

# 2015 Municipal State Aid Street Needs Report



*(Canadian Pacific Railroad Bridge over Greenwood Street)*

## **CEAM 2014 Project of the Year**

Greenwood Street Corridor  
City of Thief River Falls, MN

**OCTOBER 2015**



# CEAM 2014 Project of the Year Award

## Greenwood Street Corridor

### Brief Project Description:

Thief River Falls' Greenwood Street Corridor is the culmination of nearly 60 years of planning by the city's leaders. The approximately one mile corridor was designed and built in a series of phases over six years. Segments include the Greenwood Street Bridge, which crosses the Red Lake River; turn lanes and signal light at the Highway 32 intersection; a roundabout at the Pennington Avenue intersection; and the Canadian Pacific Railroad Bridge and Greenwood Street Underpass. The project provides a vital east–west corridor and Red Lake River crossing that connects residential areas on the east side of the river with major employers Arctic Cat Inc. and Digi-Key Corporation, both of which are located across the river on the west side of town.

## Photo Descriptions



### Photo 1

The one-mile long Greenwood Street Corridor provides a new east–west corridor and river crossing for the Thief River Falls community. It is the largest infrastructure project in the city's history.

### Photo 2

The Greenwood Street Bridge was the first structure completed for the Corridor project. The new Red Lake River crossing accommodates vehicular, pedestrian, and snowmobile traffic.



### Photo 3

New signals and improved turn lanes safely manage the increased traffic volume at the intersection of Greenwood Street and Highway 32.

### Photo 4

The roundabout at Greenwood Street and Pennington Avenue circumnavigates an electric transmission line—the ideal solution to address the city's wish to avoid a very costly relocation.



### Photo 5

The Canadian Pacific Railroad bridge and underpass is the first grade-separated crossing in Thief River Falls. More than 900 feet of retaining walls, stained to reflect the bridge design, saved several mobile homes and gravesites from relocation.

### Photo 6

Nearly 60 years of preparation, steadfast commitment through a difficult economy, and the immediate and long-term impact on the community combine to make the Greenwood Street Corridor project an extraordinary achievement for the City of Thief River Falls.

# 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.



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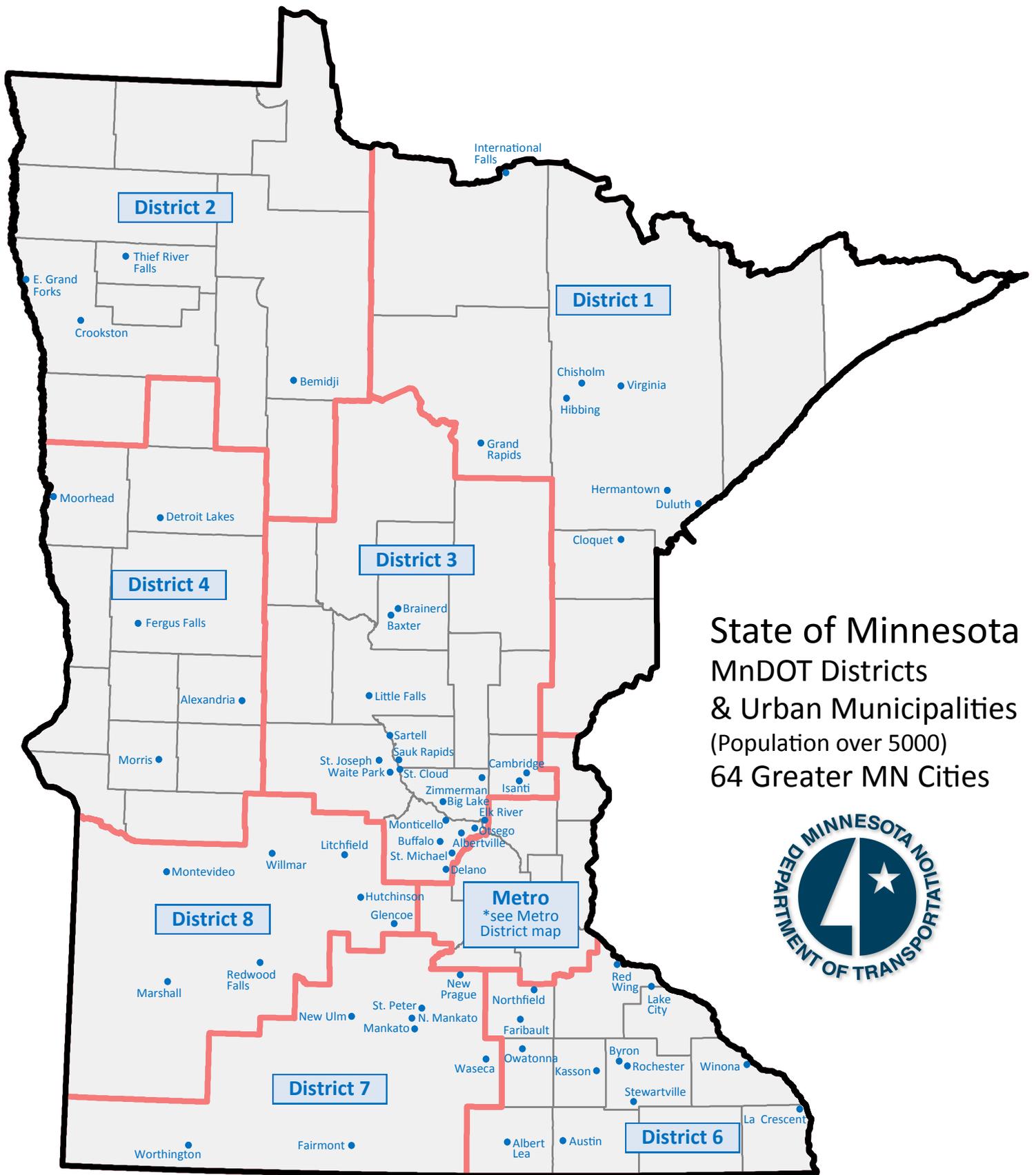
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# State of Minnesota Metro District & Urban Municipalities (Population over 5000) 35 Metro East Cities 49 Metro West Cities





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



Updated 1/8/14

# 2015 MUNICIPAL SCREENING BOARD

09-Sep-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.

<b>Needs Study Subcommittee</b>	<b>Unencumbered Construction Funds Subcommittee</b>
<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 REPRESENTATIVES

## Districts

09-Sep-15

YEAR	DISTRICT 1	DISTRICT 2	DISTRICT 3	DISTRICT 4	METRO WEST	DISTRICT 6	DISTRICT 7	DISTRICT 8	METRO EAST
1990	DRAGISICH	WALKER	MAURER	MOEN	EASTLING Richfield	DRAKE	MCCLURG New Ujm	BETTENDORF	HAIDER Maplewood
1991	PRUSAK Cloquet	KILDAHL Crookston	WILLIAMSON Sauk Rapids	MOEN	EASTLING	DRAKE	MCCLURG	SWANSON Willmar	HAIDER
1992	PRUSAK	KILDAHL	WILLIAMSON	REIMER Moorhead	EASTLING	PUTNAM Owatonna	MCCLURG	SWANSON	HAIDER
1993	PRUSAK	KILDAHL	WILLIAMSON	REIMER	ANDERSON Prior Lake	PUTNAM	SAFFERT Mankato	SWANSON	BACHMEIER Oakdale
1994	PRUSAK	BOELL Bemidji	KREKLAU Buffalo	REIMER	ANDERSON	PUTNAM	SAFFERT	VICTOR Marshall	BACHMEIER
1995	HALTER Grand Rapids	SANDERS E. Gr. Forks	KREKLAU	NANSEN Det. Lakes	ANDERSON	MALIN Winona	SAFFERT	RODEBERG Hutchinson	BACHMEIER
1996	HALTER	SANDERS	KREKLAU	NANSEN	BITTLE Champion	MALIN	READ Fairmont	RODEBERG	JESSUP Woodbury
1997	HALTER	KILDAHL Crookston	WOTZKA Sartell, Waite Park	NANSEN	BITTLE	MALIN	READ	SARFF Litchfield	JESSUP
1998	SALO Hermantown	KILDAHL	WOTZKA	SCHOONHOVEN Alexandria	BITTLE	OLSON Albert Lea	READ	SARFF	JESSUP
1999	SALO	KILDAHL	WOTZKA	SCHOONHOVEN	GUSTAFSON Minnetonka	OLSON	KOEHLER New Ujm	SARFF	BURCH White Bear Lk
2000	SALO	METSO Bemidji	KOSHAK Otsego	SCHOONHOVEN	GUSTAFSON	OLSON	KOEHLER	ODENS Willmar	BURCH
2001	SALO	SANDERS E. Gr. Forks	KOSHAK	EDWARDS Fergus Falls	PEDERSON Bloomington	MURRAY Faribault	KOEHLER	ODENS	BURCH
2002	SUIHKONEN Hibbing	SANDERS	WEISS Monticello	EDWARDS	PEDERSON	MURRAY	LOOSE St. Peter	ODENS	AHL Maplewood
2003	SUIHKONEN	KILDAHL Crookston	WEISS	EDWARDS	PEDERSON	MURRAY	LOOSE	BERRYMAN Montevideo	AHL
2004	SUIHKONEN	KILDAHL	WEISS	KUHN Morris	GRAY Anoka	JOHNSON Owatonna	LOOSE	BERRYMAN	AHL
2005	PAGEL Grand Rapids	KILDAHL	WEISS	KUHN	GRAY	JOHNSON	SALSBURY Waseca	BERRYMAN	BLOOM Roseville
2006	PAGEL	FREEBURG Bemidji	MAUER Elk River	KUHN	GRAY	JOHNSON	SALSBURY	OLSON Marshall	BLOOM
2007	PAGEL	FREEBURG	MAUER	ZIMMERMAN Moorhead	HAUKAAS/KEELY Fridley/Blaine	GEHLER-HESS Northfield	SALSBURY	OLSON	BLOOM
2008	PRUSAK Cloquet	GRAY Bemidji	MAUER	ZIMMERMAN	KEELY Blaine	GEHLER-HESS	SAFFERT Mankato	OLSON	MATTHYS Eagan
2009	PRUSAK	BOPPRE E Grand Forks	BOT St. Michael	ZIMMERMAN	KEELY	GEHLER-HESS	RIPPKE No Mankato	EXNER Hutchinson	MATTHYS
2010	PRUSAK	BOPPRE	BOT	SCHOONHOVEN Alexandria	MATHISEN Crystal	STRAUSS Stewartville	RIPPKE	EXNER	MATTHYS
2011	SALO Hermantown	BOPPRE	BOT	SCHOONHOVEN	MATHISEN	STRAUSS	NEMMERS Fairmont	EXNER	GRAHAM Vadnais Hs.
2012	SALO	KILDAHL Th River Falls	DEWOLF Buffalo	SCHOONHOVEN	MATHISEN	STRAUSS	NEMMERS	RODEBERG Glencoe	GRAHAM
2013	SALO	KILDAHL	DEWOLF	JON PRATT Detroit Lakes	ROD RUE Eden Prairie	STEVE LANG Austin	NEMMERS	RODEBERG	GRAHAM
2014	JESSE STORY Hibbing	RICH CLAUSON Crookston	DEWOLF Buffalo	JON PRATT Detroit Lakes	ROD RUE Eden Prairie	STEVE LANG Austin	JEFF JOHNSON Mankato	RODEBERG Glencoe	ECKLES Woodbury
2015	JESSE STORY Hibbing	CRAIG GRAY Bemidji	JUSTIN FEMRITE Elk River	JON PRATT Detroit Lakes	ROD RUE Eden Prairie	STEVE LANG Austin	JEFF JOHNSON Mankato	CHRISTENSEN Willmar	ECKLES Woodbury

# MUNICIPAL SCREENING BOARD REPRESENTATIVES

## Cities of the First Class and Officers

	MINNEAPOLIS	ST. PAUL	DULUTH	ROCHESTER	CHAIR	VICE CHAIR	SECRETARY
1990	HOSHAW	KUHFELD	LARSON		BULLERT Northfield	GRUBE St. Louis Park	EDWARDS Fergus Falls
1991	HOSHAW	KUHFELD	LARSON		GRUBE St. Louis Park	EDWARDS Fergus Falls	GRAY Eden Prairie
1992	HOSHAW	KUHFELD	LARSON		EDWARDS Fergus Falls	GRAY Eden Prairie	LARSON Duluth
1993	SPURRIER	KUHFELD	LARSON		GRAY Eden Prairie	LARSON Duluth	SONNENBERG Minnnetonka
1994	KANNANKUTTY	KUHFELD	LARSON		LARSON Duluth	SONNENBERG Minnnetonka	SWANSON Willmar
1995	KANNANKUTTY	ST MARTIN	LARSON		SONNENBERG Minnnetonka	SWANSON Willmar	BACHMEIER Oakdale
1996	KANNANKUTTY	ST MARTIN	LARSON		SONNENBERG BACHMEIER	BACHMEIER Oakdale	RODEBERG Hutchinson
1997	KANNANKUTTY	WARN	BEEMAN		BACHMEIER Oakdale	RODEBERG Hutchinson	ASHFELD Maple Grove
1998	KANNANKUTTY	WARN	WINSON		RODEBERG Hutchinson	ASHFELD Maple Grove	HALTER Grand Rapids
1999	KANNANKUTTY	WARN	WINSON		RODEBERG ASHFELD	VACANT	JESSUP Woodbury
2000	KANNANKUTTY	WARN	BRINK		ASHFELD Maple Grove	JESSUP Woodbury	DRAKE Red Wing
2001	SONNENBERG	WARN	METSO		JESSUP Woodbury	DRAKE Red Wing	GUSTAFSON Minnnetonka
2002	SONNENBERG	WARN	METSO		DRAKE Red Wing	GUSTAFSON Minnnetonka	METSO Duluth
2003	OGREN	KURTZ	METSO		Red Wing	METSO Duluth	HAGEN St. Louis Park
2004	OGREN	KURTZ	METSO		GUSTAFSON Minnnetonka	METSO Duluth	HAGEN St. Louis Park
2005	FABRY	KURTZ	METSO		METSO Duluth	HAGEN St. Louis Park	GAETZ St. Cloud
2006	RAE	KURTZ	BENNING VOIGT		METSO Duluth	GAETZ St. Cloud	AHL Maplewood
2007	RAE/ELWOOD	KURTZ	VOIGT		GAETZ St. Cloud	AHL Maplewood	ODENS Willmar
2008	ELWOOD	KURTZ	VOIGT		AHL Maplewood	ODENS Willmar	PEDERSON Bloomington
2009	ELWOOD	KURTZ	VOIGT		ODENS Willmar	PEDERSON Bloomington	HULSETH Brainerd
2010	ELWOOD	KURTZ	VOIGT		PEDERSON Bloomington	HULSETH Brainerd	KEELY Blaine
2011	ELWOOD	KURTZ	VOIGT		HULSETH Brainerd	KEELY Blaine	EXNER Hutchinson
2012	ELWOOD	KURTZ	VOIGT		KEELY Blaine	EXNER Hutchinson	MOBERG Plymouth
2013	ELWOOD	KURTZ	VOIGT		EXNER Hutchinson	VACANT	STEVE BOT St. Michael
2014	ELWOOD	KURTZ	VOIGT		VACANT	STEVE BOT St. Michael	ECKLES Woodbury
2015	ELWOOD	KURTZ	VOIGT		STEVE BOT St. Michael	ECKLES Woodbury	JEFF JOHNSON Mankato
					FREESE	FREESE	MARC CULVER Roseville

**Municipal Screening Board  
Meeting Minutes  
May 19-20, 2015  
Ruttger's Bay Lake Lodge, Deerwood, MN**

**Tuesday Session, May 19, 2015**

**I. Call to Order and Welcome by Chair Eckles at 1:06 p.m.**

- a. Introductions of Head Table and Subcommittee Chairs by Chair Eckles
  - Klayton Eckles, Woodbury – Chair, Municipal Screening Board (MSB)
  - Mitch Rasmussen, MnDOT – State Aid Engineer
  - Bill Lanoux, MnDOT – Manager, Municipal State Aid NEEDS Unit
  - Jeff Johnson, Mankato – Vice Chair MSB
  - Jean Keely, Blaine – Chair of the Unencumbered Construction Funds Subcommittee (UCFS), and Past Chair, MSB
  - Kent Exner (absent), Hutchinson – Past Chair, MSB
  - Steve Bot (arrived late), St. Michael – Past Chair, MSB
  
- b. Secretary Marc Culver conducted the roll call of the members present

**PRESENT:**

District 1	Jesse Story, City of Hibbing
District 2	Craig Gray, Bemidji
District 3	Justin Femrite, Elk River
District 4	Jon Pratt, Detroit Lakes
Metro West	Rod Rue, Eden Prairie
District 6	Steven Lang, Austin
District 7	Jeff Johnson, City of Mankato
District 8	Sean Christensen, Willmar
Metro East	Klay Eckles, Woodbury
Duluth	Cindy Voigt
Minneapolis	Don Elwood
Rochester	Richard Freese
St. Paul	Paul Kurtz

- c. Recognized Screening Board Alternates:

**PRESENT:**

Metro West	Steve Lillehaug, Brooklyn Center
District 6	Jay Owens, Red Wing

d. Recognized Minnesota Department of Transportation Personnel:

Ted Schoenecker	Deputy State Aid Engineer
Patti Loken	State Aid Programs Engineer
John McDonald	District 1 State Aid Engineer
Tim Donaghue	District 2 Assistant 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
Dan Erickson	Metro District Engineer
Julie Dresel	Assistant Metro State Aid Engineer
Julee Puffer	Assistant Manager, MSAS Needs Unit

e. Recognized others in attendance:

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

II. **Bill Lanoux reviewed the 2015 Municipal Screening Board Data booklet**

- a. Review of minutes and specifically all action items from Fall 2014 Screening Board Minutes.

**Motion by Mr. Pratt, seconded by Mr. Johnson, to approve the minutes as presented. The motion carried unanimously.**

- b. Unit Price Recommendations

Every three years the Needs Study Subcommittee (NSS) reviews unit prices and recommends new prices for Needs calculations.

The subcommittee reviews unit prices from on system MSAS projects which are listed in the Municipal Screening Board book for reference.

The unit prices approved will be the basis for the inflationary adjustments over the next two years.

The study is done for the following items: grading/excavation, aggregate base, bituminous, sidewalk, and curb and gutter. Historically, the subcommittee does not normally do studies for street lighting or traffic signals. However, in 2014 the Needs Study Subcommittee passed a motion directing MnDOT staff to conduct an in depth analysis for these two items for 2015.

Mr. Lanoux quickly reviewed the recommended unit prices for each item:

Grading/Excavation	\$7.50 per cubic yard
Aggregate Base	\$14.00 per ton
Bituminous	\$65.50 per ton
Sidewalk	\$4.25 per square foot
Note: Significant increase due to ADA requirements	
Curb and Gutter	\$13.75 per linear foot
Note: Significant increase due to ADA requirements	
Bridges/Structures	\$96.50 per square foot
Storm Sewer	\$214,000 per mile (for a 70-foot section)
Street Lighting	\$100,000 per mile
Note: This is the same cost that has been used for the past several years, but the study required by the NSS supported this number with actual data. This cost is based on 19 light fixtures per mile multiplied by the state wide average cost of \$5,196 per fixture. The committee rounded up from \$98,724 to reach the recommended price of \$100,000.	
Traffic Signals	\$185,000 per traffic signal

Mr. Lanoux pointed out page 40 which lists historical annual changes in unit prices from 2009 through 2015. Page 41 shows a chart depicting the unit prices approved for the 2015 distribution and the recommended prices from the NSS for the 2016 distribution. The Screening Board will vote to fill in the final column with the final approved process for the 2016 distribution.

Mr. Lanoux then reviewed the detailed Unit Price Study data for each item which starts on page 42.

Question from Mr. Rue on structures cost, are the costs shown weighted or straight average costs? Mr. Lanoux responded that the study is done by the State Bridge Office and it appears that the costs are weighted averages which include total cost as well as total deck area.

Mr. Lanoux reviewed the current Municipal Screening Board Resolution related to Structure Needs:

*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.*

Mr. Lanoux then reviewed the Municipal Screening Board Resolution related to Storm Sewer 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.*

Mr. Lanoux then proceeded to review the items included in the Unit Cost Study which are detailed on pages 65-67. There were no questions or comments on this section.

Mr. Lanoux then proceeded to discuss street lighting and how the unit costs for street lighting have been determined. Mr. Lanoux presented some historic reports and sections of minutes from past meetings regarding Street Lighting Needs unit prices. He then proceeded to detail the study conducted by MnDOT personnel of 2014 street lighting projects as detailed on pages 71-75. The final recommendation, as indicated previously in this meeting, was to round the calculated cost of \$98,729 per mile, based on 19 lights per mile, to \$100,000 per mile, which is the current unit price used for Street Lighting.

Mr. Lanoux recommended that the current resolution for Street Lighting should be reviewed and possibly changed to indicate when the unit price for Street Lighting should be reviewed. A proposed resolution will be presented later.

Mr. Lanoux commented that the 2014 NSS also requested that the unit cost of Traffic Signals be studied in 2015. As a reminder, up until two years ago traffic signals had a per mile cost, but now they are a per signal cost based on in place traffic signals and number of MSAS legs for each traffic signal. Mr. Lanoux then reviewed the study data on pages 76-80. The NSS ultimately decided to use an average traffic signal cost and then add the average cost of Emergency Vehicle Preemption (EVP) for a total per signal unit price. The recommended unit price is \$185,000. This is a reduction of \$20,000 from the previous unit price for traffic signals (\$205,000).

Mr. Lanoux commented that this item may also need a revised resolution for when and how the unit price is updated in the future.

c. Other Topics

i.-iii. Mr. Lanoux quickly reviewed the Other Topics section of the 2015 Municipal Screening Board Data book.

Current Resolutions of the MSB

Mr. Lanoux reviewed the changes to the Resolutions of the Municipal Screening Board as printed on pages 90-100.

- On page 91, New Cities Needs, language added to account for how the City's Needs will be calculated if it has not submitted its Needs data to the District State Aid Engineer by December 1.
- Page 94, review of the Storm Sewer unit cost language as previously presented and including a chart to detail the proration of costs based on MSAS Urban ADT Group.

Possible wording revision for Street Lighting Needs – Page 95

Mr. Lanoux presented the current language for street lighting unit cost determination as published on page 95. Based on the current language, Mr. Lanoux does not feel there is clear direction on whether or not to apply the inflation adjustment and/or review this unit price on the three year Unit Price Study schedule and is therefore looking for clarification.

Mr. Lanoux presented two options based on discussions at the District level:

Option 1: The Unit Cost for Street Lighting will be determined by multiplying the Unit Price per mile by the segment length. (new language follows) This Unit Cost

will remain at \$100,000 per mile. The Municipal Screening Board may request a study on this item on any year if it is deemed necessary. (end new language)  
Option 2: The Unit Cost for Street Lighting will be determined by multiplying the Unit Price per mile by the segment length. (new language follows) This Unit Cost will remain unchanged until the Municipal Screening Board requests a study on street lighting costs. (end new language)

A discussion on this item occurred, how much effort to put into this item and what is the actual impact on Needs and distribution? Some discussion on whether or not this item should even be in the Needs calculation.

During the discussion Mr. Lanoux clarified that the MSB can request a study on any item in any given year.

Mr. Rasmussen asked the group what is the intent of the Needs calculation? Is it to try to get your arms around your actual Needs, or is it a distribution system? If you are trying to reflect your true monetary needs, then it is worth having the street lighting Needs numbers in the calculation.

Mr. Lanoux asked the group if there is a need to change the wording in the existing resolution or not. This is something that can be discussed in more detail tomorrow.

#### Possible wording revisions for Traffic Signals Needs – Page 95

Review of current Needs calculations. Number of traffic signal legs on each route manually entered by each City. Again, Mr. Lanoux is looking for guidance on whether or not to adjust unit prices in the off years, and if so how? This could become part of the unit cost study where it is reviewed every three years and then adjust the cost in between using the ENR CCI. If the Screening Board does not make any changes to the resolution then next year MnDOT staff will once again conduct a unit price study, and will do this every year.

Mr. Rue indicated that the Metro District had discussed this and noted to recommend that this unit price be reviewed annually.

Discussion about what constitutes a “signal system” in the project bids that were reviewed and compiled? Complete system, partial system, four way intersection, three way intersection, etc.? Additional discussion on level of effort required to study this in more detail to make those distinctions.

Wording Revision to Mileage resolution:

In October of 2014 a section of the resolution listed on page 96 of the 2015 Municipal Screening Board Data book was deemed redundant and removed (wording shown in a grey font). That wording, “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” now seems necessary in order to establish how to account for mileage on a City’s border.

There was discussion on this item to clarify what the confusion is. The intent is to count the full mileage along a border, or corporate limit, so that each City is allowed to count that full mileage. However, for Municipal State Aid designation purposes, you only count half the mileage of the designation in each City.

In response to a question from Mr. Gray, Mr. Lanoux clarified that this change was made as part of several changes to the resolutions in October of 2014. Mr. Lanoux now recommends restoring the language.

There was some additional discussion about whether or not the language should be added back in unedited or modified or placed in a different paragraph within the same resolution.

Mr. Eckles requested that Mr. Lanoux return to the group tomorrow morning with suggested changes based on feedback from the Screening Board.

After a short break the group reconvened and turned the floor over to Mr. Sonnenberg for a Legislative Update.

III. Other Discussion Items

a. Legislative Update – Dave Sonnenberg

After significant discussion and lobbying on both sides, there was no increase in transportation funding for the next biennium. Resulting in a lights on transportation bill establishing \$5.5 billion for the biennium. In addition to the basic funding they also include the following:

- \$5 million railroad safety improvements
- 12.5 million for small cities (cities under 5000 population that are not eligible for State Aid monies)
- \$28 million in one time general funds for Metro Transit
- \$182 million released from Mn/DOT reserves over next 2 years

- This bill exempts “porta potty” trucks from spring load limits
- Cities that wish to apply for Safe Routes to Schools funds must amend their subdivision codes to require “complete streets” in all new subdivisions
- \$2 million for suburb to suburb transit pilot project
- Provision to simplify CSAH funding distribution
- Construction sales tax exemption, not sure if it survived
- Directed sales tax on bikes to Active Transportation Fund – have not been able to find final details on this
- Truck weight limit increase did not appear to make it into final omnibus bill
- State Aid street standards, provision to allow Cities to “opt out” of State Aid standards if they were to adopt another nationally recognized standard. Mr. Rasmussen: This did not make it into final bill, State Aid and Counties met with Bike and Ped advocates to negotiate a meeting and ultimately a committee that would work through existing standards and adopt new standards to accommodate concerns from the Bike/Ped community. Deadline for the new proposed standards is August 1, 2016.

Mr. Eckles: There was some confusion about this and another group designated by the Governor that seems related to this.

Mr. Schoenecker: The Governor’s group focused on laws to the Trunk Highway system so should remain a separate group.

- There was a proposed provision that would have prohibited public funding for aesthetic treatments. Not sure what happened to this, but don’t think it made it through.
- Traffic signal optimization requirement for corridors with volumes higher than 20,000 ADT. This was kicked back to Mn/DOT for clarification and legislative intent as to whether this required inventorying and optimizing signals on ALL traffic signals within the jurisdiction or just those on the corridor meeting the volume threshold.
- Motor vehicle sales tax exemption for public agencies did not survive
- Annual permits for overweight vehicles, didn’t appear to make it into the final bill.

b. State Aid Report – Mr. Rasmussen

Mostly Legislative related. Touched on roadway design standards during Mr. Sonnenberg’s report, also was a Mn/DOT Local Cost Participation Policy review requirement. Both of these will require State Aid to

assemble a group of representatives from both Municipal and County levels and figure out scope of work and complying with deadlines (March 1, 2016 for cost participation and August 1, 2016 for roadway design standards).

Mentioned both Safe Routes to School requirements, Traffic Signal Optimization and Small Cities Funding as discussed under Mr. Sonnenberg's report.

"Resegmenting" has been discussed for both the Municipal and County level. This is being kicked around at the State Aid level and they are generating some ideas to provide some consistent approach for agencies for this effort.

c. Other Topics

Mr. Eckles: CEAM Executive Board recently met with the aggregate industry representative Fred Corrigan to discuss an issue with poor aggregates and individual agency specifications for aggregate (concern by the aggregate industry). A Technical Advisory Group made up of City Engineers will likely be forming to talk about both aggregate base and issues with recycled materials (primarily recycled concrete) and also the quality of aggregates in bituminous. Will be sending out an email soon to see who may be interested in this group. It seems the southeast part of Minnesota has the most concerns about these issues.

