

# Municipal State Aid Street Needs Report



MnDOT

October 2022



# PREFACE

Fifty percent of the total apportionment will be distributed on prorated share of each city's population

Fifty percent of the total apportionment will be based on a prorated share of each city's Construction Needs (also called Money Needs)

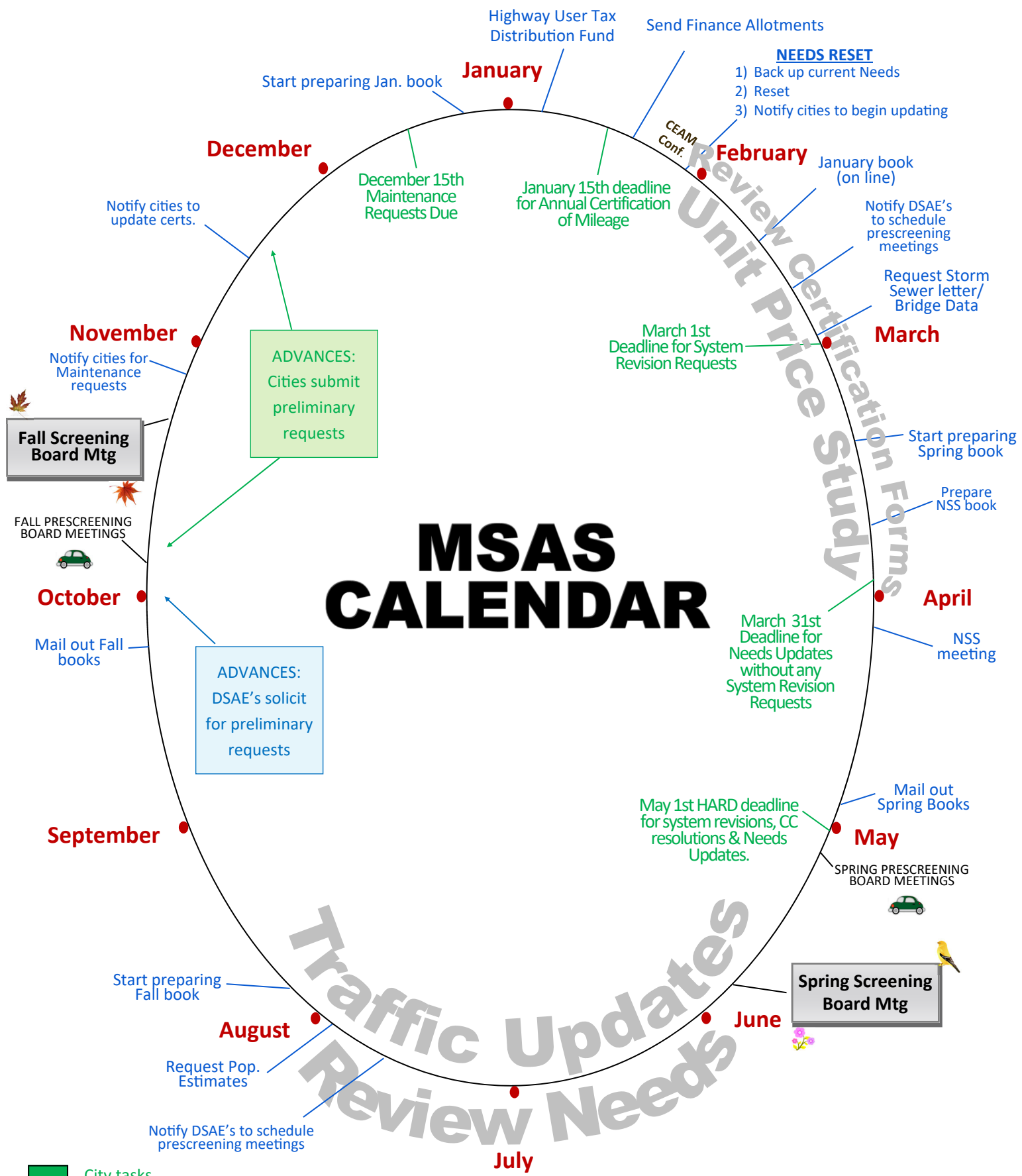
The **2022 Municipal State Aid Street Needs Report** is presented to the Municipal Screening Board for use in making their annual construction (money) needs recommendation to the Commissioner of Transportation.

