	16,425,980	34,999,021	113.0700	0	0	0	19,900,075	0	19,900,075	0	0	19,900,075	0
Hermantown	31,225,712	28,691,870	(8.1100)	33,146,094	33,146,094	0	0	0	0	0	0	33,146,094	0

	ADJUSTED		UNADJUSTED		PERCENT OF CHANGE		LOWER RESTRICTION (6.15%)		UPPER RESTRICTION (21.15%)		NO RESTRICTION		ESTIMATED RESTRICTED NEEDS FOR JAN 2015 DISTRIBUTION	
	CONSTRUCTION NEEDS USED IN JANUARY 2013 & 2014	CONSTRUCTION NEEDS FOR JAN. 2015	CONSTRUCTION DISTRIBUTION	2015	FROM JAN 2013 TO JAN 2015	2015	2013 TO JAN 2015	2015	2013 TO JAN 2015	2015	2013 TO JAN 2015	2015	2013 TO JAN 2015	2015
ALLOCATIONS														
Hibbing	\$66,370,197	\$70,780,169	6.6400	\$0	\$0	\$70,780,169	0	\$0	\$0	\$0	\$70,780,169	0	\$70,780,169	0
Hopkins	15,395,926	19,327,371	25.5400	0	18,652,164	19,327,371	25.5400	0	18,652,164	19,327,371	25.5400	0	18,652,164	0
Hugo	20,862,684	25,610,576	22.7600	0	25,275,141	25,610,576	22.7600	0	25,275,141	25,610,576	22.7600	0	25,275,141	0
Hutchinson	21,690,066	33,347,739	53.7500	0.0000	26,277,515	33,347,739	53.7500	0.0000	26,277,515	33,347,739	53.7500	0	26,277,515	0
International Falls	9,853,039	8,920,161	(9.4700)	10,459,001	0	8,920,161	(9.4700)	10,459,001	0	8,920,161	(9.4700)	0	10,459,001	0
Inver Grove Heights	56,733,626	52,338,187	(7.7500)	60,222,744	0	52,338,187	(7.7500)	60,222,744	0	52,338,187	(7.7500)	0	60,222,744	0
Isanti	7,817,499	8,475,206	8.4100	0	0	8,475,206	8.4100	0	0	8,475,206	8.4100	0	8,475,206	0
Jordan	10,776,152	8,784,117	(18.4900)	11,438,885	0	8,784,117	(18.4900)	11,438,885	0	8,784,117	(18.4900)	0	11,438,885	0
Kasson	9,038,128	8,521,611	(5.7100)	9,593,973	0	8,521,611	(5.7100)	9,593,973	0	8,521,611	(5.7100)	0	9,593,973	0
La Crescent	8,461,322	7,301,746	(13.7000)	8,981,693	0	7,301,746	(13.7000)	8,981,693	0	7,301,746	(13.7000)	0	8,981,693	0
Lake City	8,299,102	10,718,854	29.1600	0	10,054,362	10,718,854	29.1600	0	10,054,362	10,718,854	29.1600	0	10,054,362	0
Lake Elmo	17,512,982	22,118,248	26.3000	0	21,216,978	22,118,248	26.3000	0	21,216,978	22,118,248	26.3000	0	21,216,978	0
Lakeville	86,486,868	94,650,198	9.4400	0	0	94,650,198	9.4400	0	0	94,650,198	9.4400	0	94,650,198	0
Lino Lakes	39,242,817	28,705,980	(26.8500)	41,656,250	0	28,705,980	(26.8500)	41,656,250	0	28,705,980	(26.8500)	0	41,656,250	0
Litchfield	14,967,367	11,463,943	(23.4100)	15,887,860	0	11,463,943	(23.4100)	15,887,860	0	11,463,943	(23.4100)	0	15,887,860	0
Little Canada	14,813,802	16,884,683	13.9800	0	0	16,884,683	13.9800	0	0	16,884,683	13.9800	0	16,884,683	0
Little Falls	28,956,170	29,333,677	1.3000	30,736,974	0	29,333,677	1.3000	30,736,974	0	29,333,677	1.3000	0	30,736,974	0
Mahtomedi	7,112,357	12,442,666	74.9400	0	8,616,621	12,442,666	74.9400	0	8,616,621	12,442,666	74.9400	0	8,616,621	0
Mankato	62,495,672	75,210,996	20.3500	0	0	75,210,996	20.3500	0	0	75,210,996	20.3500	0	75,210,996	0
Maple Grove	105,260,288	95,183,764	(9.5700)	111,733,795	0	95,183,764	(9.5700)	111,733,795	0	95,183,764	(9.5700)	0	111,733,795	0
Maplewood	63,215,609	58,540,150	(7.4000)	67,103,368	0	58,540,150	(7.4000)	67,103,368	0	58,540,150	(7.4000)	0	67,103,368	0
Marshall	28,916,359	30,383,310	5.0700	30,694,715	0	30,383,310	5.0700	30,694,715	0	30,383,310	5.0700	0	30,694,715	0
Medina	7,943,046	14,728,235	85.4200	0	9,623,000	14,728,235	85.4200	0	9,623,000	14,728,235	85.4200	0	9,623,000	0
Mendota Heights	23,271,835	21,541,788	(7.4300)	24,703,053	0	21,541,788	(7.4300)	24,703,053	0	21,541,788	(7.4300)	0	24,703,053	0
Minneapolis	442,501,415	498,373,094	12.6300	0	0	498,373,094	12.6300	0	0	498,373,094	12.6300	0	498,373,094	0
Minnetonka	86,807,969	82,804,333	(4.6100)	92,146,659	0	82,804,333	(4.6100)	92,146,659	0	82,804,333	(4.6100)	0	92,146,659	0
Minnetrista	19,472,327	14,060,144	(27.7900)	20,669,875	0	14,060,144	(27.7900)	20,669,875	0	14,060,144	(27.7900)	0	20,669,875	0
Montevideo	9,495,575	11,988,224	26.2500	0	11,503,889	11,988,224	26.2500	0	11,503,889	11,988,224	26.2500	0	11,503,889	0
Monticello	13,059,300	18,308,330	40.1900	0	15,821,342	18,308,330	40.1900	0	15,821,342	18,308,330	40.1900	0	15,821,342	0
Moorhead	75,678,898	97,166,406	28.3900	0	91,684,985	97,166,406	28.3900	0	91,684,985	97,166,406	28.3900	0	91,684,985	0
Morris	10,927,926	12,370,981	13.2100	0	0	12,370,981	13.2100	0	0	12,370,981	13.2100	0	12,370,981	0
Mound	14,548,701	10,571,548	(27.3400)	15,443,446	0	10,571,548	(27.3400)	15,443,446	0	10,571,548	(27.3400)	0	15,443,446	0
Mounds View	13,255,082	17,171,404	29.5500	0	16,058,532	17,171,404	29.5500	0	16,058,532	17,171,404	29.5500	0	16,058,532	0
New Brighton	23,474,462	21,006,926	(10.5100)	24,918,142	0	21,006,926	(10.5100)	24,918,142	0	21,006,926	(10.5100)	0	24,918,142	0

	ADJUSTED				PERCENT OF CHANGE		UNADJUSTED				ESTIMATED			
	CONSTRUCTION NEEDS USED IN JANUARY 2014	CONSTRUCTION NEEDS FOR JAN. 2015	DISTRIBUTION	2015	2013 TO JAN 2015	2015	CONSTRUCTION NEEDS FOR JAN. 2015	2015	DISTRIBUTION	2015	LOWER RESTRICTION (6.15%)	UPPER RESTRICTION (21.15%)	NO RESTRICTION	RESTRICED NEEDS FOR JAN 2015
ALLOCATIONS														
New Hope	\$19,754,953	\$21,958,181			11.1500	\$0	\$21,958,181			\$0	\$21,958,181	\$0	\$21,958,181	\$21,958,181
New Prague	8,776,674	9,224,229			5.1000	9,316,440				9,316,440	0	0	0	9,316,440
New Ulm	32,146,141	28,523,742			(11.2700)	34,123,129				34,123,129	0	0	0	34,123,129
North Branch	42,413,081	33,584,403			(20.8200)	45,021,485				45,021,485	0	0	0	45,021,485
North Mankato	27,502,126	26,972,090			(1.9300)	29,193,506				29,193,506	0	0	0	29,193,506
North St. Paul	18,458,052	16,076,488			(12.9000)	19,593,222				19,593,222	0	0	0	19,593,222
Northfield	24,846,160	25,957,157			4.4700	26,374,198				26,374,198	0	0	0	26,374,198
Oak Grove	34,076,092	30,287,466			(11.1200)	36,171,771				36,171,771	0	0	0	36,171,771
Oakdale	15,734,245	33,490,518			112.8500	0				19,062,038	0	0	0	19,062,038
Orono	9,649,283	15,110,120			56.5900	0				11,690,106	0	0	0	11,690,106
Otsego	26,421,575	30,204,630			14.3200	0				30,204,630	0	0	0	30,204,630
Owatonna	46,796,114	56,806,001			21.3900	0				56,693,492	0	0	0	56,693,492
Plymouth	91,433,759	107,910,488			18.0200	0				107,910,488	0	0	0	107,910,488
Prior Lake	24,880,091	26,893,575			8.0900	0				26,893,575	0	0	0	26,893,575
Ramsey	41,220,976	47,776,925			15.9000	0				47,776,925	0	0	0	47,776,925
Red Wing	39,091,033	40,753,344			4.2500	41,495,132				41,495,132	0	0	0	41,495,132
Redwood Falls	13,379,271	13,513,118			1.0000	14,202,096				14,202,096	0	0	0	14,202,096
Richfield	40,489,765	43,768,623			8.1000	0				43,768,623	0	0	0	43,768,623
Robbinsdale	14,671,399	16,093,081			9.6900	0				16,093,081	0	0	0	16,093,081
Rochester	168,124,911	212,862,155			26.6100	0				203,683,329	0	0	0	203,683,329
Rogers	23,391,998	32,635,722			39.5200	0				28,339,406	0	0	0	28,339,406
Rosemount	45,518,541	40,582,919			(10.8400)	48,317,932				0	0	0	0	48,317,932
Roseville	36,508,095	41,412,879			13.4300	0				41,412,879	0	0	0	41,412,879
Sartell	21,847,614	31,612,813			44.7000	0				26,468,385	0	0	0	26,468,385
Sauk Rapids	18,377,900	29,201,243			58.8900	0				22,264,825	0	0	0	22,264,825
Savage	27,344,085	41,344,522			51.2000	0				33,127,359	0	0	0	33,127,359
Shakopee	38,997,612	59,070,579			51.4700	0				47,245,607	0	0	0	47,245,607
Shoreview	25,190,604	28,635,969			13.6800	0				28,635,969	0	0	0	28,635,969
Shorewood	10,303,181	13,440,345			30.4500	0				12,482,304	0	0	0	12,482,304
South St. Paul	22,488,102	25,818,113			14.8100	0				25,818,113	0	0	0	25,818,113
Spring Lake Park	4,917,335	8,827,034			79.5100	0				5,957,351	0	0	0	5,957,351
St. Anthony	9,727,697	10,943,275			12.5000	0				10,943,275	0	0	0	10,943,275
St. Cloud	107,212,923	129,156,786			20.4700	0				129,156,786	0	0	0	129,156,786
St. Francis	23,383,132	16,868,498			(27.8600)	24,821,195				0	0	0	0	24,821,195

	ADJUSTED		UNADJUSTED		PERCENT OF CHANGE		LOWER RESTRICTION (6.15%)		UPPER RESTRICTION (21.15%)		NO RESTRICTION		ESTIMATED RESTRICTED NEEDS FOR JAN 2015 DISTRIBUTION	
	CONSTRUCTION NEEDS USED IN JANUARY 2013 & 2014	ALLOCATIONS	CONSTRUCTION NEEDS FOR JAN. 2015	DISTRIBUTION	2013 TO JAN 2015	FROM JAN 2015	RESTRICTION (6.15%)	RESTRICTION (21.15%)	RESTRICTION (6.15%)	RESTRICTION (21.15%)	RESTRICTION	NO RESTRICTION	ESTIMATED RESTRICTED NEEDS FOR JAN 2015 DISTRIBUTION	ESTIMATED RESTRICTED NEEDS FOR JAN 2015 DISTRIBUTION
St. Joseph	\$2,520,904		\$6,627,070		162.8800		\$0	\$3,054,075	\$0	\$3,054,075	\$0	\$0	\$3,054,075	\$3,054,075
St. Louis Park	45,473,274		63,586,074		39.8300		0	55,090,871	0	55,090,871	0	0	55,090,871	55,090,871
St. Michael	44,086,290		30,471,447		(30.8800)		46,797,596	0	46,797,596	0	0	0	46,797,596	46,797,596
St. Paul	342,414,248		387,303,630		13.1100		0	0	0	0	387,303,630	0	387,303,630	387,303,630
St. Paul Park	6,506,251		9,684,596		48.5400		0	7,882,323	0	7,882,323	0	0	7,882,323	7,882,323
St. Peter	25,954,080		22,568,183		(13.0500)		27,550,256	0	27,550,256	0	0	0	27,550,256	27,550,256
Stewartville	5,812,799		5,852,432		0.6800		6,170,286	0	6,170,286	0	0	0	6,170,286	6,170,286
Stillwater	24,511,153		28,036,609		14.3800		0	0	0	0	28,036,609	0	28,036,609	28,036,609
Thief River Falls	37,158,013		26,961,462		(27.4400)		39,443,231	0	39,443,231	0	0	0	39,443,231	39,443,231
Vadnais Heights	9,019,485		13,483,983		49.5000		0	10,927,106	0	10,927,106	0	0	10,927,106	10,927,106
Victoria	6,338,686		9,539,684		50.5000		0	7,679,318	0	7,679,318	0	0	7,679,318	7,679,318
Virginia	23,931,878		24,999,225		4.4600		25,403,688	0	25,403,688	0	0	0	25,403,688	25,403,688
Waconia	14,944,899		15,840,057		5.9900		15,864,010	0	15,864,010	0	0	0	15,864,010	15,864,010
Waite Park	7,075,642		12,389,355		75.1000		0	8,572,140	0	8,572,140	0	0	8,572,140	8,572,140
Waseca	11,690,578		11,070,923		(5.3000)		12,409,549	0	12,409,549	0	0	0	12,409,549	12,409,549
West St. Paul	13,721,258		21,687,489		58.0600		0	16,623,304	0	16,623,304	0	0	16,623,304	16,623,304
White Bear Lake	18,815,384		31,266,886		66.1800		0	22,794,837	0	22,794,837	0	0	22,794,837	22,794,837
Willmar	42,483,077		50,225,093		18.2200		0	0	0	0	50,225,093	0	50,225,093	50,225,093
Winona	30,313,739		40,402,456		33.2800		0	36,725,095	0	36,725,095	0	0	36,725,095	36,725,095
Woodbury	79,970,061		99,900,148		24.9200		0	96,883,729	0	96,883,729	0	0	96,883,729	96,883,729
Worthington	15,640,436		17,235,330		10.2000		0	0	0	0	17,235,330	0	17,235,330	17,235,330
Wyoming	15,945,637		21,140,811		32.5800		0	19,318,139	0	19,318,139	0	0	19,318,139	19,318,139
Zimmerman	8,329,181		8,047,580		(3.3800)		8,841,426	0	8,841,426	0	0	0	8,841,426	8,841,426
<b>TOTAL</b>	<b>\$5,627,313,935</b>		<b>\$6,254,786,914</b>		<b>11.15%</b>		<b>\$2,318,646,967</b>	<b>\$1,689,166,664</b>	<b>\$2,332,892,017</b>	<b>\$6,340,705,648</b>				

# 2014 ADJUSTED CONSTRUCTION NEEDS

for January 2015 apportionment

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Municipality	RESTRICTED (PHASE IN) NEEDS FOR JAN 2015 DISTRIBUTION	Excess Balance Adjustment redistributed as Low Balance Incentive	(+) After the Fact Railroad Bridge over MSAS Route	(+) After the Fact Right of Way Adjustment	(+) After the Fact Retaining Wall Adjustment	After the Fact Railroad Crossing Adjustment	Total Affect Of Adjustments	Adjusted Restricted Construction Needs
Albert Lea	\$44,866,152				\$67,342		\$67,342	\$44,933,494
Albertville	12,635,961						0	12,635,961
Alexandria	51,862,445			\$367,593	25,633		393,226	52,255,671
Andover	64,860,796			1,016	20,197		21,213	64,882,009
Anoka	24,369,290						0	24,369,290
Apple Valley	67,012,267			126,066			126,066	67,138,333
Arden Hills	9,861,834						0	9,861,834
Austin	53,999,831			85,837			85,837	54,085,668
Baxter	22,797,276			468,225			468,225	23,265,501
Belle Plaine	11,715,297						0	11,715,297
Bemidji	24,929,233			56,122			56,122	24,985,355
Big Lake	15,058,173						0	15,058,173
Blaine	56,442,244			5,237,117			5,237,117	61,679,361
Bloomington	153,508,597			6,400,845	55,013		6,455,858	159,964,455
Brainerd	32,493,526			1,269,506	188,352		1,457,858	33,951,384
Brooklyn Center	22,171,323			16,570			16,570	22,187,893
Brooklyn Park	65,335,705			62,393			62,393	65,398,098
Buffalo	32,153,081			1,524,485	18,499		1,542,984	33,696,065
Burnsville	98,040,746						0	98,040,746
Byron	6,405,443						0	6,405,443
Cambridge	17,667,939						0	17,667,939
Champlin	29,717,179			72,191			72,191	29,789,370
Chanhassen	30,318,191						0	30,318,191
Chaska	33,894,101						0	33,894,101
Chicago City	10,447,280						0	10,447,280
Chisholm	13,912,772						0	13,912,772
Circle Pines	4,960,996			82,365			82,365	5,043,361
Cloquet	31,853,498						0	31,853,498
Columbia Heights	22,953,769						0	22,953,769
Coon Rapids	80,506,694			2,469,664			2,469,664	82,976,358
Corcoran	20,097,825						0	20,097,825
Cottage Grove	60,871,401			492,450			492,450	61,363,851
Crookston	29,657,370						0	29,657,370
Crystal	19,900,800				42,510		42,510	19,943,310
Dayton	9,481,703						0	9,481,703
Delano	13,152,848						0	13,152,848
Detroit Lakes	28,958,917			51,476			51,476	29,010,393
Duluth	272,800,581			2,570,118	594,891		3,165,009	275,965,590
Eagan	107,947,440			4,632,321			4,632,321	112,579,761

Municipality	RESTRICTED (PHASE IN) NEEDS FOR JAN 2015 DISTRIBUTION	Excess Balance Adjustment redistributed as Low Balance Incentive	(+) After the Fact Railroad Bridge over MSAS Route	(+) After the Fact Right of Way Adjustment	(+) After the Fact Retaining Wall Adjustment	After the Fact Railroad Crossing Adjustment	Total Affect Of Adjustments	Adjusted Restricted Construction Needs
East Bethel	\$40,875,128			\$150,055			\$150,055	\$41,025,183
East Grand Forks	32,396,612			141,624			141,624	32,538,236
Eden Prairie	83,196,881						0	83,196,881
Edina	65,976,331			138,273			138,273	66,114,604
Elk River	62,127,121			2,341,754			2,341,754	64,468,875
Fairmont	35,557,149						0	35,557,149
Falcon Heights	4,426,803						0	4,426,803
Faribault	44,319,079			298,486			298,486	44,617,565
Farmington	29,091,549						0	29,091,549
Fergus Falls	52,493,595			381,276		\$299,555	680,831	53,174,426
Forest Lake	60,214,876			14,872			14,872	60,229,748
Fridley	37,733,891						0	37,733,891
Glencoe	13,169,331						0	13,169,331
Golden Valley	39,782,303						0	39,782,303
Grand Rapids	53,780,458			2,386,592			2,386,592	56,167,050
Ham Lake	37,929,086			820,610			820,610	38,749,696
Hastings	19,900,075						0	19,900,075
Hermantown	33,146,094			252,025			252,025	33,398,119
Hibbing	70,780,169						0	70,780,169
Hopkins	18,652,164						0	18,652,164
Hugo	25,275,141			4,500			4,500	25,279,641
Hutchinson	26,277,515						0	26,277,515
International Falls	10,459,001						0	10,459,001
Inver Grove Heights	60,222,744			776,192			776,192	60,998,936
Isanti	8,475,206						0	8,475,206
Jordan	11,438,885						0	11,438,885
Kasson	9,593,973					\$35,640	35,640	9,629,613
La Crescent	8,981,693			25,000		8,624	33,624	9,015,317
Lake City	10,054,362			7,000			7,000	10,061,362
Lake Elmo	21,216,978						0	21,216,978
Lakeville	94,650,198			1,097,097		118,042	1,215,139	95,865,337
Lino Lakes	41,656,250			360,549			360,549	42,016,799
Litchfield	15,887,860						0	15,887,860
Little Canada	16,884,683						0	16,884,683
Little Falls	30,736,974			1,333,864			1,333,864	32,070,838
Mahtomedi	8,616,621						0	8,616,621
Mankato	75,210,996			360,355			360,355	75,571,351
Maple Grove	111,733,795			2,316,666			2,316,666	114,050,461
Maplewood	67,103,368			5,279,548			5,279,548	72,382,916
Marshall	30,694,715			302,397		514,325	816,722	31,511,437
Medina	9,623,000						0	9,623,000
Mendota Heights	24,703,053			61,140			61,140	24,764,193
Minneapolis	498,373,094			326,344			326,344	498,699,438
Minnetonka	92,146,659			824,096		37,913	862,009	93,008,668
Minnetrista	20,669,875			145,293			145,293	20,815,168