**IV. Mr. Rue motioned to adjourn until 8:30 AM Wednesday morning, seconded by Mr. Pratt. Approved unanimously.**

**Municipal Screening Board  
Meeting Minutes  
May 19-20, 2015  
Ruttger's Bay Lake Lodge, Deerwood, MN**

**Wednesday Session, May 20, 2015**

- I. Call to order at 8:41 a.m. by Mr. Eckles. Continuation from yesterday's meeting with intent of taking action on several items from yesterday. Mr. Eckles reviewed the items he believes needs action:
- Language in resolution regarding mileage along corporate limits (border roads)
  - Take action on Unit Price recommendations
  - Street lights resolution wording
  - Traffic Signals resolution wording

a. Mileage along corporate limits

Mr. Lanoux reviewed the resolution as discussed yesterday and presented revised wording for the resolution (as printed on page 96 of the 2015 Municipal Screening Board Data Book).

Proposed revision of the first paragraph:

"The maximum mileage for Municipal State Aid Street designation will be 20 percent of the municipality's basic mileage. Basic mileage is comprised of the total improved mileage of local streets, county roads and county road turnbacks which will include the entire length of all roads along corporate limit boundaries."

Mr. Femrite: Clarify "all roads" in last segment so it doesn't include CSAH, trunk highway, etc.

Mr. Lanoux proposed modifying the first sentence to "The maximum mileage for Municipal State Aid Street designation will be 20 percent of the municipality's basic mileage including the total length of roads on corporate boundaries."

Mr. Johnson suggested restoring the original language as adopted in 1965.

**Mr. Johnson moved to restore the original language in the third paragraph of the Mileage resolution, "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." Seconded by Mr. Gray.**

Mr. Freese offered a friendly amendment to add this sentence as the second sentence to the first paragraph of the resolution.

No second offered to the proposed amendment. Suggested amendment was pulled off the table by Mr. Freese.

**Motion approved unanimously.**

The third paragraph of the Mileage resolution is amended to the following with the restored language underlined:

"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."

b. Unit Price Recommendations

Mr. Eckles introduced this item and indicated that the Street Lighting and Traffic Signal items were probably the biggest factor in this right now. Perhaps the first step is to approve the unit price recommendations as presented and discuss where we go in the future with those items afterwards.

**Mr. Freese moved to set the unit price for Traffic Signals at \$240,000 and EVP at \$10,000 for a total of \$250,000. Seconded by Ms. Voigt.**

Discussion on motion:

Mr. Rue agreed that this was more reflective of the actual cost of a traffic signal installation, but questioned if a three leg intersection generates needs at one third the cost. Mr. Lanoux clarified that Needs are generated at one fourth of the

cost for a leg of a signalized intersection regardless of the actual number of legs on that intersection.

Mr. Eckles pointed out that other items such as storm sewer and bridges were reduced because we didn't want those items to reflect such a high percentage of the overall Needs. We want to reflect the actual Needs so we can have a discussion of funding with our lawmakers, but we also want to have a fair method of distributing costs. The motion as it is presented slices up the pie too heavily towards traffic signals and therefore can't support the motion (speaking as the Metro East representative).

Roll call vote was taken:

**Motion failed with 5 yea and 8 nay votes (Mr. Story, Mr. Gray, Mr. Pratt, Mr. Rue, Mr. Lang, Mr. Johnson, Mr. Christensen, and Mr. Eckles voting nay).**

**Mr. Gray moved to approve the unit price recommendation for traffic signals at \$185,000. Mr. Story seconded.**

Discussion on motion:

Mr. Pratt questioned the recommended price and suggested it is too low and why adopt something that doesn't reflect the true cost?

Mr. Johnson suggested we simply reject the report and keep the current unit price.

No further discussion.

Roll call vote was taken:

**Motion carries with 8 yea and 5 nay notes (Mr. Pratt, Mr. Rue, Mr. Johnson, Mr. Freese and Mr. Kurtz voting nay).**

**Mr. Femrite moved to approve the unit prices as recommended by the Needs Study Subcommittee and as presented on page 41 of the 2015 Municipal Screening Board Data book. Ms. Voigt seconded. The motion was approved unanimously.**

c. Traffic Signals Unit Price

Mr. Eckles introduced this item and recognized that we just had a split vote on this item which indicates we need to have some discussion on this.

Discussion on who should be responsible for reviewing this item and recommending a unit price and how to slice the pie of the overall needs and available distribution. Mn/DOT functional group staff as is done with storm sewer and bridges, or Mn/DOT State Aid staff in conjunction with the Needs Study Subcommittee as is done now? And what role does the Unencumbered Construction Fund Subcommittee (UCFS) play in this?

Ms. Keely and Mr. Bot both commented that the policy of how this is reviewed and who reviews it should be sent to the UCFS.

**Mr. Freese moved to direct MnDOT to provide a recommended unit cost each year for the cost of a complete traffic signal system. Seconded by Mr. Pratt.**

Discussion on motion. (motion was clarified during the discussion)

Mr. Elwood asked what methodology is Mn/DOT going to use to determine the cost of a signal system?

More discussion on what actually constitutes a “complete signal system?”  
Number of legs? Number of lanes?

**Mr. Freese withdrew his motion.**

Mr. Rasmussen provided clarification that if you directed the MnDOT signal office to provide a unit price recommendation, they would arrive at a price based on criteria provided by the Screening Board. If you asked the State Aid office to provide a recommendation, they would then ask the Cities to provide more detailed criteria and cost information from their projects.

**Mr. Johnson moved to send the traffic signal issue to the Unencumbered Construction Fund Subcommittee to determine criteria and follow up with MnDOT traffic office and report back with options. Seconded by Ms. Voigt. Motion was approved unanimously.**

d. Street Lights Unit Price

Mr. Eckles introduced this item indicating that currently this item has unit price that seems factual but oversimplified just because of the number and range of street lights out in the field. And so it has been simplified to a cost per mile of \$100,000.

**Mr. Freese moved to adopt Option 1 for the modification of the street lighting resolution which reads:**

**“The Unit Cost for Street Lighting will be determined by multiplying the Unit Price per mile by the segment length. This Unit Cost will remain at \$100,000 per mile. The Municipal Screening Board may request a study on this item on any year if it is deemed necessary.”** (added language is underlined)

**Mr. Lang seconded.**

Mr. Freese explained the intent of his motion, that the resolution should indicate the unit price which the current resolution does not do.

**The motion was approved unanimously.**

- II. If necessary (no additional discussion on items from agenda)
- III. Call for Any Other Discussion Items

Mr. Eckles asked the group if there were any other items to discuss today.

Mr. Freese brought up the fact that several times yesterday and today the issue of “slicing the pie” came up. He reflected on a very good comment by Mr. Rasmussen that regardless of what we do with the pie, we still have to demonstrate our Needs as that is the message that goes to St. Paul. Mr. Freese went on to express his concern over several of the slices as reflected on page 39, particularly the slice reflecting Engineering (18% of the total pie). If we are prorating other slices (storm water, bridges, etc.) this slice, and others, should be looked at as well. He also fully supports the idea that a roundabout should count as a traffic signal.

Mr. Johnson tends to agree with Mr. Freese. Engineering costs can vary widely on the size and scope of the project.

Mr. Eckles agrees that these are good topics and may be worthy of additional discussion in the future. But we should also recognize the Needs Study Taskforce spent four years on this current system and while this might not be a perfect system we should let it run for a while before changing it drastically. Let's honor the work of the committee.

Ms. Voigt agreed with Mr. Eckles that we need to let these numbers settle for a few years.

Mr. Pratt wanted to reiterate Mr. Freese's comment on including roundabouts as a traffic signal in the Needs calculation.

Mr. Gray mentioned that roundabouts may be placed where traffic signals don't meet warrants.

Mr. Johnson stated that they can also be considered as a safety improvement and be installed on that warrant.

Ms. Voigt agrees that roundabouts are expensive, but we will never be able to figure out what a typical roundabout costs.

Mr. Eckles reminded the group that they should be discussing these items at their district meetings to see if anything bubbles up.

#### IV. Thanks

Mr. Rasmussen offered some closing remarks that he has learned a great deal participating in this Municipal Screening Board and realizing the difference between the Municipal and County systems. He also commended Mr. Lanoux for doing a great job with the new system.

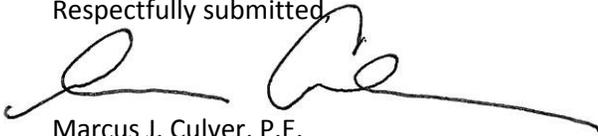
Ms. Voigt thanked Mr. Lanoux for all of his work on the resolutions. He did a great job.

Mr. Eckles thanked the MnDOT staff in attendance for all of their assistance during this meeting.

Mr. Eckles noted Ms. Keely's service as Chair of the UCFS and noted she has been active for 10 years, and thanked her for her service. He also thanked Mr. Exner and Mr. Bot for their service as past Chairs of the Municipal Screening Board.

- V. Fall Screening Board Meeting will be Tuesday and Wednesday, October 27 and 28 at Grand View Lodge in Nisswa, MN
- VI. Expense Reports
  - a. On line or paper copies available
  - b. A printout from an online mapping tool is required for mileage
- VII. **Mr. Pratt moved to adjourn, seconded by Mr. Femrite. Approved unanimously. Meeting adjourned at 9:46 AM.**

Respectfully submitted,



Marcus J. Culver, P.E.  
Municipal Screening Board Secretary  
Roseville City Engineer

**MUNICIPAL STATE AID SCREENING BOARD  
UNENCUMBERED CONSTRUCTION FUNDS SUBCOMMITTEE  
JULY 29, 2015**

The Unencumbered Construction Funds Subcommittee (UCFS) meeting was held on July 29, 2015 at 1:00pm via teleconference. UCFS members present were Jean Keely - Blaine (Chair), Kent Exner – Hutchinson (Vice Chair), and Steve Bot – St. Michael (Secretary). Also present were Rich Clauson - Crookston Need Study Subcommittee (NSS) Member, along with Bill Lanoux, Marshall Johnston, Patti Loken, and Mark Vizecky of MnDOT State Aid.

The meeting was called to order by Chair Keely at 1:00pm and turned over to Lanoux. He explained, that as directed by the by the Screening Board, the purpose of the meeting was for the UCFS to come up with a policy recommendation to the Screening Board for how the average cost of a signal should be computed.

**Traffic Signals – summary Part 1:** In an attempt to better understand how we got to this point, the committee began the meeting by reviewing a recent history of the traffic signal issue. The history reviewed by the committee went back to 2013, to a time when Municipal State Aid was transitioning to the New Method of calculating Needs:

- In the old method of calculating Needs, signals had a “per mile” cost.
- In 2013, the Needs Study Task Force (NSTF) decided on a “per signal” cost for the new method of calculating Needs. Signal Needs were to now be based on the actual number of Signals installed on State Aid roads. (Task Force also decided each signal leg will be ¼ the cost of a signal)
- April 2014: the NSS recommends the first Unit Price to actually be used in the new method. This price is \$205,000 per signal. It is noted that this recommendation came from a 2014 study done by the SALT Program Engineer. The study’s summary (which was done in an effort to provide *actual data* for signals in State Aid cities) presented the NSS with 3 average costs (for summary of this report you can reference page 38 in the June 2014 book. For the full report, please contact Bill Lanoux in State Aid)

GREATER MN AVG: \$204,680  
METRO AVG: \$155,271  
STATEWIDE AVG: \$184,917

Concerned these prices seem low, the NSS used the GREATER MN AVERAGE as the basis for their recommendation in 2014. In addition to

their recommendation, they also pass a motion stating Traffic Signals are to be studied as part of the 2015 full Unit Cost Study.

- May 2014: Screening Board passes the \$205,000 Unit Price recommendation for Signals. The Screening Board also “tables” language for all SB resolutions. (It was noted that the SB resolutions at this point in time contain many changes/revisions – mostly relating to the new way of calculating Needs)
- October 2014: Screening Board approves the revised resolutions, which include the following new language on Traffic Signals:

*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.*

- At this point, going into the 2015 Spring MSB Meeting, there is a governing SB resolution stating that the Unit Cost for Signals will come from a recommendation originating from the Salt Program Support Engineer. At the same, State Aid still has direction from the NSS to do an in-Depth Analysis of Traffic Signal Costs.
- April 2015: State Aid collects data from “On system MSAS Traffic Signal Projects awarded in 2014” (see page 76-80 of 2015 June Book). State Aid presents this analysis to the NSS. The NSS reviews this data then recommends using the statewide average cost of a signal system PLUS the statewide average cost for EVP system. This approach leads to a Unit Price recommendation to the MSB of \$185,000.
- May 2015: after much discussion at their 2015 Spring Meeting, the MSB approves the Signal Cost of \$185,000 (roll call vote of 8 yeah, 5 nay). This discussion includes skepticism of the accuracy of this unit cost. “Does this reflect the true cost?” Also discussed are the Needs and how it is simply a method for distributing money. It is pointed out during the meeting that actual costs for Bridges and Storm Sewer are reduced before being input in the Needs.
- After this vote, The Screening Board approves a motion to send the traffic signal issue to the UCFS to come up with a policy recommendation to the Screening Board for how the average cost of a signal should be computed. (see 2015 Spring MSB minutes for details)

- June 2015: After a discussion with UCFS members, Bill Lanoux contacts MnDOT's Traffic Signals Engineer, Sue Zarling (from the Office of Traffic, Safety, & Technology). He requests information which will show "The Average Cost of a MnDOT Traffic Signal". Sue Zarling sends Bill a bottom line number of \$250,000. Her email is as follows:

*Bill, the average cost of a signal system will vary a little depending on if it is interconnected, if there is fiber, if you have cameras, if there is battery back-up, if there are advanced warning flashers, the size... . It also varies if it is a standalone project where everything is included or if it is part of a bigger road project where some of the concrete and ADA work would fall under that cost and not be included in the signal cost.*

***In general a good number to use for an average size signal would be \$250,000. A large signal with more bells and whistles might get to \$300,000. We have seen as high as \$400,000. It seems that costs are going up right now. We are not sure if electrical contractors are just so busy they are charging more or what is happening at this time.***

*These costs are for standard 4 legged signals on a trunk highway, not a smaller ramp or a larger diverging diamond. Costs on local roads may also vary.*

*Signal systems are bid out as a lump sum, but there is a list of items that are included. Mike sent me the list of items, but no costs are associated with them at this time. If you need more specific information let us know and we can discuss more. This list includes all possible items, only a portion of these would be used on any given signal system.*

*I hope this helps. If you want to discuss further please let me know.*

*Sue Zarling.*

**Traffic Signals – summary Part 2:** After reviewing the Part 1 background information and the events that have led to this meeting, UCFS members began discussion and consideration of the information provided.

- The first item reviewed by the UCFS was the information from the MnDOT Traffic Office. This office has provided a baseline figure (for a 4-legged MnDOT traffic signal) of \$250,000. The Initial response from UCFS members was that the figure sounds 'about right'. It is noted that members of the Screening Board have asked to see a 'real cost' for a traffic signal (thinking that costs provided thus far were low), and that seems to be what is provided here with the \$250,000 number but is only a "general" estimate and doesn't have actual project costs referenced. It is also noted that this is an average cost for a signal on a *Trunk Highway* which doesn't necessarily directly correlate to a MSA Signal cost for which the MSA needs program computes. Exner reminded the committee that

the NSTF wanted to make sure any certain needs items are accurate but also that they do not become too large of a part of the needs and he's concerned that the \$250,000 may do that.

- Further discussion was had regarding the amount of \$250,000. It was stated that if we were to annually use the cost from the MnDOT Traffic Office Unit, as the basis for our Unit Price Recommendation, this practice would be similar to what is currently done for Storm Sewer and Bridges. (Prices for these items are provided by the Hydraulics Office and the MnDOT Bridge Office respectively). This will likely require a change/revision in SB resolutions, as this practice is not currently in the language. This approach is considered as a potentially viable recommendation for the UCFS to give the MSB.
- The UCFS discussion then turned to the other two cost studies set before us: The 2014 study from the SALT program engineer & The 2015 study done by State Aid - which is presented in the June 2015 book.

**Noted items from the 2014 Study:** Signal Only Estimates. Accounts for mast arms, signal heads, hand-holes, loops, EVP, push buttons etc. (not accounting for temporary systems)

**Noted items from the 2015 Study:** pulled from "on system projects". Data includes Average of Traffic Control Systems + Average of EVP systems (no temporary or revised systems included)

- The UCFS discussed that these two completely separate MSA signal cost studies have two things in common: 1) They both sample data from State Aid Cities only. 2) They both conclude with State Averages at approximately \$185,000. (It is also mentioned that these costs seem low, but do not include the 22% for engineering.)
- The figures of \$185,000 vs. \$250,000 are discussed further. The question was asked and discussed by the UCFS: "Is it possible that a typical MnDOT signal is more expensive than a typical MSA signal?" One explanation given for the cost discrepancy is lane configurations: Example: The *average* lane configuration at a trunk highway signal system may differ to the *average* lane configuration at a State Aid signal system. (Other differences like these can explain overall differences in average costs.)
- Although the UCFS discussed that their and the MSB's perception of the \$185,000 figure appears low, it is noted that we have two recent separate studies pointing to that number.
- Attention is again given by the UCFS to the Current Screening Board Resolution which states:

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

- It was discussed that this current resolution doesn't state how often we get this unit cost recommendation from SALT. (Annually or every three years?). However, it was interpreted by the UCFS that as it is currently written – this Unit Cost could possibly be recommended by the SALT Program Support Engineer every three years, not annually. In 'off years' the inflation factor could be applied. (this may require a tweak in the resolutions for clarity, but would be consistent for how the NSS and MSB look at other item costs such as bituminous.

After further discussion regarding the information from the MnDOT Traffic Office regarding their \$250,000 trunk highway signal general number and the two separate MSA Signal studies coming up with the same approximate \$185,000 average MSA signal cost, the UCFS reached consensus that essentially no change is needed or recommended.

As such the following action and recommendation was unanimously approved by the UCFS:

*“Consistent with current MSB resolution which states, “The Unit Cost for Traffic Signals will be determined by the recommendation by the SALT Program Support Engineer and approved by the MSB”, the UCFS recommends that the screening board direct the NSS to utilize the average cost of a four leg signal as provided every three years by the SALT program engineer as the primary basis for their unit price study recommendation for signal needs. In ‘off years’, the unit price be set using the Engineering News Record construction cost index. For the 2015 needs Unit Price Study this average cost is \$185,000.*

The UCFS Meeting was adjourned by Chair Keely at 2:20 pm.

Respectfully Submitted,



Steven G. Bot, P.E.

Unencumbered Construction Funds Subcommittee Secretary  
St. Michael City Engineer

# POPULATION DATA

## Becoming an MSAS Eligible City

If the population total from the decennial census is at least 5,000, or a population estimate (from either the Metropolitan Council or State Demographer) estimates a city's population to be at least 5,000.

## Being Dropped as an MSAS City

For a city to be *dropped* from the MSAS eligible list, the following scenario must occur:

- 1) The decennial census must show that a city's population has dropped below 5,000.
- 2) For the five years after the census, annual population estimates (released by the State Demographer) must show that the city's population has stayed below 5,000.

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

The State Demographer released population estimates this year for the City of Dayton (5,011) and the City of La Crescent (5,074). These estimates kept these cities eligible.

**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).**

This year, the State Demographer released a population estimate for the City of Circle Pines of 4,961. However, *last year's* population estimate for Circle Pines was 5,014. (Note that SB Resolutions state that no city shall be dropped from the MSAS eligible list based on a population estimates.) Circle Pines will remain an MSAS eligible city.

# 2016 POPULATION SUMMARY

The 2015 populations used for 2016 Allocations are based on the 2010 Federal Census or State Demographer estimates, **whichever are greater**.

Municipality	2010 Census	Population used for 2015 Allocation	Newest Population Estimates (Released July 2015)	Population to be used for 2016 Allocation	Difference between Populations used for 2015 & 2016 Allocation
Albert Lea	18,016	18,016	17,945	<b>18,016</b>	0
Albertville	7,044	7,211	7,262	<b>7,262</b>	51
Alexandria	11,074	13,045	13,182	<b>13,182</b>	137
Andover	30,598	31,692	31,874	<b>31,874</b>	182
Anoka	17,142	17,283	17,586	<b>17,586</b>	303
Apple Valley	49,084	50,326	50,330	<b>50,330</b>	4
Arden Hills	9,552	9,552	9,652	<b>9,652</b>	100
Austin	24,721	24,983	25,010	<b>25,010</b>	27
Baxter	7,610	7,747	8,002	<b>8,002</b>	255
Belle Plaine	6,661	6,684	6,572	<b>6,661</b>	(23)
Bemidji	13,431	14,411	14,376	<b>14,376</b>	(35)
Big Lake	10,060	10,402	10,587	<b>10,587</b>	185
Blaine	57,186	62,018	62,066	<b>62,066</b>	48
Bloomington	82,893	85,935	86,652	<b>86,652</b>	717
Brainerd	13,590	13,662	13,659	<b>13,659</b>	(3)
Brooklyn Center	30,104	30,426	29,889	<b>30,104</b>	(322)
Brooklyn Park	75,781	77,989	78,362	<b>78,362</b>	373
Buffalo	15,453	15,812	15,911	<b>15,911</b>	99
Burnsville	60,306	61,300	61,747	<b>61,747</b>	447
Byron	4,952	5,137	5,264	<b>5,264</b>	127
Cambridge	8,111	8,273	8,338	<b>8,338</b>	65
Champlin	23,089	23,499	22,880	<b>23,089</b>	(410)
Chanhassen	22,952	24,155	24,503	<b>24,503</b>	348
Chaska	23,770	24,811	25,270	<b>25,270</b>	459
Chisago City	4,967	5,000	5,069	<b>5,069</b>	69
Chisholm	4,976	5,036	5,029	<b>5,029</b>	(7)
Circle Pines	4,922	5,014	4,961	<b>5,000</b>	(14)
Cloquet	12,124	12,180	12,258	<b>12,258</b>	78
Columbia Heights	19,496	19,758	19,709	<b>19,709</b>	(49)
Coon Rapids	61,476	62,684	62,435	<b>62,435</b>	(249)
Corcoran	5,379	5,471	5,513	<b>5,513</b>	42
Cottage Grove	34,589	35,403	35,250	<b>35,250</b>	(153)
Crookston	7,891	7,964	7,902	<b>7,902</b>	(62)
Crystal	22,151	22,645	22,436	<b>22,436</b>	(209)
Dayton	4,743	5,000	5,011	<b>5,011</b>	11
Delano	5,464	5,638	5,757	<b>5,757</b>	119
Detroit Lakes	8,571	8,906	9,053	<b>9,053</b>	147
Duluth	86,265	86,265	86,367	<b>86,367</b>	102
Eagan	64,206	66,301	66,810	<b>66,810</b>	509
East Bethel	11,626	11,626	11,591	<b>11,626</b>	0
East Grand Forks	8,601	8,640	8,731	<b>8,731</b>	91
Eden Prairie	60,797	62,729	62,593	<b>62,593</b>	(136)
Edina	47,941	49,216	50,261	<b>50,261</b>	1,045
Elk River	22,974	23,370	23,730	<b>23,730</b>	360
Fairmont	10,666	10,666	10,464	<b>10,666</b>	0
Falcon Heights	5,321	5,445	5,398	<b>5,398</b>	(47)
Faribault	23,352	23,477	23,631	<b>23,631</b>	154

Municipality	2010 Census	Population used for 2015 Allocation	Newest Population Estimates (Released July 2015)	Population to be used for 2016 Allocation	Difference between Populations used for 2015 & 2016 Allocation
Farmington	21,086	22,051	22,386	<b>22,386</b>	335
Fergus Falls	13,140	13,295	13,280	<b>13,280</b>	(15)
Forest Lake	18,375	19,056	19,484	<b>19,484</b>	428
Fridley	27,208	27,865	27,952	<b>27,952</b>	87
Glencoe	5,631	5,631	5,552	<b>5,631</b>	0
Golden Valley	20,371	20,683	20,790	<b>20,790</b>	107
Grand Rapids	10,869	10,994	11,114	<b>11,114</b>	120
Ham Lake	15,296	15,650	15,666	<b>15,666</b>	16
Hastings	22,172	22,592	22,492	<b>22,492</b>	(100)
Hermantown	9,414	9,625	9,726	<b>9,726</b>	101
Hibbing	16,361	16,361	16,340	<b>16,361</b>	0
Hopkins	17,591	18,413	18,971	<b>18,971</b>	558
Hugo	13,332	13,878	14,201	<b>14,201</b>	323
Hutchinson	14,180	14,180	14,124	<b>14,180</b>	0
International Falls	6,424	6,424	6,333	<b>6,424</b>	0
Inver Grove Heights	33,880	34,458	34,831	<b>34,831</b>	373
Isanti	5,251	5,385	5,409	<b>5,409</b>	24
Jordan	5,470	6,272	6,148	<b>6,148</b>	(124)
Kasson	5,931	6,083	6,124	<b>6,124</b>	41
LaCrescent	4,883	5,000	5,074	<b>5,074</b>	74
Lake City	5,063	5,063	5,031	<b>5,063</b>	0
Lake Elmo	8,069	8,773	8,594	<b>8,594</b>	(179)
Lakeville	55,954	57,789	59,361	<b>59,361</b>	1,572
Lino Lakes	20,216	20,833	21,129	<b>21,129</b>	296
Litchfield	6,726	6,726	6,741	<b>6,741</b>	15
Little Canada	9,773	9,962	9,912	<b>9,912</b>	(50)
Little Falls	8,347	8,800	8,807	<b>8,807</b>	7
Mahtomedi	7,676	7,871	8,043	<b>8,043</b>	172
Mankato	39,313	40,743	41,202	<b>41,202</b>	459
Maple Grove	61,567	63,746	64,448	<b>64,448</b>	702
Maplewood	38,018	38,950	39,054	<b>39,054</b>	104
Marshall	13,680	13,729	13,719	<b>13,719</b>	(10)
Medina	4,916	5,309	5,831	<b>5,831</b>	522
Mendota Heights	11,071	11,163	11,124	<b>11,124</b>	(39)
Minneapolis	382,578	400,938	411,273	<b>411,273</b>	10,335
Minnnetonka	49,734	50,841	51,144	<b>51,144</b>	303
Minnetrissa	6,384	6,796	6,763	<b>6,763</b>	(33)
Montevideo	5,383	5,383	5,327	<b>5,383</b>	0
Monticello	12,759	12,993	13,125	<b>13,125</b>	132
Moorhead	38,065	40,478	41,181	<b>41,181</b>	703
Morris	5,286	5,382	5,436	<b>5,436</b>	54
Mound	9,052	9,421	9,318	<b>9,318</b>	(103)
Mounds View	12,155	12,314	12,444	<b>12,444</b>	130
New Brighton	21,456	22,123	22,084	<b>22,084</b>	(39)
New Hope	20,339	20,904	20,812	<b>20,812</b>	(92)
New Prague	7,321	7,419	7,439	<b>7,439</b>	20
New Ulm	13,522	13,522	13,519	<b>13,522</b>	0
North Branch	10,125	10,184	10,286	<b>10,286</b>	102
North Mankato	13,394	13,520	13,610	<b>13,610</b>	90
North St. Paul	11,460	11,951	12,006	<b>12,006</b>	55
Northfield	20,007	20,147	20,313	<b>20,313</b>	166
Oak Grove	8,031	8,210	8,337	<b>8,337</b>	127

Municipality	2010 Census	Population used for 2015 Allocation	Newest Population Estimates (Released July 2015)	Population to be used for 2016 Allocation	Difference between Populations used for 2015 & 2016 Allocation
Oakdale	27,378	28,142	28,655	28,655	513
Orono	7,437	7,611	7,785	7,785	174
Otsego	13,571	14,457	14,968	14,968	511
Owatonna	25,599	25,599	25,660	25,660	61
Plymouth	70,576	72,969	73,633	73,633	664
Prior Lake	22,796	24,223	24,911	24,911	688
Ramsey	23,668	24,306	24,811	24,811	505
Red Wing	16,459	16,488	16,505	16,505	17
Redwood Falls	5,256	5,256	5,207	5,256	0
Richfield	35,228	36,041	36,157	36,157	116
Robbinsdale	13,953	14,445	14,512	14,512	67
Rochester	106,750	110,393	111,007	111,007	614
Rogers	11,197	11,981	12,230	12,230	249
Rosemount	21,874	22,605	22,490	22,490	(115)
Roseville	33,660	34,476	34,719	34,719	243
Sartell	15,887	16,217	16,949	16,949	732
Sauk Rapids	12,773	13,210	13,307	13,307	97
Savage	26,911	28,603	29,047	29,047	444
Shakopee	37,076	38,701	39,523	39,523	822
Shoreview	25,043	25,630	25,723	25,723	93
Shorewood	7,307	7,524	7,425	7,425	(99)
South St. Paul	20,160	20,441	20,146	20,160	(281)
Spring Lake Park	6,412	6,439	6,513	6,513	74
St. Anthony	8,226	8,516	8,965	8,965	449
St. Cloud	65,842	66,219	66,462	66,462	243
St. Francis	7,218	7,240	7,296	7,296	56
St. Joseph	6,534	6,787	6,805	6,805	18
St. Louis Park	45,250	47,321	47,933	47,933	612
St. Michael	16,399	16,801	16,983	16,983	182
St. Paul	285,068	296,542	299,641	299,641	3,099
St. Paul Park	5,279	5,394	5,314	5,314	(80)
St. Peter	11,196	11,445	11,758	11,758	313
Stewartville	5,916	6,189	6,219	6,219	30
Stillwater	18,225	18,970	18,892	18,892	(78)
Thief River Falls	8,573	8,668	8,722	8,722	54
Vadnais Heights	12,302	12,643	12,583	12,583	(60)
Victoria	7,379	8,133	8,462	8,462	329
Virginia	8,712	8,712	8,640	8,712	0
Waconia	10,697	11,345	11,520	11,520	175
Waite Park	6,715	7,372	7,473	7,473	101
Waseca	9,412	9,412	9,365	9,412	0
West St. Paul	19,540	19,648	19,800	19,800	152
White Bear Lake	23,797	24,100	24,159	24,159	59
Willmar	19,610	19,717	19,731	19,731	14
Winona	27,614	27,750	27,581	27,614	(136)
Woodbury	61,961	65,746	66,119	66,119	373
Worthington	12,764	12,974	12,986	12,986	12
Wyoming	7,791	7,800	7,854	7,854	54
Zimmerman	5,228	5,269	5,297	5,297	28
<b>Total</b>	<b>3,690,202</b>	<b>3,805,152</b>	<b>3,838,731</b>	<b>3,840,144</b>	<b>34,992</b>



# MSAS POPULATION ALLOCATIONS

For each MSAS city, the 2010 Federal Census - or the State Demographer's 2014 population estimate (released in 2015), will be used to allocate 50% of the funds for the 2016 apportionment. (The greater of the two figures will be used).