This submittal is required by MN Statute 162.13 and is to be made to the Commissioner on or before November 1st of each year.

The construction needs data contained in this book were compiled after Needs updates were submitted for each municipality. Construction Needs are calculated by applying the unit prices (as determined by the Municipal Screening Board at their spring meeting in May 2022) to the quantities in the appropriate urban ADT group. These ADT groups and explanations for all Needs Calculations are in the resolutions of the Municipal Screening Board.

Population data, from the State Demographer and Met Council, will be combined with the Commissioner's final construction Needs, and the results will be used to determine the total allocations which will be reported in the "**2023 Municipal State Aid Apportionment Data**" book to be published in January.

# MSAS CALENDAR



- City tasks
- State Aid tasks
- Ongoing Processes

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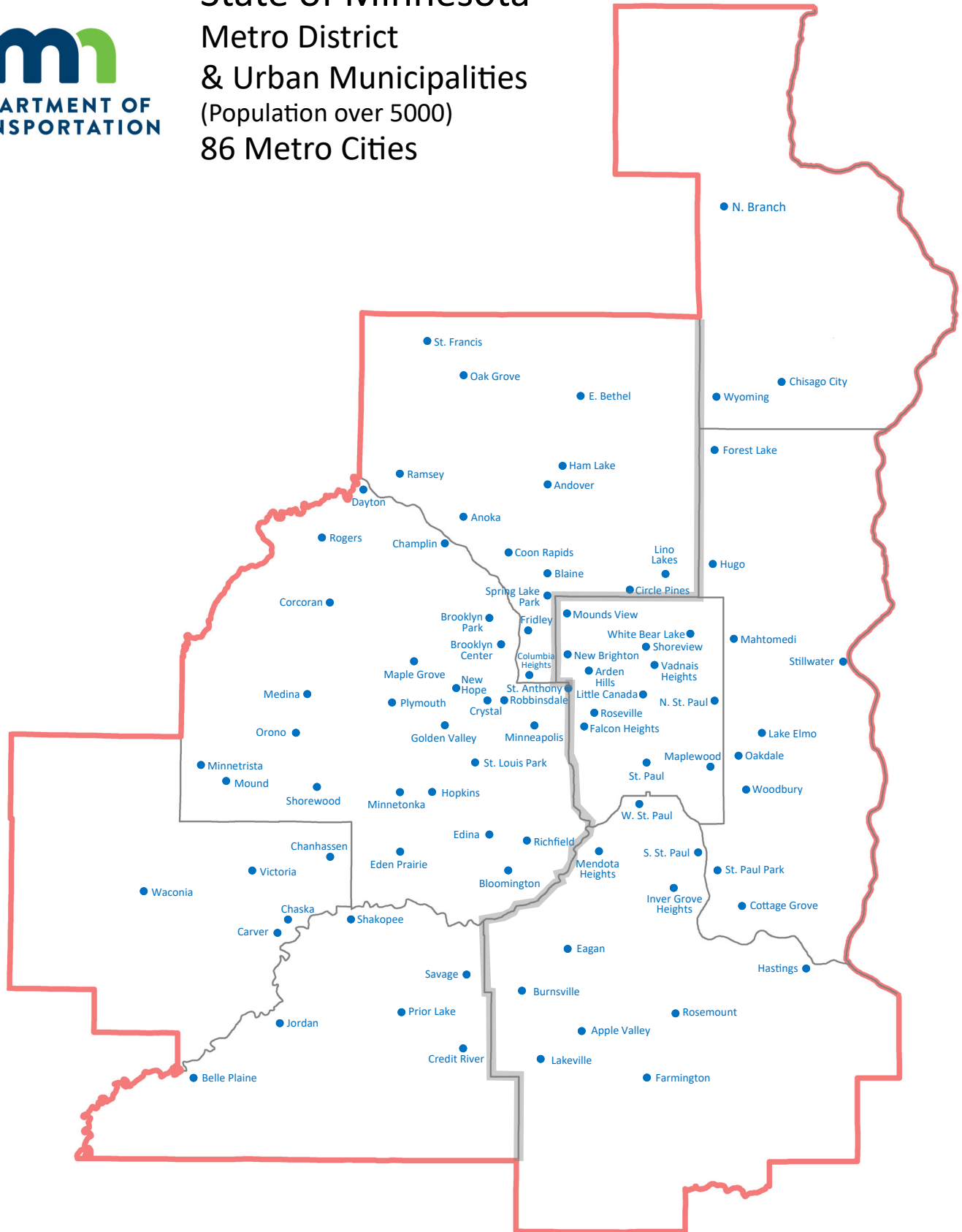
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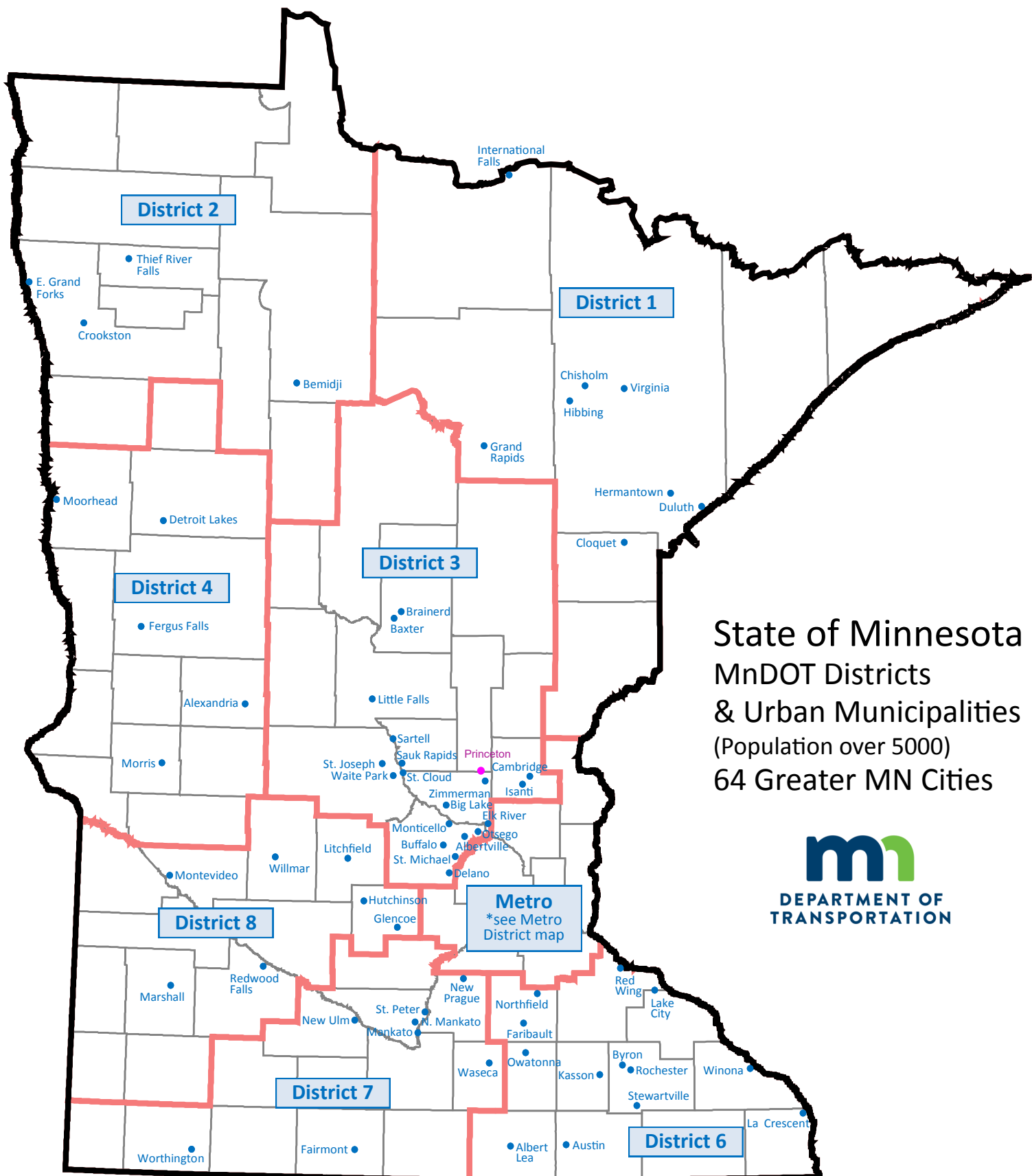
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# State of Minnesota Metro District & Urban Municipalities (Population over 5000) 86 Metro Cities