Municipality	RESTRICTED (PHASE IN) NEEDS FOR JAN 2015 DISTRIBUTION	Excess Balance Adjustment redistributed as Low Balance Incentive	After the Fact Railroad Bridge over MSAS Route	(+)	After the Fact Right of Way Adjustment	(+)	After the Fact Retaining Wall Adjustment	After the Fact Railroad Crossing Adjustment	Total Affect Of Adjustments	Adjusted Restricted Construction Needs
Montevideo	\$11,503,889				\$13,949				\$13,949	\$11,517,838
Monticello	15,821,342								0	15,821,342
Moorhead	91,684,985				4,004,566		\$93,402		4,097,968	95,782,953
Morris	12,370,981				10,500				10,500	12,381,481
Mound	15,443,446				4,505				4,505	15,447,951
Mounds View	16,058,532						13,419		13,419	16,071,951
New Brighton	24,918,142								0	24,918,142
New Hope	21,958,181						32,400		32,400	21,990,581
New Prague	9,316,440				6,287				6,287	9,322,727
New Ulm	34,123,129								0	34,123,129
North Branch	45,021,485				38,362				38,362	45,059,847
North Mankato	29,193,506				64,226				64,226	29,257,732
North St. Paul	19,593,222				448,302				448,302	20,041,524
Northfield	26,374,198								0	26,374,198
Oak Grove	36,171,771				627,181				627,181	36,798,952
Oakdale	19,062,038				430,454		20,658		451,112	19,513,150
Orono	11,690,106								0	11,690,106
Otsego	30,204,630				293,120				293,120	30,497,750
Owatonna	56,693,492				119,703				119,703	56,813,195
Plymouth	107,910,488				520,884		64,144		585,028	108,495,516
Prior Lake	26,893,575				423,682				423,682	27,317,257
Ramsey	47,776,925				207,749				207,749	47,984,674
Red Wing	41,495,132				763,877				763,877	42,259,009
Redwood Falls	14,202,096								0	14,202,096
Richfield	43,768,623				9,850,822				9,850,822	53,619,445
Robbinsdale	16,093,081								0	16,093,081
Rochester	203,683,329				2,571,811				2,571,811	206,255,140
Rogers	28,339,406								0	28,339,406
Rosemount	48,317,932				389,000				389,000	48,706,932
Roseville	41,412,879				91,009		34,400		125,409	41,538,288
Sartell	26,468,385				979,198		6,000		985,198	27,453,583
Sauk Rapids	22,264,825				407,639				407,639	22,672,464
Savage	33,127,359				400,000				400,000	33,527,359
Shakopee	47,245,607								0	47,245,607
Shoreview	28,635,969				9,775				9,775	28,645,744
Shorewood	12,482,304				203,488				203,488	12,685,792
South St. Paul	25,818,113								0	25,818,113
Spring Lake Park	5,957,351				55,361				55,361	6,012,712
St. Anthony	10,943,275								0	10,943,275
St. Cloud	129,156,786				874,982				874,982	130,031,768
St. Francis	24,821,195				14,990				14,990	24,836,185
St. Joseph	3,054,075								0	3,054,075
St. Louis Park	55,090,871				181,215				181,215	55,272,086
St. Michael	46,797,596				86,132				86,132	46,883,728
St. Paul	387,303,630				18,977,416		51,542		19,028,958	406,332,588
St. Paul Park	7,882,323				65,293				65,293	7,947,616
St. Peter	27,550,256				1,019,684				1,019,684	28,569,940

Municipality	RESTRICTED (PHASE IN) NEEDS FOR JAN 2015 DISTRIBUTION	Excess Balance Adjustment redistributed as Low Balance Incentive	(+) After the Fact Railroad Bridge over MSAS Route	(+) After the Fact Right of Way Adjustment	(+) After the Fact Retaining Wall Adjustment	After the Fact Railroad Crossing Adjustment	Total Affect Of Adjustments	Adjusted Restricted Construction Needs
Stewartville	\$6,170,286						\$0	\$6,170,286
Stillwater	28,036,609						0	28,036,609
Thief River Falls	39,443,231		\$378,684	\$386,329	\$296,422		1,061,435	40,504,666
Vadnais Heights	10,927,106			17,096			17,096	10,944,202
Victoria	7,679,318						0	7,679,318
Virginia	25,403,688						0	25,403,688
Waconia	15,864,010						0	15,864,010
Waite Park	8,572,140			1,055,734			1,055,734	9,627,874
Waseca	12,409,549			213,261			213,261	12,622,810
West St. Paul	16,623,304						0	16,623,304
White Bear Lake	22,794,837						0	22,794,837
Willmar	50,225,093						0	50,225,093
Winona	36,725,095			8,000			8,000	36,733,095
Woodbury	96,883,729			6,915,192			6,915,192	103,798,921
Worthington	17,235,330			491			491	17,235,821
Wyoming	19,318,139						0	19,318,139
Zimmerman	8,841,426						0	8,841,426
<b>STATE TOTAL</b>	<b>\$6,340,705,648</b>	<b>\$0</b>	<b>\$378,684</b>	<b>\$98,883,233</b>	<b>\$2,339,368</b>	<b>\$299,555</b>	<b>\$101,900,840</b>	<b>\$6,442,606,488</b>

## 2015 CONSTRUCTION NEEDS ALLOCATIONS

Needs Value: \$1,000 in Construction Needs = approximately \$13.25 in apportionment

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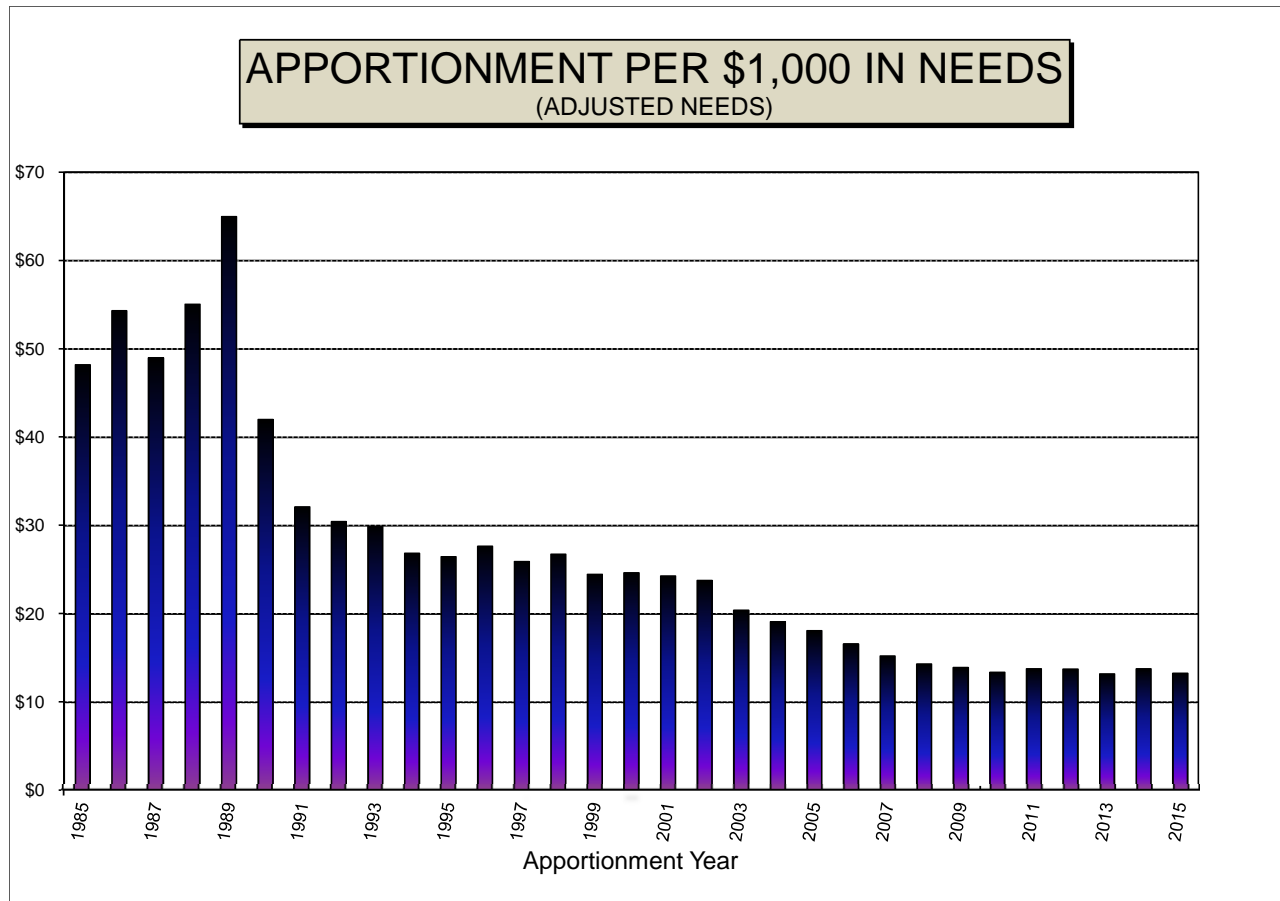
Municipality	ADJUSTED RESTRICTED CONSTRUCTION NEEDS	Construction Needs Apportion- ment Minus Turnback Maintenance	(+) TH Turnback Main- tenance Allowance	2015 Construction Needs Allocations	% Of Total Dist.
Albert Lea	\$44,933,494	\$595,268		\$595,268	0.697
Albertville	12,635,961	167,398		167,398	0.196
Alexandria	52,255,671	692,271		692,271	0.811
Andover	64,882,009	859,542		859,542	1.007
Anoka	24,369,290	322,839		322,839	0.378
Apple Valley	67,138,333	889,433		889,433	1.042
Arden Hills	9,861,834	130,647		130,647	0.153
Austin	54,085,668	716,514		716,514	0.839
Baxter	23,265,501	308,216		308,216	0.361
Belle Plaine	11,715,297	155,202		155,202	0.182
Bemidji	24,985,355	331,000		331,000	0.388
Big Lake	15,058,173	199,487		199,487	0.234
Blaine	61,679,361	817,114		817,114	0.957
Bloomington	159,964,455	2,119,172		2,119,172	2.483
Brainerd	33,951,384	449,780		449,780	0.527
Brooklyn Center	22,187,893	293,940		293,940	0.344
Brooklyn Park	65,398,098	866,379		866,379	1.015
Buffalo	33,696,065	446,398		446,398	0.523
Burnsville	98,040,746	1,298,821		1,298,821	1.522
Byron	6,405,443	84,858		84,858	0.099
Cambridge	17,667,939	234,061		234,061	0.274
Champlin	29,789,370	394,643		394,643	0.462
Chanhassen	30,318,191	401,648		401,648	0.471
Chaska	33,894,101	449,021		449,021	0.526
Chisago City	10,447,280	138,403		138,403	0.162
Chisholm	13,912,772	184,313		184,313	0.216
Circle Pines	5,043,361	66,813		66,813	0.078
Cloquet	31,853,498	421,988		421,988	0.494
Columbia Heights	22,953,769	304,086		304,086	0.356
Coon Rapids	82,976,358	1,099,251		1,099,251	1.288
Corcoran	20,097,825	266,251		266,251	0.312
Cottage Grove	61,363,851	812,934		812,934	0.952
Crookston	29,657,370	392,894		392,894	0.460
Crystal	19,943,310	264,204		264,204	0.310
Dayton	9,481,703	125,611		125,611	0.147
Delano	13,152,848	174,246		174,246	0.204
Detroit Lakes	29,010,393	384,323		384,323	0.450
Duluth	275,965,590	3,655,928		3,655,928	4.283
Eagan	112,579,761	1,491,430		1,491,430	1.747
East Bethel	41,025,183	543,492		543,492	0.637
East Grand Forks	32,538,236	431,059		431,059	0.505
Eden Prairie	83,196,881	1,102,173		1,102,173	1.291
Edina	66,114,604	875,871		875,871	1.026
Elk River	64,468,875	854,069		854,069	1.001
Fairmont	35,557,149	471,053		471,053	0.552
Falcon Heights	4,426,803	58,645		58,645	0.069
Faribault	44,617,565	591,083		591,083	0.693
Farmington	29,091,549	385,398		385,398	0.452
Fergus Falls	53,174,426	704,442		704,442	0.825
Forest Lake	60,229,748	797,910		797,910	0.935
Fridley	37,733,891	499,890		499,890	0.586
Glencoe	13,169,331	174,464		174,464	0.204
Golden Valley	39,782,303	527,027		527,027	0.617
Grand Rapids	56,167,050	744,088		744,088	0.872

Municipality	ADJUSTED RESTRICTED CONSTRUCTION NEEDS	Construction Needs Apportion- ment Minus Turnback Maintenance	(+) TH Turnback Main- tenance Allowance	2015 Construction Needs Allocations	% Of Total Dist.
Ham Lake	\$38,749,696	\$513,347		\$513,347	0.601
Hastings	19,900,075	263,632		263,632	0.309
Hermantown	33,398,119	442,450		442,450	0.518
Hibbing	70,780,169	937,679		937,679	1.099
Hopkins	18,652,164	247,100		247,100	0.290
Hugo	25,279,641	334,899		334,899	0.392
Hutchinson	26,277,515	348,118		348,118	0.408
International Falls	10,459,001	138,558		138,558	0.162
Inver Grove Heights	60,998,936	808,100		808,100	0.947
Isanti	8,475,206	112,278		112,278	0.132
Jordan	11,438,885	151,540		151,540	0.178
Kasson	9,629,613	127,571		127,571	0.149
La Crescent	9,015,317	119,433		119,433	0.140
Lake City	10,061,362	133,291		133,291	0.156
Lake Elmo	21,216,978	281,078		281,078	0.329
Lakeville	95,865,337	1,270,002		1,270,002	1.488
Lino Lakes	42,016,799	556,629		556,629	0.652
Litchfield	15,887,860	210,479		210,479	0.247
Little Canada	16,884,683	223,684		223,684	0.262
Little Falls	32,070,838	424,867		424,867	0.498
Mahtomedi	8,616,621	114,151		114,151	0.134
Mankato	75,571,351	1,001,152		1,001,152	1.173
Maple Grove	114,050,461	1,510,914		1,510,914	1.770
Maplewood	72,382,916	958,912		958,912	1.124
Marshall	31,511,437	417,456		417,456	0.489
Medina	9,623,000	127,483		127,483	0.149
Mendota Heights	24,764,193	328,070		328,070	0.384
Minneapolis	498,699,438	6,606,654		6,606,654	7.741
Minnnetonka	93,008,668	1,232,157		1,232,157	1.444
Minnnetrista	20,815,168	275,754		275,754	0.323
Montevideo	11,517,838	152,586		152,586	0.179
Monticello	15,821,342	209,597		209,597	0.246
Moorhead	95,782,953	1,268,910		1,268,910	1.487
Morris	12,381,481	164,027		164,027	0.192
Mound	15,447,951	204,651		204,651	0.240
Mounds View	16,071,951	212,917		212,917	0.249
New Brighton	24,918,142	330,110		330,110	0.387
New Hope	21,990,581	291,326		291,326	0.341
New Prague	9,322,727	123,505		123,505	0.145
New Ulm	34,123,129	452,055		452,055	0.530
North Branch	45,059,847	596,942		596,942	0.699
North Mankato	29,257,732	387,600		387,600	0.454
North St. Paul	20,041,524	265,505		265,505	0.311
Northfield	26,374,198	349,399		349,399	0.409
Oak Grove	36,798,952	487,504		487,504	0.571
Oakdale	19,513,150	258,506		258,506	0.303
Orono	11,690,106	154,868		154,868	0.181
Otsego	30,497,750	404,027		404,027	0.473
Owatonna	56,813,195	752,648		752,648	0.882
Plymouth	108,495,516	1,437,323		1,437,323	1.684
Prior Lake	27,317,257	361,893		361,893	0.424
Ramsey	47,984,674	635,690		635,690	0.745
Red Wing	42,259,009	559,837		559,837	0.656
Redwood Falls	14,202,096	188,146		188,146	0.220
Richfield	53,619,445	710,338		710,338	0.832
Robbinsdale	16,093,081	213,197		213,197	0.250
Rochester	206,255,140	2,732,420		2,732,420	3.201
Rogers	28,339,406	375,434		375,434	0.440
Rosemount	48,706,932	645,258		645,258	0.756
Roseville	41,538,288	550,290		550,290	0.645

Municipality	ADJUSTED RESTRICTED CONSTRUCTION NEEDS	Construction Needs Apportion- ment Minus Turnback Maintenance	(+) TH Turnback Main- tenance Allowance	2015 Construction Needs Allocations	% Of Total Dist.
Sartell	\$27,453,583	\$363,699		\$363,699	0.426
Sauk Rapids	22,672,464	300,360		300,360	0.352
Savage	33,527,359	444,163		444,163	0.520
Shakopee	47,245,607	625,899		625,899	0.733
Shoreview	28,645,744	379,492		379,492	0.445
Shorewood	12,685,792	168,058		168,058	0.197
South St. Paul	25,818,113	342,032		342,032	0.401
Spring Lake Park	6,012,712	79,655		79,655	0.093
St. Anthony	10,943,275	144,974		144,974	0.170
St. Cloud	130,031,768	1,722,630		1,722,630	2.018
St. Francis	24,836,185	329,024		329,024	0.385
St. Joseph	3,054,075	40,460		40,460	0.047
St. Louis Park	55,272,086	732,232		732,232	0.858
St. Michael	46,883,728	621,105		621,105	0.728
St. Paul	406,332,588	5,382,999		5,382,999	6.307
St. Paul Park	7,947,616	105,288		105,288	0.123
St. Peter	28,569,940	378,488		378,488	0.443
Stewartville	6,170,286	81,743		81,743	0.096
Stillwater	28,036,609	371,422		371,422	0.435
Thief River Falls	40,504,666	536,596		536,596	0.629
Vadnais Heights	10,944,202	144,986		144,986	0.170
Victoria	7,679,318	101,734		101,734	0.119
Virginia	25,403,688	336,542		336,542	0.394
Waconia	15,864,010	210,163		210,163	0.246
Waite Park	9,627,874	127,548		127,548	0.149
Waseca	12,622,810	167,224		167,224	0.196
West St. Paul	16,623,304	220,222		220,222	0.258
White Bear Lake	22,794,837	301,981		301,981	0.354
Willmar	50,225,093	665,370		665,370	0.780
Winona	36,733,095	486,631		486,631	0.570
Woodbury	103,798,921	1,375,103		1,375,103	1.611
Worthington	17,235,821	228,335		228,335	0.268
Wyoming	19,318,139	255,921		255,921	0.300
Zimmerman	8,841,426	117,128		117,128	0.137
STATE TOTAL	\$6,442,606,488	\$85,350,145	\$0	\$85,350,145	100.0000

Construction Needs Apportionment = \$85,350,145/ \$6442,606,488=0.013247

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



Apport. Year	Const. Needs Apport. per \$1,000 of Adjusted Const. Needs	Percent Increase from 1958	Apport. Year	Const. Needs Apport. per \$1,000 of Adjusted Const. Needs	Percent Increase from 1958	Apport. Year	Const. Needs Apport. per \$1,000 of Adjusted Const. Needs	Percent Increase (Decrease) from 1958
1958	\$19.14		1977	\$28.54	49.14	1996	\$27.63	44.37
1959	20.71	8.23	1978	28.38	48.30	1997	25.91	35.42
1960	21.14	10.48	1979	29.42	53.73	1998	26.73	39.68
1961	19.64	2.64	1980	27.86	45.59	1999	24.47	27.87
1962	20.02	4.63	1981	25.54	33.49	2000	24.64	28.76
1963	21.21	10.85	1982	30.30	58.33	2001	24.26	26.77
1964	24.76	29.40	1983	36.55	91.00	2002	23.77	24.21
1965	25.71	34.34	1984	39.70	107.47	2003	20.39	6.55
1966	26.63	39.15	1985	48.20	151.87	2004	19.08	(0.29)
1967	29.10	52.06	1986	54.30	183.76	2005	18.07	(5.56)
1968	33.20	73.47	1987	48.97	155.92	2006	16.57	(13.41)
1969	35.87	87.42	1988	55.06	187.72	2007	15.19	(20.62)
1970	39.96	108.80	1989	64.98	239.55	2008	14.29	(25.33)
1971	44.27	131.34	1990	41.99	119.43	2009	13.91	(27.31)
1972	42.21	120.57	1991	32.11	67.77	2010	13.36	(30.18)
1973	30.17	57.66	1992	30.41	58.94	2011	13.75	(28.15)
1974	33.76	76.40	1993	29.89	56.20	2012	13.72	(28.30)
1975	27.28	42.58	1994	26.83	40.20	2013	13.18	(31.13)
1976	25.67	34.14	1995	26.46	38.27	2014	13.74	(28.20)
						2015	13.25	(30.76)