Fifty percent of the total sum is distributed on a prorated share that each city's population bears to the total population. Using the 2015 population apportionment distribution, each city will earn approximately \$22.23 per capita in apportionment. This projection will be revised when the actual revenue for the 2016 apportionment becomes available.

Any adjustments made to the 2014 population estimates will be presented in the January booklet. These changes could include population adjustments due to annexations, detachments, or any other minor revisions made by the State Demographer.

## TENTATIVE 2016 POPULATION ALLOCATIONS

Municipality	Population Used for 2015 Allocations	Population to be used for the 2016 Allocations	2015 Population Allocations	2016 Population Allocations	Difference Between 2015 & 2016 Allocations	% Increase (Decrease)
Albert Lea	18,016	18,016	\$404,102	<b>\$400,419</b>	<b>(\$3,683)</b>	-0.91%
Albertville	7,211	7,262	161,744	<b>161,404</b>	<b>(340)</b>	-0.21%
Alexandria	13,045	13,182	292,601	<b>292,980</b>	379	0.13%
Andover	31,692	31,874	710,856	<b>708,424</b>	<b>(2,432)</b>	-0.34%
Anoka	17,283	17,586	387,660	<b>390,862</b>	3,202	0.83%
Apple Valley	50,326	50,330	1,128,820	<b>1,118,623</b>	<b>(10,197)</b>	-0.90%
Arden Hills	9,552	9,652	214,253	<b>214,523</b>	270	0.13%
Austin	24,983	25,010	560,373	<b>555,866</b>	<b>(4,507)</b>	-0.80%
Baxter	7,747	8,002	173,766	<b>177,851</b>	4,085	2.35%
Belle Plaine	6,684	6,661	149,923	<b>148,046</b>	<b>(1,877)</b>	-1.25%
Bemidji	14,411	14,376	323,241	<b>319,518</b>	<b>(3,723)</b>	-1.15%
Big Lake	10,402	10,587	233,318	<b>235,304</b>	1,986	0.85%
Blaine	62,018	62,066	1,391,073	<b>1,379,464</b>	<b>(11,609)</b>	-0.83%
Bloomington	85,935	86,652	1,927,535	<b>1,925,907</b>	<b>(1,628)</b>	-0.08%
Brainerd	13,662	13,659	306,441	<b>303,582</b>	<b>(2,859)</b>	-0.93%
Brooklyn Center	30,426	30,104	682,460	<b>669,084</b>	<b>(13,376)</b>	-1.96%
Brooklyn Park	77,989	78,362	1,749,305	<b>1,741,656</b>	<b>(7,649)</b>	-0.44%
Buffalo	15,812	15,911	354,666	<b>353,634</b>	<b>(1,032)</b>	-0.29%
Burnsville	61,300	61,747	1,374,968	<b>1,372,374</b>	<b>(2,594)</b>	-0.19%
Byron	5,137	5,264	115,224	<b>116,996</b>	1,772	1.54%
Cambridge	8,273	8,338	185,565	<b>185,318</b>	<b>(247)</b>	-0.13%
Champlin	23,499	23,089	527,086	<b>513,171</b>	<b>(13,915)</b>	-2.64%
Chanhassen	24,155	24,503	541,800	<b>544,598</b>	2,798	0.52%
Chaska	24,811	25,270	556,515	<b>561,645</b>	5,130	0.92%
Chisago City	5,000	5,069	112,151	<b>112,662</b>	511	0.46%

<b>Municipality</b>	<b>Population Used for 2015 Allocations</b>	<b>Population to be used for the 2016 Allocations</b>	<b>2015 Population Allocations</b>	<b>2016 Population Allocations</b>	<b>Difference Between 2015 &amp; 2016 Allocations</b>	<b>% Increase (Decrease)</b>
Chisholm	5,036	5,029	\$112,958	<b>\$111,773</b>	<b>(\$1,185)</b>	-1.05%
Circle Pines	5,014	5,000	112,465	<b>111,129</b>	<b>(1,336)</b>	-1.19%
Cloquet	12,180	12,258	273,199	<b>272,443</b>	<b>(756)</b>	-0.28%
Columbia Heights	19,758	19,709	443,175	<b>438,048</b>	<b>(5,127)</b>	-1.16%
Coon Rapids	62,684	62,435	1,406,012	<b>1,387,666</b>	<b>(18,346)</b>	-1.30%
Corcoran	5,471	5,513	122,715	<b>122,531</b>	<b>(184)</b>	-0.15%
Cottage Grove	35,403	35,250	794,095	<b>783,458</b>	<b>(10,637)</b>	-1.34%
Crookston	7,964	7,902	178,634	<b>175,628</b>	<b>(3,006)</b>	-1.68%
Crystal	22,645	22,436	507,931	<b>498,657</b>	<b>(9,274)</b>	-1.83%
Dayton	5,000	5,011	112,151	<b>111,373</b>	<b>(778)</b>	-0.69%
Delano	5,638	5,757	126,461	<b>127,954</b>	1,493	1.18%
Detroit Lakes	8,906	9,053	199,763	<b>201,210</b>	1,447	0.72%
Duluth	86,265	86,367	1,934,937	<b>1,919,573</b>	<b>(15,364)</b>	-0.79%
Eagan	66,301	66,810	1,487,142	<b>1,484,903</b>	<b>(2,239)</b>	-0.15%
East Bethel	11,626	11,626	260,773	<b>258,397</b>	<b>(2,376)</b>	-0.91%
East Grand Forks	8,640	8,731	193,797	<b>194,053</b>	256	0.13%
Eden Prairie	62,729	62,593	1,407,021	<b>1,391,177</b>	<b>(15,844)</b>	-1.13%
Edina	49,216	50,261	1,103,922	<b>1,117,089</b>	13,167	1.19%
Elk River	23,370	23,730	524,193	<b>527,417</b>	3,224	0.62%
Fairmont	10,666	10,666	239,240	<b>237,060</b>	<b>(2,180)</b>	-0.91%
Falcon Heights	5,445	5,398	122,132	<b>119,975</b>	<b>(2,157)</b>	-1.77%
Faribault	23,477	23,631	526,593	<b>525,217</b>	<b>(1,376)</b>	-0.26%
Farmington	22,051	22,386	494,607	<b>497,546</b>	2,939	0.59%
Fergus Falls	13,295	13,280	298,209	<b>295,158</b>	<b>(3,051)</b>	-1.02%
Forest Lake	19,056	19,484	427,429	<b>433,047</b>	5,618	1.31%
Fridley	27,865	27,952	625,016	<b>621,255</b>	<b>(3,761)</b>	-0.60%
Glencoe	5,631	5,631	126,304	<b>125,153</b>	<b>(1,151)</b>	-0.91%
Golden Valley	20,683	20,790	463,923	<b>462,074</b>	<b>(1,849)</b>	-0.40%
Grand Rapids	10,994	11,114	246,597	<b>247,017</b>	420	0.17%
Ham Lake	15,650	15,666	351,032	<b>348,189</b>	<b>(2,843)</b>	-0.81%
Hastings	22,592	22,492	506,742	<b>499,902</b>	<b>(6,840)</b>	-1.35%
Hermantown	9,625	9,726	215,890	<b>216,168</b>	278	0.13%
Hibbing	16,361	16,361	366,980	<b>363,636</b>	<b>(3,344)</b>	-0.91%
Hopkins	18,413	18,971	413,006	<b>421,645</b>	8,639	2.09%
Hugo	13,878	14,201	311,286	<b>315,628</b>	4,342	1.39%
Hutchinson	14,180	14,180	318,060	<b>315,161</b>	<b>(2,899)</b>	-0.91%
International Falls	6,424	6,424	144,091	<b>142,778</b>	<b>(1,313)</b>	-0.91%
Inver Grove Heights	34,458	34,831	772,898	<b>774,146</b>	1,248	0.16%
Isanti	5,385	5,409	120,786	<b>120,219</b>	<b>(567)</b>	-0.47%
Jordan	6,272	6,148	140,682	<b>136,644</b>	<b>(4,038)</b>	-2.87%
Kasson	6,083	6,124	136,443	<b>136,111</b>	<b>(332)</b>	-0.24%
LaCrescent	5,000	5,074	112,151	<b>112,774</b>	623	0.56%
Lake City	5,063	5,063	113,564	<b>112,529</b>	<b>(1,035)</b>	-0.91%
Lake Elmo	8,773	8,594	196,780	<b>191,008</b>	<b>(5,772)</b>	-2.93%
Lakeville	57,789	59,361	1,296,216	<b>1,319,344</b>	23,128	1.78%
Lino Lakes	20,833	21,129	467,287	<b>469,608</b>	2,321	0.50%
Litchfield	6,726	6,741	150,865	<b>149,824</b>	<b>(1,041)</b>	-0.69%
Little Canada	9,962	9,912	223,449	<b>220,302</b>	<b>(3,147)</b>	-1.41%
Little Falls	8,800	8,807	197,385	<b>195,742</b>	<b>(1,643)</b>	-0.83%
Mahtomedi	7,871	8,043	176,548	<b>178,762</b>	2,214	1.25%
Mankato	40,743	41,202	913,872	<b>915,746</b>	1,874	0.21%
Maple Grove	63,746	64,448	1,429,833	<b>1,432,406</b>	2,573	0.18%

Municipality	Population Used for 2015 Allocations	Population to be used for the 2016 Allocations	2015 Population Allocations	2016 Population Allocations	Difference Between 2015 & 2016 Allocations	% Increase (Decrease)
Maplewood	38,950	39,054	\$873,654	<b>\$868,005</b>	<b>(\$5,649)</b>	-0.65%
Marshall	13,729	13,719	307,944	<b>304,915</b>	<b>(3,029)</b>	-0.98%
Medina	5,309	5,831	119,082	<b>129,598</b>	10,516	8.83%
Mendota Heights	11,163	11,124	250,388	<b>247,239</b>	<b>(3,149)</b>	-1.26%
Minneapolis	400,938	411,273	8,993,101	<b>9,140,858</b>	147,757	1.64%
Minnnetonka	50,841	51,144	1,140,371	<b>1,136,715</b>	<b>(3,656)</b>	-0.32%
Minnetrissa	6,796	6,763	152,435	<b>150,313</b>	<b>(2,122)</b>	-1.39%
Montevideo	5,383	5,383	120,742	<b>119,641</b>	<b>(1,101)</b>	-0.91%
Monticello	12,993	13,125	291,435	<b>291,713</b>	278	0.10%
Moorhead	40,478	41,181	907,928	<b>915,279</b>	7,351	0.81%
Morris	5,382	5,436	120,719	<b>120,819</b>	100	0.08%
Mound	9,421	9,318	211,314	<b>207,100</b>	<b>(4,214)</b>	-1.99%
Mounds View	12,314	12,444	276,205	<b>276,577</b>	372	0.13%
New Brighton	22,123	22,084	496,222	<b>490,834</b>	<b>(5,388)</b>	-1.09%
New Hope	20,904	20,812	468,880	<b>462,563</b>	<b>(6,317)</b>	-1.35%
New Prague	7,419	7,439	166,409	<b>165,337</b>	<b>(1,072)</b>	-0.64%
New Ulm	13,522	13,522	303,301	<b>300,537</b>	<b>(2,764)</b>	-0.91%
North Branch	10,184	10,286	228,429	<b>228,614</b>	185	0.08%
North Mankato	13,520	13,610	303,256	<b>302,493</b>	<b>(763)</b>	-0.25%
North St. Paul	11,951	12,006	268,063	<b>266,843</b>	<b>(1,220)</b>	-0.46%
Northfield	20,147	20,313	451,900	<b>451,472</b>	<b>(428)</b>	-0.09%
Oak Grove	8,210	8,337	184,152	<b>185,296</b>	1,144	0.62%
Oakdale	28,142	28,655	631,229	<b>636,879</b>	5,650	0.90%
Orono	7,611	7,785	170,716	<b>173,028</b>	2,312	1.35%
Otsego	14,457	14,968	324,273	<b>332,675</b>	8,402	2.59%
Owatonna	25,599	25,660	574,190	<b>570,313</b>	<b>(3,877)</b>	-0.68%
Plymouth	72,969	73,633	1,636,706	<b>1,636,550</b>	<b>(156)</b>	-0.01%
Prior Lake	24,223	24,911	543,326	<b>553,666</b>	10,340	1.90%
Ramsey	24,306	24,811	545,187	<b>551,443</b>	6,256	1.15%
Red Wing	16,488	16,505	369,828	<b>366,836</b>	<b>(2,992)</b>	-0.81%
Redwood Falls	5,256	5,256	117,893	<b>116,819</b>	<b>(1,074)</b>	-0.91%
Richfield	36,041	36,157	808,405	<b>803,617</b>	<b>(4,788)</b>	-0.59%
Robbinsdale	14,445	14,512	324,004	<b>322,540</b>	<b>(1,464)</b>	-0.45%
Rochester	110,393	111,007	2,476,132	<b>2,467,216</b>	<b>(8,916)</b>	-0.36%
Rogers	11,981	12,230	268,736	<b>271,821</b>	3,085	1.15%
Rosemount	22,605	22,490	507,034	<b>499,857</b>	<b>(7,177)</b>	-1.42%
Roseville	34,476	34,719	773,302	<b>771,656</b>	<b>(1,646)</b>	-0.21%
Sartell	16,217	16,949	363,750	<b>376,705</b>	12,955	3.56%
Sauk Rapids	13,210	13,307	296,302	<b>295,758</b>	<b>(544)</b>	-0.18%
Savage	28,603	29,047	641,570	<b>645,592</b>	4,022	0.63%
Shakopee	38,701	39,523	868,069	<b>878,429</b>	10,360	1.19%
Shoreview	25,630	25,723	574,885	<b>571,713</b>	<b>(3,172)</b>	-0.55%
Shorewood	7,524	7,425	168,764	<b>165,026</b>	<b>(3,738)</b>	-2.21%
South St. Paul	20,441	20,160	458,495	<b>448,071</b>	<b>(10,424)</b>	-2.27%
Spring Lake Park	6,439	6,513	144,428	<b>144,756</b>	328	0.23%
St. Anthony	8,516	8,965	191,015	<b>199,254</b>	8,239	4.31%
St. Cloud	66,219	66,462	1,485,302	<b>1,477,169</b>	<b>(8,133)</b>	-0.55%
St. Francis	7,240	7,296	162,394	<b>162,159</b>	<b>(235)</b>	-0.14%
St. Joseph	6,787	6,805	152,233	<b>151,246</b>	<b>(987)</b>	-0.65%
St. Louis Park	47,321	47,933	1,061,417	<b>1,065,348</b>	3,931	0.37%
St. Michael	16,801	16,983	376,849	<b>377,460</b>	611	0.16%
St. Paul	296,542	299,641	6,651,482	<b>6,659,751</b>	8,269	0.12%

Municipality	Population Used for 2015 Allocations	Population to be used for the 2016 Allocations	2015 Population Allocations	2016 Population Allocations	Difference Between 2015 & 2016 Allocations	% Increase (Decrease)
St. Paul Park	5,394	5,314	\$120,988	<b>\$118,108</b>	<b>(\$2,880)</b>	-2.38%
St. Peter	11,445	11,758	256,713	<b>261,331</b>	4,618	1.80%
Stewartville	6,189	6,219	138,820	<b>138,222</b>	<b>(598)</b>	-0.43%
Stillwater	18,970	18,892	425,500	<b>419,889</b>	<b>(5,611)</b>	-1.32%
Thief River Falls	8,668	8,722	194,425	<b>193,853</b>	<b>(572)</b>	-0.29%
Vadnais Heights	12,643	12,583	283,584	<b>279,667</b>	<b>(3,917)</b>	-1.38%
Victoria	8,133	8,462	182,424	<b>188,074</b>	5,650	3.10%
Virginia	8,712	8,712	195,412	<b>193,631</b>	<b>(1,781)</b>	-0.91%
Waconia	11,345	11,520	254,470	<b>256,041</b>	1,571	0.62%
Waite Park	7,372	7,473	165,355	<b>166,093</b>	738	0.45%
Waseca	9,412	9,412	211,113	<b>209,189</b>	<b>(1,924)</b>	-0.91%
West St. Paul	19,648	19,800	440,708	<b>440,070</b>	<b>(638)</b>	-0.14%
White Bear Lake	24,100	24,159	540,567	<b>536,952</b>	<b>(3,615)</b>	-0.67%
Willmar	19,717	19,731	442,255	<b>438,537</b>	<b>(3,718)</b>	-0.84%
Winona	27,750	27,614	622,437	<b>613,742</b>	<b>(8,695)</b>	-1.40%
Woodbury	65,746	66,119	1,474,693	<b>1,469,545</b>	<b>(5,148)</b>	-0.35%
Worthington	12,974	12,986	291,009	<b>288,624</b>	<b>(2,385)</b>	-0.82%
Wyoming	7,800	7,854	174,955	<b>174,561</b>	<b>(394)</b>	-0.23%
Zimmerman	5,269	5,297	118,184	<b>117,730</b>	<b>(454)</b>	-0.38%
<b>Total</b>	<b>3,805,152</b>	<b>3,840,144</b>	<b>\$85,350,144</b>	<b>\$85,350,144</b>	<b>(\$0)</b>	

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

2015	$\frac{\$85,350,144}{3,805,152}$	Equals	\$22.43	Per person
2016	$\frac{\$85,350,144}{3,840,144}$	Equals	\$22.23	Per person

The population difference between 2015 and 2016 for allocation purposes is **34,992** (0.9% increase overall)

- 53 Cities Increased their population allocation.
- 95 Cities Decreased their population allocation.

## MILEAGE, NEEDS AND APPORTIONMENT

The amount to be allocated in 2016 is unknown at this time so an estimated amount of \$170,700,289 is used in this report. The actual amount will be announced in January 2016 when the Commissioner of Transportation makes a determination of the 2016 apportionment.

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

The continuous change in M.S.A.S. mileage is due to the increasing number of eligible cities - and to the increase in the overall total improved local street mileage, of which 20% is allowed for M.S.A. street designations, Trunk Highway Turnbacks, CSAH Turnbacks, and County Road Turnbacks.

### MSAS MILEAGE, NEEDS, AND APPORTIONMENT 1958 to 2016

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

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
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
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
2016	148	3702.51	6,987,910,821	170,700,289	<b>*7,147,650,278</b>	46,103.94	11.94

The figures for 2016 are estimates.

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

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

## 2015 ITEMIZED TABULATION OF NEEDS

The 2015 money needs reflects an increase due to the updating of the needs, new designations and an increase in unit prices. See the Screening Board Resolutions in the back of this book for the unit prices used in the 2015 needs computation.

The 2015 itemized tabulation of needs on the following insert shows all construction items in the Municipal State Aid Needs Study, except for "after the fact" needs. The tabulation is provided to give each municipality the opportunity to compare its needs of the individual construction items to that of other cities.

The overall average cost per mile is \$1,719,486. Dayton has the lowest cost per mile with \$1,137,094 while St. Paul has the highest cost with \$2,659,339 per mile.

The five cities with the highest cost per mile are listed alphabetically as follows: Minneapolis, Moorhead, Rochester, Sauk Rapids and St. Paul.

The five cities with the lowest cost per mile are listed alphabetically as follows: Corcoran, Dayton, East Bethel, Minnetrista and Zimmerman.

**NOTE:** The Item by Item spreadsheet is at the end of this book.

# COMPARISON OF NEEDS BETWEEN 2014 and 2015

2015 Needs are computed for the January 2016 distribution

Needs Item	2014	2015	Difference	% increase
Grading/Excavation	\$623,725,118	\$670,735,827	\$47,010,709	7.5
Total Storm Sewer	617,366,715	631,244,604	13,877,889	2.2
Gravel Base	736,420,789	919,738,095	183,317,306	24.9
Bituminous Surface	1,118,847,536	1,201,366,959	82,519,423	7.4
Curb and Gutter	490,057,126	576,173,202	86,116,076	17.6
Sidewalk Construction	640,909,500	780,888,438	139,978,938	21.8
Traffic Signals	298,966,875	275,858,125	(23,108,750)	(7.7)
Street Lighting	369,049,500	370,260,500	1,211,000	0.3
Structures	231,531,304	301,529,763	69,998,459	30.2
Engineering	1,127,912,451	1,260,115,308	132,202,857	11.7
<b>Total Unadjusted Money Needs</b>	<b>\$6,254,786,914</b>	<b>\$6,987,910,821</b>	<b>\$733,123,907</b>	<b>11.7</b>
Total Needs Miles	3,690.49	3,702.51	12.02	0.3
ATF Right of Way	\$95,926,187	\$96,022,478	\$96,291	0.1
ATF Retaining Wall	2,339,368	3,323,931	984,563	42.1
ATF RR Crossing	299,555	317,988	18,433	6.2
ATF Bridge over MSAS Route	378,684	378,684	0	0.0

## 2015 MILEAGE REPORT

The Needs Study distinguishes between 'Total System Length' & 'Total Needs Length'. Among the reasons these categories differ are: Designations Outside City Limits and MSB approved One Way Mileage.

Total Needs Length for all cities is 3,702.51 miles.

Total System Length for all cities is 3,755.68 miles.

The 2015 Total System Length reflects an increase due to overall growth, new designations, and the addition of our newest MSAS city - Chisago City.

The 2015 Mileage Report also shows all categories of mileage used in the Municipal State Aid Needs Study. This tabulation is provided to give each city the opportunity to view their mileage for the various categories.

The information on the Mileage Report may also be helpful as you fill out your 2015 Annual Certification of Mileage form (which is due in January 2016). We expect that your "**Total Needs Length**" from this Mileage Report will match line 13 of the Certification of Mileage. Should there be a discrepancy, we ask that you provide an explanation on the backside of your Annual Certification of Mileage Form.

However, if a city has a system revision that occurred after your Needs were submitted by the spring deadline and gets approved by the Commissioner before December 31<sup>st</sup>, those revisions can also be included on your 2015 certification (submitted in January of 2016).

**NOTE:** The Mileage Report spreadsheet is at the end of this book.

# MSAS NEEDS MILEAGE COMPARISON

City	2014 MSAS Needs Mileage	2015 MSAS Needs Mileage	Difference in Mileage	City	2014 MSAS Needs Mileage	2015 MSAS Needs Mileage	Difference in Mileage	City	2014 MSAS Needs Mileage	2015 MSAS Needs Mileage	Difference in Mileage
Albert Lea	24.31	24.31		Fridley	22.87	22.89	0.02	Orono	9.45	9.45	
Albertville	7.15	7.15		Glencoe	8.39	8.39		Osage	22.47	22.47	
Alexandria	32.95	33.29	0.34	Golden Valley	23.90	23.74	(0.16)	Owatonna	34.26	34.64	0.38
Andover	42.75	42.75		Grand Rapids	25.74	25.68	(0.06)	Plymouth	60.81	62.81	2.00
Anoka	14.73	15.42	0.69	Ham Lake	33.49	33.55	0.06	Prior Lake	20.44	20.44	
Apple Valley	37.31	37.31		Hastings	21.25	22.45	1.20	Ramsey	37.86	38.27	0.41
Ardan Hills	7.53	7.53		Hermantown	18.65	18.65		Red Wing	24.87	24.87	
Austin	30.21	30.21		Hibbing	54.07	54.07		Redwood Falls	10.52	10.52	
Baxter	17.05	17.05		Hopkins	9.99	9.99		Richfield	24.58	24.67	0.09
Belle Plaine	8.68	8.68		Hugo	20.70	21.33	0.63	Robbinsdale	10.05	10.05	
Bemidji	17.85	17.85		Hutchinson	18.49	18.49		Rochester	101.45	101.45	
Big Lake	11.48	11.48		International Falls	7.12	7.12		Rogers	21.15	21.15	
Blaine	48.67	49.66	0.99	Inver Grove Heights	33.64	33.64		Rosemount	28.31	28.31	
Bloomington	75.75	76.12	0.37	Isanti	6.89	6.89		Roseville	29.12	29.12	
Brainerd	19.16	19.16		Jordan	6.09	6.09		Sartell	19.12	19.12	
Brooklyn Center	21.34	21.34		Kasson	6.20	6.20		Sauk Rapids	14.21	14.21	
Brooklyn Park	59.47	60.14	0.67	La Crescent	5.84	5.84		Savage	27.07	27.24	0.17
Buffalo	17.17	17.17		Lake City	8.39	8.39		Shakopee	37.49	37.49	
Burnsville	45.11	44.77	(0.34)	Lake Elmo	16.30	16.30		Shoreview	19.69	19.69	
Byron	5.31	5.47	0.16	Lakeville	63.01	63.01		Shorewood	9.20	9.20	
Cambridge	16.37	16.37		Lino Lakes	23.71	23.71		South St. Paul	17.46	17.46	
Champlin	19.92	19.92		Litchfield	8.77	8.77		Spring Lake Park	5.82	5.82	
Chanhassen	22.76	22.76		Little Canada	11.35	11.35		St. Anthony	5.95	5.95	
Chaska	20.96	20.95	(0.01)	Little Falls	21.75	21.75		St. Cloud	64.30	64.30	
Chisago City	8.10	8.10		Mahtomedi	9.53	9.53		St. Francis	13.35	13.45	0.10
Chisholm	8.39	8.41	0.02	Mankato	37.90	38.18	0.28	St. Joseph	5.53	5.53	
Circle Pines	3.60	3.60		Maple Grove	57.01	56.86	(0.15)	St. Louis Park	31.92	33.02	1.10
Cloquet	22.20	22.20		Maplewood	36.68	36.68		St. Michael	22.56	22.63	0.07
Columbia Heights	12.50	12.50		Marshall	18.78	18.78		St. Paul	164.73	164.73	
Coon Rapids	43.23	43.23		Medina	12.36	12.41	0.05	St. Paul Park	6.06	6.06	
Corcoran	15.53	15.53		Mendota Heights	14.57	14.57		St. Peter	15.78	15.42	(0.36)
Cottage Grove	35.31	35.31		Minneapolis	206.66	206.66		Stewartville	4.71	4.71	
Crookston	11.58	11.58		Minnetonka	51.10	51.16	0.06	Stillwater	18.25	18.25	
Crystal	17.79	17.47	(0.32)	Minnetrista	12.98	12.98		Thief River Falls	16.15	16.21	0.06
Dayton	9.72	9.72		Montevideo	8.83	8.83		Vadnais Heights	9.17	9.17	
Delano	6.21	6.21		Monticello	12.19	12.19		Victoria	7.43	7.43	
Detroit Lakes	24.52	24.52		Moorhead	45.72	45.78	0.06	Virginia	17.14	17.14	
Duluth	116.51	116.71	0.20	Morris	9.09	9.09		Waconia	10.74	12.32	1.58
Eagan	48.32	48.92	0.60	Mound	7.94	7.94		Waite Park	6.54	7.02	0.48
East Bethel	28.78	28.53	(0.25)	Mounds View	12.43	10.86	(1.57)	Waseca	7.71	7.71	
East Grand Forks	17.08	16.99	(0.09)	New Brighton	15.22	15.22		West St. Paul	13.58	13.58	
Eden Prairie	47.08	48.54	1.46	New Hope	12.86	12.86		White Bear Lake	21.02	21.02	
Edina	40.27	40.85	0.58	New Prague	7.76	7.74	(0.02)	Willmar	27.87	27.87	
Elk River	38.27	38.27		New Ulm	17.68	17.68		Winona	21.76	21.76	
Fairmont	20.12	20.12		North Branch	27.81	27.81		Woodbury	55.40	55.40	
Falcon Heights	3.29	3.29		North Mankato	15.77	15.77		Worthington	11.34	11.34	
Faribault	24.05	24.07	0.02	North St. Paul	11.34	11.34		Wyoming	15.92	15.92	
Farmington	16.24	16.69	0.45	Northfield	17.06	17.06		Zimmerman	6.50	6.50	
Fergus Falls	25.76	26.18	0.42	Oak Grove	26.15	25.73	(0.42)				
Forest Lake	33.83	33.83		Oakdale	19.39	19.39		<b>Total</b>	<b>3,690.49</b>	<b>3,702.51</b>	<b>12.02</b>

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# 2016 CONSTRUCTION NEEDS and CONSTRUCTION NEEDS ALLOCATIONS

50% of the total apportionment is determined on a prorated share that each city's construction needs bears to the total of all construction needs. The construction needs shown in this report are computed from annual Needs Updates submitted by each city. Before determining each city's allocation, the following Municipal Screening Board mandated adjustments are applied to these "unadjusted" construction needs.