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



Updated 2022

# 2022 MUNICIPAL SCREENING BOARD

26-Jul-22

Officers			
Chair	vacant	vacant	(xxx) xxx-xxxx
Vice Chair	Jen Desrude	Burnsville	(952) 895-4544
Secretary	Mark DuChene	Faribault	(507) 333-0361

Members				
District	Years Served	Representative	City	Phone
1	2020-2022	Caleb Peterson	Cloquet	(218) 879-6758
2	2021-2023	Steve Emery	East Grand Forks	(218) 773-5626
3	2021-2023	Layne Otteson	Big Lake	(763) 251-2984
4	2022-2024	Tom Trowbridge	Moorhead	(218) 299-5393
Metro-West	2022-2024	Will Manchester	Minnetonka	(952) 939-8232
6	2022-2024	Brandon Theobald	Kasson	(507) 288-3923
7	2020-2022	Jeff Domras	St. Peter	(507) 625-4171
8	2021-2023	Chuck DeWolf	Litchfield	(320) 231-3956
Metro-East	2020-2022	Brian Erickson	Rosemount	(651) 322-2025
<u>Cities</u>	Permanent	Cindy Voigt	Duluth	(218) 730-5200
<u>of the</u>	Permanent	Jenifer Hager	Minneapolis	(612) 673-3625
<u>First</u>	Permanent	Dillon Dombrowski	Rochester	(507) 328-2421
<u>Class</u>	Permanent	Paul Kurtz	Saint Paul	(651) 266-6203

Alternates				
District	Year Beginning	City	Phone	
1	2023	Jason Fisher	International Falls	(218) 600-6827
2	2024	Craig Gray	Bemidji	(218) 333-1851
3	2024	Nick Preisler	Saint Michael	(763) 516-7936
4	2025	Tim Schoonhoven	Alexandria	(320) 762-8149
Metro-West	2025	Chris LaBounty	Plymouth	(763) 509-5541
6	2025	Brian DeFrang	Winona	(507) 457-8269
7	2023	Joe Stadheim	New Ulm	(507) 233-2118
8	2024	Mike Amborn	Montevideo	(320) 269-7695
Metro-East	2023	Zachary Johnson	Lakeville	(952) 985-4501



# 2022 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 data-bbox="334 604 570 737">Matt Wegwerth Grand Rapids (218) 326-7625 Expires after 2022</p> <p data-bbox="334 783 570 915">Jay Owens Red Wing (651) 385-3600 Expires after 2023</p> <p data-bbox="334 961 570 1094">Adam Nafstad Albertville (763) 497-3384 Expires after 2024</p>	<p data-bbox="1019 604 1255 737">John Gorder Eagan (651) 675-5645 Expires after 2022</p> <p data-bbox="1019 783 1255 915">Justin Femrite Elk River (763) 635-1051 Expires after 2023</p> <p data-bbox="1019 961 1255 1094">Michael Thompson Plymouth (763) 509-5501 Expires after 2024</p>