Minimum of \$13.18 in 2013

Maximum of \$64.98 in 1989

# COMPARISON OF 2014 to 2015 CONSTRUCTION NEEDS ALLOCATIONS

N:\MSAS\BOOK\2015 JANUARY BOOK\COMPARISON OF 2014 TO 2015 CONST NEEDS APPORT.XLSX

27-Jan-15

<b>Municipality</b>	<b>2014 Construction Needs Allocations</b>	<b>2015 Construction Needs Allocations</b>	<b>Increase (Decrease) Amount</b>	<b>% Increase (Decrease)</b>
Albert Lea	\$580,657	\$595,268	\$14,611	2.516
Albertville	163,534	167,398	3,864	2.363
Alexandria	599,835	692,271	92,436	15.410
Andover	839,427	859,542	20,115	2.396
Anoka	298,152	322,839	24,687	8.280
Apple Valley	759,891	889,433	129,542	17.047
Arden Hills	119,484	130,647	11,163	9.343
Austin	651,095	716,514	65,419	10.048
Baxter	258,512	308,216	49,704	19.227
Belle Plaine	137,251	155,202	17,951	13.079
Bemidji	282,687	331,000	48,313	17.091
Big Lake	194,014	199,487	5,473	2.821
Blaine	640,032	817,114	177,082	27.668
Bloomington	1,890,376	2,119,172	228,796	12.103
Brainerd	414,902	449,780	34,878	8.406
Brooklyn Center	251,414	293,940	42,526	16.915
Brooklyn Park	740,879	866,379	125,500	16.939
Buffalo	416,125	446,398	30,273	7.275
Burnsville	1,268,841	1,298,821	29,980	2.363
Byron	72,635	84,858	12,223	16.828
Cambridge	200,347	234,061	33,714	16.828
Champlin	336,980	394,643	57,663	17.112
Chanhassen	343,795	401,648	57,853	16.828
Chaska	384,345	449,021	64,676	16.828
Chisago City	0	138,403	138,403	N/A
Chisholm	180,059	184,313	4,254	2.363
Circle Pines	64,205	66,813	2,608	4.062
Cloquet	412,247	421,988	9,741	2.363
Columbia Heights	297,067	304,086	7,019	2.363
Coon Rapids	986,711	1,099,251	112,540	11.406
Corcoran	260,106	266,251	6,145	2.362
Cottage Grove	787,796	812,934	25,138	3.191
Crookston	383,825	392,894	9,069	2.363
Crystal	225,667	264,204	38,537	17.077
Dayton	107,519	125,611	18,092	16.827
Delano	170,224	174,246	4,022	2.363
Detroit Lakes	328,382	384,323	55,941	17.035
Duluth	3,530,578	3,655,928	125,350	3.550
Eagan	1,397,053	1,491,430	94,377	6.755
East Bethel	529,005	543,492	14,487	2.739
East Grand Forks	414,103	431,059	16,956	4.095
Eden Prairie	943,417	1,102,173	158,756	16.828
Edina	748,144	875,871	127,727	17.073
Elk River	731,066	854,069	123,003	16.825
Fairmont	460,180	471,053	10,873	2.363
Falcon Heights	50,914	58,645	7,731	15.184
Faribault	573,577	591,083	17,506	3.052

<b>Municipality</b>	<b>2014 Construction Needs Allocations</b>	<b>2015 Construction Needs Allocations</b>	<b>Increase (Decrease) Amount</b>	<b>% Increase (Decrease)</b>
Farmington	\$376,502	\$385,398	\$8,896	2.363
Fergus Falls	679,371	704,442	25,071	3.690
Forest Lake	779,300	797,910	18,610	2.388
Fridley	488,351	499,890	11,539	2.363
Glencoe	170,437	174,464	4,027	2.363
Golden Valley	451,115	527,027	75,912	16.828
Grand Rapids	696,025	744,088	48,063	6.905
Ham Lake	430,100	513,347	83,247	19.355
Hastings	225,658	263,632	37,974	16.828
Hermantown	428,976	442,450	13,474	3.141
Hibbing	911,788	937,679	25,891	2.840
Hopkins	211,507	247,100	35,593	16.828
Hugo	286,610	334,899	48,289	16.848
Hutchinson	297,976	348,118	50,142	16.828
International Falls	135,360	138,558	3,198	2.363
Inver Grove Heights	779,401	808,100	28,699	3.682
Isanti	107,396	112,278	4,882	4.546
Jordan	148,042	151,540	3,498	2.363
Kasson	124,165	127,571	3,406	2.743
La Crescent	116,241	119,433	3,192	2.746
Lake City	114,012	133,291	19,279	16.910
Lake Elmo	240,592	281,078	40,486	16.828
Lakeville	1,188,149	1,270,002	81,853	6.889
Lino Lakes	539,114	556,629	17,515	3.249
Litchfield	205,621	210,479	4,858	2.363
Little Canada	203,511	223,684	20,173	9.912
Little Falls	397,797	424,867	27,070	6.805
Mahtomedi	97,709	114,151	16,442	16.828
Mankato	858,560	1,001,152	142,592	16.608
Maple Grove	1,446,056	1,510,914	64,858	4.485
Maplewood	868,450	958,912	90,462	10.416
Marshall	397,251	417,456	20,205	5.086
Medina	109,120	127,483	18,363	16.828
Mendota Heights	319,706	328,070	8,364	2.616
Minneapolis	6,079,043	6,606,654	527,611	8.679
Minnetonka	1,192,559	1,232,157	39,598	3.320
Minnetrista	267,509	275,754	8,245	3.082
Montevideo	130,450	152,586	22,136	16.969
Monticello	179,407	209,597	30,190	16.828
Moorhead	1,039,669	1,268,910	229,241	22.049
Morris	150,127	164,027	13,900	9.259
Mound	199,868	204,651	4,783	2.393
Mounds View	182,097	212,917	30,820	16.925
New Brighton	322,490	330,110	7,620	2.363
New Hope	271,392	291,326	19,934	7.345
New Prague	120,573	123,505	2,932	2.432
New Ulm	441,621	452,055	10,434	2.363
North Branch	582,667	596,942	14,275	2.450
North Mankato	377,822	387,600	9,778	2.588
North Saint Paul	253,575	265,505	11,930	4.705
Northfield	341,334	349,399	8,065	2.363
Oak Grove	468,134	487,504	19,370	4.138
Oakdale	216,156	258,506	42,350	19.592

<b>Municipality</b>	<b>2014 Construction Needs Allocations</b>	<b>2015 Construction Needs Allocations</b>	<b>Increase (Decrease) Amount</b>	<b>% Increase (Decrease)</b>
Orono	\$132,561	\$154,868	\$22,307	16.828
Otsego	362,977	404,027	41,050	11.309
Owatonna	642,880	752,648	109,768	17.074
Plymouth	1,256,108	1,437,323	181,215	14.427
Prior Lake	341,801	361,893	20,092	5.878
Ramsey	566,289	635,690	69,401	12.255
Red Wing	537,029	559,837	22,808	4.247
Redwood Falls	183,804	188,146	4,342	2.362
Richfield	556,245	710,338	154,093	27.702
Robbinsdale	201,555	213,197	11,642	5.776
Rochester	2,309,684	2,732,420	422,736	18.303
Rogers	321,357	375,434	54,077	16.828
Rosemount	625,329	645,258	19,929	3.187
Roseville	501,544	550,290	48,746	9.719
Sartell	300,141	363,699	63,558	21.176
Sauk Rapids	252,474	300,360	47,886	18.967
Savage	375,650	444,163	68,513	18.239
Shakopee	535,745	625,899	90,154	16.828
Shoreview	346,066	379,492	33,426	9.659
Shorewood	141,544	168,058	26,514	18.732
South Saint Paul	308,939	342,032	33,093	10.712
Spring Lake Park	67,553	79,655	12,102	17.915
Saint Anthony	133,638	144,974	11,336	8.483
Saint Cloud	1,472,881	1,722,630	249,749	16.956
Saint Francis	321,235	329,024	7,789	2.425
Saint Joseph	34,632	40,460	5,828	16.828
Saint Louis Park	624,708	732,232	107,524	17.212
Saint Michael	605,654	621,105	15,451	2.551
Saint Paul	4,704,054	5,382,999	678,945	14.433
Saint Paul Park	89,382	105,288	15,906	17.796
Saint Peter	356,554	378,488	21,934	6.152
Stewartville	79,856	81,743	1,887	2.363
Stillwater	336,732	371,422	34,690	10.302
Thief River Falls	510,473	536,596	26,123	5.117
Vadnais Heights	123,909	144,986	21,077	17.010
Victoria	87,081	101,734	14,653	16.827
Virginia	328,774	336,542	7,768	2.363
Waconia	205,311	210,163	4,852	2.363
Waite Park	97,204	127,548	30,344	31.217
Waseca	160,604	167,224	6,620	4.122
West St. Paul	188,501	220,222	31,721	16.828
White Bear Lake	258,484	301,981	43,497	16.828
Willmar	583,629	665,370	81,741	14.006
Winona	416,446	486,631	70,185	16.853
Woodbury	1,098,621	1,375,103	276,482	25.166
Worthington	214,867	228,335	13,468	6.268
Wyoming	219,059	255,921	36,862	16.827
Zimmerman	114,425	117,128	2,703	2.362
<b>TOTAL</b>	<b>\$77,307,506</b>	<b>\$85,350,145</b>	<b>\$8,042,639</b>	<b>10.403</b>

## 2015 M.S.A.S. TOTAL ALLOCATIONS

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27-Jan-15

<b>Municipality</b>	<b>2015 Population Allocations using the 2010 Census or 2013 Estimate</b>	<b>2015 Construction Needs Allocations</b>	<b>2015 Total Allocations</b>	<b>Distribution Percentage</b>
Albert Lea	\$404,102	\$595,268	\$999,370	0.5855
Albertville	161,744	167,398	329,142	0.1928
Alexandria	292,601	692,271	984,872	0.5770
Andover	710,856	859,542	1,570,398	0.9200
Anoka	387,660	322,839	710,499	0.4162
Apple Valley	1,128,820	889,433	2,018,253	1.1823
Arden Hills	214,253	130,647	344,900	0.2020
Austin	560,373	716,514	1,276,887	0.7480
Baxter	173,766	308,216	481,982	0.2824
Belle Plaine	149,923	155,202	305,125	0.1787
Bemidji	323,241	331,000	654,241	0.3833
Big Lake	233,318	199,487	432,805	0.2535
Blaine	1,391,073	817,114	2,208,187	1.2936
Bloomington	1,927,535	2,119,172	4,046,707	2.3707
Brainerd	306,441	449,780	756,221	0.4430
Brooklyn Center	682,460	293,940	976,400	0.5720
Brooklyn Park	1,749,305	866,379	2,615,684	1.5323
Buffalo	354,666	446,398	801,064	0.4693
Burnsville	1,374,968	1,298,821	2,673,789	1.5664
Byron	115,224	84,858	200,082	0.1172
Cambridge	185,565	234,061	419,626	0.2458
Champlin	527,086	394,643	921,729	0.5400
Chanhassen	541,800	401,648	943,448	0.5527
Chaska	556,515	449,021	1,005,536	0.5891
Chisago City	112,151	138,403	250,554	0.1468
Chisholm	112,958	184,313	297,271	0.1741
Circle Pines	112,465	66,813	179,278	0.1050
Cloquet	273,199	421,988	695,187	0.4073
Columbia Heights	443,175	304,086	747,261	0.4378
Coon Rapids	1,406,012	1,099,251	2,505,263	1.4676
Corcoran	122,715	266,251	388,966	0.2279
Cottage Grove	794,095	812,934	1,607,029	0.9414
Crookston	178,634	392,894	571,528	0.3348
Crystal	507,931	264,204	772,135	0.4523
Dayton	112,151	125,611	237,762	0.1393
Delano	126,461	174,246	300,707	0.1762
Detroit Lakes	199,763	384,323	584,086	0.3422
Duluth	1,934,937	3,655,928	5,590,865	3.2753
Eagan	1,487,142	1,491,430	2,978,572	1.7449
East Bethel	260,773	543,492	804,265	0.4712
East Grand Forks	193,797	431,059	624,856	0.3661
Eden Prairie	1,407,021	1,102,173	2,509,194	1.4699
Edina	1,103,922	875,871	1,979,793	1.1598
Elk River	524,193	854,069	1,378,262	0.8074
Fairmont	239,240	471,053	710,293	0.4161
Falcon Heights	122,132	58,645	180,777	0.1059
Faribault	526,593	591,083	1,117,676	0.6548

2015 Population Allocations using the 2010 Census or 2013 Estimate				
Municipality	2015 Construction Needs Allocations	2015 Total Allocations	Distribution Percentage	
Farmington	\$494,607	\$385,398	\$880,005	0.5155
Fergus Falls	298,209	704,442	1,002,651	0.5874
Forest Lake	427,429	797,910	1,225,339	0.7178
Fridley	625,016	499,890	1,124,906	0.6590
Glencoe	126,304	174,464	300,768	0.1762
Golden Valley	463,923	527,027	990,950	0.5805
Grand Rapids	246,597	744,088	990,685	0.5804
Ham Lake	351,032	513,347	864,379	0.5064
Hastings	506,742	263,632	770,374	0.4513
Hermantown	215,890	442,450	658,340	0.3857
Hibbing	366,980	937,679	1,304,659	0.7643
Hopkins	413,006	247,100	660,106	0.3867
Hugo	311,286	334,899	646,185	0.3785
Hutchinson	318,060	348,118	666,178	0.3903
International Falls	144,091	138,558	282,649	0.1656
Inver Grove Heights	772,898	808,100	1,580,998	0.9262
Isanti	120,786	112,278	233,064	0.1365
Jordan	140,682	151,540	292,222	0.1712
Kasson	136,443	127,571	264,014	0.1547
La Crescent	112,151	119,433	231,584	0.1357
Lake City	113,564	133,291	246,855	0.1446
Lake Elmo	196,780	281,078	477,858	0.2799
Lakeville	1,296,216	1,270,002	2,566,218	1.5033
Lino Lakes	467,287	556,629	1,023,916	0.5998
Litchfield	150,865	210,479	361,344	0.2117
Little Canada	223,449	223,684	447,133	0.2619
Little Falls	197,385	424,867	622,252	0.3645
Mahtomedi	176,548	114,151	290,699	0.1703
Mankato	913,872	1,001,152	1,915,024	1.1219
Maple Grove	1,429,833	1,510,914	2,940,747	1.7228
Maplewood	873,654	958,912	1,832,566	1.0736
Marshall	307,944	417,456	725,400	0.4250
Medina	119,082	127,483	246,565	0.1444
Mendota Heights	250,388	328,070	578,458	0.3389
Minneapolis	8,993,101	6,606,654	15,599,755	9.1387
Minnetonka	1,140,371	1,232,157	2,372,528	1.3899
Minnetrista	152,435	275,754	428,189	0.2508
Montevideo	120,742	152,586	273,328	0.1601
Monticello	291,435	209,597	501,032	0.2935
Moorhead	907,928	1,268,910	2,176,838	1.2752
Morris	120,719	164,027	284,746	0.1668
Mound	211,314	204,651	415,965	0.2437
Mounds View	276,205	212,917	489,122	0.2865
New Brighton	496,222	330,110	826,332	0.4841
New Hope	468,880	291,326	760,206	0.4453
New Prague	166,409	123,505	289,914	0.1698
New Ulm	303,301	452,055	755,356	0.4425
North Branch	228,429	596,942	825,371	0.4835
North Mankato	303,256	387,600	690,856	0.4047
North St. Paul	268,063	265,505	533,568	0.3126
Northfield	451,900	349,399	801,299	0.4694
Oak Grove	184,152	487,504	671,656	0.3935
Oakdale	631,229	258,506	889,735	0.5212
Orono	170,716	154,868	325,584	0.1907

2015 Population Allocations using the 2010 Census or 2013				
Municipality	Estimate	2015 Construction Needs Allocations	2015 Total Allocations	Distribution Percentage
Otsego	\$324,273	\$404,027	\$728,300	0.4267
Owatonna	574,190	752,648	1,326,838	0.7773
Plymouth	1,636,706	1,437,323	3,074,029	1.8008
Prior Lake	543,326	361,893	905,219	0.5303
Ramsey	545,187	635,690	1,180,877	0.6918
Red Wing	369,828	559,837	929,665	0.5446
Redwood Falls	117,893	188,146	306,039	0.1793
Richfield	808,405	710,338	1,518,743	0.8897
Robbinsdale	324,004	213,197	537,201	0.3147
Rochester	2,476,132	2,732,420	5,208,552	3.0513
Rogers	268,736	375,434	644,170	0.3774
Rosemount	507,034	645,258	1,152,292	0.6750
Roseville	773,302	550,290	1,323,592	0.7754
Sartell	363,750	363,699	727,449	0.4262
Sauk Rapids	296,302	300,360	596,662	0.3495
Savage	641,570	444,163	1,085,733	0.6360
Shakopee	868,069	625,899	1,493,968	0.8752
Shoreview	574,885	379,492	954,377	0.5591
Shorewood	168,764	168,058	336,822	0.1973
South St. Paul	458,495	342,032	800,527	0.4690
Spring Lake Park	144,428	79,655	224,083	0.1313
St. Anthony	191,015	144,974	335,989	0.1968
St. Cloud	1,485,302	1,722,630	3,207,932	1.8793
St. Francis	162,394	329,024	491,418	0.2879
St. Joseph	152,233	40,460	192,693	0.1129
St. Louis Park	1,061,417	732,232	1,793,649	1.0508
St. Michael	376,849	621,105	997,954	0.5846
St. Paul	6,651,482	5,382,999	12,034,481	7.0501
St. Paul Park	120,988	105,288	226,276	0.1326
St. Peter	256,713	378,488	635,201	0.3721
Stewartville	138,820	81,743	220,563	0.1292
Stillwater	425,500	371,422	796,922	0.4669
Thief River Falls	194,425	536,596	731,021	0.4282
Vadnais Heights	283,584	144,986	428,570	0.2511
Victoria	182,424	101,734	284,158	0.1665
Virginia	195,412	336,542	531,954	0.3116
Waconia	254,470	210,163	464,633	0.2722
Waite Park	165,355	127,548	292,903	0.1716
Waseca	211,113	167,224	378,337	0.2216
West St. Paul	440,708	220,222	660,930	0.3872
White Bear Lake	540,567	301,981	842,548	0.4936
Willmar	442,255	665,370	1,107,625	0.6489
Winona	622,437	486,631	1,109,068	0.6497
Woodbury	1,474,693	1,375,103	2,849,796	1.6695
Worthington	291,009	228,335	519,344	0.3042
Wyoming	174,955	255,921	430,876	0.2524
Zimmerman	118,184	117,128	235,312	0.1379
<b>TOTAL</b>	<b>\$85,350,144</b>	<b>\$85,350,145</b>	<b>\$170,700,289</b>	<b>100.0000</b>

## COMPARISON OF THE 2014 TO 2015 TOTAL ALLOCATIONS

N:\MSAS\Books\2015 January Book\Adjusted Construction Needs 2015 (Old Book File A & B).xls

1/27/2015

Municipality	2014 Total Allocations	2015 Total Allocations	Increase (Decrease) Amount	% Increase (Decrease)
Albert Lea	\$951,717	\$999,370	\$47,653	5.007
Albertville	310,982	329,142	18,160	5.840
Alexandria	867,852	984,872	117,020	13.484
Andover	1,480,481	1,570,398	89,917	6.074
Anoka	655,392	710,499	55,107	8.408
Apple Valley	1,787,534	2,018,253	230,719	12.907
Arden Hills	317,145	344,900	27,755	8.751
Austin	1,163,032	1,276,887	113,855	9.789
Baxter	416,299	481,982	65,683	15.778
Belle Plaine	274,442	305,125	30,683	11.180
Bemidji	561,970	654,241	92,271	16.419
Big Lake	406,854	432,805	25,951	6.379
Blaine	1,879,898	2,208,187	328,289	17.463
Bloomington	3,654,063	4,046,707	392,644	10.745
Brainerd	695,442	756,221	60,779	8.740
Brooklyn Center	881,017	976,400	95,383	10.826
Brooklyn Park	2,335,966	2,615,684	279,718	11.974
Buffalo	738,784	801,064	62,280	8.430
Burnsville	2,526,461	2,673,789	147,328	5.831
Byron	176,419	200,082	23,663	13.413
Cambridge	369,977	419,626	49,649	13.419
Champlin	821,730	921,729	99,999	12.169
Chanhassen	833,550	943,448	109,898	13.184
Chaska	883,039	1,005,536	122,497	13.872
Chisago City	0	250,554	250,700	NA
Chisholm	283,554	297,271	13,717	4.838
Circle Pines	167,556	179,278	11,722	6.996
Cloquet	662,613	695,187	32,574	4.916
Columbia Heights	702,316	747,261	44,945	6.400
Coon Rapids	2,260,581	2,505,263	244,682	10.824
Corcoran	372,767	388,966	16,199	4.346
Cottage Grove	1,512,512	1,607,029	94,517	6.249
Crookston	546,349	571,528	25,179	4.609
Crystal	687,370	772,135	84,765	12.332
Dayton	210,500	237,762	27,262	12.951
Delano	284,491	300,707	16,216	5.700
Detroit Lakes	508,866	584,086	75,220	14.782
Duluth	5,307,302	5,590,865	283,563	5.343
Eagan	2,735,224	2,978,572	243,348	8.897
East Bethel	768,455	804,265	35,810	4.660
East Grand Forks	591,250	624,856	33,606	5.684
Eden Prairie	2,220,459	2,509,194	288,735	13.003
Edina	1,753,832	1,979,793	225,961	12.884
Elk River	1,207,804	1,378,262	170,458	14.113
Fairmont	679,858	710,293	30,435	4.477
Falcon Heights	162,669	180,777	18,108	11.132
Faribault	1,056,268	1,117,676	61,408	5.814
Farmington	825,333	880,005	54,672	6.624
Fergus Falls	951,816	1,002,651	50,835	5.341
Forest Lake	1,166,322	1,225,339	59,017	5.060