- Phase In (or Restriction)
- Excess Unencumbered Construction Fund Balance Adjustment
- Low Balance Incentive
- After the Fact Right of Way Adjustment
- After the Fact Retaining Wall Adjustment
- After the Fact Railroad Crossing Adjustment
- After the Fact Railroad Bridge over MSAS Adjustment
- Excess Maintenance Account (none for 2016)
- Trunk Highway Turnback Maintenance (none for 2016)

By applying these adjustments and restriction, the "Adjusted Restricted Construction Needs" are calculated for each city. These are the Needs used to determine Construction Needs Allocations. The actual amount of the road user fund for distribution to the Municipal State Aid Account will not be available until January 2016. The allocations in this book are based on a projected money needs apportionment of \$85,350,145.

The data on the following pages are for the Screening Board's use in determining the Tentative 2016 Construction Needs. These tabulations show the impact of the individual adjustments and the tentative allocations to each city.

## **STEPS TO COMPUTE PHASE IN (RESTRICTION)**

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

# RESTRICTED NEEDS (PHASE IN) for 2016

Bandwidth is - 5% and + 10% from the Statewide Average Percent of Change. State Average Percent of Change is 10.21%. Therefore the current Unadjusted Needs for each city must increase by at least 5.21%, but not more than 20.21% from the Restricted Needs from Jan. 2015.

- 49 Cities received the Lower Restriction
- 39 Cities received the Upper Restriction
- 60 Cities received No Restriction

	Restricted Needs for Jan. 2015 Distribution	Unadjusted Construction Needs for Jan. 2016 Distribution	Percent of Change from Jan. 2015 to Oct. 2015	Lower Restriction (5.21%)	Upper Restriction (20.21%)	No Restriction	Estimated Restricted Needs For Jan. 2016 Distribution
Albert Lea	\$44,866,152	\$44,521,250	(0.77)	\$47,203,679	\$0	\$0	\$47,203,679
Albertville	12,635,961	12,578,196	(0.46)	13,294,295	0	0	13,294,295
Alexandria	51,862,445	58,550,435	12.90	0	0	58,550,435	58,550,435
Andover	64,860,796	60,243,081	(7.12)	68,240,043	0	0	68,240,043
Anoka	24,369,290	29,085,792	19.35	0	0	29,085,792	29,085,792
Apple Valley	67,012,267	74,431,572	11.07	0	0	74,431,572	74,431,572
Arden Hills	9,861,834	11,058,796	12.14	0	0	11,058,796	11,058,796
Austin	53,999,831	60,819,998	12.63	0	0	60,819,998	60,819,998
Baxter	22,797,276	29,551,665	29.63	0	27,404,605	0	27,404,605
Belle Plaine	11,715,297	13,120,143	11.99	0	0	13,120,143	13,120,143
Bemidji	24,929,233	33,717,552	35.25	0	29,967,431	0	29,967,431
Big Lake	15,058,173	16,057,329	6.64	0	0	16,057,329	16,057,329
Blaine	56,442,244	90,238,881	59.88	0	67,849,222	0	67,849,222
Bloomington	153,508,597	170,432,016	11.02	0	0	170,432,016	170,432,016
Brainerd	32,493,526	36,800,202	13.25	0	0	36,800,202	36,800,202
Brooklyn Center	22,171,323	44,960,862	102.79	0	26,652,147	0	26,652,147
Brooklyn Park	65,335,705	113,499,102	73.72	0	78,540,051	0	78,540,051
Buffalo	32,153,081	28,938,127	(10.00)	33,828,257	0	0	33,828,257
Burnsville	98,040,746	94,290,301	(3.83)	103,148,669	0	0	103,148,669
Byron	6,405,443	9,115,745	42.31	0	7,699,983	0	7,699,983
Cambridge	17,667,939	31,080,240	75.91	0	21,238,629	0	21,238,629
Champlin	29,717,179	36,425,520	22.57	0	35,723,021	0	35,723,021
Chanhausen	30,318,191	43,131,716	42.26	0	36,445,497	0	36,445,497

	Restricted Needs for Jan. 2015 Distribution	Unadjusted Construction Needs for Jan. 2016 Distribution	Percent of Change from Jan. 2015 to Oct. 2015	Lower Restriction (5.21%)	Upper Restriction (20.21%)	No Restriction	Estimated Restricted Needs For Jan. 2016 Distribution
Chaska	\$33,894,101	\$38,058,816	12.29	\$0	\$0	\$38,058,816	\$38,058,816
Chicago City	10,447,280	11,685,782	11.85	0	0	11,685,782	11,685,782
Chisholm	13,912,772	12,571,485	(9.64)	14,637,627	0	0	14,637,627
Circle Pines	4,960,996	5,261,644	6.06	0	0	5,261,644	5,261,644
Cloquet	31,853,498	33,940,963	6.55	0	0	33,940,963	33,940,963
Columbia Heights	22,953,769	20,512,341	(10.64)	24,149,660	0	0	24,149,660
Coon Rapids	80,506,694	90,002,776	11.80	0	0	90,002,776	90,002,776
Corcoran	20,097,825	18,337,663	(8.76)	21,144,922	0	0	21,144,922
Cottage Grove	60,871,401	60,208,911	(1.09)	64,042,801	0	0	64,042,801
Crookston	29,657,370	23,251,352	(21.60)	31,202,519	0	0	31,202,519
Crystal	19,900,800	27,091,628	36.13	0	23,922,752	0	23,922,752
Dayton	9,481,703	11,052,558	16.57	0	0	11,052,558	11,052,558
Delano	13,152,848	10,229,158	(22.23)	13,838,111	0	0	13,838,111
Detroit Lakes	28,958,917	41,413,230	43.01	0	34,811,514	0	34,811,514
Duluth	272,800,581	236,210,783	(13.41)	287,013,491	0	0	287,013,491
Eagan	107,947,440	97,296,671	(9.87)	113,571,502	0	0	113,571,502
East Bethel	40,875,128	34,604,564	(15.34)	43,004,722	0	0	43,004,722
East Grand Forks	32,396,612	37,499,133	15.75	0	0	37,499,133	37,499,133
Eden Prairie	83,196,881	102,246,156	22.90	0	100,010,971	0	100,010,971
Edina	65,976,331	86,973,136	31.82	0	79,310,147	0	79,310,147
Elk River	62,127,121	69,576,847	11.99	0	0	69,576,847	69,576,847
Fairmont	35,557,149	36,038,536	1.35	37,409,676	0	0	37,409,676
Falcon Heights	4,426,803	4,887,925	10.42	0	0	4,887,925	4,887,925
Faribault	44,319,079	50,091,569	13.02	0	0	50,091,569	50,091,569
Farmington	29,091,549	27,453,007	(5.63)	30,607,219	0	0	30,607,219
Fergus Falls	52,493,595	55,629,214	5.97	0	0	55,629,214	55,629,214
Forest Lake	60,214,876	51,488,033	(14.49)	63,352,071	0	0	63,352,071
Fridley	37,733,891	37,917,405	0.49	39,699,827	0	0	39,699,827
Glencoe	13,169,331	12,761,029	(3.10)	13,855,453	0	0	13,855,453
Golden Valley	39,782,303	45,964,170	15.54	0	0	45,964,170	45,964,170
Grand Rapids	53,780,458	42,082,145	(21.75)	56,582,420	0	0	56,582,420
Ham Lake	37,929,086	43,744,287	15.33	0	0	43,744,287	43,744,287
Hastings	19,900,075	40,807,002	105.06	0	23,921,880	0	23,921,880

	Restricted Needs for Jan. 2015 Distribution	Unadjusted Construction Needs for Jan. 2016 Distribution	Percent of Change from Jan. 2015 to Oct. 2015	Lower Restriction (5.21%)	Upper Restriction (20.21%)	No Restriction	Estimated Restricted Needs For Jan. 2016 Distribution
Hermantown	\$33,146,094	\$31,896,872	(3.77)	\$34,873,005	\$0	\$0	\$34,873,005
Hibbing	70,780,169	78,417,905	10.79	0	0	78,417,905	78,417,905
Hopkins	18,652,164	20,931,180	12.22	0	0	20,931,180	20,931,180
Hugo	25,275,141	30,901,760	22.26	0	30,383,247	0	30,383,247
Hutchinson	26,277,515	38,087,083	44.94	0	31,588,201	0	31,588,201
International Falls	10,459,001	9,804,109	(6.26)	11,003,915	0	0	11,003,915
Inver Grove Heights	60,222,744	57,065,657	(5.24)	63,360,349	0	0	63,360,349
Isanti	8,475,206	9,402,642	10.94	0	0	9,402,642	9,402,642
Jordan	11,438,885	9,840,214	(13.98)	12,034,851	0	0	12,034,851
Kasson	9,593,973	9,575,328	(0.19)	10,093,819	0	0	10,093,819
La Crescent	8,981,693	8,106,591	(9.74)	9,449,639	0	0	9,449,639
Lake City	10,054,362	11,657,574	15.95	0	0	11,657,574	11,657,574
Lake Elmo	21,216,978	24,655,414	16.21	0	0	24,655,414	24,655,414
Lakeville	94,650,198	105,649,823	11.62	0	0	105,649,823	105,649,823
Lino Lakes	41,656,250	31,381,488	(24.67)	43,826,541	0	0	43,826,541
Litchfield	15,887,860	12,673,774	(20.23)	16,715,618	0	0	16,715,618
Little Canada	16,884,683	18,421,712	9.10	0	0	18,421,712	18,421,712
Little Falls	30,736,974	32,475,428	5.66	0	0	32,475,428	32,475,428
Mahtomedi	8,616,621	13,804,640	60.21	0	10,358,040	0	10,358,040
Mankato	75,210,996	84,093,978	11.81	0	0	84,093,978	84,093,978
Maple Grove	111,733,795	105,530,232	(5.55)	117,555,126	0	0	117,555,126
Maplewood	67,103,368	65,456,065	(2.45)	70,599,453	0	0	70,599,453
Marshall	30,694,715	33,463,476	9.02	0	0	33,463,476	33,463,476
Medina	9,623,000	16,328,544	69.68	0	11,567,808	0	11,567,808
Mendota Heights	24,703,053	23,254,574	(5.86)	25,990,082	0	0	25,990,082
Minneapolis	498,373,094	548,004,003	9.96	0	0	548,004,003	548,004,003
Minnetonka	92,146,659	91,047,349	(1.19)	96,947,500	0	0	96,947,500
Minnetrissa	20,669,875	15,380,826	(25.59)	21,746,775	0	0	21,746,775
Montevideo	11,503,889	13,306,857	15.67	0	0	13,306,857	13,306,857
Monticello	15,821,342	20,320,096	28.43	0	19,018,835	0	19,018,835
Moorhead	91,684,985	113,346,666	23.63	0	110,214,520	0	110,214,520
Morris	12,370,981	13,797,368	11.53	0	0	13,797,368	13,797,368
Mound	15,443,446	11,748,698	(23.92)	16,248,050	0	0	16,248,050

	Restricted Needs for Jan. 2015 Distribution	Unadjusted Construction Needs for Jan. 2016 Distribution	Percent of Change from Jan. 2015 to Oct. 2015	Lower Restriction (5.21%)	Upper Restriction (20.21%)	No Restriction	Estimated Restricted Needs For Jan. 2016 Distribution
Mounds View	\$16,058,532	\$16,571,211	3.19	\$16,895,182	\$0	\$0	\$16,895,182
New Brighton	24,918,142	23,256,776	(6.67)	26,216,377	0	0	26,216,377
New Hope	21,958,181	24,279,025	10.57	0	0	24,279,025	24,279,025
New Prague	9,316,440	10,304,888	10.61	0	0	10,304,888	10,304,888
New Ulm	34,123,129	31,483,188	(7.74)	35,900,944	0	0	35,900,944
North Branch	45,021,485	37,183,520	(17.41)	47,367,104	0	0	47,367,104
North Mankato	29,193,506	29,868,792	2.31	30,714,488	0	0	30,714,488
North St. Paul	19,593,222	17,787,051	(9.22)	20,614,029	0	0	20,614,029
Northfield	26,374,198	29,295,886	11.08	0	0	29,295,886	29,295,886
Oak Grove	36,171,771	33,938,306	(6.17)	38,056,320	0	0	38,056,320
Oakdale	19,062,038	37,202,256	95.16	0	22,914,476	0	22,914,476
Orono	11,690,106	17,045,036	45.81	0	14,052,676	0	14,052,676
Otsego	30,204,630	33,553,520	11.09	0	0	33,553,520	33,553,520
Owatonna	56,693,492	64,311,679	13.44	0	0	64,311,679	64,311,679
Plymouth	107,910,488	123,647,131	14.58	0	0	123,647,131	123,647,131
Prior Lake	26,893,575	29,719,501	10.51	0	0	29,719,501	29,719,501
Ramsey	47,776,925	53,370,913	11.71	0	0	53,370,913	53,370,913
Red Wing	41,495,132	45,850,439	10.50	0	0	45,850,439	45,850,439
Redwood Falls	14,202,096	15,111,184	6.40	0	0	15,111,184	15,111,184
Richfield	43,768,623	49,901,887	14.01	0	0	49,901,887	49,901,887
Robbinsdale	16,093,081	17,891,275	11.17	0	0	17,891,275	17,891,275
Rochester	203,683,329	235,273,123	15.51	0	0	235,273,123	235,273,123
Rogers	28,339,406	36,329,476	28.19	0	34,066,800	0	34,066,800
Rosemount	48,317,932	44,426,101	(8.05)	50,835,296	0	0	50,835,296
Roseville	41,412,879	45,803,997	10.60	0	0	45,803,997	45,803,997
Sartell	26,468,385	35,323,266	33.45	0	31,817,646	0	31,817,646
Sauk Rapids	22,264,825	33,971,536	52.58	0	26,764,546	0	26,764,546
Savage	33,127,359	46,496,333	40.36	0	39,822,398	0	39,822,398
Shakopee	47,245,607	66,326,682	40.39	0	56,793,944	0	56,793,944
Shoreview	28,635,969	31,720,268	10.77	0	0	31,720,268	31,720,268
Shorewood	12,482,304	14,966,397	19.90	0	0	14,966,397	14,966,397
South St. Paul	25,818,113	28,687,612	11.11	0	0	28,687,612	28,687,612
Spring Lake Park	5,957,351	9,867,803	65.64	0	7,161,332	0	7,161,332

	Restricted Needs for Jan. 2015 Distribution	Unadjusted Construction Needs for Jan. 2016 Distribution	Percent of Change from Jan. 2015 to Oct. 2015	Lower Restriction (5.21%)	Upper Restriction (20.21%)	No Restriction	Estimated Restricted Needs For Jan. 2016 Distribution
St. Anthony	\$10,943,275	\$12,215,166	11.62	\$0	\$0	\$12,215,166	\$12,215,166
St. Cloud	129,156,786	138,638,170	7.34	0	0	138,638,170	138,638,170
St. Francis	24,821,195	19,101,354	(23.04)	26,114,379	0	0	26,114,379
St. Joseph	3,054,075	7,292,506	138.78	0	3,671,304	0	3,671,304
St. Louis Park	55,090,871	72,619,229	31.82	0	66,224,736	0	66,224,736
St. Michael	46,797,596	34,007,509	(27.33)	49,235,751	0	0	49,235,751
St. Paul	387,303,630	438,072,877	13.11	0	0	438,072,877	438,072,877
St. Paul Park	7,882,323	11,080,124	40.57	0	9,475,340	0	9,475,340
St. Peter	27,550,256	24,633,758	(10.59)	28,985,624	0	0	28,985,624
Stewartville	6,170,286	6,446,062	4.47	6,491,758	0	0	6,491,758
Stillwater	28,036,609	31,126,265	11.02	0	0	31,126,265	31,126,265
Thief River Falls	39,443,231	30,427,187	(22.86)	41,498,223	0	0	41,498,223
Vadnais Heights	10,927,106	14,953,275	36.85	0	13,135,474	0	13,135,474
Victoria	7,679,318	10,651,883	38.71	0	9,231,308	0	9,231,308
Virginia	25,403,688	27,929,984	9.94	0	0	27,929,984	27,929,984
Waconia	15,864,010	20,554,606	29.57	0	19,070,126	0	19,070,126
Waite Park	8,572,140	14,082,822	64.29	0	10,304,569	0	10,304,569
Waseca	12,409,549	12,328,203	(0.66)	13,056,087	0	0	13,056,087
West St. Paul	16,623,304	24,090,016	44.92	0	19,982,874	0	19,982,874
White Bear Lake	22,794,837	34,656,932	52.04	0	27,401,674	0	27,401,674
Willmar	50,225,093	56,068,421	11.63	0	0	56,068,421	56,068,421
Winona	36,725,095	44,899,487	22.26	0	44,147,237	0	44,147,237
Woodbury	96,883,729	110,826,551	14.39	0	0	110,826,551	110,826,551
Worthington	17,235,330	19,567,100	13.53	0	0	19,567,100	19,567,100
Wyoming	19,318,139	23,475,529	21.52	0	23,222,335	0	23,222,335
Zimmerman	8,841,426	8,033,381	(9.14)	9,302,064	0	0	9,302,064
<b>Total</b>	<b>\$6,340,705,649</b>	<b>\$6,987,910,821</b>	<b>10.21%</b>	<b>\$2,111,555,313</b>	<b>\$1,285,889,298</b>	<b>\$3,650,162,586</b>	<b>\$7,047,607,197</b>

# Adjustments to the Restricted Construction Needs



# **EXCESS UNENCUMBERED CONSTRUCTION FUND BALANCE ADJUSTMENT**

Screening Board Resolution states:

**That the December 31 construction fund balance will be compared to the annual construction allotment from January of the same year. If the December 31 construction fund balance exceeds 3 times the January construction allotment and \$1,500,000, the first year adjustment to the Needs will be 1 times the December 31 construction fund balance. In each consecutive year the December 31 construction fund balance exceeds 3 times the January construction allotment and \$1,500,000, the adjustment to the Needs will be increased to 2, 3, 4, etc. times the December 31 construction fund balance until such time the Construction Needs are reduced to zero. If the December 31 construction fund balance drops below 3 times the January construction allotment and subsequently increases to over 3 times, the multipliers shall start over with one.**

## **LOW BALANCE INCENTIVE**

Screening Board Resolution states:

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

The August 26, 2015 balance is used for this estimate. The final adjustment will be made using the December 31, 2015 construction fund balances.

# EXCESS BALANCE ADJUSTMENT REDISTRIBUTED AS LOW BALANCE INCENTIVE

This adjustment was not calculated for 2014 distribution (no cities had this adjustment in 2015)

Municipality	January 2015 Construction Allotment	Unencumbered Balance Available as of 8/26/2015	Ratio bet. Balance & City's 2015 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	Restricted Needs Distribution for Jan. 2016	Low Balance Incentive Factor	Low Balance Incentive
Albert Lea	\$749,528	\$2,322,932	3.099	2016	1	(\$2,322,932)			
Albertville	318,417	1,710,908	5.373	2016	1	(1,710,908)			
Alexandria	738,654	(633,530)	(0.858)				\$58,550,435	0.0132	\$334,982
Andover	1,177,798	(531,826)	(0.452)				68,240,043	0.0154	390,418
Anoka	532,874	(1,898,306)	(3.562)				29,085,792	0.0066	166,407
Apple Valley	1,478,140	0	0.000				74,431,572	0.0168	425,842
Arden Hills	258,675	(767,187)	(2.966)				11,058,796	0.0025	63,270
Austin	1,181,887	3,214,440	2.720						
Baxter	361,486	120,473	0.333				27,404,605	0.0062	156,789
Belle Plaine	293,275	433,035	1.477						
Bemidji	490,681	237,115	0.483				29,967,431	0.0068	171,451
Big Lake	291,051	628,894	2.161						
Blaine	1,656,140	2,571,087	1.552						
Bloomington	2,630,359	8,539,212	3.246	2016	1	(8,539,212)			
Brainerd	728,726	(1,437,127)	(1.972)				36,800,202	0.0083	210,543
Brooklyn Center	866,400	0	0.000				26,652,147	0.0060	152,484
Brooklyn Park	1,915,413	0	0.000				78,540,051	0.0178	449,347
Buffalo	596,073	763,456	1.281						
Burnsville	2,005,342	(2,244,186)	(1.119)				103,148,669	0.0233	590,139
Byron	192,117	0	0.000				7,699,983	0.0017	44,054
Cambridge	394,626	0	0.000				21,238,629	0.0048	121,512
Champlin	691,297	10,571	0.015				35,723,021	0.0081	204,380
Chanhassen	843,448	(1,069,722)	(1.268)				36,445,497	0.0082	208,514
Chaska	754,152	301,934	0.400				38,058,816	0.0086	217,744
Chisago City	187,916	187,916	1.000						
Chisholm	222,953	0	0.000				14,637,627	0.0033	83,746
Circle Pines	145,223	231,992	1.597						
Cloquet	451,871	512,521	1.134						
Columbia Heights	485,720	212,043	0.437				24,149,660	0.0055	138,166
Coon Rapids	2,375,418	(3,456,524)	(1.455)				90,002,776	0.0204	514,928
Corcoran	252,828	1,136,478	4.495			No Adjustment			
Cottage Grove	1,563,784	1,460,041	0.934				64,042,801	0.0145	366,405
Crookston	428,646	0	0.000				31,202,519	0.0071	178,517
Crystal	579,101	0	0.000				23,922,752	0.0054	136,868
Dayton	178,322	336,197	1.865						

Municipality	January 2015 Construction Allotment	Unencumbered Balance Available as of 8/26/2015	Ratio bet. Balance & City's 2015 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	Restricted Needs for Jan. 2016 Distribution	Low Balance Incentive Factor	Low Balance Incentive
Delano	\$212,398	(\$136,333)	(0.642)				\$13,838,111	0.0031	\$79,171
Detroit Lakes	438,065	(1,651,555)	(3.770)				34,811,514	0.0079	199,165
Duluth	4,057,465	4,097,916	1.010						
Eagan	2,785,147	(3,170,000)	(1.138)				113,571,502	0.0257	649,771
East Bethel	603,199	321,244	0.533				43,004,722	0.0097	246,041
East Grand Forks	355,064	0	0.000				37,499,133	0.0085	214,542
Eden Prairie	2,440,329	4,760,352	1.951						
Edina	1,484,845	3,478,509	2.343						
Elk River	1,033,697	2,647,798	2.561						
Fairmont	532,720	(178,663)	(0.335)				37,409,676	0.0085	214,030
Falcon Heights	117,505	0	0.000				4,887,925	0.0011	27,965
Faribault	838,257	0	0.000				50,091,569	0.0113	286,586
Farmington	660,004	1,192,379	1.807						
Fergus Falls	751,988	170,100	0.226				55,629,214	0.0126	318,269
Forest Lake	919,004	613,978	0.668				63,352,071	0.0143	362,453
Fridley	731,189	150,883	0.206				39,699,827	0.0090	227,133
Glencoe	225,576	155,502	0.689				13,855,453	0.0031	79,271
Golden Valley	669,282	1,014,367	1.516						
Grand Rapids	656,359	559,060	0.852				56,582,420	0.0128	323,722
Ham Lake	648,284	2,094,044	3.230	2016	1	(\$2,094,044)			
Hastings	500,743	1,088,234	2.173						
Hermantown	593,340	366,647	0.618				34,873,005	0.0079	199,517
Hibbing	866,025	1,423,215	1.643						
Hopkins	495,079	(1,091,387)	(2.204)				20,931,180	0.0047	119,753
Hugo	484,639	0	0.000				30,383,247	0.0069	173,830
Hutchinson	638,443	589,648	0.924				31,588,201	0.0071	180,724
International Falls	271,969	1,057,335	3.888			No Adjustment			
Inver Grove Heights	1,185,748	310,530	0.262				63,360,349	0.0143	362,500
Isanti	174,798	(561,108)	(3.210)				9,402,642	0.0021	53,795
Jordan	219,167	(756,937)	(3.454)				12,034,851	0.0027	68,854
Kasson	255,434	725,104	2.839						
LaCrescent	222,824	530,958	2.383						
Lake City	185,141	0	0.000				11,657,574	0.0026	66,696
Lake Elmo	353,844	654,538	1.850						
Lakeville	2,329,817	1,178,245	0.506				105,649,823	0.0239	604,449
Lino Lakes	767,937	(1,090,971)	(1.421)				43,826,541	0.0099	250,743
Litchfield	271,008	981,365	3.621			No Adjustment			
Little Canada	335,350	430,833	1.285						
Little Falls	590,077	(377,590)	(0.640)				32,475,428	0.0073	185,800

Municipality	January 2015 Construction Allotment	Unencumbered Balance Available as of 8/26/2015	Ratio bet. Balance & City's 2015 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	Restricted Needs for Jan. 2016 Distribution	Low Balance Incentive Factor	Low Balance Incentive
Mahtomedi	\$218,024	\$1,097,429	5.034	No Adjustment					
Mankato	1,436,268	0	0.000	No Adjustment			\$84,093,978	0.0190	\$481,123
Maple Grove	2,205,560	80,673	0.037				117,555,126	0.0266	672,562
Maplewood	1,371,197	(2,452,496)	(1.769)				70,599,453	0.0160	403,917
Marshall	698,370	(1,795,705)	(2.571)				33,463,476	0.0076	191,453
Medina	184,924	803,295	4.344	No Adjustment					
Mendota Heights	433,844	947,560	2.184						
Minneapolis	10,139,841	28,079,687	2.769						
Minnetonka	2,242,509	4,431,094	1.976						
Minnetrista	321,142	1,302,800	4.057	No Adjustment					
Montevideo	260,083	317,385	1.220						
Monticello	375,774	749,191	1.994						
Moorhead	1,632,629	864,563	0.530				110,214,520	0.0249	630,565
Morris	213,559	456,174	2.136						
Mound	311,974	523,531	1.678						
Mounds View	366,842	0	0.000				16,895,182	0.0038	96,662
New Brighton	619,749	(1,000,000)	(1.614)				26,216,377	0.0059	149,990
New Hope	570,155	(1,151,088)	(2.019)				24,279,025	0.0055	138,906
New Prague	217,435	(195,240)	(0.898)				10,304,888	0.0023	58,957
New Ulm	729,706	502,859	0.689				35,900,944	0.0081	205,398
North Branch	610,558	1,012,659	1.659						
North Mankato	434,417	(946,646)	(2.179)				30,714,488	0.0069	175,725
North St. Paul	400,176	697,200	1.742						
Northfield	600,974	476,945	0.794				29,295,886	0.0066	167,609
Oak Grove	503,742	82,339	0.163				38,056,320	0.0086	217,730
Oakdale	667,301	451,964	0.677				22,914,476	0.0052	131,099
Orono	201,751	969,506	4.805	No Adjustment					
Osago	546,225	1,967,585	3.602	2016	1	(\$1,967,585)			
Owatonna	1,275,448	817,197	0.641				64,311,679	0.0145	367,943
Plymouth	2,305,522	(84,545)	(0.037)				123,647,131	0.0280	707,416
Prior Lake	588,392	(154,198)	(0.262)				29,719,501	0.0067	170,033
Ramsey	698,970	517,352	0.740				53,370,913	0.0121	305,348
Red Wing	604,282	1,882,266	3.115	2016	1	(1,882,266)			
Redwood Falls	229,529	(194,258)	(0.846)				15,111,184	0.0034	86,455
Richfield	1,203,743	2,408,667	2.001						
Robbinsdale	522,126	1,465,111	2.806						
Rochester	4,308,552	0	0.000				235,273,123	0.0532	1,346,056
Rogers	483,128	1,315,902	2.724						
Rosemount	1,111,057	623,430	0.561				50,835,296	0.0115	290,841