# MUNICIPAL SCREENING BOARD REPRESENTATIVES

## Districts

27-Jul-22

YEAR	DISTRICT 1	DISTRICT 2	DISTRICT 3	DISTRICT 4	METRO WEST	DISTRICT 6	DISTRICT 7	DISTRICT 8	METRO EAST
1997	HALTER	KILDAHL Crookston	WOTZKA Sartell	NANSEN	BITTLE	MALIN	READ	SARFF Litchfield	JESSUP
1998	SALO Hermantown	KILDAHL	WOTZKA	SCHOONHOVEN Alexandria	BITTLE	OLSON Albert Lea	READ	SARFF	JESSUP
1999	SALO	KILDAHL	WOTZKA	SCHOONHOVEN	GUSTAFSON Minnetonka	OLSON	KOEHLER New Ulm	SARFF	BURCH White Bear Lk
2000	SALO	METSO Bemidji	KOSHAK Otsego	SCHOONHOVEN	GUSTAFSON	OLSON	KOEHLER	ODENS Willmar	BURCH
2001	SALO	SANDERS E. Gr. Forks	KOSHAK	EDWARDS Fergus Falls	PEDERSON Bloomington	MURRAY Faribault	KOEHLER	ODENS	BURCH
2002	SUIHKONEN Hibbing	SANDERS	WEISS Monticello	EDWARDS	PEDERSON	MURRAY	LOOSE St. Peter	ODENS	AHL Maplewood
2003	SUIHKONEN	KILDAHL Crookston	WEISS	EDWARDS	PEDERSON	MURRAY	LOOSE	BERRYMAN Montevideo	AHL
2004	SUIHKONEN	KILDAHL	WEISS	KUHN Morris	GRAY Anoka	JOHNSON Owatonna	LOOSE	BERRYMAN	AHL
2005	PAGEL Grand Rapids	KILDAHL	WEISS	KUHN	GRAY	JOHNSON	SALSBURY Waseca	BERRYMAN	BLOOM Roseville
2006	PAGEL	FREEBURG Bemidji	MAUER Elk River	KUHN	GRAY	JOHNSON	SALSBURY	OLSON Marshall	BLOOM
2007	PAGEL	FREEBURG	MAUER	ZIMMERMAN Moorhead	HAUKAAS/KEELY Fridley/Blaine	GEHLER-HESS Northfield	SALSBURY	OLSON	BLOOM
2008	PRUSAK Cloquet	GRAY Bemidji	MAUER	ZIMMERMAN	KEELY Blaine	GEHLER-HESS	SAFFERT Mankato	OLSON	MATTHYS Eagan
2009	PRUSAK	BOPPRE E Grand Forks	BOT St. Michael	ZIMMERMAN	KEELY	GEHLER-HESS	RIPPKE N. Mankato	EXNER Hutchinson	MATTHYS
2010	PRUSAK	BOPPRE	BOT	SCHOONHOVEN Alexandria	MATHISEN Crystal	STRAUSS Stewartville	RIPPKE	EXNER	MATTHYS
2011	SALO Hermantown	BOPPRE	BOT	SCHOONHOVEN	MATHISEN	STRAUSS	NEMMERS Fairmont	EXNER	GRAHAM Vadnais Hts.
2012	SALO	KILDAHL Th River Falls	DEWOLF Buffalo	SCHOONHOVEN	MATHISEN	STRAUSS	NEMMERS	RODEBERG Glencoe	GRAHAM
2013	SALO	KILDAHL	DEWOLF	J. PRATT Detroit Lakes	R. RUE Eden Prairie	S. LANG Austin	NEMMERS	RODEBERG	GRAHAM
2014	J. STORY Hibbing	R. CLAUSON Crookston	DEWOLF	J. PRATT Detroit Lakes	R. RUE Eden Prairie	S. LANG Austin	J. JOHNSON Mankato	RODEBERG Glencoe	K. ECKLES Woodbury
2015	J. STORY Hibbing	C. GRAY Bemidji	J. FEMRITE Elk River	J. PRATT Detroit Lakes	R. RUE Eden Prairie	S. LANG Austin	J. JOHNSON Mankato	S. CHRISTENSEN Willmar	K. ECKLES Woodbury
2016	J. STORY Hibbing	C. GRAY Bemidji	J. FEMRITE Elk River	J. KUHN Morris	S. LILLEHAUG Brooklyn Center	J. OWENS Red Wing	J. JOHNSON Mankato	S. CHRISTENSEN Willmar	K. ECKLES Woodbury
2017	M. WEGWERTH Grand Rapids	C. GRAY Bemidji	J. FEMRITE Elk River	J. KUHN Morris	S. LILLEHAUG Shakopee	J. OWENS Red Wing	M. DuCHENE Waseca	S. CHRISTENSEN Willmar	M. THOMPSON Maplewood
2018	M. WEGWERTH Grand Rapids	R. CLAUSON Crookston	A. NAFSTAD Albertville	J. KUHN Morris	S. LILLEHAUG Shakopee	J. OWENS Red Wing	C. CAVETT New Prague	A. KEHREN Redwood Falls	T. WESOLOWSKI Shoreview
2019	M. WEGWERTH Grand Rapids	R. CLAUSON Crookston	A. NAFSTAD Albertville	B. YAVAROW Fergus Falls	C. MILLNER Edina	K. SKOV Owatonna	C. CAVETT New Prague	O. TODD Redwood Falls	B. ERICKSON Rosemount
2020	C. PETERSON Cloquet	R. CLAUSON Crookston	A. NAFSTAD Albertville	B. YAVAROW Fergus Falls	C. MILLNER Edina	K. SKOV Owatonna	J. DOMRAS St. Peter	O. TODD Redwood Falls	B. ERICKSON Rosemount
2021	C. PETERSON Cloquet	S. EMERY E. Grand Forks	L. OTTESON Big Lake	B. YAVAROW Fergus Falls	C. MILLNER Edina	K. SKOV Owatonna	J. DOMRAS St. Peter	C. DeWOLF Litchfield	B. ERICKSON Rosemount
2022	C. PETERSON Cloquet	S. EMERY E. Grand Forks	L. OTTESON Big Lake	T. TROWBRIDGE Moorhead	W. MANCHESTER Minnetonka	B. THEOBALD Kasson	J. DOMRAS St. Peter	C. DeWOLF Litchfield	B. ERICKSON Rosemount