<b>Municipality</b>	<b>2014 Total Allocations</b>	<b>2015 Total Allocations</b>	<b>Increase (Decrease) Amount</b>	<b>% Increase (Decrease)</b>
<b>Fridley</b>	\$1,056,618	\$1,124,906	\$68,288	6.463
<b>Glencoe</b>	286,414	300,768	14,354	5.012
<b>Golden Valley</b>	876,260	990,950	114,690	13.089
<b>Grand Rapids</b>	920,646	990,685	70,039	7.608
<b>Ham Lake</b>	748,557	864,379	115,822	15.473
<b>Hastings</b>	685,755	770,374	84,619	12.340
<b>Hermantown</b>	626,822	658,340	31,518	5.028
<b>Hibbing</b>	1,248,761	1,304,659	55,898	4.476
<b>Hopkins</b>	580,981	660,106	79,125	13.619
<b>Hugo</b>	569,580	646,185	76,605	13.449
<b>Hutchinson</b>	590,029	666,178	76,149	12.906
<b>International Falls</b>	267,669	282,649	14,980	5.597
<b>Inver Grove Heights</b>	1,483,562	1,580,998	97,436	6.568
<b>Isanti</b>	217,977	233,064	15,087	6.922
<b>Jordan</b>	267,005	292,222	25,217	9.444
<b>Kasson</b>	248,195	264,014	15,819	6.373
<b>La Crescent</b>	219,222	231,584	12,362	5.639
<b>Lake City</b>	218,290	246,855	28,565	13.086
<b>Lake Elmo</b>	406,782	477,858	71,076	17.473
<b>Lakeville</b>	2,363,116	2,566,218	203,102	8.595
<b>Lino Lakes</b>	963,909	1,023,916	60,007	6.225
<b>Litchfield</b>	344,150	361,344	17,194	4.996
<b>Little Canada</b>	409,204	447,133	37,929	9.269
<b>Little Falls</b>	569,713	622,252	52,539	9.222
<b>Mahtomedi</b>	256,237	290,699	34,462	13.449
<b>Mankato</b>	1,693,815	1,915,024	221,209	13.060
<b>Maple Grove</b>	2,762,725	2,940,747	178,022	6.444
<b>Maplewood</b>	1,673,037	1,832,566	159,529	9.535
<b>Marshall</b>	679,006	725,400	46,394	6.833
<b>Medina</b>	213,378	246,565	33,187	15.553
<b>Mendota Heights</b>	549,147	578,458	29,311	5.338
<b>Minneapolis</b>	14,152,886	15,599,755	1,446,869	10.223
<b>Minnetonka</b>	2,237,750	2,372,528	134,778	6.023
<b>Minnetrista</b>	406,224	428,189	21,965	5.407
<b>Montevideo</b>	241,319	273,328	32,009	13.264
<b>Monticello</b>	445,118	501,032	55,914	12.562
<b>Moorhead</b>	1,840,631	2,176,838	336,207	18.266
<b>Morris</b>	261,264	284,746	23,482	8.988
<b>Mound</b>	389,558	415,965	26,407	6.779
<b>Mounds View</b>	436,253	489,122	52,869	12.119
<b>New Brighton</b>	775,522	826,332	50,810	6.552
<b>New Hope</b>	699,050	760,206	61,156	8.748
<b>New Prague</b>	272,531	289,914	17,383	6.378
<b>New Ulm</b>	720,122	755,356	35,234	4.893
<b>North Branch</b>	791,203	825,371	34,168	4.318
<b>North Mankato</b>	655,087	690,856	35,769	5.460
<b>North St. Paul</b>	492,861	533,568	40,707	8.259
<b>Northfield</b>	760,939	801,299	40,360	5.304
<b>Oak Grove</b>	634,715	671,656	36,941	5.820
<b>Oakdale</b>	786,648	889,735	103,087	13.105
<b>Orono</b>	288,762	325,584	36,822	12.752
<b>Otsego</b>	652,023	728,300	76,277	11.698
<b>Owatonna</b>	1,170,120	1,326,838	156,718	13.393
<b>Plymouth</b>	2,752,292	3,074,029	321,737	11.690
<b>Prior Lake</b>	823,441	905,219	81,778	9.931
<b>Ramsey</b>	1,059,484	1,180,877	121,393	11.458
<b>Red Wing</b>	876,453	929,665	53,212	6.071
<b>Redwood Falls</b>	292,057	306,039	13,982	4.787

Municipality	2014 Total Allocations	2015 Total Allocations	Increase (Decrease) Amount	% Increase (Decrease)
Richfield	\$1,297,273	\$1,518,743	\$221,470	17.072
Robbinsdale	494,267	537,201	42,934	8.686
Rochester	4,550,830	5,208,552	657,722	14.453
Rogers	558,377	644,170	85,793	15.365
Rosemount	1,086,352	1,152,292	65,940	6.070
Roseville	1,211,822	1,323,592	111,770	9.223
Sartell	631,738	727,449	95,711	15.150
Sauk Rapids	518,040	596,662	78,622	15.177
Savage	943,114	1,085,733	142,619	15.122
Shakopee	1,323,588	1,493,968	170,380	12.873
Shoreview	869,805	954,377	84,572	9.723
Shorewood	294,738	336,822	42,084	14.279
South St. Paul	726,834	800,527	73,693	10.139
Spring Lake Park	199,924	224,083	24,159	12.084
St. Anthony	306,996	335,989	28,993	9.444
St. Cloud	2,828,971	3,207,932	378,961	13.396
St. Francis	471,113	491,418	20,305	4.310
St. Joseph	171,164	192,693	21,529	12.578
St. Louis Park	1,576,866	1,793,649	216,783	13.748
St. Michael	949,053	997,954	48,901	5.153
St. Paul	10,661,893	12,034,481	1,372,588	12.874
St. Paul Park	198,995	226,276	27,281	13.710
St. Peter	593,471	635,201	41,730	7.032
Stewartville	205,204	220,563	15,359	7.485
Stillwater	720,602	796,922	76,320	10.591
Thief River Falls	688,341	731,021	42,680	6.200
Vadnais Heights	384,059	428,570	44,511	11.590
Victoria	247,587	284,158	36,571	14.771
Virginia	508,207	531,954	23,747	4.673
Waconia	433,207	464,633	31,426	7.254
Waite Park	249,039	292,903	43,864	17.613
Waseca	354,764	378,337	23,573	6.645
West St. Paul	595,398	660,930	65,532	11.006
White Bear Lake	754,315	842,548	88,233	11.697
Willmar	989,248	1,107,625	118,377	11.966
Winona	988,688	1,109,068	120,380	12.176
Woodbury	2,421,673	2,849,796	428,123	17.679
Worthington	480,556	519,344	38,788	8.071
Wyoming	379,522	430,876	51,354	13.531
Zimmerman	222,389	235,312	12,923	5.811
<b>TOTAL</b>	<b>\$154,615,011</b>	<b>\$170,700,289</b>	<b>\$16,085,424</b>	<b>10.404</b>

**First Allocation for Chisago City**  
**148 Cities Increased Their Estimated Total Allocation**  
**0 Cities Decreased Their Estimated Total Allocation**

## **DETERMINATION OF THE CONSTRUCTION AND MAINTENANCE ALLOTMENTS**

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

### **General Maintenance Allotment**

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

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

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

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

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

### **Total Maintenance Allotment**

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

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

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

### **Maintenance Expenditure Report**

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

The cities that will need to file a Maintenance Expenditure Report at the end of 2015 are:

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

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

## 2015 CONSTRUCTION AND MAINTENANCE ALLOTMENTS

MUNICIPALITY	TOTAL APPORTIONMENT	TRUNK HIGHWAY TURNBACK MAINTENANCE ALLOWANCE	CITY REQUESTED AMOUNT FOR GENERAL MAINTENANCE ALLOTMENT	AMOUNT OF BOND INTEREST APPLIED TO GENERAL MAINTENANCE ALLOTMENT			CONSTRUCTION ALLOTMENT
				GENERAL MAINTENANCE ALLOTMENT	MAINTENANCE ALLOTMENT	TOTAL MAINTENANCE ALLOTMENT	
Albert Lea	\$999,370		25%	\$249,842	\$249,842	\$249,842	\$749,528
Alberville	329,142		\$1500/improved mile	10,725		10,725	318,417
Alexandria	984,872		25%	246,218		246,218	738,654
Andover	1,570,398		25%	392,600		392,600	1,177,798
Anoka	710,499		25%	177,625		177,625	532,874
Apple Valley	2,018,253		25%	504,563	\$35,550	540,113	1,478,140
Arden Hills	344,900		25%	86,225		86,225	258,675
Austin	1,276,887		Lump Sum	95,000		95,000	1,181,887
Baxter	481,982		25%	120,496		120,496	361,486
Belle Plaine	305,125		\$1500/improved mile	11,850		11,850	293,275
Bemidji	654,241		25%	163,560		163,560	490,681
Big Lake	432,805		25%	108,201	33,553	141,754	291,051
Blaine	2,208,187		25%	552,047		552,047	1,656,140
Bloomington	4,046,707		35%	1,416,348		1,416,348	2,630,359
Brainerd	756,221		\$1500/improved mile	27,495		27,495	728,726
Brooklyn Center	976,400		Lump Sum	110,000		110,000	866,400
Brooklyn Park	2,615,684		25%	653,921	46,350	700,271	1,915,413
Buffalo	801,064		25%	200,266	4,725	204,991	596,073
Burnsville	2,673,789		25%	668,447		668,447	2,005,342
Byron	200,082		\$1500/improved mile	7,965		7,965	192,117
Cambridge	419,626		Lump Sum	25,000		25,000	394,626
Champlin	921,729		25%	230,432		230,432	691,297
Chanhassen	943,448		Lump Sum	100,000		100,000	843,448
Chaska	1,005,536		25%	251,384		251,384	754,152
Chisago City	250,554		25%	62,638		62,638	187,916
Chisholm	297,271		25%	74,318		74,318	222,953
Circle Pines	179,278		\$1500/improved mile	4,860	29,195	34,055	145,223
Cloquet	695,187		35%	243,316		243,316	451,871
Columbia Heights	747,261		35%	261,541		261,541	485,720
Coon Rapids	2,505,263		Lump Sum	122,745	7,100	129,845	2,375,418
Corcoran	388,966		35%	136,138		136,138	252,828
Cottage Grove	1,607,029		\$1500/improved mile	43,245		43,245	1,563,784
Crookston	571,528		25%	142,882		142,882	428,646
Crystal	772,135		25%	193,034		193,034	579,101
Dayton	237,762		25%	59,440		59,440	178,322
Delano	300,707		25%	75,177	13,132	88,309	212,398
Detroit Lakes	584,086		25%	146,021		146,021	438,065

JANUARY 2015 BOOK 2015 MAINTENANCE &amp; CONSTRUCTION ALLOTMENTS.SLS

27-Jan-15

MUNICIPALITY	TOTAL APPORTIONMENT	TRUNK HIGHWAY TURNBACK MAINTENANCE ALLOWANCE	CITY REQUESTED AMOUNT FOR		AMOUNT OF BOND INTEREST APPLIED TO GENERAL		TOTAL	
			MAINTENANCE ALLOTMENT	GENERAL ALLOTMENT	MAINTENANCE ALLOTMENT	MAINTENANCE ALLOTMENT	MAINTENANCE ALLOTMENT	CONSTRUCTION ALLOTMENT
Duluth	\$5,590,865		Lump Sum	\$1,533,400	\$1,533,400	\$1,533,400	\$1,533,400	\$4,057,465
Eagan	2,978,572		\$1500/improved mile	70,620	\$122,805	193,425	193,425	2,785,147
East Bethel	804,265		25%	201,066		201,066	201,066	603,199
East Grand Forks	624,856		25%	156,214	113,578	269,792	269,792	355,064
Eden Prairie	2,509,194		\$1500/improved mile	68,865		68,865	68,865	2,440,329
Edina	1,979,793		25%	494,948		494,948	494,948	1,484,845
Elk River	1,378,262		25%	344,565		344,565	344,565	1,033,697
Fairmont	710,293		25%	177,573		177,573	177,573	532,720
Falcon Heights	180,777		35%	63,272		63,272	63,272	117,505
Faribault	1,117,676		25%	279,419		279,419	279,419	838,257
Farmington	880,005		25%	220,001		220,001	220,001	660,004
Fergus Falls	1,002,651		25%	250,663		250,663	250,663	751,988
Forest Lake	1,225,339		25%	306,335		306,335	306,335	919,004
Fridley	1,124,906		35%	393,717		393,717	393,717	731,189
Glencoe	300,768		25%	75,192		75,192	75,192	225,576
Golden Valley	990,950		25%	247,737	73,931	321,668	321,668	669,282
Grand Rapids	990,685		25%	247,671	86,655	334,326	334,326	656,359
Ham Lake	864,379		25%	216,095		216,095	216,095	648,284
Hastings	770,374		35%	269,631		269,631	269,631	500,743
Hermantown	658,340		Lump Sum	65,000		65,000	65,000	593,340
Hibbing	1,304,659		25%	326,165	112,469	438,634	438,634	866,025
Hopkins	660,106		25%	165,027		165,027	165,027	495,079
Hugo	646,185		25%	161,546		161,546	161,546	484,639
Hutchinson	666,178		\$1500/improved mile	27,735		27,735	27,735	638,443
International Falls	282,649		\$1500/improved mile	10,680		10,680	10,680	271,969
Inver Grove Heights	1,580,998		25%	395,250		395,250	395,250	1,185,748
Isanti	233,064		25%	58,266		58,266	58,266	174,798
Jordan	292,222		25%	73,055		73,055	73,055	219,167
Kasson	264,014		\$1500/improved mile	8,580		8,580	8,580	255,434
LaCrescent	231,584		\$1500/improved mile	8,760		8,760	8,760	222,824
Lake City	246,855		25%	61,714		61,714	61,714	185,141
Lake Elmo	477,858		25%	119,464	4,550	124,014	124,014	353,844
Lakeville	2,566,218		Lump Sum	120,000	116,401	236,401	236,401	2,329,817
Lino Lakes	1,023,916		25%	255,979		255,979	255,979	767,937
Litchfield	361,344		25%	90,336		90,336	90,336	271,008
Little Canada	447,133		25%	111,783		111,783	111,783	335,350
Little Falls	622,252		\$1500/improved mile	32,175		32,175	32,175	590,077
Mahtomedi	290,699		25%	72,675		72,675	72,675	218,024
Mankato	1,915,024		25%	478,756		478,756	478,756	1,436,268
Maple Grove	2,940,747		25%	735,187		735,187	735,187	2,205,560
Maplewood	1,832,566		Lump Sum	275,000	186,369	461,369	461,369	1,371,197

MUNICIPALITY	TOTAL APPORTIONMENT	TRUNK HIGHWAY TURNBACK MAINTENANCE ALLOWANCE	CITY REQUESTED AMOUNT FOR GENERAL MAINTENANCE ALLOTMENT	AMOUNT OF BOND INTEREST APPLIED TO GENERAL MAINTENANCE ALLOTMENT	GENERAL MAINTENANCE ALLOTMENT	AMOUNT OF BOND INTEREST APPLIED TO GENERAL MAINTENANCE ALLOTMENT	TOTAL MAINTENANCE ALLOTMENT	CONSTRUCTION ALLOTMENT
<b>Marshall</b>	\$725,400		\$1500/improved mile	\$27,030	\$27,030		\$27,030	\$698,370
<b>Medina</b>	246,565		25%	61,641	61,641		61,641	184,924
<b>Mendota Heights</b>	578,458		25%	144,614	144,614		144,614	433,844
<b>Minneapolis</b>	15,599,755		35%	5,459,914	5,459,914		5,459,914	10,139,841
<b>Minnetonka</b>	2,372,528		\$1500/improved mile	76,650	\$53,369		130,019	2,242,509
<b>Minnetrista</b>	428,189		25%	107,047	107,047		107,047	321,142
<b>Montevideo</b>	273,328		\$1500/improved mile	13,245	13,245		13,245	260,083
<b>Monticello</b>	501,032		25%	125,258	125,258		125,258	375,774
<b>Moorhead</b>	2,176,838		25%	544,209	544,209		544,209	1,632,629
<b>Morris</b>	284,746		25%	71,187	71,187		71,187	213,559
<b>Mound</b>	415,965		25%	103,991	103,991		103,991	311,974
<b>Mounds View</b>	489,122		25%	122,280	122,280		122,280	366,842
<b>New Brighton</b>	826,332		25%	206,583	206,583		206,583	619,749
<b>New Hope</b>	760,206		25%	190,051	190,051		190,051	570,155
<b>New Prague</b>	289,914		25%	72,479	72,479		72,479	217,435
<b>New Ulm</b>	755,356		\$1500/improved mile	25,650	25,650		25,650	729,706
<b>North Branch</b>	825,371		25%	206,343	8,470		214,813	610,558
<b>North Mankato</b>	690,856		25%	172,714	83,725		256,439	434,417
<b>North St. Paul</b>	533,568		25%	133,392			133,392	400,176
<b>Northfield</b>	801,299		25%	200,325			200,325	600,974
<b>Oak Grove</b>	671,656		25%	167,914			167,914	503,742
<b>Oakdale</b>	889,735		25%	222,434			222,434	667,301
<b>Orono</b>	325,584		25%	81,396	42,437		123,833	201,751
<b>Otsego</b>	728,300		25%	182,075			182,075	546,225
<b>Owatonna</b>	1,326,838		\$1500/improved mile	51,390	51,390		51,390	1,275,448
<b>Plymouth</b>	3,074,029		25%	768,507	768,507		768,507	2,305,522
<b>Prior Lake</b>	905,219		35%	316,827			316,827	588,392
<b>Ramsey</b>	1,180,877		35%	413,307	68,600		481,907	698,970
<b>Red Wing</b>	929,665		35%	325,383			325,383	604,282
<b>Redwood Falls</b>	306,039		25%	76,510			76,510	229,529
<b>Richfield</b>	1,518,743		Lump Sum	315,000			315,000	1,203,743
<b>Robbinsdale</b>	537,201		\$1500/improved mile	15,075	15,075		15,075	522,126
<b>Rochester</b>	5,208,552		Lump Sum	900,000	900,000		900,000	4,308,552
<b>Rogers</b>	644,170		25%	161,042			161,042	483,128
<b>Rosemount</b>	1,152,292		\$1500/improved mile	41,235			41,235	1,111,057
<b>Roseville</b>	1,323,592		25%	330,898			330,898	992,694
<b>Sartell</b>	727,449		\$1500/improved mile	28,680	15,938		44,618	682,831
<b>Sauk Rapids</b>	596,662		\$1500/improved mile	20,850			20,850	575,812
<b>Savage</b>	1,085,733		\$1500/improved mile	36,870	4,038		40,908	1,044,825

MUNICIPALITY	TOTAL APPORTIONMENT	TRUNK HIGHWAY TURNBACK MAINTENANCE ALLOWANCE	CITY REQUESTED AMOUNT FOR GENERAL MAINTENANCE ALLOTMENT	AMOUNT OF BOND INTEREST APPLIED TO GENERAL MAINTENANCE ALLOTMENT		TOTAL MAINTENANCE ALLOTMENT	CONSTRUCTION ALLOTMENT
				GENERAL MAINTENANCE ALLOTMENT	MAINTENANCE ALLOTMENT		
Shakopee	\$1,493,968		35%	\$522,889		\$522,889	\$971,079
Shoreview	954,377		25%	238,594		238,594	715,783
Shorewood	336,822		25%	84,206		84,206	252,616
South St. Paul	800,527		25%	200,132		200,132	600,395
Spring Lake Park	224,083		25%	56,021		56,021	168,062
St. Anthony	335,989		25%	83,997		83,997	251,992
St. Cloud	3,207,932		25%	801,983		801,983	2,405,949
St. Francis	491,418		25%	122,855		122,855	368,563
St. Joseph	192,693		25%	48,173		48,173	144,520
St. Louis Park	1,793,649		35%	627,777		627,777	1,165,872
St. Michael	997,954		25%	249,489		249,489	748,465
St. Paul	12,034,481	Lump Sum		3,198,568		3,198,568	8,835,913
St. Paul Park	226,276		25%	56,569	\$1,590	58,159	168,117
St. Peter	635,201		\$1500/Improved mile	22,740	112,063	134,803	500,398
Stewartville	220,563		25%	55,141		55,141	165,422
Stillwater	796,922		25%	199,231		199,231	597,691
Thief River Falls	731,021		25%	182,755	23,538	206,293	524,728
Vadnais Heights	428,570		35%	150,000		150,000	278,570
Victoria	284,158		25%	71,040		71,040	213,118
Virginia	531,954		25%	132,988		132,988	398,966
Waconia	464,633		\$1500/Improved mile	15,975		15,975	448,658
Waite Park	292,903		\$1500/Improved mile	8,865		8,865	284,038
Waseca	378,337		25%	94,584	1,520	96,104	282,233
West St. Paul	660,930		25%	165,232		165,232	495,698
White Bear Lake	842,548		25%	210,637		210,637	631,911
Willmar	1,107,625		25%	276,906		276,906	830,719
Winona	1,109,068		25%	277,267		277,267	831,801
Woodbury	2,849,796		25%	712,449	3,295	715,744	2,134,052
Worthington	519,344		25%	129,836		129,836	389,508
Wyoming	430,876		\$1500/Improved mile	23,550		23,550	407,326
Zimmerman	235,312		\$1500/Improved mile	8,385		8,385	226,927
TOTAL	\$170,700,289	\$0		\$38,794,512	\$1,404,946	\$40,199,458	\$130,500,831
GENERAL MAINTENANCE ALLOTMENT OPTIONS:							
28 Cities requested \$1,500 per Improved Mile							
94 Cities requested 25% of Total Allotment MINUS THTB Maintenance Allowance							
14 Cities requested 35% of Total Allotment MINUS THTB Maintenance Allowance (WILL require a Maintenance Expenditure Report)							
12 Cities requested a Lump Sum amount > \$1,500/ Improved Mile and < 35% of Total Allotment (MAY require a Maintenance Expenditure Report)							
TOTAL MAINTENANCE ALLOTMENT:							
The General Maintenance Allotment Option selected by the city, plus THTB Maintenance Allowance and bond interest due, if any							

# **MAINTENANCE ALLOCATION REVISIONS RECEIVED IN 2014** **For the 2015 Allocation**

January 2015 Book\2015 Maintenance Revisions.xls

City		2014 Maintenance Allocation	2015 Maintenance Allocation	2014 Maintenance Allocation	2015 Maintenance Allocation	Difference
1	Apple Valley	\$1500 per improved mile	25% of Total Allotment	\$102,375	\$540,113	\$437,738
2	Chisago City	na	25% of Total Allotment	0	62,638	62,638
3	Richfield	25% of Total Allotment	Lump Sum amount	324,318	315,000	(9,318)
4	St. Joseph	\$1500 per improved mile	25% of Total Allotment	7,545	48,173	40,628
		<b>TOTAL</b>		<b>\$434,238</b>	<b>\$965,924</b>	<b>\$531,686</b>