Municipality	January 2015 Construction Allotment	Unencumbered Balance Available as of 8/26/2015	Ratio bet. Balance & City's 2015 Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	Restricted Needs Distribution for Jan. 2016	Low Balance Incentive Factor	Low Balance Incentive
Roseville	\$992,694	\$1,651,014	1.663				\$31,817,646	0.0072	\$182,037
Sartell	682,831	(1,574,258)	(2.305)						
Sauk Rapids	575,812	796,613	1.383						
Savage	1,044,825	3,144,486	3.010	2016	1	(\$3,144,486)			
Shakopee	971,079	0	0.000				56,793,944	0.0128	324,932
Shoreview	715,783	(984,217)	(1.375)				31,720,268	0.0072	181,480
Shorewood	252,616	155,288	0.615				14,966,397	0.0034	85,627
South Saint Paul	600,395	290,505	0.484				28,687,612	0.0065	164,129
Spring Lake Park	168,062	0	0.000				7,161,332	0.0016	40,972
St. Anthony	251,992	(261,096)	(1.036)				12,215,166	0.0028	69,886
St Cloud	2,405,949	665,094	0.276				138,638,170	0.0314	793,184
St Francis	368,563	1,696,347	4.603						
St Joseph	144,520	1,451,774	10.045	2016	1	(1,696,347)			
St Louis Park	1,165,872	894,456	0.767				66,224,736	0.0150	378,888
St Michael	748,465	106,853	0.143				49,235,751	0.0111	281,690
St Paul	8,835,913	8,286,689	0.938				438,072,877	0.0991	2,506,325
St Paul Park	168,117	138,013	0.821				9,475,340	0.0021	54,211
St Peter	500,398	0	0.000				28,985,624	0.0066	165,834
Stewartville	165,422	74,123	0.448				6,491,758	0.0015	37,141
Stillwater	597,691	521,288	0.872				31,126,265	0.0070	178,081
Thief River Falls	524,728	(606,957)	(1.157)				41,498,223	0.0094	237,422
Vadnais Heights	278,570	(194,119)	(0.697)				13,135,474	0.0030	75,151
Victoria	213,118	854,181	4.008			No Adjustment			
Virginia	398,966	1,222,611	3.064			No Adjustment			
Waconia	448,658	29,631	0.066				19,070,126	0.0043	109,105
Waite Park	284,038	(474,285)	(1.670)				10,304,569	0.0023	58,955
Waseca	282,233	900,281	3.190						
West St Paul	495,698	1,934,623	3.903	2016	1	(1,934,623)			
White Bear Lake	631,911	0	0.000				27,401,674	0.0062	156,772
Willmar	830,719	275,193	0.331				56,068,421	0.0127	320,781
Winona	831,801	787,776	0.947				44,147,237	0.0100	252,577
Woodbury	2,134,052	0	0.000				110,826,551	0.0251	634,066
Worthington	389,508	1,243,685	3.193			No Adjustment			
Wyoming	407,326	122,173	0.300				23,222,335	0.0053	132,861
Zimmerman	226,927	224,557	0.990				9,302,064	0.0021	53,219
<b>Total</b>	<b>\$130,500,831</b>	<b>\$104,713,586</b>				<b>(\$25,292,403)</b>	<b>\$4,420,782,332</b>	<b>1.0000</b>	<b>\$25,292,403</b>

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# NEEDS ADJUSTMENT FOR RIGHT-OF WAY-ACQUISITION

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

10-Sep-15

Municipality	Right-of-Way Expenditures for 2015 Allocations	+	New Right-of-Way Expenditures for 2016	-	Right-of-Way Expenditures Expired in 2015	=	Total Right-of-Way Adjustment for 2016 Allocations
Albert Lea							
Albertville							
Alexandria	\$367,593						\$367,593
Andover	1,016						1,016
Anoka							
Apple Valley	126,066						126,066
Arden Hills							
Austin	85,837				(\$85,837)		
Baxter	468,225						468,225
Belle Plaine							
Bemidji	56,122						56,122
Big Lake							
Blaine	5,237,117						5,237,117
Bloomington	6,400,845				(1,653,424)		4,747,421
Brainerd	1,269,506						1,269,506
Brooklyn Center	16,570						16,570
Brooklyn Park	62,393				(14,947)		47,446
Buffalo	1,524,485						1,524,485
Burnsville							
Byron							
Cambridge							
Champlin	72,191				(9,843)		62,348
Chanhausen							
Chaska							
Chisago City							
Chisholm							
Circle Pines	82,365						82,365
Cloquet							
Columbia Heights							
Coon Rapids	2,469,664						2,469,664
Corcoran							
Cottage Grove	492,450						492,450
Crookston							
Crystal							
Dayton							
Delano							
Detroit Lakes	51,476						51,476
Duluth	2,570,118				(5,500)		2,564,618
Eagan	4,632,321				(105,495)		4,526,826
East Bethel	150,055						150,055
East Grand Forks	141,624						141,624
Eden Prairie							
Edina	138,273						138,273
Elk River	2,341,754						2,341,754
Fairmont							
Falcon Heights							
Faribault	298,486		\$89,500				387,986
Farmington							

<b>Municipality</b>	<b>Right-of-Way Expenditures for 2015 Allocations</b>	<b>+</b>	<b>New Right-of-Way Expenditures for 2016</b>	<b>-</b>	<b>Right-of-Way Expenditures Expired in 2015</b>	<b>=</b>	<b>Total Right-of-Way Adjustment for 2016 Allocations</b>
Fergus Falls	\$381,276				(\$62,727)		\$318,549
Forest Lake	14,872						14,872
Fridley							
Glencoe							
Golden Valley							
Grand Rapids	2,386,592						2,386,592
Ham Lake	820,610						820,610
Hastings							
Hermantown	252,025				(50,968)		201,057
Hibbing							
Hopkins							
Hugo	4,500				(9,959)		(5,459)
Hutchinson							
International Falls							
Inver Grove Heights	776,192						776,192
Isanti							
Jordan							
Kasson							
La Crescent	25,000						25,000
Lake City	7,000						7,000
Lake Elmo							
Lakeville	1,097,097						1,097,097
Lino Lakes	360,549						360,549
Litchfield							
Little Canada							
Little Falls	1,333,864						1,333,864
Mahtomedi							
Mankato	360,355						360,355
Maple Grove	2,316,666						2,316,666
Maplewood	5,279,548						5,279,548
Marshall	302,397						302,397
Medina							
Mendota Heights	61,140						61,140
Minneapolis	326,344						326,344
Minnetonka	824,096						824,096
Minnetrista	145,293						145,293
Montevideo	13,949						13,949
Monticello							
Moorhead	4,004,566				(79,405)		3,925,161
Morris	10,500						10,500
Mound	4,505				(4,505)		
Mounds View							
New Brighton							
New Hope							
New Prague	6,287						6,287
New Ulm							
North Branch	38,362						38,362
North Mankato	64,226						64,226
North St. Paul	448,302						448,302
Northfield							
Oak Grove	627,181		overpayment expired		19,996		647,177
Oakdale	430,454						430,454
Orono							
Otsego	293,120				(153,834)		139,286

Municipality	Right-of-Way Expenditures for 2015 Allocations	+	New Right-of-Way Expenditures for 2016	-	Right-of-Way Expenditures Expired in 2015	=	Total Right-of-Way Adjustment for 2016 Allocations
Owatonna	\$119,703						\$119,703
Plymouth	520,884						520,884
Prior Lake	423,682						423,682
Ramsey	207,749						207,749
Red Wing	763,877						763,877
Redwood Falls							
Richfield	9,850,822						9,850,822
Robbinsdale							
Rochester	2,571,811						2,571,811
Rogers							
Rosemount	389,000						389,000
Roseville	91,009		overpayment expired		\$21,916		112,925
Sartell	979,198				(6,079)		973,119
Sauk Rapids	407,639						407,639
Savage	400,000						400,000
Shakopee							
Shoreview	9,775						9,775
Shorewood	203,488						203,488
South St. Paul							
Spring Lake Park	55,361						55,361
St Anthony							
St Cloud	874,982						874,982
St Francis	14,990						14,990
St Joseph							
St Louis Park	181,215				(181,215)		
St Michael	86,132				(86,132)		
St Paul	18,977,416				(53,938)		18,923,478
St Paul Park	65,293						65,293
St Peter	1,019,684						1,019,684
Stewartville							
Stillwater							
Thief River Falls	386,329						386,329
Vadnais Heights	17,096						17,096
Victoria							
Virginia							
Waconia							
Waite Park	1,055,734				(1,514)		1,054,220
Waseca	213,261						213,261
West St. Paul							
White Bear Lake							
Willmar							
Winona	8,000						8,000
Woodbury	6,915,192				(426,845)		6,488,347
Worthington	491						491
Wyoming							
Zimmerman							
<b>Total</b>	<b>\$98,883,233</b>		<b>\$89,500</b>		<b>(\$2,950,255)</b>		<b>\$96,022,478</b>

## AFTER THE FACT RETAINING WALL ADJUSTMENT

(For reference, see Retaining Wall Resolution)

Municipality	Retaining Wall Expenditures for 2015 Allocations	New Retaining Wall Expenditures for 2016	Retaining Wall Expenditures Expired in 2015	Total Retaining Wall Adjustment for 2016 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	188,352	0	0	188,352
Buffalo	18,499	0	0	18,499
Crystal	42,510	0	0	42,510
Duluth	594,891	0	0	594,891
Inver Grove Heights	0	179,003	0	179,003
Kasson	35,640	0	0	35,640
La Crescent	8,624	0	0	8,624
Lakeville	118,042	0	0	118,042
Marshall	514,325	0	0	514,325
Minnnetonka	37,913	0	0	37,913
Moorhead	93,402	266,535	0	359,937
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
Red Wing	0	539,025	0	539,025
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	296,422	0	0	296,422
<b>Total</b>	<b>\$2,339,368</b>	<b>\$984,563</b>	<b>\$0</b>	<b>\$3,323,931</b>

## PROJECT LISTING OF RETAINING WALL CONSTRUCTION

Payment requested in 2015

Municipality	Project or Route	Local Amount	SA Project Amount	Total Adjustment
Inver Grove Heights	178-103-015		\$143,558	
Inver Grove Heights	178-114-001		35,445	
Inver Grove Heights Total				\$179,003
Moorhead	144-138-030		99,225	
Moorhead	144-138-050		167,310	
Moorhead Total				266,535
Red Wing	156-127-003		539,025	539,025
<b>Total</b>		<b>\$0</b>	<b>\$984,563</b>	<b>\$984,563</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.

(Two cities have entered this adjustment)

Municipality	Previous Eligible Railroad Crossing Expenditures	2015 Eligible Railroad Crossing Expenditures	Expired Railroad Crossing Expenditures	Total Railroad Crossing Adjustment for 2016 Apportionment
Fergus Falls	\$299,555			\$299,555
New Ulm		\$18,433		\$18,433
<b>Total</b>	<b>NA</b>	<b>\$0</b>	<b>NA</b>	<b>\$317,988</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 this adjustment)

Municipality	Previous Eligible Railroad Bridge over MSAS Expenditures	2015 Eligible Railroad Bridge over MSAS Expenditures	Type of Construction	Expired Railroad Bridge over MSAS Expenditures	Total Railroad Bridge over MSAS Adjustment for 2016 Apportionment
Thief River Falls	\$378,684		Construction/ Reconstruction		\$378,684
<b>Total</b>	<b>\$378,684</b>				<b>\$378,684</b>

# 2015 ADJUSTED / RESTRICTED CONSTRUCTION NEEDS

for January 2016 apportionment

Municipality	Restricted (Phase in) Needs for Jan. 2016 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 Adjustments	Adjusted Restricted Construction Needs
Albert Lea	\$47,203,679	(\$2,322,932)			\$67,342		(\$2,255,590)	\$44,948,088
Albertville	13,294,295	(1,710,908)					(1,710,908)	11,583,386
Alexandria	58,550,435	334,982	\$367,593	25,633			728,208	59,278,643
Andover	68,240,043	390,418	1,016	20,197			411,631	68,651,675
Anoka	29,085,792	166,407					166,407	29,252,199
Apple Valley	74,431,572	425,842	126,066				551,908	74,983,480
Arden Hills	11,058,796	63,270					63,270	11,122,066
Austin	60,819,998						0	60,819,998
Baxter	27,404,605	156,789	468,225				625,014	28,029,619
Belle Plaine	13,120,143						0	13,120,143
Bemidji	29,967,431	171,451	56,122				227,573	30,195,004
Big Lake	16,057,329						0	16,057,329
Blaine	67,849,222		5,237,117				5,237,117	73,086,339
Bloomington	170,432,016	(8,539,212)	4,747,421	55,013			(3,736,778)	166,695,238
Brainerd	36,800,202	210,543	1,269,506	188,352			1,668,401	38,468,603
Brooklyn Center	26,652,147	152,484	16,570				169,054	26,821,201
Brooklyn Park	78,540,051	449,347	47,446	18,499			496,793	79,036,844
Buffalo	33,828,257		1,524,485				1,542,984	35,371,241
Burnsville	103,148,669	590,139					590,139	103,738,808
Byron	7,699,983	44,054					44,054	7,744,037
Cambridge	21,238,629	121,512					121,512	21,360,141
Champlin	35,723,021	204,380	62,348				266,728	35,989,749
Chanhassen	36,445,497	208,514					208,514	36,654,011
Chaska	38,058,816	217,744					217,744	38,276,560
Chisago City	11,685,782						0	11,685,782
Chisholm	14,637,627	83,746					83,746	14,721,373
Circle Pines	5,261,644		82,365				82,365	5,344,009
Cloquet	33,940,963						0	33,940,963
Columbia Heights	24,149,660	138,166					138,166	24,287,827
Coon Rapids	90,002,776	514,928	2,469,664				2,984,592	92,987,368
Corcoran	21,144,922						0	21,144,922
Cottage Grove	64,042,801	366,405	492,450				858,855	64,901,656
Crookston	31,202,519	178,517					178,517	31,381,036
Crystal	23,922,752	136,868			42,510		179,378	24,102,130
Dayton	11,052,558						0	11,052,558
Delano	13,838,111	79,171					79,171	13,917,283
Detroit Lakes	34,811,514	199,165	51,476				250,641	35,062,156
Duluth	287,013,491		2,564,618	594,891			3,159,509	290,173,000
Eagan	113,571,502	649,771	4,526,826				5,176,597	118,748,099

Municipality	Restricted (Phase in) Needs for Jan. 2016 Distribution	Excess Balance Adjustment redistributed as Low Balance Incentive	(+) After the Fact Bridge over MSAS Route	(+) After the Fact Right of Way Adjustment	(+) After the Fact Retaining Wall Adjustment	(+) After the Fact Railroad Crossing Adjustment	Total Adjustments	Adjusted Restricted Construction Needs
East Bethel	\$43,004,722	\$246,041		\$150,055			\$396,096	\$43,400,818
East Grand Forks	37,499,133	214,542		141,624			356,166	37,855,299
Eden Prairie	100,010,971						0	100,010,971
Edina	79,310,147			138,273			138,273	79,448,420
Elk River	69,576,847			2,341,754			2,341,754	71,918,601
Fairmont	37,409,676	214,030					214,030	37,623,707
Falcon Heights	4,887,925	27,965					27,965	4,915,890
Fairbault	50,091,569	286,586		387,986			674,572	50,766,141
Farmington	30,607,219						0	30,607,219
Fergus Falls	55,629,214	318,269		318,549	\$299,555		936,373	56,565,587
Forest Lake	63,352,071	362,453		14,872			377,325	63,729,396
Fridley	39,699,827	227,133					227,133	39,926,959
Glencoe	13,855,453	79,271					79,271	13,934,724
Golden Valley	45,964,170						0	45,964,170
Grand Rapids	56,582,420	323,722		2,386,592			2,710,314	59,292,734
Ham Lake	43,744,287	(2,094,044)		820,610			(1,273,434)	42,470,853
Hastings	23,921,880						0	23,921,880
Hermantown	34,873,005	199,517		201,057			400,574	35,273,580
Hibbing	78,417,905						0	78,417,905
Hopkins	20,931,180	119,753					119,753	21,050,933
Hugo	30,383,247	173,830		(5,459)			168,371	30,551,618
Hutchinson	31,588,201	180,724					180,724	31,768,925
International Falls	11,003,915						0	11,003,915
Inver Grove Heights	63,360,349	362,500		776,192	\$179,003		1,317,695	64,678,044
Isanti	9,402,642	53,795					53,795	9,456,437
Jordan	12,034,851	68,854					68,854	12,103,705
Kasson	10,093,819				35,640		35,640	10,129,459
La Crescent	9,449,639			25,000	8,624		33,624	9,483,263
Lake City	11,657,574	66,696		7,000			73,696	11,731,270
Lake Elmo	24,655,414						0	24,655,414
Lakeville	105,649,823	604,449		1,097,097	118,042		1,819,588	107,469,411
Lino Lakes	43,826,541	250,743		360,549			611,292	44,437,832
Litchfield	16,715,618						0	16,715,618
Little Canada	18,421,712						0	18,421,712
Little Falls	32,475,428	185,800		1,333,864			1,519,664	33,995,092
Mahtomedi	10,358,040						0	10,358,040
Mankato	84,093,978	481,123		360,355			841,478	84,935,456
Maple Grove	117,555,126	672,562		2,316,666			2,989,228	120,544,354
Maplewood	70,599,453	403,917		5,279,548			5,683,465	76,282,919
Marshall	33,463,476	191,453		302,397	514,325		1,008,175	34,471,651
Medina	11,567,808						0	11,567,808
Mendota Heights	25,990,082			61,140			61,140	26,051,222
Minneapolis	548,004,003			326,344			326,344	548,330,347
Minnetonka	96,947,500			824,096	37,913		862,009	97,809,509
Minnnetrista	21,746,775			145,293			145,293	21,892,068

Municipality	Restricted (Phase in) Needs for Jan. 2016 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 Adjustments	Adjusted Restricted Construction Needs
Montevideo	\$13,306,857			\$13,949			\$13,949	\$13,320,806
Monticello	19,018,835						0	19,018,835
Moorhead	110,214,520	\$630,565		3,925,161	\$359,937		4,915,663	115,130,183
Morris	13,797,368			10,500			10,500	13,807,868
Mound	16,248,050						0	16,248,050
Mounds View	16,895,182	96,662			13,419		110,081	17,005,262
New Brighton	26,216,377	149,990					149,990	26,366,368
New Hope	24,279,025	138,906		6,287	32,400		171,306	24,450,331
New Prague	10,304,888	58,957				\$18,433	65,244	10,370,132
New Ulm	35,900,944	205,398					223,831	36,124,775
North Branch	47,367,104			38,362			38,362	47,405,466
North Mankato	30,714,488	175,725		64,226			239,951	30,954,439
North St. Paul	20,614,029			448,302			448,302	21,062,331
Northfield	29,295,886	167,609					167,609	29,463,495
Oak Grove	38,056,320	217,730		647,177			864,907	38,921,227
Oakdale	22,914,476	131,099		430,454	20,658		582,211	23,496,687
Orono	14,052,676						0	14,052,676
Otsego	33,553,520	(1,967,585)		139,286			(1,828,299)	31,725,221
Owatonna	64,311,679	367,943		119,703			487,646	64,799,325
Plymouth	123,647,131	707,416		520,884	64,144		1,292,444	124,939,575
Prior Lake	29,719,501	170,033		423,682			593,715	30,313,216
Ramsey	53,370,913	305,348		207,749			513,097	53,884,010
Red Wing	45,850,439	(1,882,266)		763,877	539,025		(579,364)	45,271,075
Redwood Falls	15,111,184	86,455					86,455	15,197,639
Richfield	49,901,887			9,850,822			9,850,822	59,752,709
Robbinsdale	17,891,275						0	17,891,275
Rochester	235,273,123	1,346,056		2,571,811			3,917,867	239,190,990
Rogers	34,066,800						0	34,066,800
Rosemount	50,835,296	290,841		389,000			679,841	51,515,138
Roseville	45,803,997			112,925	34,400		147,325	45,951,322
Sartell	31,817,646	182,037		973,119	6,000		1,161,156	32,978,801
Sauk Rapids	26,764,546			407,639			407,639	27,172,185
Savage	39,822,398	(3,144,486)		400,000			(2,744,486)	37,077,913
Shakopee	56,793,944	324,932					324,932	57,118,877
Shoreview	31,720,268	181,480		9,775			191,255	31,911,523
Shorewood	14,966,397	85,627		203,488			289,115	15,255,512
South St. Paul	28,687,612	164,129					164,129	28,851,741
Spring Lake Park	7,161,332	40,972		55,361			96,333	7,257,664
St. Anthony	12,215,166	69,886					69,886	12,285,052
St. Cloud	138,638,170	793,184		874,982			1,668,166	140,306,336
St. Francis	26,114,379	(1,696,347)		14,990			(1,681,357)	24,433,022
St. Joseph	3,671,304						0	3,671,304
St. Louis Park	66,224,736	378,888					378,888	66,603,624
St. Michael	49,235,751	281,690					281,690	49,517,441
St. Paul	438,072,877	2,506,325		18,923,478	51,542		21,481,345	459,554,222
St. Paul Park	9,475,340	54,211		65,293			119,504	9,594,844

Municipality	Restricted (Phase in) Needs for Jan. 2016 Distribution	Excess Balance Adjusted 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 Adjustments	Adjusted Restricted Construction Needs
St. Peter	\$28,985,624	\$165,834		\$1,019,684			\$1,185,518	\$30,171,142
Stewartville	6,491,758	37,141					37,141	6,528,899
Stillwater	31,126,265	178,081					178,081	31,304,346
Thief River Falls	41,498,223	237,422	\$378,684	386,329	\$296,422		1,298,857	42,797,080
Vadnais Heights	13,135,474	75,151		17,096			92,247	13,227,721
Victoria	9,231,308						0	9,231,308
Virginia	27,929,984						0	27,929,984
Waconia	19,070,126	109,105					109,105	19,179,231
Waite Park	10,304,569	58,955		1,054,220			1,113,175	11,417,745
Waseca	13,056,087			213,261			213,261	13,269,348
West St. Paul	19,982,874	(1,934,623)					(1,934,623)	18,048,251
White Bear Lake	27,401,674	156,772					156,772	27,558,445
Willmar	56,068,421	320,781					320,781	56,389,202
Winona	44,147,237	252,577		8,000			260,577	44,407,814
Woodbury	110,826,551	634,066		6,488,347			7,122,413	117,948,964
Worthington	19,567,100			491			491	19,567,591
Wyoming	23,222,335	132,861					132,861	23,355,196
Zimmerman	9,302,064	53,219					53,219	9,355,284
<b>State Total</b>	<b>\$7,047,607,197</b>	<b>\$0</b>	<b>\$378,684</b>	<b>\$96,022,478</b>	<b>\$3,323,931</b>	<b>\$317,988</b>	<b>\$100,043,081</b>	<b>\$7,147,650,278</b>

## TENTATIVE 2016 ESTIMATED CONSTRUCTION NEEDS ALLOCATIONS

Needs Value: \$1,000 in Construction Needs = approximately \$11.94 in apportionment

The following tabulation shows each municipality's tentative Money Needs Allocation based on a projected apportionment amount. The actual amount of the Road User Fund for distribution to the Municipal State Aid account will not be available until January of 2016. This summary provides data and shows the impact of the Restriction and Adjustments to each municipality for the Board's use in establishing the 2016 Money Needs Apportionment Determination.