# MUNICIPAL SCREENING BOARD REPRESENTATIVES

Cities of the First Class and Officers

	MINNEAPOLIS	ST. PAUL	DULUTH	ROCHESTER	CHAIR	VICE CHAIR	SECRETARY
1997	KANNANKUTTY	WARN	BEEMAN		BACHMEIER Oakdale	RODEBERG Hutchinson	ASHFELD Maple Grove
1998	KANNANKUTTY	WARN	WINSON		RODEBERG Hutchinson	ASHFELD Maple Grove	HALTER Grand Rapids
1999	KANNANKUTTY	WARN	WINSON		RODEBERG ASHFELD	VACANT	JESSUP Woodbury
2000	KANNANKUTTY SONNENBERG	WARN	BRINK		ASHFELD Maple Grove	JESSUP Woodbury	DRAKE Red Wing
2001	SONNENBERG	WARN	METSO		JESSUP Woodbury	DRAKE Red Wing	GUSTAFSON Minnetonka
2002	SONNENBERG OGREN	WARN KURTZ	METSO		DRAKE Red Wing	GUSTAFSON Minnetonka	METSO Duluth
2003	OGREN FABRY	KURTZ	METSO		GUSTAFSON Minnetonka	METSO Duluth	HAGEN St. Louis Park
2004	FABRY	KURTZ	METSO		METSO Duluth	HAGEN St. Louis Park	GAETZ St. Cloud
2005	FABRY	KURTZ	METSO		METSO Duluth	GAETZ St. Cloud	AHL Maplewood
2006	RAE	KURTZ	BENNING VOIGT		GAETZ St. Cloud	AHL Maplewood	ODENS Willmar
2007	RAE/ELWOOD	KURTZ	VOIGT		AHL Maplewood	ODENS Willmar	PEDERSON Bloomington
2008	ELWOOD	KURTZ	VOIGT		ODENS Willmar	PEDERSON Bloomington	HULSETH Brainerd
2009	ELWOOD	KURTZ	VOIGT		PEDERSON Bloomington	HULSETH Brainerd	KEELY Blaine
2010	ELWOOD	KURTZ	VOIGT		HULSETH Brainerd	KEELY Blaine	EXNER Hutchinson
2011	ELWOOD	KURTZ	VOIGT	FREESE	KEELY Blaine	EXNER Hutchinson	MOBERG Plymouth
2012	ELWOOD	KURTZ	VOIGT	FREESE	EXNER Hutchinson	VACANT	BOT St. Michael
2013	ELWOOD	KURTZ	VOIGT	FREESE	VACANT	BOT St. Michael	ECKLES Woodbury
2014	ELWOOD	KURTZ	VOIGT	FREESE	BOT St. Michael	ECKLES Woodbury	JOHNSON Mankato
2015	ELWOOD	KURTZ	VOIGT	FREESE	ECKLES Woodbury	JOHNSON Mankato	CULVER Roseville
2016	ELWOOD	KURTZ	VOIGT	FREESE	JOHNSON Mankato	CULVER Roseville	OLSON Marshall
2017	ELWOOD	KURTZ	VOIGT	FREESE	CULVER Roseville	OLSON Marshall	GORDER Eagan
2018	ELWOOD/HAGER	KURTZ	VOIGT	DOMBROVSKI	OLSON Marshall	GORDER Eagan	FEMRITE Elk River
2019	HAGER	KURTZ	VOIGT	DOMBROVSKI	GORDER Eagan	FEMRITE Elk River	THOMPSON Maplewood
2020	HAGER	KURTZ	VOIGT	DOMBROVSKI	FEMRITE Elk River	THOMPSON Maplewood	SANDY Brainerd
2021	HAGER	KURTZ	VOIGT	DOMBROVSKI	THOMPSON Maplewood	SANDY Brainerd	DENSRUDE Burnsville
2022	HAGER	KURTZ	VOIGT	DOMBROVSKI	VACANT	DENSRUDE Burnsville	DuCHENE Faribault