Type of Maintenance Allocation	Number of Cities
35% =	14
25% =	94
\$1500 per Improved Mile =	28
Lump Sum =	12
<b>TOTAL</b>	<b>148</b>

# 2014 IMPROVED MILEAGE RECORD

(MILEAGE USED FOR MINIMUM MAINTENANCE ALLOCATION)

*used for the January 2015 allocation*

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

MUNICIPALITY	IMPROVED MILEAGE	MUNICIPALITY	IMPROVED MILEAGE	MUNICIPALITY	IMPROVED MILEAGE	MUNICIPALITY	IMPROVED MILEAGE
Albert Lea	24.31	Duluth	116.51	Mahtomedi	9.53	Rogers	20.58
Albertville	7.15	Eagan	47.08	Mankato	38.22	Rosemount	27.49
Alexandria	32.95	East Bethel	22.21	Maple Grove	49.41	Roseville	27.55
Andover	30.82	East Grand Forks	17.08	Maplewood	36.68	Sartell	19.12
Anoka	14.73	Eden Prairie	45.91	Marshall	18.02	Sauk Rapids	13.90
Apple Valley	34.17	Edina	40.27	Medina	11.36	Savage	24.58
Arden Hills	6.66	Elk River	36.94	Mendota Heights	14.57	Shakopee	35.42
Austin	29.88	Fairmont	20.01	Minneapolis	203.64	Shoreview	18.58
Baxter	16.15	Falcon Heights	3.29	Minnetonka	51.10	Shorewood	9.20
Belle Plaine	7.90	Faribault	24.05	Minnetrissa	12.98	South St. Paul	17.46
Bemidji	17.85	Farmington	12.56	Montevideo	8.83	Spring Lake Park	5.82
Big Lake	11.48	Fergus Falls	25.47	Monticello	11.97	St. Anthony	5.95
Blaine	42.30	Forest Lake	32.97	Moorhead	47.32	St. Cloud	57.06
Bloomington	75.75	Fridley	22.87	Morris	9.09	St. Francis	13.35
Brainerd	18.33	Glencoe	8.25	Mound	7.71	St. Joseph	5.03
Brooklyn Center	21.34	Golden Valley	23.74	Mounds View	12.43	St. Louis Park	31.46
Brooklyn Park	53.07	Grand Rapids	25.05	New Brighton	12.83	St. Michael	22.56
Buffalo	17.03	Ham Lake	24.31	New Hope	12.86	St. Paul	161.05
Burnsville	44.65	Hastings	21.25	New Prague	6.86	St. Paul Park	6.06
Byron	5.31	Hermantown	18.65	New Ulm	17.10	St. Peter	15.16
Cambridge	16.12	Hibbing	53.38	North Branch	27.18	Stewartville	4.49
Champlin	19.62	Hopkins	9.92	North Mankato	15.77	Stillwater	17.73
Chanhassen	22.35	Hugo	20.19	North St. Paul	11.22	Thief River Falls	16.02
Chaska	19.71	Hutchinson	18.49	Northfield	16.53	Vadnais Heights	8.60
Chisago City	8.10	International Falls	7.12	Oak Grove	21.13	Victoria	6.11
Chisholm	8.39	Inver Grove Heights	33.64	Oakdale	19.39	Virginia	15.63
Circle Pines	3.24	Isanti	6.83	Orono	9.45	Waconia	10.65
Cloquet	22.08	Jordan	6.07	Otsego	20.74	Waite Park	5.91
Columbia Heights	12.50	Kasson	5.72	Owatonna	34.26	Waseca	7.71
Coon Rapids	43.23	LaCrescent	5.84	Plymouth	60.08	West St. Paul	13.58
Corcoran	15.08	Lake City	8.39	Prior Lake	17.03	White Bear Lake	20.95
Cottage Grove	28.83	Lake Elmo	16.30	Ramsey	31.95	Willmar	27.87
Crookston	11.58	Lakeville	59.23	Red Wing	24.26	Winona	21.26
Crystal	17.79	Lino Lakes	19.88	Redwood Falls	9.75	Woodbury	52.71
Dayton	8.44	Litchfield	8.77	Richfield	24.58	Worthington	11.34
Delano	6.21	Little Canada	11.35	Robbinsdale	10.05	Wyoming	15.70
Detroit Lakes	24.52	Little Falls	21.45	Rochester	97.70	Zimmerman	5.59
				<b>TOTAL</b>		<b>3543.47</b>	



## OTES and COMMENTS

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# Adjustments to the Construction Needs



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

**FOR THE JANUARY 2013 ALLOCATION**

Three cities with over three times their January 2012 construction allotment and \$1.5 million in their December 31, 2012 account balance had \$5,732,107 in needs redistributed to 88 cities with less than one times their allotment in their account.

This was a redistribution of 0.10% of the \$5,476,951,484 billion in unadjusted needs.

Needs were valued at \$13.18 per \$1000 of needs, so this was a redistribution of \$75,549 in actual dollars from 3 cities to 88 cities.

54 cities did not receive this redistribution because their year end construction balance was greater than one times and less than three times their January 2012 construction allotment.

**FOR THE JANUARY 2014 ALLOCATION**

In 2014 the Needs were frozen due to the development of the new Needs Update program. Each city received the same percentage of the total Adjusted Needs as it was received in 2013. Therefore, this adjustment was not calculated.

**FOR THE JANUARY 2015 ALLOCATION**

No city met the criteria of having an excess balance for this adjustment (3 times the annual construction allotment and \$1,500,000 in its account). Therefore, this adjustment was not applied.

# EXCESS BALANCE ADJUSTMENT REDISTRIBUTED AS LOW BALANCE INCENTIVE

This adjustment was not calculated in 2014

N:\MIS\BOOKS\2015 JANUARY BOOK\ADJUSTED CONSTRUCTION NEEDS 2015 OLD BOOK FILE A & B.XLSX

Municipalities	January 2014 Construction Allotment	Unencumbered Balance Available as of 12/31/2014	Ratio bet. Balance & City's 2014 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	RESTRICTED NEEDS FOR JAN 2015 DISTRIBUTION	Low Balance Incentive Factor	Low Balance Incentive
Albert Lea	\$713,788	\$1,452,848	2.035						
Albertville	302,792	1,392,491	4.599			No Adjustment			
Alexandria	650,889	(1,372,184)	(2.108)						
Andover	1,108,681	(1,709,624)	(1.542)						
Anoka	491,544	(2,431,180)	(4.946)						
Apple Valley	1,685,159	0	0.000						
Arden Hills	237,859	166,986	0.702						
Austin	1,068,032	2,586,565	2.422						
Baxter	312,224	858,987	2.751						
Belle Plaine	263,327	139,760	0.531						
Bemidji	421,477	636,405	1.510						
Big Lake	269,567	455,843	1.691						
Blaine	1,409,923	1,028,699	0.730						
Bloomington	2,375,141	5,908,853	2.488						
Brainerd	667,947	(2,165,853)	(3.243)						
Brooklyn Center	771,017	(788,604)	(1.023)						
Brooklyn Park	1,698,874	0	0.000						
Buffalo	546,738	272,383	0.498						
Burnsville	1,894,846	3,731	0.002						
Byron	168,319	(131,681)	(0.782)						
Cambridge	344,977	0	0.000						
Champlin	616,297	0	0.000						
Chanhassen	733,550	(387,672)	(0.528)						
Chaska	662,279	0	0.000						
Chisago City	0	0	NA						
Chisholm	212,665	0	0.000						
Circle Pines	97,489	146,769	1.505						
Cloquet	430,698	60,650	0.141						
Columbia Heights	456,505	14,387	0.032						
Coon Rapids	2,116,536	(2,733,025)	(1.291)						
Corcoran	242,299	883,650	3.647			No Adjustment			
Cottage Grove	1,467,797	0	0.000						
Crookston	409,762	11,130	0.027						
Crystal	515,527	0	0.000						
Dayton	157,875	157,875	1.000						
Delano	196,665	(263,731)	(1.341)						

Municipalities	January 2014 Construction Allotment	Unencumbered Balance Available as of 12/31/2014	Ratio bet. Balance & City's 2014 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	RESTRICTED NEEDS FOR JAN 2015 DISTRIBUTION	Low Balance Incentive Factor	Low Balance Incentive
Detroit Lakes	\$381,649	(\$319,091)	(0.836)						
Duluth	3,773,902	1,238,615	0.328						
Eagan	2,534,498	(2,965,000)	(1.170)						
East Bethel	576,341	936,257	1.624						
East Grand Forks	326,852	(146,059)	(0.447)						
Eden Prairie	2,151,594	2,320,023	1.078						
Edina	1,315,374	2,710,069	2.060						
Elk River	905,853	1,614,101	1.782						
Fairmont	509,893	(711,383)	(1.395)						
Falcon Heights	105,735	33,094	0.313						
Faribault	792,201	0	0.000						
Farmington	619,000	532,375	0.860						
Fergus Falls	713,862	(581,888)	(0.815)						
Forest Lake	874,741	362,609	0.415						
Fridley	686,802	6,934	0.010						
Glencoe	214,810	4,926	0.023						
Golden Valley	578,764	1,529,507	2.643						
Grand Rapids	594,927	362,701	0.610						
Ham Lake	561,418	1,500,559	2.673						
Hastings	445,741	762,491	1.711						
Hermantown	561,822	(200,232)	(0.356)						
Hibbing	840,430	727,190	0.865						
Hopkins	435,736	(1,586,466)	(3.641)						
Hugo	427,185	0	0.000						
Hutchinson	562,669	751,205	1.335						
International Falls	256,989	785,366	3.056			No Adjustment			
Inver Grove Heights	1,112,671	0	0.000						
Isanti	163,483	(735,906)	(4.501)						
Jordan	200,254	173,325	0.866						
Kasson	239,555	469,670	1.961						
LaCrescent	210,462	308,134	1.464						
Lake City	163,717	0	0.000						
Lake Elmo	298,436	370,694	1.242						
Lakeville	1,851,438	1,968,748	1.063						
Lino Lakes	722,932	(1,858,908)	(2.571)						
Litchfield	258,112	971,864	3.765			No Adjustment			
Little Canada	306,903	95,483	0.311						
Little Falls	545,413	(967,667)	(1.774)						
Mahtomedi	192,178	1,337,426	6.959			No Adjustment			

Municipalities	January 2014 Construction Allotment	Unencumbered Balance Available as of 12/31/2014	Ratio bet. Balance & City's 2014 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	RESTRICTED NEEDS FOR JAN 2015 DISTRIBUTION	Low Balance Incentive Factor	Low Balance Incentive
Mankato	\$1,270,361	(\$1,308,876)	(1.030)						
Maple Grove	2,072,044	378,127	0.182						
Maplewood	1,163,112	(3,283,693)	(2.823)						
Marshall	651,946	(694,075)	(1.065)						
Medina	160,033	618,371	3.864			No Adjustment			
Mendota Heights	411,860	1,102,503	2.677						
Minneapolis	9,199,376	23,253,206	2.528						
Minnetonka	2,108,696	2,313,585	1.097						
Minnetrasta	304,668	981,658	3.222			No Adjustment			
Montevideo	228,074	83,178	0.365						
Monticello	333,838	635,022	1.902						
Moorhead	1,380,473	1,372,934	0.995						
Morris	195,948	435,395	2.222						
Mound	292,168	593,023	2.030						
Mounds View	327,190	0	0.000						
New Brighton	581,641	0	0.000						
New Hope	524,287	(1,721,243)	(3.283)						
New Prague	204,398	(412,675)	(2.019)						
New Ulm	694,472	(226,847)	(0.327)						
North Branch	584,492	547,101	0.936						
North Mankato	403,134	(430,217)	(1.067)						
North St. Paul	369,646	297,024	0.804						
Northfield	570,704	0	0.000						
Oak Grove	476,036	0	0.000						
Oakdale	589,986	495,671	0.840						
Orono	171,133	867,755	5.071			No Adjustment			
Otsego	489,017	1,421,360	2.907						
Owatonna	1,125,765	165,139	0.147						
Plymouth	2,064,219	(2,390,067)	(1.158)						
Prior Lake	535,237	(682,271)	(1.275)						
Ramsey	610,905	167,675	0.274						
Red Wing	569,694	1,277,984	2.243						
Redwood Falls	219,043	(61,094)	(0.279)						
Richfield	972,955	1,204,924	1.238						
Robbinsdale	479,192	942,985	1.968						
Rochester	3,650,830	0	0.000						
Rogers	418,783	832,774	1.989						
Rosemount	1,053,562	0	0.000						
Roseville	908,866	658,320	0.724						

Municipalities	January 2014 Construction Allotment	Unencumbered Balance Available as of 12/31/2014	Ratio bet. Balance & City's 2014 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	RESTRICTED NEEDS FOR JAN 2015 DISTRIBUTION	Low Balance Incentive Factor	Low Balance Incentive
Sartell	\$595,358	(\$1,985,057)	(3.334)						
Sauk Rapids	497,025	220,801	0.444						
Savage	899,679	2,149,661	2.389						
Shakopee	860,332	0	0.000						
Shoreview	652,354	(1,700,000)	(2.606)						
Shorewood	221,053	0	0.000						
South Saint Paul	545,125	33,981	0.062						
Spring Lake Park	149,943	0	0.000						
St. Anthony	228,447	(513,088)	(2.246)						
St Cloud	2,121,728	850,293	0.401						
St Francis	353,335	1,327,784	3.758			No Adjustment			
St Joseph	163,619	1,307,254	7.990			No Adjustment			
St Louis Park	1,024,963	2,019,436	1.970						
St Michael	711,790	(381,969)	(0.537)						
St Paul	7,591,266	8,307,471	1.094						
St Paul Park	144,896	29,896	0.206						
St Peter	423,153	0	0.000						
Stewartville	153,903	(91,299)	(0.593)						
Stillwater	540,451	0	0.000						
Thief River Falls	486,737	(961,685)	(1.976)						
Vadnais Heights	249,638	(472,689)	(1.893)						
Victoria	185,690	641,063	3.452			No Adjustment			
Virginia	381,155	823,645	2.161						
Waconia	417,232	(174,184)	(0.417)						
Waite Park	239,859	(758,323)	(3.162)						
Waseca	261,553	698,048	2.669						
West St Paul	446,548	1,448,925	3.245						
White Bear Lake	565,736	0	0.000						
Willmar	741,936	597,155	0.805						
Winona	741,516	1,261,853	1.702						
Woodbury	1,806,504	3,740,078	2.070						
Worthington	360,417	854,177	2.370						
Wyoming	355,897	(281,574)	(0.791)						
Zimmerman	214,004	12,820	0.060						
<b>TOTAL</b>	<b>\$117,434,033</b>	<b>\$64,434,354</b>				<b>\$0</b>			<b>\$0</b>

# PROJECT LISTING OF RIGHT-OF-WAY ACQUISITION

27-Jan-15

Payment requested in 2013 and 2014

books\2015 January Book\Adjusted Constructuin Needs 2015 (Old Book File A & B).xlsx Right of Way-New Projects.xlsx

MUNICIPALITY	PROJECT	PROJECT AMOUNT	TOTAL ADJUSTMENT
Alexandria	102-110-006	\$27,000	\$27,000
Andover	198-109-004	927	927
Brainerd	108-123-012	374,681	374,681
Buffalo	213-117-001	97,700	97,700
Coon Rapids	Administrative Adjustment	9,006	9,006
Duluth	118-198-003	75,768	75,768
Ham Lake	197-103-002	16,832	
	197-124-002	106,198	
	197-125-002	387,333	
	197-124-002	4,983	
	197-125-002	19,172	534,518
Moorhead	144-116-010	688,089	
	144-116-011	19,245	707,334
North Branch	225-103-004	24,824	24,824
Prior Lake	201-103-001	422,979	
	201-133-001	70	423,049
Richfield	157-363-026	200,000	
	157-370-002	170,569	
	157-370-002	287,310	657,879
Rochester	159-114-007	22,645	22,645
Sartell	220-117-002	900,825	900,825
St. Paul	164-179-012	64,265	
	164-297-002	109,532	
	164-297-001	3,844,234	
	164-297-001	143,593	
	164-297-002	47,866	
	164-303-001	868,070	
	164-304-001	289,357	
	Administrative Adjustment	79,084	5,446,001
St. Peter	165-126-005	3,480	
	165-126-005	434,945	
	165-126-005	545,733	984,158
Thief River Falls	170-115-012	305,213	305,213
Vadnais Heights	209-105-002	17,096	17,096
Woodbury	Administrative Adjustment	1,750,399	1,750,399
<b>Total</b>			<b>\$12,359,023</b>

# NEEDS ADJUSTMENT FOR RIGHT-OF-WAY ACQUISITION

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

MSAS\books\2015 January Book\Adjusted Construction Needs 2015 (Old Book File A & B) Right of Way Adjustment 2015.xls

27-Jan-15

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

MUNICIPALITY	1999-2012 RIGHT-OF-WAY EXPENDITURES	+	2013 RIGHT-OF-WAY EXPENDITURES	- EXPIRED RIGHT-OF-WAY EXPENDITURES	=	TOTAL RIGHT-OF-WAY ADJUSTMENT FOR 2015 ALLOCATIONS
Fergus Falls	\$413,322			(\$32,046)		\$381,276
Forest Lake	14,872					14,872
Fridley						0
Glencoe						0
Golden Valley						0
Grand Rapids	2,386,592					2,386,592
Ham Lake	358,949		\$534,518	(72,857)		820,610
Hastings						0
Hermantown	279,651			(27,626)		252,025
Hibbing	6,665			(6,665)		0
Hopkins	1,000			(1,000)		0
Hugo	125,690			(121,190)		4,500
Hutchinson	166,250			(166,250)		0
International Falls						0
Inver Grove Heights	776,192					776,192
Isanti						0
Jordan						0
Kasson						0
La Crescent	25,000					25,000
Lake City	7,000					7,000
Lake Elmo						0
Lakeville	3,237,327			(2,140,230)		1,097,097
Lino Lakes	412,101			(51,552)		360,549
Litchfield						0
Little Canada						0
Little Falls	1,338,940			(5,076)		1,333,864
Mahtomedi						0
Mankato	460,261			(99,906)		360,355
Maple Grove	3,498,494			(1,181,828)		2,316,666
Maplewood	5,279,548					5,279,548
Marshall	302,397					302,397
Medina						0
Mendota Heights	61,140					61,140
Minneapolis	689,669			(363,325)		326,344
Minnetonka	1,464,983			(640,887)		824,096
Minnetrista	145,293					145,293
Montevideo	13,949					13,949
Monticello						0
Moorhead	3,299,608		707,334	(2,376)		4,004,566
Morris	10,500					10,500
Mound	821,384			(816,879)		4,505
Mounds View						0
New Brighton						0
New Hope						0
New Prague	6,287					6,287
New Ulm						0
North Branch	13,538		24,824			38,362
North Mankato	64,226					64,226
North St. Paul	461,369			(13,067)		448,302
Northfield						0
Oak Grove	639,506			(12,325)		627,181
Oakdale	430,454					430,454
Orono	12,187			(12,187)		0
Otsego	293,120					293,120

MUNICIPALITY	1999-2012 RIGHT-OF-WAY EXPENDITURES	+	2013 RIGHT-OF-WAY EXPENDITURES	- EXPIRED RIGHT-OF-WAY EXPENDITURES	=	TOTAL RIGHT-OF-WAY ADJUSTMENT FOR 2015 ALLOCATIONS
Owatonna	\$119,703					\$119,703
Plymouth	520,884					520,884
Prior Lake	633		\$423,049			423,682
Ramsey	207,749					207,749
Red Wing	763,877					763,877
Redwood Falls						0
Richfield	9,454,909		657,879	(\$261,966)		9,850,822
Robbinsdale						0
Rochester	2,563,752		22,645	(14,586)		2,571,811
Rogers						0
Rosemount	389,000					389,000
Roseville	91,009					91,009
Sartell	78,373		900,825			979,198
Sauk Rapids	441,264			(33,625)		407,639
Savage	400,000					400,000
Shakopee						0
Shoreview	19,587			(9,812)		9,775
Shorewood	203,488					203,488
South St. Paul						0
Spring Lake Park	58,655			(3,294)		55,361
St Anthony						0
St Cloud	1,852,532			(977,550)		874,982
St Francis	14,990					14,990
St Joseph						0
St Louis Park	218,625			(37,410)		181,215
St Michael	86,132					86,132
St Paul	14,380,980		5,446,001	(849,565)		18,977,416
St Paul Park	65,293					65,293
St Peter	35,526		984,158			1,019,684
Stewartville						0
Stillwater						0
Thief River Falls	140,516		305,213	(59,400)		386,329
Vadnais Heights			17,096			17,096
Victoria						0
Virginia						0
Waconia						0
Waite Park	1,055,734					1,055,734
Waseca	213,261					213,261
West St. Paul						0
White Bear Lake						0
Willmar	167,616			(167,616)		0
Winona	8,000					8,000
Woodbury	6,633,202		1,750,399	(1,468,409)		6,915,192
Worthington	491					491
Wyoming						0
Zimmerman						0
<b>TOTAL</b>	<b>\$99,600,711</b>		<b>\$12,359,023</b>	<b>(\$13,076,501)</b>		<b>\$98,883,233</b>

## AFTER THE FACT RETAINING WALL ADJUSTMENT

*Amount as of December 31, 2014*

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

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

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Municipality	Previous Eligible Retaining Wall Expenditures	2014 Eligible Retaining Wall Expenditures	Expired Retaining Wall Expenditures	Total Retaining Wall Adjustment for 2015 Allocations
Albert Lea	\$67,342	\$0	\$0	\$67,342
Alexandria	25,633	0	0	25,633
Andover	20,197	0	0	20,197
Bloomington	55,013	0	0	55,013
Brainerd	0	188,352	0	188,352
Buffalo	18,499	0	0	18,499
Crystal	42,510	0	0	42,510
Duluth	594,891	0	0	594,891
Kasson	35,640	0	0	35,640
La Crescent	0	8,624	0	8,624
Lakeville	118,042	0	0	118,042
Marshall	0	514,325	0	514,325
Minnetonka	37,913	0	0	37,913
Moorhead	93,402	0	0	93,402
Mounds View	13,419	0	0	13,419
New Hope	32,400	0	0	32,400
Oakdale	20,658	0	0	20,658
Plymouth	64,144	0	0	64,144
Roseville	34,400	0	0	34,400
Sartell	6,000	0	0	6,000
St. Paul	51,542	0	0	51,542
Thief River Falls	0	296,422	0	296,422
<b>TOTAL</b>	<b>\$1,331,645</b>	<b>\$1,007,723</b>	<b>\$0</b>	<b>\$2,339,368</b>

## PROJECT LISTING OF RETAINING WALL CONSTRUCTION

*Payment requested in 2013 and 2014*

MUNICIPALITY	PROJECT OR ROUTE NUMBER	LOCAL AMOUNT	SA PROJECT AMOUNT	TOTAL ADJUSTMENT
Brainerd	108-126-012		\$46,413	
	108-090-001		141,939	
<b>Brainerd Total</b>				<b>\$188,352</b>
La Crescent	236-124-001		8,624	<b>8,624</b>
Marshall	139-112-005		514,325	<b>514,325</b>
Thief River Falls	170-115-012		296,422	<b>296,422</b>
<b>TOTAL</b>		<b>\$0</b>	<b>\$1,007,723</b>	<b>\$1,007,723</b>

## AFTER THE FACT RAILROAD CROSSING ADJUSTMENT

That any Railroad Crossing improvements shall not be included in the Needs Calculations until the project has been completed and the actual cost established. At that time a Construction Needs adjustment shall be made by annually adding the local cost (which is the total cost less county or trunk highway participation) to the annual Construction Needs for a 15 year period. Only State Aid eligible items are allowed to be included in this adjustment, and all Railroad Crossing Needs adjustments must be input by the city and approved by the District State Aid Engineer.