Municipality	Adjusted Restricted Construction Needs	Construction Needs Allocations minus Turnback Maintenance	(+) TH Turnback Maintenance Allowance	2015 Construction Needs Allocations	% Of Total Dist.
Albert Lea	\$44,948,088	\$536,725		\$536,725	0.629
Albertville	11,583,386	138,317		138,317	0.162
Alexandria	59,278,643	707,847		707,847	0.829
Andover	68,651,675	819,770		819,770	0.960
Anoka	29,252,199	349,301		349,301	0.409
Apple Valley	74,983,480	895,378		895,378	1.049
Arden Hills	11,122,066	132,809		132,809	0.156
Austin	60,819,998	726,252		726,252	0.851
Baxter	28,029,619	334,702		334,702	0.392
Belle Plaine	13,120,143	156,668		156,668	0.184
Bemidji	30,195,004	360,559		360,559	0.422
Big Lake	16,057,329	191,741		191,741	0.225
Blaine	73,086,339	872,725		872,725	1.023
Bloomington	166,695,238	1,990,509		1,990,509	2.332
Brainerd	38,468,603	459,354		459,354	0.538
Brooklyn Center	26,821,201	320,272		320,272	0.375
Brooklyn Park	79,036,844	943,780		943,780	1.106
Buffalo	35,371,241	422,368		422,368	0.495
Burnsville	103,738,808	1,238,746		1,238,746	1.451
Byron	7,744,037	92,472		92,472	0.108
Cambridge	21,360,141	255,062		255,062	0.299
Champlin	35,989,749	429,754		429,754	0.504
Chanhassen	36,654,011	437,686		437,686	0.513
Chaska	38,276,560	457,061		457,061	0.536
Chisago City	11,685,782	139,540		139,540	0.163
Chisholm	14,721,373	175,788		175,788	0.206
Circle Pines	5,344,009	63,813		63,813	0.075
Cloquet	33,940,963	405,289		405,289	0.475
Columbia Heights	24,287,827	290,021		290,021	0.340
Coon Rapids	92,987,368	1,110,363		1,110,363	1.301
Corcoran	21,144,922	252,492		252,492	0.296
Cottage Grove	64,901,656	774,991		774,991	0.908
Crookston	31,381,036	374,721		374,721	0.439
Crystal	24,102,130	287,804		287,804	0.337
Dayton	11,052,558	131,979		131,979	0.155
Delano	13,917,283	166,186		166,186	0.195
Detroit Lakes	35,062,156	418,677		418,677	0.491
Duluth	290,173,000	3,464,958		3,464,958	4.060
Eagan	118,748,099	1,417,972		1,417,972	1.661
East Bethel	43,400,818	518,249		518,249	0.607
East Grand Forks	37,855,299	452,030		452,030	0.530
Eden Prairie	100,010,971	1,194,232		1,194,232	1.399
Edina	79,448,420	948,694		948,694	1.112
Elk River	71,918,601	858,781		858,781	1.006
Fairmont	37,623,707	449,265		449,265	0.526

<b>Municipality</b>	<b>Adjusted Restricted Construction Needs</b>	<b>Construction Needs Allocations minus Turnback Maintenance</b>	<b>(+) TH Turnback Maintenance Allowance</b>	<b>2015 Construction Needs Allocations</b>	<b>% Of Total Dist.</b>
Falcon Heights	\$4,915,890	\$58,701		<b>\$58,701</b>	0.069
Faribault	50,766,141	606,199		<b>606,199</b>	0.710
Farmington	30,607,219	365,481		<b>365,481</b>	0.428
Fergus Falls	56,565,587	675,450		<b>675,450</b>	0.791
Forest Lake	63,729,396	760,993		<b>760,993</b>	0.892
Fridley	39,926,959	476,768		<b>476,768</b>	0.559
Glencoe	13,934,724	166,395		<b>166,395</b>	0.195
Golden Valley	45,964,170	548,858		<b>548,858</b>	0.643
Grand Rapids	59,292,734	708,015		<b>708,015</b>	0.830
Ham Lake	42,470,853	507,145		<b>507,145</b>	0.594
Hastings	23,921,880	285,651		<b>285,651</b>	0.335
Hermantown	35,273,580	421,202		<b>421,202</b>	0.493
Hibbing	78,417,905	936,389		<b>936,389</b>	1.097
Hopkins	21,050,933	251,369		<b>251,369</b>	0.295
Hugo	30,551,618	364,817		<b>364,817</b>	0.427
Hutchinson	31,768,925	379,353		<b>379,353</b>	0.444
International Falls	11,003,915	131,398		<b>131,398</b>	0.154
Inver Grove Heights	64,678,044	772,321		<b>772,321</b>	0.905
Isanti	9,456,437	112,919		<b>112,919</b>	0.132
Jordan	12,103,705	144,530		<b>144,530</b>	0.169
Kasson	10,129,459	120,956		<b>120,956</b>	0.142
La Crescent	9,483,263	113,240		<b>113,240</b>	0.133
Lake City	11,731,270	140,083		<b>140,083</b>	0.164
Lake Elmo	24,655,414	294,410		<b>294,410</b>	0.345
Lakeville	107,469,411	1,283,293		<b>1,283,293</b>	1.504
Lino Lakes	44,437,832	530,632		<b>530,632</b>	0.622
Litchfield	16,715,618	199,601		<b>199,601</b>	0.234
Little Canada	18,421,712	219,974		<b>219,974</b>	0.258
Little Falls	33,995,092	405,936		<b>405,936</b>	0.476
Mahtomedi	10,358,040	123,685		<b>123,685</b>	0.145
Mankato	84,935,456	1,014,215		<b>1,014,215</b>	1.188
Maple Grove	120,544,354	1,439,421		<b>1,439,421</b>	1.686
Maplewood	76,282,919	910,895		<b>910,895</b>	1.067
Marshall	34,471,651	411,626		<b>411,626</b>	0.482
Medina	11,567,808	138,131		<b>138,131</b>	0.162
Mendota Heights	26,051,222	311,078		<b>311,078</b>	0.364
Minneapolis	548,330,347	6,547,617		<b>6,547,617</b>	7.671
Minnnetonka	97,809,509	1,167,944		<b>1,167,944</b>	1.368
Minnetrissa	21,892,068	261,413		<b>261,413</b>	0.306
Montevideo	13,320,806	159,064		<b>159,064</b>	0.186
Monticello	19,018,835	227,104		<b>227,104</b>	0.266
Moorhead	115,130,183	1,374,770		<b>1,374,770</b>	1.611
Morris	13,807,868	164,880		<b>164,880</b>	0.193
Mound	16,248,050	194,018		<b>194,018</b>	0.227
Mounds View	17,005,262	203,060		<b>203,060</b>	0.238
New Brighton	26,366,368	314,841		<b>314,841</b>	0.369
New Hope	24,450,331	291,962		<b>291,962</b>	0.342
New Prague	10,370,132	123,830		<b>123,830</b>	0.145
New Ulm	36,124,775	431,366		<b>431,366</b>	0.505
North Branch	47,405,466	566,069		<b>566,069</b>	0.663
North Mankato	30,954,439	369,627		<b>369,627</b>	0.433
North St. Paul	21,062,331	251,505		<b>251,505</b>	0.295
Northfield	29,463,495	351,824		<b>351,824</b>	0.412
Oak Grove	38,921,227	464,759		<b>464,759</b>	0.545
Oakdale	23,496,687	280,574		<b>280,574</b>	0.329
Orono	14,052,676	167,803		<b>167,803</b>	0.197
Otsego	31,725,221	378,831		<b>378,831</b>	0.444

Municipality	Adjusted Restricted Construction Needs	Construction Needs Allocations minus Turnback Maintenance	(+) TH Turnback Maintenance Allowance	2015 Construction Needs Allocations	% Of Total Dist.
Owatonna	\$64,799,325	\$773,769		\$773,769	0.907
Plymouth	124,939,575	1,491,904		1,491,904	1.748
Prior Lake	30,313,216	361,970		361,970	0.424
Ramsey	53,884,010	643,429		643,429	0.754
Red Wing	45,271,075	540,582		540,582	0.633
Redwood Falls	15,197,639	181,475		181,475	0.213
Richfield	59,752,709	713,508		713,508	0.836
Robbinsdale	17,891,275	213,640		213,640	0.250
Rochester	239,190,990	2,856,181		2,856,181	3.346
Rogers	34,066,800	406,792		406,792	0.477
Rosemount	51,515,138	615,143		615,143	0.721
Roseville	45,951,322	548,705		548,705	0.643
Sartell	32,978,801	393,800		393,800	0.461
Sauk Rapids	27,172,185	324,463		324,463	0.380
Savage	37,077,913	442,748		442,748	0.519
Shakopee	57,118,877	682,057		682,057	0.799
Shoreview	31,911,523	381,056		381,056	0.446
Shorewood	15,255,512	182,166		182,166	0.213
South St. Paul	28,851,741	344,519		344,519	0.404
Spring Lake Park	7,257,664	86,664		86,664	0.102
St. Anthony	12,285,052	146,696		146,696	0.172
St. Cloud	140,306,336	1,675,399		1,675,399	1.963
St. Francis	24,433,022	291,755		291,755	0.342
St. Joseph	3,671,304	43,839		43,839	0.051
St. Louis Park	66,603,624	795,314		795,314	0.932
St. Michael	49,517,441	591,288		591,288	0.693
St. Paul	459,554,222	5,487,540		5,487,540	6.429
St. Paul Park	9,594,844	114,572		114,572	0.134
St. Peter	30,171,142	360,274		360,274	0.422
Stewartville	6,528,899	77,962		77,962	0.091
Stillwater	31,304,346	373,805		373,805	0.438
Thief River Falls	42,797,080	511,040		511,040	0.599
Vadnais Heights	13,227,721	157,952		157,952	0.185
Victoria	9,231,308	110,231		110,231	0.129
Virginia	27,929,984	333,512		333,512	0.391
Waconia	19,179,231	229,019		229,019	0.268
Waite Park	11,417,745	136,339		136,339	0.160
Waseca	13,269,348	158,449		158,449	0.186
West St. Paul	18,048,251	215,514		215,514	0.253
White Bear Lake	27,558,445	329,076		329,076	0.386
Willmar	56,389,202	673,344		673,344	0.789
Winona	44,407,814	530,274		530,274	0.621
Woodbury	117,948,964	1,408,429		1,408,429	1.650
Worthington	19,567,591	233,658		233,658	0.274
Wyoming	23,355,196	278,886		278,886	0.327
Zimmerman	9,355,284	111,713		111,713	0.131
<b>State Total</b>	<b>\$7,147,650,278</b>	<b>\$85,350,145</b>	<b>\$0</b>	<b>\$85,350,145</b>	<b>100.0000</b>

**Construction Needs Apportionment = \$85,350,145 / \$7,147,650,278 = 0.011941**

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

NOTE: The 2014 Total "Adjusted Restricted Construction Needs" were \$6,442,606,488



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

October 28, 2015

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

Dear Commissioner Zelle:

We, the undersigned, as members of the 2015 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 2016 Apportionment Sum as provided by Minnesota Statutes, Chapter 162.13, Subdivision 1.

Klayton Eckles Woodbury Chair	Jeff Johnson Mankato Vice Chair	Marc Culver Roseville Secretary	
Jesse Story Hibbing District 1	Craig Gray Bemidji District 2	Justin Femrite Elk River District 3	
Jon Pratt Detroit Lakes District 4	Rod Rue Eden Prairie Metro West	Steve Lang Austin District 6	
Jeff Johnson Mankato District 7	Sean Christensen Willmar District 8	Klayton Eckles Woodbury Metro East	
Cindy Voigt Duluth	Don Elwood Minneapolis	Paul Kurtz Saint Paul	Richard Freese Rochester

An Equal Opportunity Employer



# 2015 ADJUSTED RESTRICTED CONSTRUCTION NEEDS RECOMMENDATIONS

for the 2016 Distribution

Municipality	Adjusted Restricted Construction Needs	Municipality	Adjusted Restricted Construction Needs
Albert Lea	\$44,948,088	Edina	\$79,448,420
Albertville	11,583,386	Elk River	71,918,601
Alexandria	59,278,643	Fairmont	37,623,707
Andover	68,651,675	Falcon Heights	4,915,890
Anoka	29,252,199	Faribault	50,766,141
Apple Valley	74,983,480	Farmington	30,607,219
Arden Hills	11,122,066	Fergus Falls	56,565,587
Austin	60,819,998	Forest Lake	63,729,396
Baxter	28,029,619	Fridley	39,926,959
Belle Plaine	13,120,143	Glencoe	13,934,724
Bemidji	30,195,004	Golden Valley	45,964,170
Big Lake	16,057,329	Grand Rapids	59,292,734
Blaine	73,086,339	Ham Lake	42,470,853
Bloomington	166,695,238	Hastings	23,921,880
Brainerd	38,468,603	Hermantown	35,273,580
Brooklyn Center	26,821,201	Hibbing	78,417,905
Brooklyn Park	79,036,844	Hopkins	21,050,933
Buffalo	35,371,241	Hugo	30,551,618
Burnsville	103,738,808	Hutchinson	31,768,925
Byron	7,744,037	International Falls	11,003,915
Cambridge	21,360,141	Inver Grove Heights	64,678,044
Champlin	35,989,749	Isanti	9,456,437
Chanhassen	36,654,011	Jordan	12,103,705
Chaska	38,276,560	Kasson	10,129,459
Chisago City	11,685,782	La Crescent	9,483,263
Chisholm	14,721,373	Lake City	11,731,270
Circle Pines	5,344,009	Lake Elmo	24,655,414
Cloquet	33,940,963	Lakeville	107,469,411
Columbia Heights	24,287,827	Lino Lakes	44,437,832
Coon Rapids	92,987,368	Litchfield	16,715,618
Corcoran	21,144,922	Little Canada	18,421,712
Cottage Grove	64,901,656	Little Falls	33,995,092
Crookston	31,381,036	Mahtomedi	10,358,040
Crystal	24,102,130	Mankato	84,935,456
Dayton	11,052,558	Maple Grove	120,544,354
Delano	13,917,283	Maplewood	76,282,919
Detroit Lakes	35,062,156	Marshall	34,471,651
Duluth	290,173,000	Medina	11,567,808
Eagan	118,748,099	Mendota Heights	26,051,222
East Bethel	43,400,818	Minneapolis	548,330,347
East Grand Forks	37,855,299	Minnetonka	97,809,509
Eden Prairie	100,010,971	Minnetrissa	21,892,068

<b>Municipality</b>	<b>Adjusted Restricted Construction Needs</b>	<b>Municipality</b>	<b>Adjusted Restricted Construction Needs</b>
Montevideo	\$13,320,806	Savage	\$37,077,913
Monticello	19,018,835	Shakopee	57,118,877
Moorhead	115,130,183	Shoreview	31,911,523
Morris	13,807,868	Shorewood	15,255,512
Mound	16,248,050	South St. Paul	28,851,741
Mounds View	17,005,262	Spring Lake Park	7,257,664
New Brighton	26,366,368	St. Anthony	12,285,052
New Hope	24,450,331	St. Cloud	140,306,336
New Prague	10,370,132	St. Francis	24,433,022
New Ulm	36,124,775	St. Joseph	3,671,304
North Branch	47,405,466	St. Louis Park	66,603,624
North Mankato	30,954,439	St. Michael	49,517,441
North St. Paul	21,062,331	St. Paul	459,554,222
Northfield	29,463,495	St. Paul Park	9,594,844
Oak Grove	38,921,227	St. Peter	30,171,142
Oakdale	23,496,687	Stewartville	6,528,899
Orono	14,052,676	Stillwater	31,304,346
Otsego	31,725,221	Thief River Falls	42,797,080
Owatonna	64,799,325	Vadnais Heights	13,227,721
Plymouth	124,939,575	Victoria	9,231,308
Prior Lake	30,313,216	Virginia	27,929,984
Ramsey	53,884,010	Waconia	19,179,231
Red Wing	45,271,075	Waite Park	11,417,745
Redwood Falls	15,197,639	Waseca	13,269,348
Richfield	59,752,709	West St. Paul	18,048,251
Robbinsdale	17,891,275	White Bear Lake	27,558,445
Rochester	239,190,990	Willmar	56,389,202
Rogers	34,066,800	Winona	44,407,814
Rosemount	51,515,138	Woodbury	117,948,964
Roseville	45,951,322	Worthington	19,567,591
Sartell	32,978,801	Wyoming	23,355,196
Sauk Rapids	27,172,185	Zimmerman	9,355,284
		<b>State Total</b>	<b>\$7,147,650,278</b>

# TENTATIVE 2016 MSAS TOTAL ALLOCATIONS

The tentative allocations shown in this summary are for informational purposes only. The actual revenue will be announced in January 2015 when the Commissioner of Transportation determines the annual allotments.

Municipality	Tentative 2016 Population Allocations	Tentative 2016 Construction Needs Allocations	Tentative 2016 Total Allocations	Distribution Percentage
Albert Lea	\$400,419	\$536,725	\$937,144	0.5490
Albertville	161,404	138,317	299,721	0.1756
Alexandria	292,980	707,847	1,000,827	0.5863
Andover	708,424	819,770	1,528,194	0.8952
Anoka	390,862	349,301	740,163	0.4336
Apple Valley	1,118,623	895,378	2,014,001	1.1798
Arden Hills	214,523	132,809	347,332	0.2035
Austin	555,866	726,252	1,282,118	0.7511
Baxter	177,851	334,702	512,553	0.3003
Belle Plaine	148,046	156,668	304,714	0.1785
Bemidji	319,518	360,559	680,077	0.3984
Big Lake	235,304	191,741	427,045	0.2502
Blaine	1,379,464	872,725	2,252,189	1.3194
Bloomington	1,925,907	1,990,509	3,916,416	2.2943
Brainerd	303,582	459,354	762,936	0.4469
Brooklyn Center	669,084	320,272	989,356	0.5796
Brooklyn Park	1,741,656	943,780	2,685,436	1.5732
Buffalo	353,634	422,368	776,002	0.4546
Burnsville	1,372,374	1,238,746	2,611,120	1.5297
Byron	116,996	92,472	209,468	0.1227
Cambridge	185,318	255,062	440,380	0.2580
Champlin	513,171	429,754	942,925	0.5524
Chanhassen	544,598	437,686	982,284	0.5754
Chaska	561,645	457,061	1,018,706	0.5968
Chisago City	112,662	139,540	252,202	0.1477
Chisholm	111,773	175,788	287,561	0.1685
Circle Pines	111,129	63,813	174,942	0.1025
Cloquet	272,443	405,289	677,732	0.3970
Columbia Heights	438,048	290,021	728,069	0.4265
Coon Rapids	1,387,666	1,110,363	2,498,029	1.4634
Corcoran	122,531	252,492	375,023	0.2197
Cottage Grove	783,458	774,991	1,558,449	0.9130
Crookston	175,628	374,721	550,349	0.3224
Crystal	498,657	287,804	786,461	0.4607
Dayton	111,373	131,979	243,352	0.1426
Delano	127,954	166,186	294,140	0.1723
Detroit Lakes	201,210	418,677	619,887	0.3631
Duluth	1,919,573	3,464,958	5,384,531	3.1544
Eagan	1,484,903	1,417,972	2,902,875	1.7006
East Bethel	258,397	518,249	776,646	0.4550
East Grand Forks	194,053	452,030	646,083	0.3785
Eden Prairie	1,391,177	1,194,232	2,585,409	1.5146
Edina	1,117,089	948,694	2,065,783	1.2102
Elk River	527,417	858,781	1,386,198	0.8121
Fairmont	237,060	449,265	686,325	0.4021

Municipality	Tentative 2016			Distribution Percentage
	Tentative 2016 Population Allocations	Construction Needs Allocations	Tentative 2016 Total Allocations	
Falcon Heights	\$119,975	\$58,701	\$178,676	0.1047
Faribault	525,217	606,199	1,131,416	0.6628
Farmington	497,546	365,481	863,027	0.5056
Fergus Falls	295,158	675,450	970,608	0.5686
Forest Lake	433,047	760,993	1,194,040	0.6995
Fridley	621,255	476,768	1,098,023	0.6432
Glencoe	125,153	166,395	291,548	0.1708
Golden Valley	462,074	548,858	1,010,932	0.5922
Grand Rapids	247,017	708,015	955,032	0.5595
Ham Lake	348,189	507,145	855,334	0.5011
Hastings	499,902	285,651	785,553	0.4602
Hermantown	216,168	421,202	637,370	0.3734
Hibbing	363,636	936,389	1,300,025	0.7616
Hopkins	421,645	251,369	673,014	0.3943
Hugo	315,628	364,817	680,445	0.3986
Hutchinson	315,161	379,353	694,514	0.4069
International Falls	142,778	131,398	274,176	0.1606
Inver Grove Heights	774,146	772,321	1,546,467	0.9060
Isanti	120,219	112,919	233,138	0.1366
Jordan	136,644	144,530	281,174	0.1647
Kasson	136,111	120,956	257,067	0.1506
La Crescent	112,774	113,240	226,014	0.1324
Lake City	112,529	140,083	252,612	0.1480
Lake Elmo	191,008	294,410	485,418	0.2844
Lakeville	1,319,344	1,283,293	2,602,637	1.5247
Lino Lakes	469,608	530,632	1,000,240	0.5860
Litchfield	149,824	199,601	349,425	0.2047
Little Canada	220,302	219,974	440,276	0.2579
Little Falls	195,742	405,936	601,678	0.3525
Mahtomedi	178,762	123,685	302,447	0.1772
Mankato	915,746	1,014,215	1,929,961	1.1306
Maple Grove	1,432,406	1,439,421	2,871,827	1.6824
Maplewood	868,005	910,895	1,778,900	1.0421
Marshall	304,915	411,626	716,541	0.4198
Medina	129,598	138,131	267,729	0.1568
Mendota Heights	247,239	311,078	558,317	0.3271
Minneapolis	9,140,858	6,547,617	15,688,475	9.1907
Minnetonka	1,136,715	1,167,944	2,304,659	1.3501
Minnetrista	150,313	261,413	411,726	0.2412
Montevideo	119,641	159,064	278,705	0.1633
Monticello	291,713	227,104	518,817	0.3039
Moorhead	915,279	1,374,770	2,290,049	1.3416
Morris	120,819	164,880	285,699	0.1674
Mound	207,100	194,018	401,118	0.2350
Mounds View	276,577	203,060	479,637	0.2810
New Brighton	490,834	314,841	805,675	0.4720
New Hope	462,563	291,962	754,525	0.4420
New Prague	165,337	123,830	289,167	0.1694
New Ulm	300,537	431,366	731,903	0.4288
North Branch	228,614	566,069	794,683	0.4655
North Mankato	302,493	369,627	672,120	0.3937
North St. Paul	266,843	251,505	518,348	0.3037

Municipality	Tentative 2016			Distribution Percentage
	Tentative 2016 Population Allocations	Construction Needs Allocations	Tentative 2016 Total Allocations	
Northfield	\$451,472	\$351,824	\$803,296	0.4706
Oak Grove	185,296	464,759	650,055	0.3808
Oakdale	636,879	280,574	917,453	0.5375
Orono	173,028	167,803	340,831	0.1997
Otsego	332,675	378,831	711,506	0.4168
Owatonna	570,313	773,769	1,344,082	0.7874
Plymouth	1,636,550	1,491,904	3,128,454	1.8327
Prior Lake	553,666	361,970	915,636	0.5364
Ramsey	551,443	643,429	1,194,872	0.7000
Red Wing	366,836	540,582	907,418	0.5316
Redwood Falls	116,819	181,475	298,294	0.1747
Richfield	803,617	713,508	1,517,125	0.8888
Robbinsdale	322,540	213,640	536,180	0.3141
Rochester	2,467,216	2,856,181	5,323,397	3.1186
Rogers	271,821	406,792	678,613	0.3975
Rosemount	499,857	615,143	1,115,000	0.6532
Roseville	771,656	548,705	1,320,361	0.7735
Sartell	376,705	393,800	770,505	0.4514
Sauk Rapids	295,758	324,463	620,221	0.3633
Savage	645,592	442,748	1,088,340	0.6376
Shakopee	878,429	682,057	1,560,486	0.9142
Shoreview	571,713	381,056	952,769	0.5582
Shorewood	165,026	182,166	347,192	0.2034
South St. Paul	448,071	344,519	792,590	0.4643
Spring Lake Park	144,756	86,664	231,420	0.1356
St. Anthony	199,254	146,696	345,950	0.2027
St. Cloud	1,477,169	1,675,399	3,152,568	1.8468
St. Francis	162,159	291,755	453,914	0.2659
St. Joseph	151,246	43,839	195,085	0.1143
St. Louis Park	1,065,348	795,314	1,860,662	1.0900
St. Michael	377,460	591,288	968,748	0.5675
St. Paul	6,659,751	5,487,540	12,147,291	7.1162
St. Paul Park	118,108	114,572	232,680	0.1363
St. Peter	261,331	360,274	621,605	0.3641
Stewartville	138,222	77,962	216,184	0.1266
Stillwater	419,889	373,805	793,694	0.4650
Thief River Falls	193,853	511,040	704,893	0.4129
Vadnais Heights	279,667	157,952	437,619	0.2564
Victoria	188,074	110,231	298,305	0.1748
Virginia	193,631	333,512	527,143	0.3088
Waconia	256,041	229,019	485,060	0.2842
Waite Park	166,093	136,339	302,432	0.1772
Waseca	209,189	158,449	367,638	0.2154
West St. Paul	440,070	215,514	655,584	0.3841
White Bear Lake	536,952	329,076	866,028	0.5073
Willmar	438,537	673,344	1,111,881	0.6514
Winona	613,742	530,274	1,144,016	0.6702
Woodbury	1,469,545	1,408,429	2,877,974	1.6860
Worthington	288,624	233,658	522,282	0.3060
Wyoming	174,561	278,886	453,447	0.2656
Zimmerman	117,730	111,713	229,443	0.1344
<b>Total</b>	<b>\$85,350,144</b>	<b>\$85,350,145</b>	<b>\$170,700,289</b>	<b>100.0000</b>

NIMSAS/Books/2015 October Book/Adjusted Construction Needs 2015 (Old Book File A & B).xlsx

## COMPARISON OF THE 2015 ALLOCATIONS TO THE 2016 TENTATIVE TOTAL ALLOCATIONS

Municipality	2015 Total Allocations	2016 Tentative Total Allocations	Increase (Decrease) Amount	% Increase (Decrease)
Albert Lea	\$999,370	\$937,144	(\$62,225)	(6.23)
Albertville	329,142	299,721	(29,421)	(8.94)
Alexandria	984,872	1,000,827	15,955	1.62
Andover	1,570,398	1,528,194	(42,204)	(2.69)
Anoka	710,499	740,163	29,664	4.18
Apple Valley	2,018,253	2,014,001	(4,252)	(0.21)
Arden Hills	344,900	347,332	2,432	0.71
Austin	1,276,887	1,282,118	5,232	0.41
Baxter	481,982	512,553	30,570	6.34
Belle Plaine	305,125	304,714	(411)	(0.13)
Bemidji	654,241	680,077	25,836	3.95
Big Lake	432,805	427,045	(5,760)	(1.33)
Blaine	2,208,187	2,252,189	44,002	1.99
Bloomington	4,046,707	3,916,416	(130,291)	(3.22)
Brainerd	756,221	762,936	6,715	0.89
Brooklyn Center	976,400	989,356	12,957	1.33
Brooklyn Park	2,615,684	2,685,436	69,751	2.67
Buffalo	801,064	776,002	(25,061)	(3.13)
Burnsville	2,673,789	2,611,120	(62,669)	(2.34)
Byron	200,082	209,468	9,387	4.69
Cambridge	419,626	440,380	20,755	4.95
Champlin	921,729	942,925	21,196	2.30
Chanhassen	943,448	982,284	38,836	4.12
Chaska	1,005,536	1,018,706	13,171	1.31
Chisago City	250,554	252,202	1,649	0.66
Chisholm	297,271	287,561	(9,710)	(3.27)
Circle Pines	179,278	174,942	(4,336)	(2.42)
Cloquet	695,187	677,732	(17,455)	(2.51)
Columbia Heights	747,261	728,069	(19,192)	(2.57)
Coon Rapids	2,505,263	2,498,029	(7,234)	(0.29)
Corcoran	388,966	375,023	(13,944)	(3.58)
Cottage Grove	1,607,029	1,558,449	(48,579)	(3.02)
Crookston	571,528	550,349	(21,179)	(3.71)
Crystal	772,135	786,461	14,326	1.86
Dayton	237,762	243,352	5,591	2.35
Delano	300,707	294,140	(6,567)	(2.18)
Detroit Lakes	584,086	619,887	35,801	6.13
Duluth	5,590,865	5,384,531	(206,334)	(3.69)
Eagan	2,978,572	2,902,875	(75,696)	(2.54)
East Bethel	804,265	776,646	(27,619)	(3.43)
East Grand Forks	624,856	646,083	21,228	3.40
Eden Prairie	2,509,194	2,585,409	76,215	3.04
Edina	1,979,793	2,065,783	85,990	4.34
Elk River	1,378,262	1,386,198	7,937	0.58
Fairmont	710,293	686,325	(23,968)	(3.37)
Falcon Heights	180,777	178,676	(2,102)	(1.16)
Faribault	1,117,676	1,131,416	13,740	1.23
Farmington	880,005	863,027	(16,978)	(1.93)

Municipality	2015 Total Allocations	2016 Tentative Total Allocations	Increase (Decrease) Amount	% Increase (Decrease)
Fergus Falls	\$1,002,651	\$970,608	(\$32,043)	(3.20)
Forest Lake	1,225,339	1,194,040	(31,299)	(2.55)
Fridley	1,124,906	1,098,023	(26,884)	(2.39)
Glencoe	300,768	291,548	(9,220)	(3.07)
Golden Valley	990,950	1,010,932	19,982	2.02
Grand Rapids	990,685	955,032	(35,653)	(3.60)
Ham Lake	864,379	855,334	(9,045)	(1.05)
Hastings	770,374	785,553	15,179	1.97
Hermantown	658,340	637,370	(20,970)	(3.19)
Hibbing	1,304,659	1,300,025	(4,634)	(0.36)
Hopkins	660,106	673,014	12,908	1.96
Hugo	646,185	680,445	34,260	5.30
Hutchinson	666,178	694,514	28,337	4.25
International Falls	282,649	274,176	(8,473)	(3.00)
Inver Grove Heights	1,580,998	1,546,467	(34,532)	(2.18)
Isanti	233,064	233,138	74	0.03
Jordan	292,222	281,174	(11,048)	(3.78)
Kasson	264,014	257,067	(6,947)	(2.63)
La Crescent	231,584	226,014	(5,570)	(2.41)
Lake City	246,855	252,612	5,757	2.33
Lake Elmo	477,858	485,418	7,561	1.58
Lakeville	2,566,218	2,602,637	36,419	1.42
Lino Lakes	1,023,916	1,000,240	(23,676)	(2.31)
Litchfield	361,344	349,425	(11,919)	(3.30)
Little Canada	447,133	440,276	(6,857)	(1.53)
Little Falls	622,252	601,678	(20,574)	(3.31)
Mahtomedi	290,699	302,447	11,748	4.04
Mankato	1,915,024	1,929,961	14,937	0.78
Maple Grove	2,940,747	2,871,827	(68,919)	(2.34)
Maplewood	1,832,566	1,778,900	(53,666)	(2.93)
Marshall	725,400	716,541	(8,858)	(1.22)
Medina	246,565	267,729	21,165	8.58
Mendota Heights	578,458	558,317	(20,140)	(3.48)
Minneapolis	15,599,755	15,688,475	88,720	0.57
Minnnetonka	2,372,528	2,304,659	(67,870)	(2.86)
Minnetrissa	428,189	411,726	(16,463)	(3.84)
Montevideo	273,328	278,705	5,378	1.97
Monticello	501,032	518,817	17,785	3.55
Moorhead	2,176,838	2,290,049	113,212	5.20
Morris	284,746	285,699	953	0.33
Mound	415,965	401,118	(14,848)	(3.57)
Mounds View	489,122	479,637	(9,484)	(1.94)
New Brighton	826,332	805,675	(20,657)	(2.50)
New Hope	760,206	754,525	(5,681)	(0.75)
New Prague	289,914	289,167	(747)	(0.26)
New Ulm	755,356	731,903	(23,453)	(3.10)
North Branch	825,371	794,683	(30,687)	(3.72)
North Mankato	690,856	672,120	(18,736)	(2.71)
North St. Paul	533,568	518,348	(15,220)	(2.85)
Northfield	801,299	803,296	1,997	0.25
Oak Grove	671,656	650,055	(21,600)	(3.22)
Oakdale	889,735	917,453	27,718	3.12
Orono	325,584	340,831	15,247	4.68

Municipality	2015 Total Allocations	2016 Tentative Total Allocations	Increase (Decrease) Amount	% Increase (Decrease)
Otsego	\$728,300	\$711,506	(\$16,793)	(2.31)
Owatonna	1,326,838	1,344,082	17,245	1.30
Plymouth	3,074,029	3,128,454	54,425	1.77
Prior Lake	905,219	915,636	10,417	1.15
Ramsey	1,180,877	1,194,872	13,995	1.19
Red Wing	929,665	907,418	(22,247)	(2.39)
Redwood Falls	306,039	298,294	(7,745)	(2.53)
Richfield	1,518,743	1,517,125	(1,618)	(0.11)
Robbinsdale	537,201	536,180	(1,020)	(0.19)
Rochester	5,208,552	5,323,397	114,845	2.20
Rogers	644,170	678,613	34,443	5.35
Rosemount	1,152,292	1,115,000	(37,291)	(3.24)
Roseville	1,323,592	1,320,361	(3,231)	(0.24)
Sartell	727,449	770,505	43,056	5.92
Sauk Rapids	596,662	620,221	23,559	3.95
Savage	1,085,733	1,088,340	2,607	0.24
Shakopee	1,493,968	1,560,486	66,518	4.45
Shoreview	954,377	952,769	(1,607)	(0.17)
Shorewood	336,822	347,192	10,370	3.08
South St. Paul	800,527	792,590	(7,936)	(0.99)
Spring Lake Park	224,083	231,420	7,338	3.27
St. Anthony	335,989	345,950	9,961	2.96
St. Cloud	3,207,932	3,152,568	(55,364)	(1.73)
St. Francis	491,418	453,914	(37,504)	(7.63)
St. Joseph	192,693	195,085	2,392	1.24
St. Louis Park	1,793,649	1,860,662	67,012	3.74
St. Michael	997,954	968,748	(29,206)	(2.93)
St. Paul	12,034,481	12,147,291	112,809	0.94
St. Paul Park	226,276	232,680	6,403	2.83
St. Peter	635,201	621,605	(13,597)	(2.14)
Stewartville	220,563	216,184	(4,379)	(1.99)
Stillwater	796,922	793,694	(3,228)	(0.41)
Thief River Falls	731,021	704,893	(26,127)	(3.57)
Vadnais Heights	428,570	437,619	9,048	2.11
Victoria	284,158	298,305	14,147	4.98
Virginia	531,954	527,143	(4,811)	(0.90)
Waconia	464,633	485,060	20,427	4.40
Waite Park	292,903	302,432	9,529	3.25
Waseca	378,337	367,638	(10,699)	(2.83)
West St. Paul	660,930	655,584	(5,345)	(0.81)
White Bear Lake	842,548	866,028	23,481	2.79
Willmar	1,107,625	1,111,881	4,255	0.38
Winona	1,109,068	1,144,016	34,949	3.15
Woodbury	2,849,796	2,877,974	28,179	0.99
Worthington	519,344	522,282	2,938	0.57
Wyoming	430,876	453,447	22,571	5.24
Zimmerman	235,312	229,443	(5,870)	(2.49)
<b>Total</b>	<b>\$170,700,289</b>	<b>\$170,700,289</b>	<b>\$0</b>	<b>0.000</b>

71 Cities Increased Their Estimated Total Allocation  
77 Cities Decreased Their Estimated Total Allocation

# TENTATIVE 2016 ALLOCATION RANKINGS

Rankings are from highest allocation per Needs mile to lowest.