**MUNICIPAL SCREENING BOARD MEETING  
MAY 24TH & 25TH, 2022  
CRAGUNS RESORT, BRAINARD, MN AND MS TEAMS**

**MINUTES**

**TUESDAY, MAY 24<sup>th</sup>, 2022**

- I. Call to Order by Chair Desrude at 1:00 pm on Tuesday, May 24<sup>th</sup>, 2022
- II. Desrude introduced herself as Chair of the Municipal Screening Board (MSB) and explained that due to Paul Sandy accepting a position in the private sector, he had to resign his position as President of CEAM and Chair of the MSB and that she would be serving the remainder of Sandy's term and the next term.
  - a. Desrude then introduced the following:
    - i. Kristine Elwood, – State Aid Engineer
    - ii. Bill Lanoux, - Manager, Municipal State Aid Needs Unit
    - iii. Matt Wegwerth, Grand Rapids – Chair: Needs Study Subcommittee (NSS)
    - iv. John Gorder, Eagan – Past Chair of the MSB
    - v. Justin Femrite, Elk River – Past Chair of the MSB
    - vi. Michael Thompson, Plymouth – Past Chair of the MSB
  - b. Desrude introduced Mark DuChene, Secretary of the Municipal Screening Board. DuChene then conducted roll call of the screening board members:
    - i. District 1 Caleb Peterson, Cloquet
    - ii. District 2 Steve Emery, East Grand Forks (Online)
    - iii. District 3 Layne Otteson, Big Lake
    - iv. District 4 Tom Trowbridge, Moorhead
    - v. Metro West Will Manchester, Minnetonka
    - vi. District 6 Brandon Theobald, Kasson
    - vii. District 7 Jeff Domras, St. Peter
    - viii. District 8 Chuck DeWolf, Litchfield
    - ix. Metro East Brian Erickson, Rosemount
    - x. Duluth Cindy Voigt
    - xi. Minneapolis Jenifer Hager
    - xii. Rochester Dillon Dombrovski
    - xiii. St. Paul Paul Kurtz
  - c. Desrude also recognized Screening Board Alternates:
    - i. District 1 Jason Fisher, International Falls (Online)
    - ii. District 7 Joe Stadheim, New Ulm (Online)
    - iii. Metro-East Zach Johnson, Lakeville (Online)
  - d. Desrude recognized Department of Transportation personnel:
    - i. Ted Schoenecker Assistant Division Director State Aid
    - ii. Marc Briese State Aid Programs Engineer
    - iii. Krysten Saatela Foster Dist. 1 State Aid Engineer