(One city has entered this adjustment)

Municipality	Previous Eligible Railroad Crossing Expenditures	2014 Eligible Railroad Crossing Expenditures	Expired Railroad Crossing Expenditures	Total Railroad Crossing Adjustment for 2015 Apportionment
Fergus Falls	NA	\$299,555	NA	\$299,555
<b>TOTAL</b>	<b>NA</b>	<b>\$299,555</b>	<b>NA</b>	<b>\$299,555</b>

## AFTER THE FACT RAILROAD BRIDGE OVER MSAS ADJUSTMENT

### RR Bridge over MSAS Route Rehabilitation

That any structure that has been rehabilitated (Minnesota Administrative Rules, CHAPTER 8820, 8820.0200 DEFINITIONS, Subp. 8. Bridge rehabilitation) shall not be included in the Needs calculations until the rehabilitation project has been completed and the actual cost established. At that time a Construction Needs adjustment shall be made by annually adding the local cost (which is the total cost less county or trunk highway participation) for a 15-year period. Only State Aid eligible items are allowed to be included in this adjustment and all structure rehabilitation Needs adjustments must be input by the city and approved by the DSAE.

### RR Bridge over MSAS Route Construction/Reconstruction

That any structure that has been constructed/reconstructed (Minnesota Administrative Rules, CHAPTER 8820, 8820.0200 DEFINITIONS, Subp. 31. Reconstruction) shall not be included in the Needs calculations until the project has been completed and the actual cost established. At that time a Construction Needs adjustment shall be made by annually adding the local cost (which is the total cost less county or trunk highway participation) for a 35-year period. Only State Aid eligible items are allowed to be included in this adjustment and all structure construction/reconstruction Needs adjustments must be input by the city and approved by the District State Aid Engineer

(One city has entered this adjustment)

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

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## Minnesota Department of Transportation

### State Aid for Local Transportation

395 John Ireland Boulevard, MS 500  
Saint Paul, MN 55155

October 22, 2014

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

Dear Commissioner Zelle:

We, the undersigned, as members of the 2014 Municipal Screening Board, having reviewed all information available in relation to the 25 year money needs of the Municipal State Aid Street System do hereby submit our findings as required by Minnesota Statutes.

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

This Board, therefore, recommends that the money needs, as listed on the attached, be modified as required and used as the basis for apportioning to the urban municipalities the 2015 Apportionment Sum as provided by Minnesota Statutes, Chapter 162.13, Subdivision 1.

 Steve Bot St. Michael Chair	 Klayton Eckles Woodbury Vice Chair	 Jeff Johnson Mankato Secretary
 Jesse Story Hibbing District 1	 Rich Clauson Crookston District 2	 Justin Femrite (Alternate) Elk River District 3
 Jon Pratt Detroit Lakes District 4	 Rod Rue Eden Prairie Metro West District 5	 Steve Lang Austin District 6
 Jeff Johnson Mankato District 7	 John Rodeberg Glencoe District 8	 Klayton Eckles Woodbury Metro East
 Cindy Voigt Duluth	 Don Elwood Minneapolis	 Paul Kurtz Saint Paul
		 Richard Freese Rochester

An Equal Opportunity Employer



# 2014 ADJUSTED RESTRICTED CONSTRUCTION NEEDS RECOMMENDATIONS

*for the 2015 Distribution*

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4-Feb-15

Municipality	Adjusted Restricted Construction Needs	Municipality	Adjusted Restricted Construction Needs
Albert Lea	\$44,933,494	Forest Lake	\$60,229,748
Albertville	12,635,961	Fridley	37,733,891
Alexandria	52,255,671	Glencoe	13,169,331
Andover	64,882,009	Golden Valley	39,782,303
Anoka	24,369,290	Grand Rapids	56,167,050
Apple Valley	67,138,333	Ham Lake	38,749,696
Arden Hills	9,861,834	Hastings	19,900,075
Austin	54,085,668	Hermantown	33,398,119
Baxter	23,265,501	Hibbing	70,780,169
Belle Plaine	11,715,297	Hopkins	18,652,164
Bemidji	24,985,355	Hugo	25,279,641
Big Lake	15,058,173	Hutchinson	26,277,515
Blaine	61,679,361	International Falls	10,459,001
Bloomington	159,964,455	Inver Grove Heights	60,998,936
Brainerd	33,951,384	Isanti	8,475,206
Brooklyn Center	22,187,893	Jordan	11,438,885
Brooklyn Park	65,398,098	Kasson	9,629,613
Buffalo	33,696,065	La Crescent	9,015,317
Burnsville	98,040,746	Lake City	10,061,362
Byron	6,405,443	Lake Elmo	21,216,978
Cambridge	17,667,939	Lakeville	95,865,337
Champlin	29,789,370	Lino Lakes	42,016,799
Chanhassen	30,318,191	Litchfield	15,887,860
Chaska	33,894,101	Little Canada	16,884,683
Chisago City	10,447,280	Little Falls	32,070,838
Chisholm	13,912,772	Mahtomedi	8,616,621
Circle Pines	5,043,361	Mankato	75,571,351
Cloquet	31,853,498	Maple Grove	114,050,461
Columbia Heights	22,953,769	Maplewood	72,382,916
Coon Rapids	82,976,358	Marshall	31,511,437
Corcoran	20,097,825	Medina	9,623,000
Cottage Grove	61,363,851	Mendota Heights	24,764,193
Crookston	29,657,370	Minneapolis	498,699,438
Crystal	19,943,310	Minnetonka	93,008,668
Dayton	9,481,703	Minnetrista	20,815,168
Delano	13,152,848	Montevideo	11,517,838
Detroit Lakes	29,010,393	Monticello	15,821,342
Duluth	275,965,590	Moorhead	95,782,953
Eagan	112,579,761	Morris	12,381,481
East Bethel	41,025,183	Mound	15,447,951
East Grand Forks	32,538,236	Mounds View	16,071,951
Eden Prairie	83,196,881	New Brighton	24,918,142
Edina	66,114,604	New Hope	21,990,581
Elk River	64,468,875	New Prague	9,322,727
Fairmont	35,557,149	New Ulm	34,123,129
Falcon Heights	4,426,803	North Branch	45,059,847
Faribault	44,617,565	North Mankato	29,257,732
Farmington	29,091,549	North St. Paul	20,041,524

Municipality	Adjusted Restricted Construction Needs	Municipality	Adjusted Restricted Construction Needs
Fergus Falls	\$53,174,426	St. Anthony	\$10,943,275
Northfield	26,374,198	St. Cloud	130,031,768
Oak Grove	36,798,952	St. Francis	24,836,185
Oakdale	19,513,150	St. Joseph	3,054,075
Orono	11,690,106	St. Louis Park	55,272,086
Otsego	30,497,750	St. Michael	46,883,728
Owatonna	56,813,195	St. Paul	406,332,588
Plymouth	108,495,516	St. Paul Park	7,947,616
Prior Lake	27,317,257	St. Peter	28,569,940
Ramsey	47,984,674	Stewartville	6,170,286
Red Wing	42,259,009	Stillwater	28,036,609
Redwood Falls	14,202,096	Thief River Falls	40,504,666
Richfield	53,619,445	Vadnais Heights	10,944,202
Robbinsdale	16,093,081	Victoria	7,679,318
Rochester	206,255,140	Virginia	25,403,688
Rogers	28,339,406	Waconia	15,864,010
Rosemount	48,706,932	Waite Park	9,627,874
Roseville	41,538,288	Waseca	12,622,810
Sartell	27,453,583	West St. Paul	16,623,304
Sauk Rapids	22,672,464	White Bear Lake	22,794,837
Savage	33,527,359	Willmar	50,225,093
Shakopee	47,245,607	Winona	36,733,095
Shoreview	28,645,744	Woodbury	103,798,921
Shorewood	12,685,792	Worthington	17,235,821
South St. Paul	25,818,113	Wyoming	19,318,139
Spring Lake Park	6,012,712	Zimmerman	8,841,426
		STATE TOTAL	\$6,442,606,488

TRUNK HIGHWAY TURNBACK MAINTENANCE ALLOWANCE

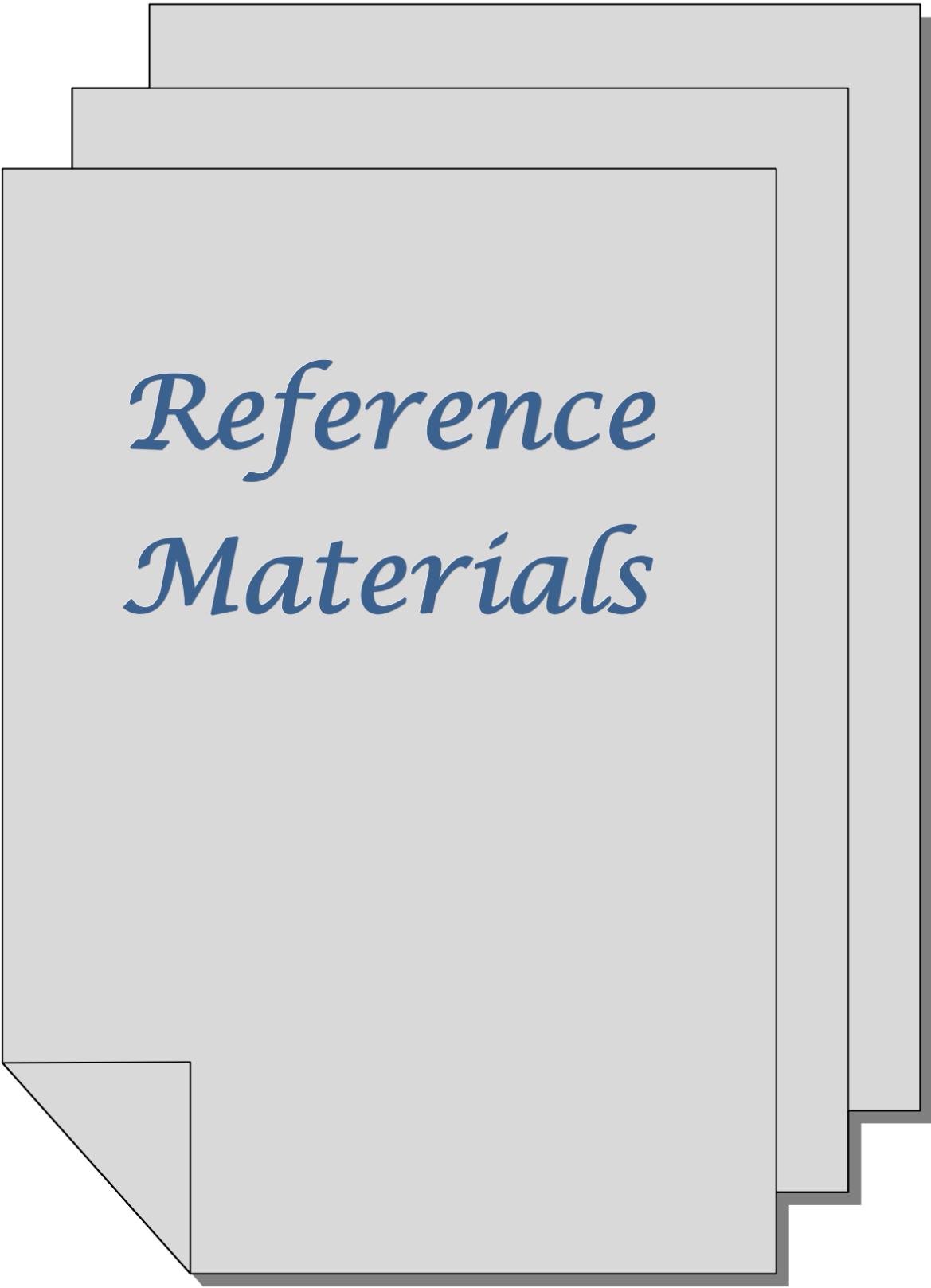
The following tabulation shows the Trunk Highway Turnback Maintenance allowance for the 2015 Apportionment. All turnbacks eligible for maintenance payments as of December 31, 2014 are included in this tabulation. The total turnback maintenance apportionment has been computed in accordance with the 1967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

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

MSAS Book 2015 JANUARY Book\Turnback Maintenance Allowance 2015.xls

27-Jan-15

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



*Reference  
Materials*

[illegible]

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

MILEAGE NEEDS AND APPORT 1958 TO 2015

27-Jan-15

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

Appt. Year	Number of Municipalities	Needs Mileage	Actual Construction Needs	Total Apportionment	Adjusted 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	5,271,923,162	40,496.43	13.72
2013	147	3598.04	5,476,951,484	147,468,798	5,593,122,380	40,985.87	13.18
2014	147	3633.04	**5,476,951,484	154,615,011	5,627,313,935	42,558.03	13.74
2015	148	3682.39	6,244,717,460	170,700,289	<b>*6,442,606,488</b>	46,355.84	13.25

\* This amount reflects the new Adjusted Restricted Construction Needs dollars.

\*\* 2013 and 2014 are the same because the needs were frozen in 2013.

# YEARLY APPORTIONMENT COMPARISONS

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27-Jan-15

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

Apportionment Year	Population	Population Apportionment per Capita	Percent Increase From 1958	Construction Needs Apportionment per \$1000 of Adjusted Const. Needs	Percent Increase From 1958
2000	3,165,010	\$16.30	584.9%	\$24.64	28.8%
2001	3,226,506	16.82	606.7%	24.26	26.8%
2002	3,284,738	17.72	644.5%	23.77	24.2%
2003	3,331,862	16.38	588.2%	20.39	6.6%
2004	3,385,278	16.36	587.4%	19.08	-0.3%
2005	3,443,134	16.24	582.3%	18.07	-5.6%
2006	3,495,540	15.95	570.2%	16.57	-13.4%
2007	3,568,838	16.03	573.5%	15.19	-20.6%
2008	3,598,283	15.90	568.1%	14.29	-25.3%
2009	3,640,325	16.72	602.5%	13.91	-27.3%
2010	3,668,921	17.35	629.0%	13.36	-30.2%
2011	3,698,643	18.80	689.9%	13.75	-28.1%
2012	3,660,843	19.76	730.3%	13.72	-28.3%
2013	3,690,591	19.98	739.5%	13.18	-31.1%
2014	3,753,499	20.60	765.5%	13.74	-28.2%
2015	3,805,152	22.43	842.4%	13.25	-30.8%

\* Used estimate and census beginning in 1996.

# 2014 TOTAL NEEDS MILES

For the January 2015 Allocation

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27-Jan-15

Municipality	2013	2014	INCREASE (DECREASE)
ALBERT LEA	24.19	24.31	0.12
ALBERTVILLE	7.15	7.15	0.00
ALEXANDRIA	25.10	32.95	7.85
ANDOVER	42.60	42.75	0.15
ANOKA	14.73	14.73	0.00
APPLE VALLEY	37.31	37.31	0.00
ARDEN HILLS	7.53	7.53	0.00
AUSTIN	30.21	30.21	0.00
BAXTER	17.05	17.05	0.00
BELLE PLAINE	8.46	8.68	0.22
BEMIDJI	17.65	17.85	0.20
BIG LAKE	11.51	11.48	(0.03)
BLAINE	48.71	48.67	(0.04)
BLOOMINGTON	74.85	75.75	0.90
BRAINERD	19.16	19.16	0.00
BROOKLYN CENTER	21.35	21.34	(0.01)
BROOKLYN PARK	59.47	59.47	0.00
BUFFALO	17.19	17.17	(0.02)
BURNSVILLE	45.19	45.11	(0.08)
BYRON	0.00	5.31	5.31
CAMBRIDGE	16.37	16.37	0.00
CHAMPLIN	20.00	19.92	(0.08)
CHANHASSEN	22.19	22.76	0.57
CHASKA	20.47	20.96	0.49
CHISAGO CITY	0.00	8.10	8.10
CHISHOLM	8.39	8.39	0.00
CIRCLE PINES	0.00	3.60	3.60
CLOQUET	21.67	22.20	0.53
COLUMBIA HEIGHTS	12.50	12.50	0.00
COON RAPIDS	41.83	43.23	1.40
CORCORAN	15.53	15.53	0.00
COTTAGE GROVE	35.35	35.31	(0.04)
CROOKSTON	11.65	11.58	(0.07)
CRYSTAL	17.79	17.79	0.00
DAYTON	0.00	9.72	9.72
DELANO	6.12	6.21	0.09
DETROIT LAKES	22.35	24.52	2.17
DULUTH	114.92	116.51	1.59
EAGAN	48.00	48.32	0.32
EAST BETHEL	28.78	28.78	0.00
EAST GRAND FORKS	17.14	17.08	(0.06)
EDEN PRAIRIE	47.08	47.08	0.00
EDINA	40.27	40.27	0.00
ELK RIVER	36.33	38.27	1.94
FAIRMONT	20.13	20.12	(0.01)
FALCON HEIGHTS	3.29	3.29	0.00
FARIBAULT	24.27	24.05	(0.22)
FARMINGTON	16.24	16.24	0.00
FERGUS FALLS	25.76	25.76	0.00
FOREST LAKE	32.25	33.83	1.58
FRIDLEY	22.87	22.87	0.00
GLENCOE	8.33	8.39	0.06
GOLDEN VALLEY	23.57	23.90	0.33
GRAND RAPIDS	25.71	25.74	0.03
HAM LAKE	32.39	33.49	1.10
HASTINGS	21.24	21.25	0.01
HERMANTOWN	16.54	18.65	2.11
HIBBING	53.17	54.07	0.90
HOPKINS	9.99	9.99	0.00
HUGO	20.61	20.70	0.09
HUTCHINSON	18.70	18.49	(0.21)

Municipality	2013	2014	INCREASE (DECREASE)
INTERNATIONAL FALLS	7.12	7.12	0.00
INVER GROVE HEIGHTS	33.30	33.64	0.34
ISANTI	6.89	6.89	0.00
JORDAN	6.03	6.09	0.06
KASSON	5.76	6.20	0.44
LA CRESCENT	0.00	5.84	5.84
LAKE CITY	8.39	8.39	0.00
LAKE ELMO	16.22	16.30	0.08
LAKEVILLE	60.02	63.01	2.99
LINO LAKES	23.63	23.71	0.08
LITCHFIELD	8.77	8.77	0.00
LITTLE CANADA	11.35	11.35	0.00
LITTLE FALLS	18.34	21.75	3.41
MAHTOMEDI	8.83	9.53	0.70
MANKATO	38.20	37.90	(0.30)
MAPLE GROVE	56.88	57.01	0.13
MAPLEWOOD	36.20	36.68	0.48
MARSHALL	18.80	18.78	(0.02)
MEDINA	0.00	12.36	12.36
MENDOTA HEIGHTS	15.50	14.57	(0.93)
MINNEAPOLIS	206.64	206.66	0.02
MINNETONKA	50.92	51.10	0.18
MINNETRISTA	12.92	12.98	0.06
MONTEVIDEO	8.83	8.83	0.00
MONTICELLO	12.14	12.19	0.05
MOORHEAD	45.25	45.72	0.47
MORRIS	9.03	9.09	0.06
MOUND	7.94	7.94	0.00
MOUNDS VIEW	12.43	12.43	0.00
NEW BRIGHTON	15.26	15.22	(0.04)
NEW HOPE	12.73	12.86	0.13
NEW PRAGUE	7.76	7.76	0.00
NEW ULM	17.68	17.68	0.00
NORTH BRANCH	27.66	27.81	0.15
NORTH MANKATO	15.57	15.77	0.20
NORTH ST PAUL	11.38	11.34	(0.04)
NORTHFIELD	17.06	17.06	0.00
OAK GROVE	26.15	26.15	0.00
OAKDALE	19.30	19.39	0.09
ORONO	9.45	9.45	0.00
OTSEGO	22.52	22.47	(0.05)
OWATONNA	29.62	34.26	4.64
PLYMOUTH	59.80	60.81	1.01
PRIOR LAKE	20.43	20.44	0.01
RAMSEY	38.16	37.86	(0.30)
RED WING	25.05	24.87	(0.18)
REDWOOD FALLS	8.50	10.52	2.02
RICHFIELD	24.58	24.58	0.00
ROBBINSDALE	10.05	10.05	0.00
ROCHESTER	94.35	101.45	7.10
ROGERS	21.07	21.15	0.08
ROSEMOUNT	30.96	28.31	(2.65)
ROSEVILLE	29.12	29.12	0.00
ST ANTHONY	5.95	5.95	0.00
ST CLOUD	64.41	64.30	(0.11)
ST FRANCIS	13.16	13.35	0.19
ST JOSEPH	5.53	5.53	0.00
ST LOUIS PARK	31.58	31.92	0.34
ST MICHAEL	22.43	22.56	0.13
ST PAUL	164.73	164.73	0.00
ST PAUL PARK	6.08	6.06	(0.02)