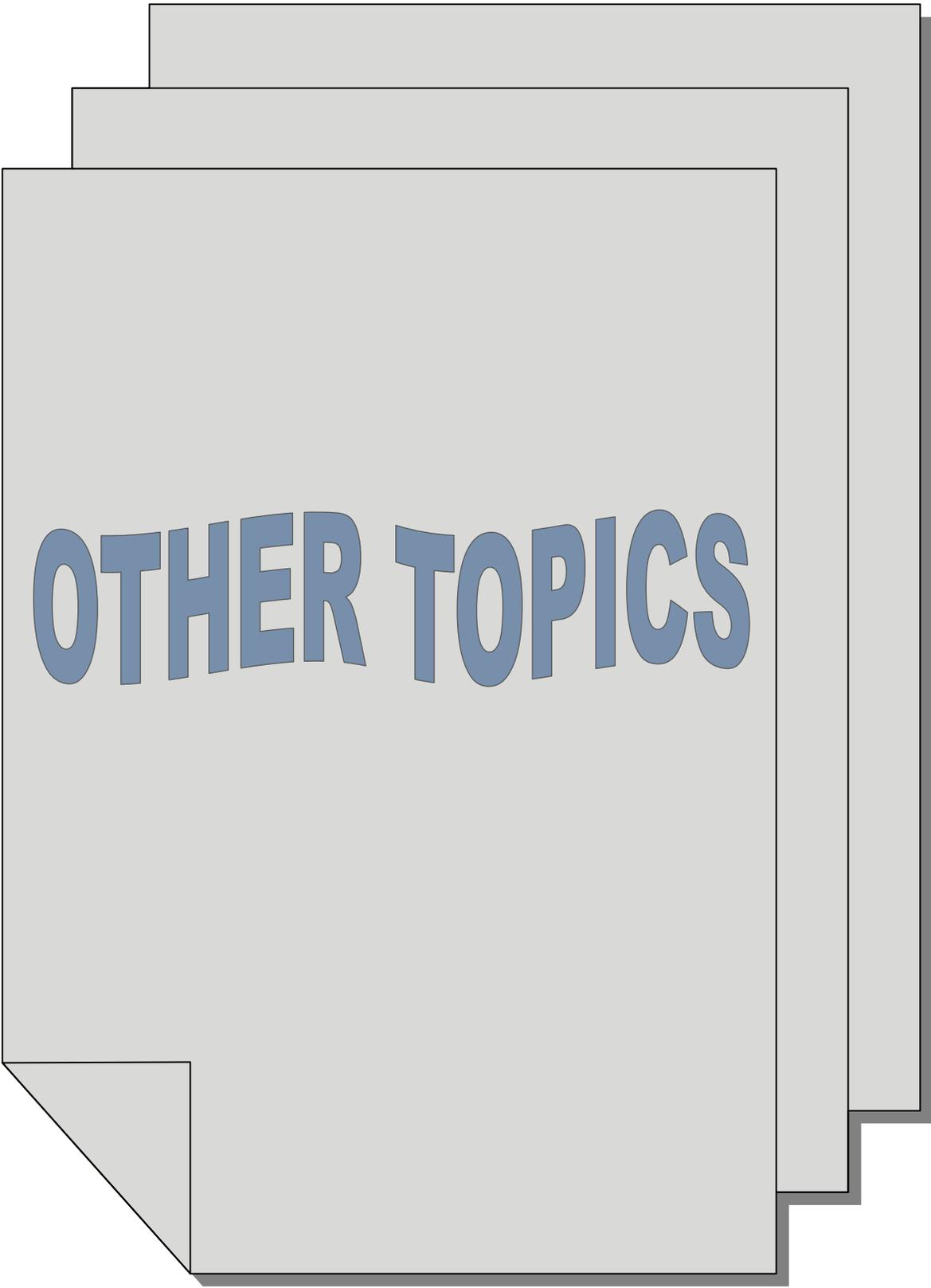
Municipality	2015		2016		Municipality	2015		2016		Municipality	2015		2016	
	Total Needs Mileage	Tentative Population Allocation Per Need Mile	Total Needs Mileage	Tentative Money Needs Allocation Per Need Mile		Total Needs Mileage	Tentative Money Needs Allocation Per Need Mile	Total Needs Mileage	Tentative Total Allocation Per Need Mile		Total Needs Mileage	Tentative Total Allocation Per Need Mile		
Minneapolis	206.66	\$44,232	164.73	\$33,312	Minneapolis	206.66	\$75,915	164.73	\$33,312	Minneapolis	206.66	\$75,915	164.73	\$33,312
Hopkins	9.99	42,208	11.58	32,359	St. Paul	164.73	42,208	11.58	32,359	St. Paul	164.73	42,208	11.58	32,359
St. Paul	164.73	40,429	206.66	31,683	Crookston	11.58	40,429	206.66	31,683	Hopkins	9.99	67,370	24.67	61,497
Falcon Heights	3.29	36,467	16.21	31,526	Minneapolis	206.66	36,467	16.21	31,526	Richfield	24.67	61,497	48.92	59,340
New Hope	12.86	35,970	45.78	30,030	Thief River Falls	16.21	35,970	45.78	30,030	Eagan	48.92	59,340	12.86	58,673
Columbia Heights	12.50	35,045	116.71	29,689	Moorhead	45.78	35,045	116.71	29,689	New Hope	12.86	58,673	44.77	58,324
St. Anthony	5.95	33,489	48.92	28,986	Duluth	116.71	33,489	48.92	28,986	Burnsville	44.77	58,324	12.50	58,246
Oakdale	19.39	32,846	24.67	28,922	Eagan	48.92	32,846	24.67	28,922	Columbia Heights	12.50	58,246	5.95	58,144
Richfield	24.67	32,575	101.45	28,154	Richfield	24.67	32,575	101.45	28,154	St. Anthony	5.95	58,144	43.23	57,785
West St. Paul	13.58	32,406	44.77	27,669	Rochester	101.45	32,406	44.77	27,669	Coon Rapids	43.23	57,785	33.02	56,350
St. Louis Park	33.02	32,264	25.68	27,571	Burnsville	44.77	32,264	25.68	27,571	St. Louis Park	33.02	56,350	3.29	54,310
New Brighton	15.22	32,250	6.21	26,761	Grand Rapids	25.68	32,250	6.21	26,761	Falcon Heights	3.29	54,310	37.31	53,981
Coon Rapids	43.23	32,100	16.99	26,606	Delano	6.21	32,100	16.99	26,606	Apple Valley	37.31	53,981	10.05	53,352
Robbinsdale	10.05	32,094	38.18	26,564	East Grand Forks	16.99	32,094	38.18	26,564	Robbinsdale	10.05	53,352	48.54	53,264
Brooklyn Center	21.34	31,354	76.12	26,150	Mankato	38.18	31,354	76.12	26,150	Eden Prairie	48.54	53,264	15.22	52,936
Circle Pines	3.60	30,870	22.63	26,129	Bloomington	76.12	30,870	22.63	26,129	New Brighton	15.22	52,936	21.76	52,575
Burnsville	44.77	30,655	64.30	26,056	St. Michael	22.63	30,655	64.30	26,056	Winona	21.76	52,575	101.45	52,474
Vadnais Heights	9.17	30,499	26.18	25,800	St. Cloud	64.30	30,499	26.18	25,800	Rochester	101.45	52,474	55.40	51,950
Eagan	48.92	30,354	43.23	25,685	Fergus Falls	26.18	30,354	43.23	25,685	Woodbury	55.40	51,950	16.69	51,710
Apple Valley	37.31	29,983	55.40	25,423	Coon Rapids	43.23	29,983	55.40	25,423	Farmington	16.69	51,710	76.12	51,451
Farmington	16.69	29,812	56.86	25,315	Woodbury	55.40	29,812	56.86	25,315	Bloomington	76.12	51,451	40.85	50,571
Stewartville	4.71	29,347	24.07	25,185	Maple Grove	56.86	29,812	24.07	25,185	Edina	40.85	50,571	38.18	50,550
Shoreview	19.69	29,036	9.99	25,162	Faribault	24.07	29,036	9.99	25,162	Mankato	38.18	50,550	7.94	50,519
Brooklyn Park	60.14	28,961	36.68	24,834	Hopkins	9.99	29,036	36.68	24,834	Mound	7.94	50,519	56.86	50,508
Eden Prairie	48.54	28,661	5.95	24,655	Maplewood	36.68	28,661	5.95	24,655	Maple Grove	56.86	50,508	45.78	50,023
Crystal	17.47	28,544	48.54	24,603	St. Anthony	5.95	28,544	48.54	24,603	Moorhead	45.78	50,023	62.81	49,809
Arden Hills	7.53	28,490	17.17	24,599	Eden Prairie	48.54	28,490	17.17	24,599	Plymouth	62.81	49,809	64.30	49,030
Winona	21.76	28,206	7.94	24,436	Buffalo	17.17	28,206	7.94	24,436	St. Cloud	64.30	49,030	20.95	48,626
Blaine	49.66	27,779	17.68	24,399	Mound	7.94	27,779	17.68	24,399	Chaska	20.95	48,626	3.60	48,596
St. Joseph	5.53	27,351	21.76	24,369	New Ulm	17.68	27,351	21.76	24,369	Circle Pines	3.60	48,596	36.68	48,498
Edina	40.85	27,347	27.87	24,160	Winona	21.76	27,347	27.87	24,160	Maplewood	36.68	48,498	19.69	48,369
Fridley	22.89	27,141	33.02	24,086	Willmar	27.87	27,141	33.02	24,086	Shoreview	19.69	48,369	13.58	48,276
Waseca	7.71	27,133	30.21	24,040	St. Louis Park	33.02	27,133	30.21	24,040	West St. Paul	13.58	48,276	15.42	48,001
Prior Lake	20.44	27,088	37.31	23,998	Austin	30.21	27,088	37.31	23,998	Anoka	15.42	48,001		
					Apple Valley	37.31								

2015		2016	
Municipality	Total Needs Mileage	Tentative Population Allocation Per Need Mile	Tentative Money Needs Allocation Per Need Mile
Chaska	20.95	\$26,809	\$23,975
Woodbury	55.40	26,527	23,753
Roseville	29.12	26,500	23,732
Northfield	17.06	26,464	23,439
Mound	7.94	26,084	23,364
Plymouth	62.81	26,056	23,224
Champlin	19.92	25,762	23,202
South St. Paul	17.46	25,663	23,120
White Bear Lake	21.02	25,545	22,958
Mounds View	10.86	25,468	22,833
Worthington	11.34	25,452	22,829
Anoka	15.42	25,348	22,760
Victoria	7.43	25,313	22,703
Bloomington	76.12	25,301	22,652
Maple Grove	56.86	25,192	22,585
Spring Lake Park	5.82	24,873	22,495
Rochester	101.45	24,320	22,440
Mankato	38.18	23,985	22,380
Monticello	12.19	23,931	22,337
Chanhausen	22.76	23,928	22,329
Savage	27.24	23,701	22,179
Maplewood	36.68	23,665	22,078
Waite Park	7.02	23,661	21,948
North St. Paul	11.34	23,532	21,918
Shakopee	37.49	23,432	21,898
Inver Grove Heights	33.64	23,013	21,817
Stillwater	18.25	23,008	21,736
St. Cloud	64.30	22,974	21,729
Albertville	7.15	22,574	21,692
Jordan	6.09	22,438	21,574
Hastings	22.45	22,268	21,351
Minnetonka	51.16	22,219	21,263
Cottage Grove	35.31	22,188	21,258
Kasson	6.20	21,954	20,902
Faribault	24.07	21,821	20,829
Byron	5.47	21,389	20,686
New Prague	7.74	21,362	20,623
Lakeville	63.01	20,939	20,605
Brainerd	19.16		
Plymouth	62.81		
Jordan	6.09		
North Mankato	15.77		
St. Peter	15.42		
Edina	40.85		
Columbia Heights	12.50		
Golden Valley	23.74		
Inver Grove Heights	33.64		
Sauk Rapids	14.21		
Minnetonka	51.16		
Litchfield	8.77		
New Hope	12.86		
Anoka	15.42		
Hermantown	18.65		
Forest Lake	33.83		
Elk River	38.27		
Lino Lakes	23.71		
Owatonna	34.64		
Fairmont	20.12		
North St. Paul	11.34		
Albert Lea	24.31		
Cottage Grove	35.31		
Marshall	18.78		
Farmington	16.69		
Chaska	20.95		
Red Wing	24.87		
Rosemount	28.31		
St. Francis	13.45		
Champlin	19.92		
Mendota Heights	14.57		
Alexandria	33.29		
Robbinsdale	10.05		
Chisholm	8.41		
Fridley	22.89		
New Brighton	15.22		
Northfield	17.06		
Worthington	11.34		
Fridley	22.89		
Vadnais Heights	9.17		
Waseca	7.71		
Crookston	11.58		
Delano	6.21		
Champlin	19.92		
Oakdale	19.39		
Northfield	17.06		
Faribault	24.07		
Brooklyn Center	21.34		
Jordan	6.09		
Duluth	116.71		
Arden Hills	7.53		
Worthington	11.34		
Inver Grove Heights	33.64		
Stewartville	4.71		
North St. Paul	11.34		
South St. Paul	17.46		
Blaine	49.66		
Roseville	29.12		
Buffalo	17.17		
Minnetonka	51.16		
Crystal	17.47		
Prior Lake	20.44		
Brooklyn Park	60.14		
Mounds View	10.86		
Cottage Grove	35.31		
Sauk Rapids	14.21		
Stillwater	18.25		
Thief River Falls	16.21		
Chanhausen	22.76		
Waite Park	7.02		
St. Michael	22.63		
North Mankato	15.77		
Golden Valley	23.74		
Monticello	12.19		
Austin	30.21		
Lino Lakes	23.71		

2015		2016		2015		2016		2015		2016	
Municipality	Total Needs Mileage	Tentative Population Allocation Per Need Mile	Municipality	Total Needs Mileage	Tentative Money Needs Allocation Per Need Mile	Municipality	Total Needs Mileage	Tentative Money Needs Allocation Per Need Mile	Municipality	Total Needs Mileage	Tentative Total Allocation Per Need Mile
Sauk Rapids	14.21	\$20,814	Sartell	19.12	\$20,596	Albertville	7.15	\$41,919	Shakopee	37.49	41,625
Waconia	12.32	20,783	Waseca	7.71	20,551	Hutchinson	18.49	20,517	Kasson	6.20	41,463
Delano	6.21	20,605	Hutchinson	18.49	20,517	Stillwater	18.25	20,482	New Ulm	17.68	41,398
Buffalo	17.17	20,597	Stillwater	18.25	20,482	Lakeville	63.01	20,366	Lakeville	63.01	41,306
Big Lake	11.48	20,497	Lakeville	63.01	20,366	North Branch	27.81	20,355	White Bear Lake	21.02	41,201
International Falls	7.12	20,054	North Branch	27.81	20,355	Bemidji	17.85	20,199	St. Peter	15.42	40,312
Moorhead	45.78	19,993	Bemidji	17.85	20,199	Minnetrista	12.98	20,140	Sartell	19.12	40,299
Lino Lakes	23.71	19,807	Minnetrista	12.98	20,140	Glencoe	8.39	19,833	Victoria	7.43	40,149
Sartell	19.12	19,703	Glencoe	8.39	19,833	Shorewood	9.20	19,801	Savage	27.24	39,954
St. Paul Park	6.06	19,490	Shorewood	9.20	19,801	South St. Paul	17.46	19,732	Willmar	27.87	39,896
Golden Valley	23.74	19,464	South St. Paul	17.46	19,732	Baxter	17.05	19,631	Litchfield	8.77	39,844
Little Canada	11.35	19,410	Baxter	17.05	19,631	Kasson	6.20	19,509	Brainerd	19.16	39,820
North Mankato	15.77	19,182	Kasson	6.20	19,509	Virginia	17.14	19,458	Spring Lake Park	5.82	39,764
LaCrescent	5.84	19,029	Virginia	17.14	19,458	Waite Park	7.02	19,422	Rosemount	28.31	39,386
Mahtomedi	9.53	18,758	Waite Park	7.02	19,422	La Crescent	5.84	19,390	Waconia	12.32	39,372
Austin	30.21	18,400	La Crescent	5.84	19,390	Little Canada	11.35	19,381	Owatonna	34.64	38,802
Orono	9.45	18,310	Little Canada	11.35	19,381	Shoreview	19.69	19,353	Little Canada	11.35	38,791
Zimmerman	6.50	18,113	Shoreview	19.69	19,353	Albertville	7.15	19,345	Albert Lea	24.31	38,550
Shorewood	9.20	17,938	Albertville	7.15	19,345	Rogers	21.15	19,234	International Falls	7.12	38,508
Bemidji	17.85	17,901	Rogers	21.15	19,234	Chanhausen	22.76	19,230	La Crescent	5.84	38,420
Rosemount	28.31	17,657	Chanhausen	22.76	19,230	Andover	42.75	19,176	St. Paul Park	6.06	38,396
Isanti	6.89	17,449	Andover	42.75	19,176	St. Paul Park	6.06	18,906	Mendota Heights	14.57	38,320
Litchfield	8.77	17,084	St. Paul Park	6.06	18,906	Roseville	29.12	18,843	Byron	5.47	38,295
Belle Plaine	8.68	17,056	Roseville	29.12	18,843	Mounds View	10.86	18,698	Marshall	18.78	38,155
Hutchinson	18.49	17,045	Mounds View	10.86	18,698	Little Falls	21.75	18,664	Bemidji	17.85	38,100
New Ulm	17.68	16,999	Little Falls	21.75	18,664	Monticello	12.19	18,630	East Grand Forks	16.99	38,028
Mendota Heights	14.57	16,969	Monticello	12.19	18,630	Waconia	12.32	18,589	Shorewood	9.20	37,739
St. Peter	15.42	16,948	Waconia	12.32	18,589	International Falls	7.12	18,455	Hutchinson	18.49	37,562
St. Michael	22.63	16,680	International Falls	7.12	18,455	Cloquet	22.20	18,256	New Prague	7.74	37,361
Andover	42.75	16,572	Cloquet	22.20	18,256	Shakopee	37.49	18,193	Big Lake	11.48	37,200
Albert Lea	24.31	16,472	Shakopee	37.49	18,193	East Bethel	28.53	18,165	Grand Rapids	25.68	37,190
Owatonna	34.64	16,464	East Bethel	28.53	18,165	Morris	9.09	18,139	Fergus Falls	26.18	37,075
Duluth	116.71	16,448	Morris	9.09	18,139	Oak Grove	25.73	18,063	Red Wing	24.87	36,487
Marshall	18.78	16,237	Oak Grove	25.73	18,063	Lake Elmo	16.30	18,062	Elk River	38.27	36,222
Brainerd	19.16	15,845	Lake Elmo	16.30	18,062	Belle Plaine	8.68	18,049	Orono	9.45	36,067
Willmar	27.87	15,735	Belle Plaine	8.68	18,049	Montevideo	8.83	18,014	Andover	42.75	35,748
Crookston	11.58	15,167	Montevideo	8.83	18,014	Falcon Heights	3.29	17,842	Zimmerman	6.50	35,299
Glencoe	8.39	14,917	Falcon Heights	3.29	17,842	Orono	9.45	17,757	Forest Lake	33.83	35,296
Ortsgo	22.47	14,806	Orono	9.45	17,757						

Municipality	2015		2016		Municipality	2015		2016	
	Total Needs Mileage	Tentative Population Allocation Per Need Mile	Total Needs Mileage	Tentative Money Needs Allocation Per Need Mile		Total Needs Mileage	Tentative Total Allocation Per Need Mile		
Hugo	21.33	\$14,798	3.60	\$17,726	St. Joseph	5.53	\$35,278	3.60	\$17,726
Red Wing	24.87	14,750	20.44	17,709	Belle Plaine	8.68	35,106	20.44	17,709
Ramsey	38.27	14,410	7.53	17,637	Hastings	22.45	34,992	49.66	17,574
Chisago City	8.10	13,909	15.92	17,518	Glencoe	8.39	34,750	54.07	17,318
Elk River	38.27	13,782	10.52	17,250	Chisholm	8.41	34,193	8.10	17,225
Montevideo	8.83	13,550	8.10	17,227	Hermantown	18.65	34,176	9.17	17,225
Lake City	8.39	13,413	6.50	17,187	Fairmont	20.12	34,112	21.33	17,103
Morris	9.09	13,292	24.52	17,075	Isanti	6.89	33,838	5.47	16,905
Chisholm	8.41	13,291	17.47	16,474	St. Francis	13.45	33,749	22.47	16,859
Rogers	21.15	12,852	6.89	16,258	Rogers	21.15	32,086	11.48	16,702
Forest Lake	33.83	12,801	15.53	16,254	Hugo	21.33	31,901	8.39	16,696
Cloquet	22.20	12,272	27.24	16,254	Mahtomedi	9.53	31,737	7.74	15,999
St. Francis	13.45	12,057	7.74	15,999	Minnetrista	12.98	31,720	13.58	15,870
Thief River Falls	16.21	11,959	13.58	15,870	Otsego	22.47	31,665	60.14	15,693
Fairmont	20.12	11,783	16.37	15,581	Montevideo	8.83	31,564	21.02	15,655
Lake Elmo	16.30	11,719	33.55	15,116	Morris	9.09	31,430	16.37	15,581
Hermantown	18.65	11,591	21.34	15,008	Ramsey	38.27	31,430	33.55	15,116
Minnetrista	12.98	11,581	5.82	14,891	Big Lake	9.09	31,430	7.43	14,836
Dayton	9.72	11,433	7.43	14,836	Lake City	38.27	31,222	19.39	14,470
East Grand Forks	16.99	11,422	19.39	14,470	Stewartville	8.10	31,136	9.72	13,578
Cambridge	16.37	11,321	9.72	12,978	Crystal	17.14	30,755	9.53	13,578
Virginia	17.14	11,297	22.45	12,724	Isanti	22.20	30,529	22.45	12,724
Fergus Falls	26.18	11,274	12.41	11,131	Cloquet	22.20	30,529	12.41	11,131
Redwood Falls	10.52	11,105	5.53	7,927	Lake City	8.39	30,109	5.53	7,927
Wyoming	15.92	10,965	5.53	7,927	Alexandria	33.29	30,064	5.53	7,927
Medina	12.41	10,443	5.53	7,927	Baxter	17.05	30,062	5.53	7,927
Baxter	17.05	10,431	5.53	7,927	Lake Elmo	16.30	29,781	5.53	7,927
Ham Lake	33.55	10,378	5.53	7,927	North Branch	27.81	28,576	5.53	7,927
Grand Rapids	25.68	9,619	5.53	7,927	Wyoming	15.92	28,483	5.53	7,927
East Bethel	28.53	9,057	5.53	7,927	Redwood Falls	10.52	28,355	5.53	7,927
Little Falls	21.75	9,000	5.53	7,927	Little Falls	21.75	27,664	5.53	7,927
Alexandria	33.29	8,801	5.53	7,927	East Bethel	28.53	27,222	5.53	7,927
North Branch	27.81	8,221	5.53	7,927	Cambridge	16.37	26,902	5.53	7,927
Detroit Lakes	24.52	8,206	5.53	7,927	Ham Lake	33.55	25,495	5.53	7,927
Corcoran	15.53	7,890	5.53	7,927	Detroit Lakes	24.52	25,281	5.53	7,927
Oak Grove	25.73	7,202	5.53	7,927	Oak Grove	25.73	25,265	5.53	7,927
Hibbing	54.07	6,725	5.53	7,927	Dayton	9.72	25,011	5.53	7,927
<b>Total</b>		<b>\$20,998</b>		<b>\$20,998</b>	Corcoran	15.53	24,148		
					Hibbing	54.07	24,044		
					Medina	12.41	21,574		
					<b>Total</b>		<b>\$41,856</b>		





# OTHER TOPICS

## HISTORY OF ADMINISTRATIVE ACCOUNT

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

Year	January Allotment	Year End Balance	Spent		Year	January Allotment	Year End Balance	Spent
1958	\$113,220	\$48,310	\$64,910		2010	\$2,614,101	\$680,404	\$1,933,697
1970	252,736	147,968	104,768		2011	2,858,585	762,419	2,096,166
1980	521,544	171,544	350,000		2012	3,014,118	1,029,649	1,984,469
1990	1,248,109	218,586	1,029,523		2013	3,125,654	888,606	2,237,048
2000	1,583,411	1,230,268	353,143		2014	3,235,357	880,506	2,354,851
2008	1,750,808	29,487	1,721,321		2015	3,413,892		
2009	1,866,306	95,764	1,770,542					

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

## HISTORY OF THE RESEARCH ACCOUNT

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

**Be it resolved that an amount of \$853,501 (not to exceed 1/2 of 1% of the 2015 MSAS Apportionment sum of \$170,700,289) shall be set aside from the 2016 Apportionment fund and be credited to the research account.**

Year	Allotment	Spent		Year	Allotment	Spent
1958	\$0	\$0		2010	\$608,806	\$608,806
1970	37,803	2,151		2011	636,577	636,577
1980	77,116	40,764		2012	695,405	695,405
1990	191,254	150,294		2013	723,414	723,414
2000	487,286	487,286		2014	746,853	746,853
2008	572,095	572,095		2015	773,075	773,075
2009	571,991	571,991		2016	<b>853,501</b>	

## 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.

## **COUNTY HIGHWAY TURNBACK POLICY**

### ***Definitions:***

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

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

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

### ***MILEAGE CONSIDERATIONS***

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

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

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

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

#### ***Jurisdictional Exchanges***

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

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

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

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

## *CSAH for MSAS*

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

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

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

### NOTE:

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

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

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

## *MSAS designation on a County Road*

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

## *MISCELLANEOUS*

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

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

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

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

**CURRENT RESOLUTIONS  
OF THE  
MUNICIPAL SCREENING BOARD**

October 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, (Revised January 2015, May 2015)

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.