# 2014 TOTAL NEEDS MILES

For the January 2015 Allocation

Municipality	2013	2014	INCREASE (DECREASE)
ST PETER	15.78	15.78	0.00
SARTELL	17.87	19.12	1.25
SAUK RAPIDS	14.01	14.21	0.20
SAVAGE	26.98	27.07	0.09
SHAKOPEE	37.02	37.49	0.47
SHOREVIEW	19.64	19.69	0.05
SHOREWOOD	8.96	9.20	0.24
SOUTH ST PAUL	17.46	17.46	0.00
SPRING LAKE PARK	5.82	5.82	0.00
STEWARTVILLE	4.71	4.71	0.00
STILLWATER	17.68	18.25	0.57
THIEF RIVER FALLS	16.09	16.15	0.06
VADNAIS HEIGHTS	9.17	9.17	0.00

Municipality	2013	2014	INCREASE (DECREASE)
VICTORIA	7.43	7.43	0.00
VIRGINIA	17.14	17.14	0.00
WACONIA	10.74	10.74	0.00
WAITE PARK	6.68	6.54	(0.14)
WASECA	7.61	7.71	0.10
WEST ST PAUL	13.58	13.58	0.00
WHITE BEAR LAKE	21.03	21.02	(0.01)
WILLMAR	27.87	27.87	0.00
WINONA	21.76	21.76	0.00
WOODBURY	54.60	55.40	0.80
WORTHINGTON	11.44	11.34	(0.10)
WYOMING	15.92	15.92	0.00
ZIMMERMAN	6.50	6.50	0.00
<b>TOTAL</b>	<b>3,597.10</b>	<b>3,690.49</b>	<b>93.39</b>

## HISTORY OF INDIVIDUAL ADJUSTMENTS

*From 2000 to 2015*

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

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

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

### **2000 None**

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

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

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

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

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

#### **2001 Maplewood truck routes**

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

#### **2001 Ramsey speed humps**

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

**No adjustment applied**

#### **2001, 2002 Edina Combination Routes**

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

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

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

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

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

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

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

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

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

**Total negative adjustment was \$6,064,069**

#### **2003 Alexandria non qualifying bridge Needs**

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

**2003 Chaska non qualifying bridge Needs**

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

**2003 Minneapolis non qualifying bridge Needs**

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

**2003 St. Paul non qualifying bridge Needs**

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

**2004 73 cities Street Lighting**

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

**2004 Brainerd THTB incorrectly coded**

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

**2004 Maple Grove incorrectly computed non existing bridge adjustment**

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

**2004 St. Francis incorrectly computed non existing bridge adjustment**

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

**2005 Marshall Excess Balance adjustment**

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

**2005 New Ulm Low Balance Incentive adjustment**

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

**2006 Andover incorrectly computed non existing bridge adjustment**

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

**2006 Chanhassen segment incorrectly removed from needs**

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

**2006 Chanhassen bridge incorrectly generating needs**

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

**2006 Fridley Soil Factor revision**

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

**2006 Inver Grove Heights segment not removed from needs**

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

**2006 North Mankato segment not removed from needs**

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

**2006 Richfield ‘After the Fact’ right of way adjustment**

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

**2007 None**

**2008 Shakopee THTB incorrectly coded in needs**

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

**2008 Duluth THTB incorrectly coded in needs**

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

**2008 Duluth THTB Maintenance incorrectly computed**

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

**2009 Hutchinson THTB incorrectly coded in Needs**

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

**2009 Hutchinson THTB Maintenance incorrectly computed**

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

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

A 1  $\frac{3}{4}$  year negative actual dollar adjustment of \$96,600. Based upon the date the city self reported the inequity. A three year payback schedule determined by the Commissioner of Transportation. First year of the payback is \$35,000 in actual dollars, not Needs.

**2010 Ham Lake excess balance adjustment**

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

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

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

A 1  $\frac{3}{4}$  year negative actual dollar adjustment of \$96,600. Based upon the date the city self reported the inequity. A three year payback schedule determined by the Commissioner of Transportation. Second year of the payback is \$35,000 in actual dollars, not Needs.

**2010 65 cities Railroad Crossing adjustment**

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

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

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

A 1  $\frac{3}{4}$  year negative actual dollar adjustment of \$96,600. Based upon the date the city self reported the inequity. A three year payback schedule determined by the Commissioner of Transportation. Third and final year of the payback is \$26,600 in actual dollars, not Needs.

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

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

**2013 None**

**2014 None**

**2015 None**

## 2015 ALLOCATION RANKINGS

Rankings are from highest allocation per Needs mile to lowest.

MMS\Books\2015 January Book\2015 Allocation Rankings

Municipality	2014 Total Needs Mileage	2015 Population Allocation Per Need Mile	Municipality	2014 Total Needs Mileage	2015 Money Needs Allocation Per Need Mile	Municipality	2014 Total Needs Mileage	2015 Total Allocation Per Need Mile
Minneapolis	206.66	\$43,516	Crookston	11.58	\$33,929	Minneapolis	206.66	\$75,485
Hopkins	9.99	41,342	Thief River Falls	16.15	33,226	St. Paul	164.73	73,056
St. Paul	164.73	40,378	St. Paul	164.73	32,678	Hopkins	9.99	66,077
Falcon Heights	3.29	37,122	Minneapolis	206.66	31,969	Richfield	24.58	61,788
New Hope	12.86	36,460	Duluth	116.51	31,379	Eagan	48.32	61,643
Columbia Heights	12.50	35,454	Eagan	48.32	30,866	Columbia Heights	12.50	59,781
St. Louis Park	31.92	33,252	Grand Rapids	25.74	28,908	Burnsville	45.11	59,273
Richfield	24.58	32,889	Richfield	24.58	28,899	New Hope	12.86	59,114
New Brighton	15.22	32,603	Burnsville	45.11	28,792	Coon Rapids	43.23	57,952
Oakdale	19.39	32,554	Delano	6.21	28,059	St. Anthony	5.95	56,469
Coon Rapids	43.23	32,524	Bloomington	75.75	27,976	St. Louis Park	31.92	56,192
West St. Paul	13.58	32,453	Moorhead	45.72	27,754	Falcon Heights	3.29	54,947
Robbinsdale	10.05	32,239	St. Michael	22.56	27,531	New Brighton	15.22	54,293
St. Anthony	5.95	32,103	Fergus Falls	25.76	27,346	Farmington	16.24	54,188
Brooklyn Center	21.34	31,980	Rochester	101.45	26,934	Apple Valley	37.31	54,094
Circle Pines	3.60	31,240	St. Cloud	64.30	26,791	Robbinsdale	10.05	53,453
Vadnais Heights	9.17	30,925	Maple Grove	57.01	26,503	Bloomington	75.75	53,422
Eagan	48.32	30,777	Mankato	37.90	26,416	Eden Prairie	47.08	53,296
Burnsville	45.11	30,480	Maplewood	36.68	26,143	Mound	7.94	52,389
Farmington	16.24	30,456	Buffalo	17.17	25,999	Maple Grove	57.01	51,583
Apple Valley	37.31	30,255	Mound	7.94	25,775	Woodbury	55.40	51,440
Eden Prairie	47.08	29,886	New Ulm	17.68	25,569	Rochester	101.45	51,341
Stewartville	4.71	29,474	Coon Rapids	43.23	25,428	Winona	21.76	50,968
Brooklyn Park	59.47	29,415	East Grand Forks	17.08	25,238	Plymouth	60.81	50,551
Shoreview	19.69	29,197	Jordan	6.09	24,883	Mankato	37.90	50,528
Winona	21.76	28,605	Woodbury	55.40	24,821	Maplewood	36.68	49,961
Blaine	48.67	28,582	Hopkins	9.99	24,735	St. Cloud	64.30	49,890
Crystal	17.79	28,551	St. Francis	13.35	24,646	Circle Pines	3.60	49,799
Arden Hills	7.53	28,453	North Mankato	15.77	24,578	Crookston	11.58	49,355
St. Joseph	5.53	27,529	Faribault	24.05	24,577	Fridley	22.87	49,187
Edina	40.27	27,413	Albert Lea	24.31	24,487	Edina	40.27	49,163
Waseca	7.71	27,382	St. Anthony	5.95	24,365	Waseca	7.71	49,071
Fridley	22.87	27,329	Columbia Heights	12.50	24,327	West St. Paul	13.58	48,669
Plymouth	60.81	26,915	Minnetonka	51.10	24,113	Shoreview	19.69	48,470
Woodbury	55.40	26,619	Inver Grove Heights	33.64	24,022	Delano	6.21	48,423

2015			2014			2015		
Municipality	2014 Total Needs Mileage	2015 Population Allocation Per Need Mile	Municipality	2014 Total Needs Mileage	2015 Money Needs Allocation Per Need Mile	Municipality	2014 Total Needs Mileage	2015 Money Needs Allocation Per Need Mile
Mound	7.94	\$26,614	Litchfield	8.77	\$24,000	Anoka	14.73	\$48,235
Prior Lake	20.44	26,581	St. Peter	15.78	23,985	Duluth	116.51	47,986
Roseville	29.12	26,556	Willmar	27.87	23,874	Jordan	6.09	47,984
Chaska	20.96	26,551	Apple Valley	37.31	23,839	Chaska	20.96	47,974
Northfield	17.06	26,489	Farmington	16.24	23,731	Moorhead	45.72	47,612
Champlin	19.92	26,460	Hermantown	18.65	23,724	North St. Paul	11.34	47,052
Anoka	14.73	26,318	Austin	30.21	23,718	Inver Grove Heights	33.64	46,998
South St. Paul	17.46	26,260	Plymouth	60.81	23,636	Northfield	17.06	46,969
White Bear Lake	21.02	25,717	Forest Lake	33.83	23,586	Stewartville	4.71	46,829
Worthington	11.34	25,662	Lino Lakes	23.71	23,477	Vadnais Heights	9.17	46,736
Bloomington	75.75	25,446	Brainerd	19.16	23,475	Buffalo	17.17	46,655
Waite Park	6.54	25,284	North St. Paul	11.34	23,413	Faribault	24.05	46,473
Maple Grove	57.01	25,080	Albertville	7.15	23,412	Minnetonka	51.10	46,429
Spring Lake Park	5.82	24,816	Fairmont	20.12	23,412	Champlin	19.92	46,272
Victoria	7.43	24,552	Eden Prairie	47.08	23,411	Albertville	7.15	46,034
Rochester	101.45	24,407	Cottage Grove	35.31	23,023	Oakdale	19.39	45,886
Mankato	37.90	24,113	St. Louis Park	31.92	22,940	South St. Paul	17.46	45,849
Monticello	12.19	23,908	Rosemount	28.31	22,793	Arden Hills	7.53	45,803
Hastings	21.25	23,847	New Hope	12.86	22,654	Worthington	11.34	45,798
Maplewood	36.68	23,818	Mendota Heights	14.57	22,517	Brooklyn Center	21.34	45,754
Chanhassen	22.76	23,805	Red Wing	24.87	22,511	Cottage Grove	35.31	45,512
Savage	27.07	23,700	Winona	21.76	22,364	Roseville	29.12	45,453
Waconia	10.74	23,694	Elk River	38.27	22,317	Blaine	48.67	45,371
North St. Paul	11.34	23,639	Marshall	18.78	22,229	Thief River Falls	16.15	45,264
Stillwater	18.25	23,315	Golden Valley	23.90	22,051	Waite Park	6.54	44,786
Shakopee	37.49	23,155	Owatonna	34.26	21,969	Prior Lake	20.44	44,287
Jordan	6.09	23,100	Chisholm	8.39	21,968	St. Michael	22.56	44,236
St. Cloud	64.30	23,100	Anoka	14.73	21,917	Brooklyn Park	59.47	43,983
Inver Grove Heights	33.64	22,976	Fridley	22.87	21,858	North Mankato	15.77	43,808
Albertville	7.15	22,622	Edina	40.27	21,750	Stillwater	18.25	43,667
Cottage Grove	35.31	22,489	Waseca	7.71	21,689	Crystal	17.79	43,403
Minnetonka	51.10	22,316	New Brighton	15.22	21,689	Waconia	10.74	43,262
Mounds View	12.43	22,221	North Branch	27.81	21,465	Lino Lakes	23.71	43,185
Kasson	6.20	22,007	Chaska	20.96	21,423	New Ulm	17.68	42,724
Faribault	24.05	21,896	Minnetrista	12.98	21,245	Kasson	6.20	42,583
Byron	5.31	21,699	Robbinsdale	10.05	21,214	Austin	30.21	42,267
New Prague	7.76	21,444	Sauk Rapids	14.21	21,137	Sauk Rapids	14.21	41,989
Sauk Rapids	14.21	20,852	Alexandria	32.95	21,010	Golden Valley	23.90	41,462

Municipality	2014 Total Needs Mileage	2015 Population Allocation Per Need Mile	Municipality	2014 Total Needs Mileage	2015 Money Needs Allocation Per Need Mile	Municipality	2014 Total Needs Mileage	2015 Total Allocation Per Need Mile
Buffalo	17.17	\$20,656	Glencoe	8.39	\$20,794	Chanhassen	22.76	\$41,452
Lakeville	63.01	20,572	Kasson	6.20	20,576	Litchfield	8.77	41,202
Delano	6.21	20,364	Northfield	17.06	20,481	Albert Lea	24.31	41,109
Big Lake	11.48	20,324	La Crescent	5.84	20,451	Monticello	12.19	41,102
International Falls	7.12	20,238	Stillwater	18.25	20,352	Lakeville	63.01	40,727
St. Paul Park	6.06	19,965	Lakeville	63.01	20,156	Rosemount	28.31	40,703
Moorhead	45.72	19,858	Worthington	11.34	20,135	St. Peter	15.78	40,254
Lino Lakes	23.71	19,708	Andover	42.75	20,106	Savage	27.07	40,108
Little Canada	11.35	19,687	Champlin	19.92	19,811	White Bear Lake	21.02	40,083
Golden Valley	23.90	19,411	Little Canada	11.35	19,708	Shakopee	37.49	39,850
North Mankato	15.77	19,230	Virginia	17.14	19,635	Willmar	27.87	39,743
La Crescent	5.84	19,204	South St. Paul	17.46	19,589	Mendota Heights	14.57	39,702
Sartell	19.12	19,025	Waconia	10.74	19,568	International Falls	7.12	39,698
Austin	30.21	18,549	Little Falls	21.75	19,534	La Crescent	5.84	39,655
Mahtomedi	9.53	18,525	Waite Park	6.54	19,503	Brainerd	19.16	39,469
Shorewood	9.20	18,344	International Falls	7.12	19,460	Little Canada	11.35	39,395
Zimmerman	6.50	18,182	Shoreview	19.69	19,273	Mounds View	12.43	39,350
Bemidji	17.85	18,109	Sartell	19.12	19,022	Fergus Falls	25.76	38,923
Orono	9.45	18,065	Cloquet	22.20	19,008	Owatonna	34.26	38,728
Rosemount	28.31	17,910	Roseville	29.12	18,897	Marshall	18.78	38,626
Isanti	6.89	17,531	East Bethel	28.78	18,884	Spring Lake Park	5.82	38,502
Belle Plaine	8.68	17,272	Hutchinson	18.49	18,827	Grand Rapids	25.74	38,488
Litchfield	8.77	17,202	Oak Grove	26.15	18,643	Victoria	7.43	38,245
Hutchinson	18.49	17,202	Circle Pines	3.60	18,559	Sartell	19.12	38,046
Mendota Heights	14.57	17,185	Bemidji	17.85	18,543	Big Lake	11.48	37,701
New Ulm	17.68	17,155	Shorewood	9.20	18,267	Byron	5.31	37,680
Owatonna	34.26	16,760	Baxter	17.05	18,077	Red Wing	24.87	37,381
St. Michael	22.56	16,704	Morris	9.09	18,045	New Prague	7.76	37,360
Andover	42.75	16,628	Zimmerman	6.50	18,020	St. Paul Park	6.06	37,339
Albert Lea	24.31	16,623	Otsego	22.47	17,981	St. Francis	13.35	36,810
Duluth	116.51	16,607	Redwood Falls	10.52	17,885	Andover	42.75	36,734
Marshall	18.78	16,397	Belle Plaine	8.68	17,880	Bemidji	17.85	36,652
St. Peter	15.78	16,268	Falcon Heights	3.29	17,825	Shorewood	9.20	36,611
Brainerd	19.16	15,994	Rogers	21.15	17,751	East Grand Forks	17.08	36,584
Willmar	27.87	15,869	Prior Lake	20.44	17,705	Hastings	21.25	36,253
Crookston	11.58	15,426	Chanhassen	22.76	17,647	Forest Lake	33.83	36,220
Glencoe	8.39	15,054	Big Lake	11.48	17,377	Zimmerman	6.50	36,202
Hugo	20.70	15,038	St. Paul Park	6.06	17,374	Hutchinson	18.49	36,029
Red Wing	24.87	14,870	Stewartville	4.71	17,355	Elk River	38.27	36,014

Municipality	2014 Total Needs Mileage	2015 Population Allocation Per Need Mile
Otsego	22.47	\$14,431
Ramsey	37.86	14,400
Chisago City	8.10	13,846
Elk River	38.27	13,697
Montevideo	8.83	13,674
Lake City	8.39	13,536
Chisholm	8.39	13,463
Morris	9.09	13,280
Rogers	21.15	12,706
Forest Lake	33.83	12,635
Cloquet	22.20	12,306
St. Francis	13.35	12,164
Lake Elmo	16.30	12,072
Thief River Falls	16.15	12,039
Fairmont	20.12	11,891
Minnetrista	12.98	11,744
Fergus Falls	25.76	11,576
Hermantown	18.65	11,576
Dayton	9.72	11,538
Virginia	17.14	11,401
East Grand Forks	17.08	11,346
Cambridge	16.37	11,336
Redwood Falls	10.52	11,207
Wyoming	15.92	10,990
Ham Lake	33.49	10,482
Baxter	17.05	10,192
Medina	12.36	9,634
Grand Rapids	25.74	9,580
Little Falls	21.75	9,075
East Bethel	28.78	9,061
Alexandria	32.95	8,880
North Branch	27.81	8,214
Detroit Lakes	24.52	8,147
Corcoran	15.53	7,902
Oak Grove	26.15	7,042
Hibbing	54.07	6,787
<b>TOTAL</b>		<b>\$21,111</b>

Municipality	2014 Total Needs Mileage	2015 Money Needs Allocation Per Need Mile
Arden Hills	7.53	\$17,350
Hibbing	54.07	17,342
Montevideo	8.83	17,280
Lake Elmo	16.30	17,244
Monticello	12.19	17,194
Corcoran	15.53	17,144
Mounds View	12.43	17,129
Chisago City	8.10	17,087
Ramsey	37.86	16,791
Blaine	48.67	16,789
Shakopee	37.49	16,695
Savage	27.07	16,408
Orono	9.45	16,388
Isanti	6.89	16,296
West St. Paul	13.58	16,217
Hugo	20.70	16,179
Wyoming	15.92	16,075
Byron	5.31	15,981
New Prague	7.76	15,916
Lake City	8.39	15,887
Vadnais Heights	9.17	15,811
Detroit Lakes	24.52	15,674
Ham Lake	33.49	15,328
Crystal	17.79	14,851
Brooklyn Park	59.47	14,568
White Bear Lake	21.02	14,366
Cambridge	16.37	14,298
Brooklyn Center	21.34	13,774
Victoria	7.43	13,692
Spring Lake Park	5.82	13,686
Oakdale	19.39	13,332
Dayton	9.72	12,923
Hastings	21.25	12,406
Mahtomedi	9.53	11,978
Medina	12.36	10,314
St. Joseph	5.53	7,316
<b>TOTAL</b>		<b>\$20,922</b>

Municipality	2014 Total Needs Mileage	2015 Total Allocation Per Need Mile
Glencoe	8.39	\$35,848
Chisholm	8.39	35,432
Fairmont	20.12	35,303
Hermantown	18.65	35,300
Belle Plaine	8.68	35,153
St. Joseph	5.53	34,845
Orono	9.45	34,453
Isanti	6.89	33,826
Minnetrista	12.98	32,988
Otsego	22.47	32,412
Morris	9.09	31,325
Cloquet	22.20	31,315
Hugo	20.70	31,217
Ramsey	37.86	31,191
Virginia	17.14	31,036
Montevideo	8.83	30,954
Chisago City	8.10	30,933
Mahtomedi	9.53	30,504
Rogers	21.15	30,457
Alexandria	32.95	29,890
North Branch	27.81	29,679
Lake City	8.39	29,423
Lake Elmo	16.30	29,316
Redwood Falls	10.52	29,091
Little Falls	21.75	28,609
Baxter	17.05	28,269
East Bethel	28.78	27,945
Wyoming	15.92	27,065
Ham Lake	33.49	25,810
Oak Grove	26.15	25,685
Cambridge	16.37	25,634
Corcoran	15.53	25,046
Dayton	9.72	24,461
Hibbing	54.07	24,129
Detroit Lakes	24.52	23,821
Medina	12.36	19,949
<b>TOTAL</b>		<b>\$42,033</b>

**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 allocation. The beginning construction account figure for this calculation shall be the amount of the current year's 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 allocation is of the total allocation. This percent is then multiplied times the construction allotment. This is the amount of the construction allotment that is generated by the population allocation. Only its construction allotment is used because the city has already received its maintenance allotment.

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

## LOCAL AMOUNT AVAILABLE AFTER JANUARY 2015 ALLOCATION

Prepared for the January 2015 booklet

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

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	Fridley	Columbia Heights	Falcon Heights	South St. Paul	Crookston
Total Construction Allotment received in January 2015	\$731,189	\$485,720	\$117,505	\$600,395	\$428,646
Amount of 2015 Construction Allotment based on Population	406,261	288,064	79,386	343,871	133,975
Local Unencumbered Amount Remaining from 2014	0	352,226	428,554	974,628	0
Maximum Local Unencumbered Amount Available after January 2015 Allocation	\$406,261	\$640,290	\$507,940	\$1,318,499	\$133,975

This is the amount available to spend on city streets after the 2015 allotments have been received. To find out how much is available for spending on local streets as of a specific date, please log on to SAAS Reports, select State Aid County and Municipality Report, then select SAAS Status and then select your city and the Reporting Year/Month. The report numbered 90p- Muni Const Pop is the amount available for local projects.

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

Amount Spent



### **Graph Example:**

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

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

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

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

## MUNICIPAL STATE AID CONSTRUCTION ACCOUNT ADVANCE GUIDELINES

**ADVANCE STATUS IS CURRENTLY CODE GREEN**

### State Aid Advances

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

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

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

### State Aid Advance Code Levels

Guidelines for advances are determined by the following codes.

**SEVERE**

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

**GUARDED**

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

**LOW**

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

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

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

NOT hold the funds. Advanced funds will be paid out on a first come first serve basis as the construction accounts are spent down to zero. The correct resolution must be used for each advance type and there is a sample resolution for each on the State Aid Finance webpage.

**Requests are good only for the year requested (cannot be summited for multiple years) and void at 12/31 of that year.**

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

Advance funding is not guaranteed. If the City finds they need a guarantee that the funds will be held specifically for them they can submit a "Request to Reserve Funds" to ensure funds will be available for their project. Once approved, a signed copy will be returned to the County.

**Requests are good only for the year requested (cannot be summited for multiple years) and void at 12/31 of that year.**

Sample Advance Resolutions and a - Request to Reserve Funds can be obtained from SAF website - <http://www.dot.state.mn.us/safinance/formsandresolutions.html>.

E-mail completed forms to Sandra Martinez in State Aid Finance and your DSAE for review.

### **Priority System**

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

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

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

### **Advance Limitations**

Statutory - None

Ref. M.S.162.14, Subd 6.

State Aid Rules - None

Ref. State Aid Rules 8820.1500, Subp 10& 10b.

State Aid Guidelines

Advance is limited to five times the municipalities' last construction allotment or \$4,000,000, whichever is less. Advance amount will be reduced by any similar outstanding obligations and/or bond principle payments due. The limit can be administratively adjusted by the Chief Financial Officer.

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

## RELATIONSHIP OF CONSTRUCTION BALANCE TO CONSTRUCTION ALLOTMENT

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

JANUARY 2015 BOOK/RELATIONSHIP OF CONSTRUCTION BALANCE TO ALLOTMENT.XLS

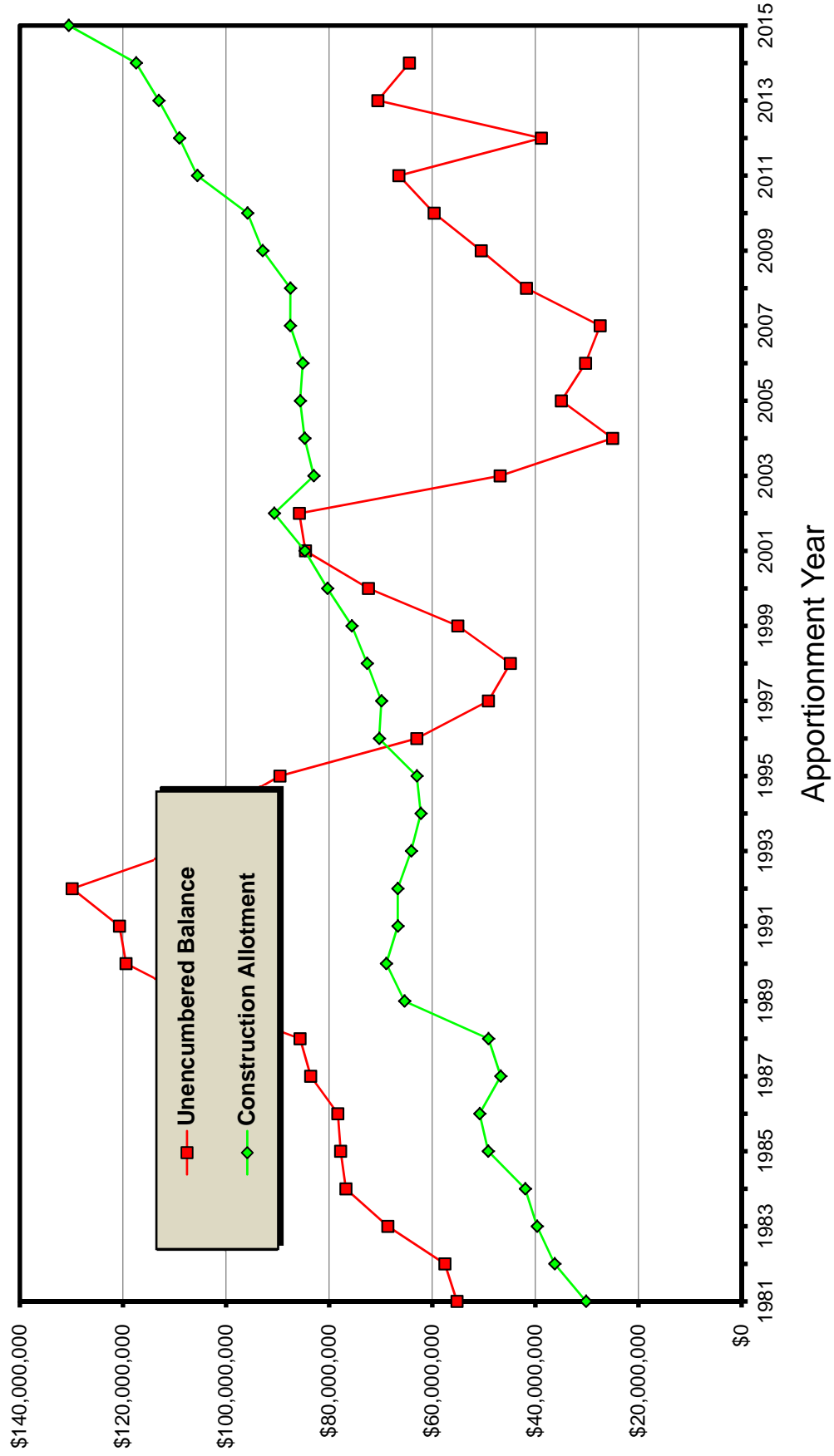
27-Jan-15

App. Year	No. of Cities	Needs Mileage	January Construction Allotment	31-Dec Unencumbered Construction Balance	Amount Spent on Construction Projects	Ratio of Construction Balance to Construction Allotment	Ratio of Amount spent to Amount Received
1976	101	1718.92	\$18,971,282	\$37,478,614	\$14,732,508	1.9755	0.7766
1977	101	1748.55	23,350,429	43,817,240	17,011,803	1.8765	0.7285
1978	104	1807.94	23,517,393	45,254,560	22,080,073	1.9243	0.9389
1979	106	1853.71	26,196,935	48,960,135	22,491,360	1.8689	0.8585
1980	106	1889.03	29,082,865	51,499,922	26,543,078	1.7708	0.9127
1981	106	1933.64	30,160,696	55,191,785	26,468,833	1.8299	0.8776
1982	105	1976.17	36,255,443	57,550,334	33,896,894	1.5874	0.9349
1983	106	2022.37	39,660,963	68,596,586	28,614,711	1.7296	0.7215
1984	106	2047.23	41,962,145	76,739,685	33,819,046	1.8288	0.8059
1985	107	2110.52	49,151,218	77,761,378	48,129,525	1.5821	0.9792
1986	107	2139.42	50,809,002	78,311,767	50,258,613	1.5413	0.9892
1987	*	2148.07	46,716,190	83,574,312	41,453,645	1.7890	0.8874
1988		2171.89	49,093,724	85,635,991	47,032,045	1.7443	0.9580
1989		2205.05	65,374,509	105,147,959	45,862,541	1.6084	0.7015
1990		2265.64	68,906,409	119,384,013	54,670,355	1.7326	0.7934
1991		2330.30	66,677,426	120,663,647	65,397,792	1.8097	0.9808
1992		2376.79	66,694,378	129,836,670	57,521,355	1.9467	0.8625
1993		2410.53	64,077,980	109,010,201	84,904,449	1.7012	1.3250
1994		2471.04	62,220,930	102,263,355	68,967,776	1.6436	1.1084
1995		2526.39	62,994,481	89,545,533	75,712,303	1.4215	1.2019
1996		2614.71	70,289,831	62,993,508	96,841,856	0.8962	1.3778
1997	**	2740.46	69,856,915	49,110,546	83,739,877	0.7030	1.1987
1998		2815.99	72,626,164	44,845,521	76,891,189	0.6175	1.0587
1999		2859.05	75,595,243	55,028,453	65,412,311	0.7279	0.8653
2000		2910.87	80,334,284	72,385,813	62,976,924	0.9011	0.7839
2001		2972.16	84,711,549	84,583,631	72,513,731	0.9985	0.8560
2002		3020.39	90,646,885	85,771,900	89,458,616	0.9462	0.9869
2003		3080.67	82,974,496	46,835,689	121,910,707	0.5645	1.4693
2004		3116.44	84,740,941	25,009,033	106,567,597	0.2951	1.2576
2005		3190.82	85,619,350	34,947,345	75,681,038	0.4082	0.8839
2006		3291.64	85,116,889	30,263,685	89,800,549	0.3556	1.0550
2007		3382.28	87,542,451	27,429,964	90,376,172	0.3133	1.0324
2008		3453.10	87,513,283	41,732,629	73,210,618	0.4769	0.8366
2009		3504.00	92,877,123	50,501,664	84,108,088	0.5437	0.9056
2010		3533.22	95,853,558	59,633,260	86,721,962	0.6221	0.9047
2011		3583.87	105,569,277	66,466,715	98,735,822	0.6296	0.9353
2012		3572.73	109,036,501	38,840,852	136,662,364	0.3562	1.2534
2013		3597.10	113,045,747	70,546,089	81,340,510	0.6240	0.7195
2014		3597.10	117,434,033	64,434,354	123,545,768	0.5487	1.0520
2015		3690.49	130,500,831				

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

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

## Relationship of Balance to Allotment



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

### ***Definitions:***

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

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

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

### ***MILEAGE CONSIDERATIONS***

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

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

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

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

### ***Jurisdictional Exchanges***

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

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

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

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

## *CSAH for MSAS*

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

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

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

### NOTE:

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

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

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

## *MSAS designation on a County Road*

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

## *MISCELLANEOUS*

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

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

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

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

**CURRENT RESOLUTIONS  
OF THE  
MUNICIPAL SCREENING BOARD**

January 2015

**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)

The Commissioner of Mn/DOT will annually 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)

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 will 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)

The Screening Board Chair will 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 will be made at the annual winter meeting of the City's Engineers Association. The appointed subcommittee person will serve as chair of the subcommittee in the third year of the appointment.

**Appointment to Unencumbered Construction Funds Subcommittee** – (Revised June 1979, May 2014)

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

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

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, will

send such request in writing to the State Aid Engineer. The State Aid Engineer with concurrence of the Chair of the Screening Board will 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

The Screening Board Chair, with the assistance of the State Aid Engineer, will determine the dates and locations for Screening Board meetings.

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

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

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

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

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

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

#### **New Cities Needs** - Oct. 1983 (Revised June 2005, May 2014)

Any new city having determined its eligible mileage, but has not submitted its Needs to the DSAE by December 1, will have its Needs based upon zero ADT assigned to the eligible mileage until the DSAE approves the traffic counts.

#### **Certified Complete Cities – May 2014 (Revised October 2014)**

State Aid Operational Rule 8820.18 subp.2 allows cities to spend the population based portion of their Construction Allotment on non MSAS city streets if its MSAS system has been Certified Complete.

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

If a payment request for a project on the MSAS system is greater than the amount available in the Needs based account, the remainder will come from the population based account, thereby reducing the amount available for non MSAS city streets.

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

### **Construction Needs Components – May 2014**

For Construction Needs purposes, all roadways on the MSAS system will be considered as being built to Urban standards.

All segments on the MSAS system will generate continuous Construction Needs on the following items:

- Excavation/Grading
- Gravel Base
- Bituminous
- Curb and Gutter Construction
- Sidewalk Construction
- Storm Sewer Construction
- Street Lighting
- Traffic Signals
- Engineering
- Structures

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

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

The Unit Price Study go to a 3 year (or triennial) cycle with the Unit Prices for the two 'off years' to be set using the Engineering News Record construction cost index on all items where a Unit Price is not estimated and provided by other MnDOT offices. The Screening Board may request a Unit Price Study on individual items in the 'off years' if it is deemed necessary.

### **Unit Costs – May 2014**

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

**MSAS URBAN ADT GROUPS FOR NEEDS PURPOSES**

**Quantities Based on a One Mile Section**

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

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

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

The Unit Cost per mile of Storm Sewer for the highest MSAS Urban ADT Group for Needs Purposes will be based on the average costs of all Storm Sewer Construction on the MSAS system in the previous year. To determine the Unit Cost for the highest ADT Group, average costs for Complete Storm Sewer projects and Partial Storm Sewer projects will be provided to State Aid by the MnDOT Hydraulics Office and then added together and divided by two to calculate a statewide average Unit Cost for all Storm Sewer Construction. The Unit Cost per mile for Storm Sewer Construction will be calculated for the highest MSAS Urban ADT Group and be prorated downward for the other ADT Groups. This proration has been determined based upon an engineering study requested by the Municipal Screening Board in 2011 and will be the basis for the Needs calculations.

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

Average SS Cost = $(\$319,711 + \$99,942)/2 =$	\$209,827
<b>MSB Approved Unit Cost for 2014</b>	<b>\$210,000</b>

### NSS recommended Storm Sewer Costs for 2014

*for the January 2015 distribution*

Needs Width of MSAS Urban ADT Groups for Needs Purposes	Cost difference from 70' section	MSB approved percent cost difference from 70' section	Cost based on % of Cost of highest Typical Section
26	\$ (61,900)	-29.5%	\$ 148,100
28	\$ (59,100)	-28.1%	\$ 150,900
34	\$ (50,600)	-24.1%	\$ 159,400
40	\$ (42,200)	-20.1%	\$ 167,800
48	\$ (30,900)	-14.7%	\$ 179,100
54	\$ (22,500)	-10.7%	\$ 187,500
62	\$ (11,300)	-5.4%	\$ 198,700
70	\$ -	0.0%	\$ 210,000

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

The Unit Cost for Traffic Signals will be determined by the recommendation by the SALT Program Support Engineer and approved by the MSB.

The Unit Cost for traffic signals will be based on a cost per signal leg, and for Needs purposes a signal leg will be defined as ¼ of the signal cost.

Only signal legs on designated MSAS routes will be included in the Needs study.

Stand alone pedestrian crossing signals will not be included in the Needs study.

The area in square feet used for Structure Needs (Bridges and Box Culverts) will be determined by multiplying the centerline length of the bridge, or the culvert width of the box culvert, times the Needs Width from the appropriate MSAS Urban ADT Group. This quantity will then be multiplied by the Municipal Screening Board Unit Price to determine the Structure Needs.

The Unit Price for Structures will be determined by using one-half of the approved unit cost provided by the MnDOT State Aid Bridge Office.

The Unit Cost for Engineering will be determined by adding together all other Unit Costs and multiplying them by the MSB approved percentage. The result is added to the other Unit Costs.

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

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

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

Nov. 1965 – (Revised 1969, October 1993, October 1994, June 1996, October 1998, May 2014)

That the maximum mileage for State Aid designation may be exceeded to designate trunk highway turnbacks released to the Municipality after July 1, 1965.

The maximum mileage for State Aid designation may also be exceeded to designate both County Road and County State Aid Highways released to the Municipality after May 11<sup>th</sup>, 1994.

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

The maximum mileage for Municipal State Aid Street designation will 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 will not be permitted. Frontage roads not designated Trunk Highway, Trunk Highway Turnback or County State Aid Highways will 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 will be included in the municipality's basic street mileage. Any State Aid Street that is on the boundary of two adjoining urban municipalities will be considered as one-half mileage for each municipality.

All mileage on the MSAS system will accrue Needs in accordance with current rules and resolutions.

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

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)

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.

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

## **Needs Adjustments**

### **Phase In (Restriction) May 2014**

The method of computing Needs is to be phased in over a period of seven years. This seven year period will begin with the January 2015 allocation and go through the January 2021 allocation.

The phase in will be reviewed annually by the Municipal Screening Board to determine if the Phase In period should be revised.

During the seven year period the phase in is being applied, a city's Restricted Needs will be computed using the following steps:

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

All Needs adjustments will be applied to the city's Restricted Needs.

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

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

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

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

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

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

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

The amount of the Excess Unencumbered Construction Fund Balance Adjustment will be redistributed as a positive adjustment 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.

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

Right of Way Needs will not be included in the Needs calculations until the right of way is acquired and the actual cost established. At that time a Construction Needs adjustment will be made by annually adding the local cost (which is the total cost less county or trunk highway participation) for a 15-year period. Only right of way acquisition costs that are eligible for State-Aid funding will be included in the right-of-way Construction Needs adjustment. This Directive is to exclude all Federal or State grants.

When "After the Fact" Needs are requested for right-of-way projects that have been funded with local funds, but qualify for State Aid reimbursement, documentation (copies of warrants and description of acquisition) must be submitted to the District State Aid Engineer. The City Engineer will input the data into the Needs Update program and the data will be approved by the DSAE.

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

**RR Bridge over MSAS Route Rehabilitation**

Any structure that has been rehabilitated (Minnesota Administrative Rules, CHAPTER 8820, 8820.0200 DEFINITIONS, Subp. 8. Bridge rehabilitation) will not be included in the Needs calculations until the rehabilitation project has been completed and the actual cost established. At that time a Construction Needs adjustment will be made by annually adding the local cost (which is the total cost less county or trunk highway participation) for a 15-year period. Only State Aid eligible items are allowed to be included in this adjustment and all structure rehabilitation Needs adjustments must be input by the city and approved by the DSAE.

**RR Bridge over MSAS Route Construction/Reconstruction**

Any structure that has been constructed/reconstructed (Minnesota Administrative Rules, CHAPTER 8820, 8820.0200 DEFINITIONS, Subp. 31. Reconstruction) will not be included in the Needs calculations until the project has been completed and the actual cost established. At that time a Construction Needs adjustment will be made by annually adding the local cost (which is the total cost less county or trunk highway participation) for a 35-year period. Only State Aid eligible items are allowed to be included in this adjustment and all structure construction/reconstruction Needs adjustments must be input by the city and approved by the District State Aid Engineer.

### **After the Fact Railroad Crossing Adjustment**

Any Railroad Crossing improvements will not be included in the Needs Calculations until the project has been completed and the actual cost established. At that time a Construction Needs adjustment will be made by annually adding the local cost (which is the total cost less county or trunk highway participation) to the annual Construction Needs for a 15 year period. Only State Aid eligible items are allowed to be included in this adjustment, and all Railroad Crossing Needs adjustments must be input by the city and approved by the District State Aid Engineer.

### **Excess Maintenance Account – June 2006**

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 will receive a negative Needs adjustment equal to the amount of money over and above the 35% amount transferred from the city's Construction Account to its Maintenance Account. The Needs adjustment will be calculated for an accumulative period of twenty years, and applied as a single one-year (one time) deduction each year the city receives the maintenance allocation.

### **After the Fact Retaining Wall Adjustment Oct. 2006 (Revised May 2014)**

Retaining wall Needs will 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 will 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 will begin effective for all projects awarded after January 1, 2006. All Retaining Wall adjustments must be input by the city and approved by the District State Aid Engineer.

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

Any trunk highway turnback which reverts directly to the municipality and becomes part of the Municipal State Aid Street system will 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, to the municipality imposed by the turnback will be computed on the basis of the current year's apportionment data and will be accomplished in the following manner.

The initial turnback maintenance adjustment when for less than 12 full months will 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.

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

Trunk Highway Turnback adjustments will terminate at the end of the calendar year during which a construction contract has been awarded that fulfills the Municipal Turnback Account Payment provisions.

**TRAFFIC** - June 1971 (Revised May 2014)

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

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

Traffic data for State Aid Needs Studies will be developed as follows:

- 1) The municipalities in the metropolitan area cooperate with the State by agreeing to participate in counting traffic every two or four years at the discretion of the city.
- 2) .The cities in the outstate area may have their traffic counted and maps prepared by State forces every four years, or may elect to continue the present procedure of taking their own counts and have state forces prepare the maps.
- 3) Any city may count traffic with their own forces every two years at their discretion and expense, unless the municipality has made arrangements with the Mn/DOT district to do the count.
- 4) On new MSAS routes, the ADT will be determined by the City with the concurrence of the District State Aid Engineer until such time the roadway is counted in the standard MnDOT count rotation.

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