The Unit Cost for Street Lighting will be determined by multiplying the Unit Price per mile by the segment length. This Unit Cost will remain at \$100,000 per mile. The Municipal Screening Board may request a study on this item on any year if it is deemed necessary.

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  $\frac{1}{4}$  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.

## 2015 UNIT PRICE RECOMMENDATIONS

*for the January 2016 distribution*

Needs Item		Municipal Screening Board Approved Prices for the 2015 Distribution	Needs Study Subcommittee Recommended Prices for 2016 Distribution	Municipal Screening Board Approved Prices for the 2016 Distribution
Grading (Excavation)	Cu. Yd.	\$7.00	<b>\$7.50</b>	<b>\$7.50</b>
Aggregate Base	Ton	11.25	<b>14.00</b>	<b>14.00</b>
All Bituminous	Ton	61.25	<b>65.50</b>	<b>65.50</b>
Sidewalk Construction	Sq. Ft.	3.50	<b>4.25</b>	<b>4.25</b>
Curb and Gutter Construction	Lin.Ft.	11.75	<b>13.75</b>	<b>13.75</b>
Street Lighting	Mile	100,000	<b>100,000</b>	<b>100,000</b>
Traffic Signals	Per Sig	205,000	<b>185,000</b>	<b>185,000</b>
Engineering	Percent	22	<b>22</b>	<b>22</b>
All Structures (includes both bridges and box culverts)	Sq. Ft.	72.00	<b>96.50</b>	<b>96.50</b>
<b>Storm Sewer (based on ADT)</b>	Per Mile			
0 ADT & Non Existing		148,100	<b>150,900</b>	<b>150,900</b>
1-499		150,900	<b>153,800</b>	<b>153,800</b>
500-1,999		159,400	<b>162,400</b>	<b>162,400</b>
2,000-4,999		167,800	<b>171,000</b>	<b>171,000</b>
5,000-8,999		179,100	<b>182,500</b>	<b>182,500</b>
9,000-13,999		187,500	<b>191,100</b>	<b>191,100</b>
14,000-24,999		198,700	<b>202,500</b>	<b>202,500</b>
25,000 and over		210,000	<b>214,000</b>	<b>214,000</b>

### **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.

2015 Item By Item Tabulation Of Needs

CITY NUMBER	MUNICIPALITY	GRADING	STORM SEWER	BASE	SURFACE	CURB AND GUTTER	SIDEWALK	SIGNALS	LIGHTING	STRUCTURES NON A/T	ENGINEERING	TOTAL NEEDS	COST PER MILE	MUNICIPALITY	
101	ALBERT LEA	\$4,248,832	\$4,116,349	\$5,774,689	\$7,418,305	\$3,715,668	\$5,327,256	\$1,248,750	\$2,431,000	\$2,211,973	\$8,028,428	\$44,521,250	24.31	\$1,831,397	ALBERT LEA
242	ALBERTVILLE	1,360,511	1,226,723	1,080,288	1,080,288	1,080,288	1,080,288	92,500	715,000	0	2,688,200	12,578,196	7.15	1,759,188	ALBERTVILLE
102	ALEXANDRIA	6,161,617	5,694,420	6,883,607	10,524,095	4,946,964	7,470,276	1,110,000	3,329,000	72,182	10,558,274	58,550,435	33.29	1,758,799	ALEXANDRIA
198	ANDOVER	5,712,048	6,888,810	6,483,017	10,867,606	6,490,440	7,470,276	878,750	4,275,000	50,171	10,863,509	60,243,081	42.75	1,409,195	ANDOVER
103	ANOKA	2,600,391	2,598,829	3,356,197	4,934,070	2,327,556	3,245,946	647,500	1,542,000	2,588,323	5,244,980	29,085,792	15.42	1,886,238	ANOKA
186	APPLE VALLEY	7,909,417	6,569,187	11,607,748	14,078,706	5,758,632	7,978,542	3,376,250	3,731,000	0	13,422,090	74,431,572	37.31	1,994,950	APPLE VALLEY
187	ARDEN HILLS	1,057,761	1,224,543	1,251,033	1,972,100	1,115,136	1,430,550	185,000	753,000	75,463	1,994,210	11,058,796	7.53	1,468,632	ARDEN HILLS
104	AUSTIN	5,381,221	5,133,048	7,373,919	9,441,571	4,591,224	6,561,456	2,405,000	3,021,000	5,944,014	10,967,545	60,819,998	30.21	2,013,241	AUSTIN
230	BAXTER	3,131,892	2,909,048	4,377,878	5,490,354	2,631,024	3,561,228	416,250	1,705,000	0	5,328,991	29,551,665	17.05	1,733,235	BAXTER
239	BELLE PLAINE	1,335,365	1,430,762	1,707,160	2,389,614	1,260,336	1,716,660	0	868,000	46,320	2,365,926	13,120,143	8.68	1,511,537	BELLE PLAINE
105	BEMIDJI	3,220,115	3,045,623	4,397,789	5,712,681	2,591,820	3,882,120	971,250	1,785,000	2,030,939	6,080,215	33,717,552	17.85	1,888,938	BEMIDJI
232	BIG LAKE	1,503,601	1,855,316	1,621,908	2,936,401	1,666,896	2,337,126	92,500	1,148,000	0	2,895,581	16,057,329	11.48	1,398,722	BIG LAKE
106	BLAINE	9,309,763	8,508,399	13,187,386	15,948,068	8,669,892	10,141,758	2,451,250	4,966,000	783,773	16,272,592	90,238,881	49.66	1,817,134	BLAINE
107	BLOOMINGTON	17,155,803	13,619,631	25,496,639	31,011,462	14,096,016	16,899,564	10,429,375	7,612,000	3,377,886	30,733,640	170,432,016	76.12	2,238,991	BLOOMINGTON
108	BRAINERD	3,256,002	3,227,300	4,335,372	5,797,145	2,924,328	4,001,052	832,500	1,916,000	3,874,668	6,636,105	36,800,202	19.16	1,920,679	BRAINERD
109	BROOKLYN CENTER	4,430,526	3,747,368	6,474,730	7,652,103	3,654,684	4,760,646	2,451,250	2,134,000	1,547,860	8,107,695	44,960,862	21.34	2,106,882	BROOKLYN CENTER
110	BROOKLYN PARK	11,962,515	10,438,723	17,440,816	20,103,190	9,458,328	13,360,776	4,093,125	6,014,000	160,576	20,467,053	113,499,102	60.14	1,887,248	BROOKLYN PARK
213	BUFFALO	3,007,948	2,909,644	4,097,823	5,207,386	2,526,480	3,837,240	416,250	1,717,000	0	5,218,356	28,938,127	17.17	1,865,389	BUFFALO
179	BURNSVILLE	9,849,831	7,961,708	14,586,126	17,593,098	8,009,232	10,046,388	4,763,750	4,477,000	0	17,003,168	94,290,301	44.77	2,106,105	BURNSVILLE
249	BYRON	935,762	935,044	1,245,734	1,642,980	862,488	1,247,664	46,250	556,000	0	1,643,823	9,115,745	5.47	1,666,498	BYRON
218	CAMBRIDGE	3,030,563	2,801,268	4,272,975	5,129,171	2,395,800	3,575,814	693,750	1,637,000	1,939,264	5,604,635	31,080,240	16.37	1,898,610	CAMBRIDGE
193	CHAMPLIN	3,624,485	3,393,973	5,043,464	6,334,673	3,476,088	4,207,500	1,063,750	1,992,000	2,170,048	6,568,539	36,425,520	19.92	1,828,590	CHAMPLIN
194	CHANHASSEN	4,358,910	3,912,439	6,270,373	7,451,703	3,640,164	5,061,342	1,410,625	2,276,000	971,948	7,777,848	43,131,716	22.76	1,895,607	CHANHASSEN
196	CHASKA	3,706,846	3,547,575	5,116,786	6,410,721	3,097,116	4,381,410	2,095,000	1,982,125	2,095,000	6,863,065	38,058,816	20.95	1,816,650	CHASKA
252	CHISAGO CITY	1,155,348	1,320,256	1,385,790	2,139,503	1,176,120	1,498,992	92,500	810,000	0	2,107,273	11,685,782	8.10	1,442,689	CHISAGO CITY
111	CHISHOLM	1,172,795	1,374,049	1,342,693	2,241,281	1,221,132	1,838,958	231,250	841,000	51,338	2,266,989	12,571,485	8.41	1,494,826	CHISHOLM
244	CIRCLE PINES	481,564	582,306	537,934	923,898	528,528	713,592	185,000	360,000	0	948,822	5,261,644	3.60	1,461,568	CIRCLE PINES
112	CLOQUET	3,209,339	3,634,144	3,841,953	5,958,574	3,304,752	4,301,748	693,750	2,220,000	656,200	6,120,503	33,940,963	22.20	1,528,872	CLOQUET
113	COLUMBIA HEIGHTS	2,049,576	2,097,276	2,636,076	3,728,063	1,820,808	2,769,096	462,500	1,250,000	0	3,698,946	20,512,341	12.50	1,640,987	COLUMBIA HEIGHTS
114	COON RAPIDS	8,928,505	7,580,973	12,932,745	15,845,626	6,878,124	9,576,270	3,653,750	4,323,000	4,053,772	16,230,011	90,002,776	43.23	2,081,952	COON RAPIDS
215	CORCORAN	1,638,903	2,426,339	1,395,464	3,466,164	2,254,956	2,195,754	46,250	1,553,000	54,040	3,306,793	18,337,663	15.53	1,180,790	CORCORAN
180	COTTAGE GROVE	6,087,894	5,957,978	8,124,134	11,078,712	6,012,732	7,078,698	1,202,500	5,531,000	277,920	10,857,343	60,208,911	35.31	1,708,152	COTTAGE GROVE
115	CROOKSTON	1,820,986	1,925,637	2,306,514	3,289,811	1,681,416	2,530,110	231,250	1,158,000	4,114,760	4,192,868	23,251,352	11.58	2,007,889	CROOKSTON
116	CRYSTAL	2,587,333	2,881,219	3,037,598	5,084,160	2,646,996	3,620,694	601,250	1,747,000	0	4,855,378	27,091,628	17.47	1,550,751	CRYSTAL
229	DAYTON	969,740	1,505,243	767,889	3,088,607	1,411,344	1,257,232	92,500	972,000	0	1,993,084	11,032,558	6.31	1,137,084	DAYTON
247	DELANO	920,661	1,018,628	1,138,008	1,679,225	901,692	1,170,222	185,000	621,000	0	1,844,402	10,229,158	6.92	1,447,207	DELANO
117	DETROIT LAKES	4,081,357	4,119,512	5,348,585	7,306,503	3,560,304	5,443,944	832,500	2,452,000	7,467,961	41,413,320	214,520,000	24.52	1,688,957	DETROIT LAKES
118	DULUTH	22,561,379	20,161,380	31,937,070	40,013,816	17,384,796	25,444,716	14,522,500	11,671,000	9,918,734	42,595,392	236,210,783	116.71	2,023,912	DULUTH
195	EAGAN	10,424,655	8,629,749	15,498,963	17,677,198	7,691,244	10,424,655	2,543,750	4,892,000	1,630,464	17,545,302	97,296,671	48.92	1,988,894	EAGAN
203	EAST BETHEL	3,109,250	4,475,887	2,737,122	6,478,851	4,142,556	4,499,220	555,000	1,699,000	32,810	6,240,168	34,604,564	28.53	1,212,918	EAST BETHEL
119	EAST GRAND FORKS	2,752,094	2,837,189	3,547,501	5,006,158	2,466,948	3,436,686	555,000	1,699,000	8,436,416	6,762,141	37,499,133	16.99	2,207,130	EAST GRAND FORKS
181	EDEN PRAIRIE	10,670,352	8,631,966	15,812,612	18,927,795	8,286,564	10,851,984	4,185,625	4,854,000	1,587,425	18,437,833	102,246,156	48.54	2,106,431	EDEN PRAIRIE
120	EDINA	8,909,125	7,244,077	13,208,303	15,352,551	6,504,960	9,166,740	4,347,500	4,085,000	2,371,198	15,683,682	86,973,136	40.85	2,129,085	EDINA
204	ELK RIVER	6,959,372	6,530,997	9,617,104	12,195,393	6,072,264	8,195,088	1,480,000	3,827,000	2,153,880	12,546,649	69,576,847	38.27	1,818,052	ELK RIVER
123	FAIRMONT	3,568,323	3,406,710	4,964,583	6,085,024	2,935,944	4,325,310	1,017,500	2,012,000	1,224,392	6,498,750	36,038,536	20.12	1,791,180	FAIRMONT
124	FALCON HEIGHTS	471,700	537,597	562,662	877,151	477,708	635,052	115,625	329,000	0	881,430	4,887,925	3.29	1,485,691	FALCON HEIGHTS
125	FARIBAULT	4,656,822	4,159,470	6,956,059	7,956,329	3,494,964	5,401,308	740,000	2,407,000	5,583,297	9,032,910	50,091,569	24.07	2,081,079	FARIBAULT
212	FARMINGTON	2,731,464	2,782,045	3,618,543	4,781,964	2,538,096	3,153,942	46,250	1,699,000	1,181,160	4,950,543	27,453,007	16.69	1,644,878	FARMINGTON
126	FERGUS FALLS	5,072,891	4,530,458	7,149,064	9,037,898	3,979,932	5,718,834	1,711,250	2,618,000	5,779,385	10,031,502	55,629,214	26.69	2,124,874	FERGUS FALLS
214	FOREST LAKE	5,097,455	5,574,152	6,292,299	9,389,470	5,038,440	6,642,240	786,250	3,383,000	0	9,284,727	51,488,033	33.83	1,521,964	FOREST LAKE
127	FRIDLEY	3,848,472	3,840,649	5,156,007	6,751,440	3,574,824	4,694,448	925,000	2,289,000	0	6,837,565	37,917,405	22.89	1,656,505	FRIDLEY
226	GLENCOE	1,296,265	1,389,626	1,627,717	2,349,925	1,218,228	1,739,100	0	839,000	0	2,301,168	12,761,029	8.39	1,520,981	GLENCOE
128	GOLDEN VALLEY	4,484,568	4,080,511	6,343,335	7,730,373	3,702,600	5,296,962	2,636,250	3,374,000	1,026,953	8,288,618	45,964,170	23.74	1,936,149	GOLDEN VALLEY
129	GRAND RAPIDS	3,960,363	4,255,321	4,929,376	7,297,020	3,728,736	5,454,042	925,000	2,568,000	1,375,704	7,588,583	42,082,145	25.68	1,638,713	GRAND RAPIDS
197	HAM LAKE	4,007,170	5,331,194	4,002,654	8,031,605	4,875,816	5,897,232	138,750	3,355,000	216,546	7,888,320	43,744			

## 2015 Mileage Report

CITY NUMBER	MUNICIPALITY	TOTAL LENGTH OUTSIDE THE CITY LIMITS	TOTAL NEEDS LENGTH CODED AS COMMON BOUNDARY DESGN.	TOTAL NEEDS LENGTH OF MSB APPROVED ONE WAY MILEAGE	TOTAL LENGTH OF THTB ELIGIBLE FOR THTB FUNDING	TRUNK HIGHWAY TURNBACK (Non Eligible for THTB funding)	CSAH TURNBACK	COUNTY ROAD TURNBACK	TRUNK HIGHWAY TURNBACK	IMPROVED NEEDS MILEAGE	UNIMPROVED NEEDS MILEAGE	NON-EXISTING NEEDS MILEAGE	TOTAL NEEDS LENGTH	TOTAL SYSTEM LENGTH	MUNICIPALITY
101	ALBERT LEA	0.00	0.00	0.00	0.00	1.00	0.28	0.90	1.00	24.31	0.00	0.00	24.31	24.31	ALBERT LEA
242	ALBERTVILLE	0.00	0.90	0.00	0.00	0.00	0.00	0.00	0.00	7.15	0.00	0.00	7.15	8.05	ALBERTVILLE
102	ALEXANDRIA	0.00	0.00	0.00	0.00	0.60	4.80	7.06	0.60	33.29	0.00	0.00	33.29	33.29	ALEXANDRIA
198	ANDOVER	0.04	1.73	0.00	0.00	0.00	0.00	1.80	0.00	31.83	0.00	0.00	10.92	42.75	ANDOVER
103	ANOKA	0.00	0.00	0.00	0.00	1.07	0.00	1.18	0.00	15.42	0.00	0.00	0.00	15.42	ANOKA
186	APPLE VALLEY	0.00	0.00	0.00	0.00	0.00	0.82	0.00	0.00	34.31	0.00	0.00	3.00	37.31	APPLE VALLEY
187	ARDEN HILLS	0.00	0.13	0.00	0.00	0.00	1.78	0.24	0.00	6.92	0.00	0.61	7.53	7.66	ARDEN HILLS
104	AUSTIN	0.00	0.00	0.00	0.00	4.72	0.00	0.00	4.72	29.88	0.33	0.00	30.21	30.21	AUSTIN
230	BAXTER	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.15	0.00	0.00	0.90	17.05	BAXTER
239	BELLE PLAINE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.90	0.00	0.78	8.68	8.68	BELLE PLAINE
105	BEMIDJI	0.00	0.00	0.00	0.00	0.00	1.46	0.00	0.00	17.85	0.00	0.00	0.00	17.85	BEMIDJI
232	BIG LAKE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.48	0.00	0.00	11.48	11.48	BIG LAKE
106	BLAINE	0.00	0.15	0.00	0.00	0.00	0.00	2.37	0.00	43.76	0.00	5.90	49.66	49.81	BLAINE
107	BLOOMINGTON	0.00	0.65	0.00	0.00	1.54	0.58	0.00	1.54	76.12	0.00	0.00	76.12	76.77	BLOOMINGTON
108	BRAINERD	0.00	0.00	0.00	0.00	2.48	0.00	0.00	2.48	18.33	0.00	0.83	19.16	19.16	BRAINERD
109	BROOKLYN CENTER	0.00	0.94	0.00	0.00	0.52	0.00	0.00	0.52	21.34	0.00	0.00	21.34	22.28	BROOKLYN CENTER
110	BROOKLYN PARK	0.00	2.87	0.00	0.00	4.48	1.00	0.00	4.48	58.94	0.00	1.20	60.14	63.01	BROOKLYN PARK
213	BUFFALO	0.09	0.00	0.00	0.00	0.00	1.16	1.46	0.00	17.03	0.00	0.14	17.17	17.26	BUFFALO
189	COTTAGE GROVE	0.00	0.00	0.00	0.00	0.00	0.00	1.25	0.00	11.77	0.00	5.39	44.77	44.77	COTTAGE GROVE
279	BYRON	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.47	0.00	0.00	5.47	5.60	BYRON
218	CAMBRIDGE	0.00	0.00	0.00	0.00	3.83	1.20	0.49	3.83	16.12	0.00	0.25	16.37	16.37	CAMBRIDGE
193	CHAMPLIN	0.00	2.06	0.00	0.00	0.70	0.14	0.00	0.70	19.62	0.00	0.30	19.92	21.98	CHAMPLIN
194	CHANHASSEN	0.00	0.50	0.00	0.00	0.60	0.00	0.00	0.60	22.35	0.00	0.41	22.76	23.26	CHANHASSEN
196	CHASKA	0.00	0.11	0.00	0.00	0.00	0.00	2.40	0.00	19.71	0.00	1.24	20.95	21.06	CHASKA
252	CHISAGO CITY	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.10	0.00	0.00	8.10	8.10	CHISAGO CITY
111	CHISHOLM	0.00	0.00	0.00	0.00	0.72	0.00	0.00	0.72	8.41	0.00	0.00	8.41	8.41	CHISHOLM
244	CIRCLE PINES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.24	0.00	0.36	3.60	3.60	CIRCLE PINES
112	CLOQUET	0.00	0.00	0.00	0.00	1.74	0.00	0.00	1.74	22.08	0.00	0.12	22.20	22.20	CLOQUET
113	COLUMBIA HEIGHTS	0.00	1.58	0.00	0.00	0.00	0.00	0.88	0.00	12.50	0.00	0.00	12.50	14.08	COLUMBIA HEIGHTS
114	COON RAPIDS	0.00	0.64	0.00	0.00	1.44	0.75	0.00	1.44	43.23	0.00	0.00	43.23	43.87	COON RAPIDS
215	CORCORAN	0.00	0.51	0.00	0.00	0.00	0.00	0.00	0.00	15.08	0.00	0.45	15.53	16.04	CORCORAN
115	CROOKSTON	0.00	0.00	0.00	0.00	1.58	0.00	0.00	1.58	11.58	0.00	0.00	11.58	11.58	CROOKSTON
116	CRYSTAL	0.00	1.72	0.00	0.00	0.00	0.00	0.00	0.00	17.47	0.00	0.00	17.47	19.19	CRYSTAL
229	DAYTON	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.44	0.00	1.28	9.72	9.72	DAYTON
247	DELANO	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.21	0.00	0.00	6.21	6.21	DELANO
117	DETROIT LAKES	0.00	0.00	0.00	0.00	2.11	5.57	3.28	2.11	24.52	0.00	0.00	24.52	24.52	DETROIT LAKES
118	DULUTH	0.00	0.00	0.00	0.00	28.00	0.06	0.00	28.00	116.71	0.00	0.00	116.71	116.71	DULUTH
195	EAGAN	0.00	0.42	0.00	0.00	0.37	0.00	0.25	0.37	47.87	0.00	1.05	48.92	49.34	EAGAN
203	EAST BETHEL	0.00	2.16	0.00	0.00	0.00	0.00	0.00	0.00	23.93	0.00	4.60	28.53	30.69	EAST BETHEL
119	EAST GRAND FORKS	0.00	0.00	0.00	0.00	2.27	4.16	0.00	2.27	16.99	0.00	0.00	16.99	16.99	EAST GRAND FORKS
181	EDEN PRAIRIE	0.00	0.78	0.00	0.00	2.14	0.00	0.00	2.14	48.54	0.00	0.00	48.54	49.32	EDEN PRAIRIE
120	EDINA	0.00	1.02	0.00	0.00	0.00	0.00	0.00	0.00	40.85	0.00	0.00	40.85	41.87	EDINA
204	ELK RIVER	0.00	0.40	0.00	0.00	1.24	0.25	3.61	1.24	36.94	0.00	1.33	38.27	38.67	ELK RIVER
123	FAIRMONT	0.00	0.00	0.00	0.00	5.87	0.00	0.00	5.87	20.01	0.00	0.11	20.12	20.12	FAIRMONT
124	FALCON HEIGHTS	0.00	0.88	0.00	0.00	0.00	0.50	0.00	0.00	3.29	0.00	0.00	3.29	4.17	FALCON HEIGHTS
125	FARBIAULT	0.32	0.00	0.00	0.00	0.77	0.00	0.00	0.77	24.07	0.00	0.00	24.07	24.39	FARBIAULT
212	FARMINGTON	0.00	0.00	0.00	0.00	0.00	0.24	0.00	0.00	12.66	0.00	4.03	16.69	16.69	FARMINGTON
126	FERGUS FALLS	0.00	0.00	0.00	0.00	8.03	0.00	0.00	8.03	26.18	0.00	0.00	26.18	26.18	FERGUS FALLS
214	FOREST LAKE	0.00	0.00	0.00	0.00	0.00	8.51	0.00	0.00	32.97	0.00	0.86	33.83	33.83	FOREST LAKE
127	FRIDLEY	0.00	0.61	0.00	0.00	0.00	0.00	0.00	0.00	22.89	0.00	0.00	22.89	23.50	FRIDLEY
226	GLENCOE	0.00	0.00	0.00	0.00	0.00	0.74	0.00	0.00	8.25	0.00	0.14	8.39	8.39	GLENCOE
128	GOLDEN VALLEY	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	23.74	0.00	0.00	23.74	23.74	GOLDEN VALLEY
129	GRAND RAPIDS	0.00	0.00	0.00	0.00	0.00	0.00	7.07	0.00	25.04	0.64	0.00	25.68	25.68	GRAND RAPIDS
197	HAM LAKE	0.00	1.63	0.00	0.00	0.00	0.97	0.00	0.00	24.22	3.51	5.82	33.55	35.18	HAM LAKE
130	HASTINGS	0.00	0.00	0.00	0.00	2.46	0.00	0.00	2.46	22.45	0.00	0.00	22.45	22.45	HASTINGS
202	HERMANTOWN	0.00	0.00	0.00	0.00	0.00	0.24	2.91	0.00	15.57	0.08	0.00	16.65	16.65	HERMANTOWN
131	HIBBING	0.00	0.00	0.00	0.00	5.11	0.00	0.00	5.11	53.38	0.00	0.69	54.07	54.07	HIBBING
132	HOPKINS	0.00	0.44	0.00	0.00	0.00	0.35	0.00	0.00	9.92	0.00	0.07	9.99	10.43	HOPKINS
224	HUGO	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	21.10	0.00	0.23	21.33	21.67	HUGO
133	HUTCHINSON	0.00	0.00	0.00	0.00	0.21	1.73	3.03	0.21	18.49	0.00	0.00	18.49	18.49	HUTCHINSON
134	INTERNATIONAL FALLS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.05	0.00	0.07	7.12	7.12	INTERNATIONAL FALLS
178	INVER GROVE HEIGHTS	0.00	0.32	0.00	0.00	0.00	3.57	1.08	0.00	33.64	0.00	0.00	33.64	33.96	INVER GROVE HEIGHTS
245	ISANTI	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.83	0.00	0.06	6.89	6.89	ISANTI
246	JORDAN	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.07	0.00	0.02	6.09	6.09	JORDAN
240	KASSON	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.72	0.13	0.35	6.20	6.20	KASSON
236	LA CRESCENT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.84	0.00	0.00	5.84	5.84	LA CRESCENT
234	LAKE CITY	0.00	0.00	0.00	0.00	0.44	0.00	0.00	0.44	8.39	0.00	0.00	8.39	8.39	LAKE CITY
206	LAKE ELMO	0.00	0.04	0.00	0.00	0.00	0.00	2.15	0.00	16.30	0.00	0.00	16.30	16.34	LAKE ELMO
188	LAKEVILLE	0.00	0.00	0.00	0.00	2.53	7.29	0.00	0.00	59.23	1.63	2.15	63.01	63.01	LAKEVILLE
210	LINO LAKES	0.00	0.38	0.00	0.00	0.28	0.34	0.98	0.28	19.88	0.00	3.83	23.71	24.09	LINO LAKES
135	LITCHFIELD	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.77	0.00	0.00	8.77	8.77	LITCHFIELD
200	LITTLE CANADA	0.00	0.40	0.00	0.00	0.40	1.03	0.00	0.40	4.35	0.00	0.00	11.35	11.75	LITTLE CANADA
136	LITTLE FALLS	0.00	0.00	0.00	0.00	2.63	0.00	1.99	2.63	21.45	0.15	0.00	21.65	21.75	LITTLE FALLS
219	MAHTOMEDI	0.00	0.00	0.00	0.00	0.00	0.99	0.69	0.00	9.53	0.00	0.00	9.53	9.53	MAHTOMEDI
137	MANKATO	0.00	0.85	0.00	0.00	5.30	1.98	0.00	5.30	38.57	0.00	0.46	38.18	39.03	MANKATO
189	MAPLE GROVE	0.00	1.00	0.00	0.00	0.50	0.00	0.00	0.50	49.04	0.00	7.82	56.86	57.86	MAPLE GROVE
138	MAPLEWOOD	0.00	1.59	0.00	0.00	0.00	7.95	3.37	0.00	36.68	0.00	0.00	36.68	38.27	MAPLEWOOD
139	MARSHALL	0.00	0.00	0.00	0.00	1.42	0.00	3.55	1.42	18.02	0.05	0.71	18.78	18.78	MARSHALL
250	MEDINA	0.00	0.94	0.00	0.00	0.00	0.00	0.00	0.00	11.41	0.00	1.00	12.41	13.35	MEDINA
140	MENDOTA HEIGHTS	0.10	0.23	0.00	0.00	0.00	0.65	0.23	0.00	14.57	0.00	0.00	14.57	14.90	MENDOTA HEIGHTS
141	MINNEAPOLIS	0.00	1.82	0.00	0.00	8.98	9.67	0.00	8.98	203.64	0.00	3.02	206.66	208.48	MINNEAPOLIS
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