- iv. Brian Ketring                      District 2 State Aid Engineer
- v. Angie Tomovic                      District 3 State Aid Engineer
- vi. Nathan Gannon                      District 4 State Aid Engineer
- vii. Fausto Cabral                      District 6 State Aid Engineer
- viii. Lisa Bigham                      District 7 State Aid Engineer
- ix. Todd Broadwell                      District 8 State Aid Engineer
- x. Dan Erickson                      Metro State Aid Engineer
- xi. Julie Dresel                      Assistant Metro State Aid Engineer

- e. Finally, Desrude recognized others in attendance:
  - i. Marc Culver, Roseville Chair, CEAM Legislative Committee (Online)
  - ii. Kyle Wallace, Minneapolis
  - iii. Mike Van Beusekom, St. Paul

III. Review of the 2022 Municipal Screening Board Data book (Lanoux)

- a. Lanoux gave overview of MSB and reviewed the NSS and UCFS. Lanoux noted a need to fill a spot on UCFS (action item for Wednesday) to have all members serve extra term due to Sandy's resignation.
- b. Lanoux reviewed the Oct. 2021 Fall Screening Board minutes (Pages 6-13)
  - i. Desrude called for a motion to approve the minutes from the October 2021 MSB.
    - i. **Motion to approve the minutes by Voigt, seconded by Manchester. Motion carried 13-0.**
- c. Lanoux discussed traffic counting and whether to freeze traffic counts another year as 2021 data also has issues and some Cities haven't been counted since 2016. This may be the last year traffic counting is still playing catch up. If no action from the MSB, the Needs will use whatever data is on hand. If MSB wants to change that, action needs to happen on Wednesday. Chair to ask for any discussion on traffic count data on Wednesday.
- d. Lanoux reviewed the unit price recommendations and also noted that NSS Chair, Matt Wegwerth is here for any questions.
  - i. Unit Price Recommendations of NSS (Page 23) and the minutes of the NSS meeting (Page 24-27) were reviewed.
  - ii. Lanoux noted that this was a year where detailed cost studies were not done and that a 7.4% inflation factor was applied from ENR. Committee stayed pretty true to inflation factor. Starting on Page 23 will be what will be asked to be approved tomorrow (Wednesday). Unless any changes recommended by MSB this is what will be approved.
- e. Lanoux reviewed the Structure Needs Recommendation (Page 25)
  - i. Recommendation of \$98.58/s.f. (half of bridge costs). This is a 5-year average and in 2021 costs went down because the 2016

data fell off. This year, the cost is back up by 8.7%. Lanoux gave a brief history of structure needs, noting that structure needs are calculated at half their actual costs because structures usually have other funding sources for bridges and curb/pavement/etc. also generate needs. The goal from the Needs Study Taskforce (NSTF) was to keep structures at about 5% of total needs which is in line with historical accounts and not everyone has structures. The NSS is not recommending any changes.

- f. Lanoux reviewed the Storm Sewer Needs Recommendation
  - i. The MnDOT Hydraulics Unit performed an analysis of storm sewer Costs for 2021. (137 Storm Sewer Plans were reviewed) Costs are \$437,639 for new construction, and \$127,679 for adjustments to existing systems. This is an average of \$282,659 per mile. Committee makes recommendation for the highest of eight sections. Committee's Recommendation for 2022 Needs - \$282,700 per mile the recommendation of \$282,700 per mile is for a 70-foot section. The cost per mile will be prorated down through the other seven ADT groups. Last year was a full study so costs jumped noticeably.
- g. Lanoux reviewed the Lighting Needs Recommendation (Page 26)
  - i. The NSS recommendation is \$100K per mile. The NSS asked for what the MSB wanted from their motion in the fall. Wegwerth and Lanoux said question was, why all roads, regardless of traffic use or even existence of street lighting, generates the same needs. See page 26 for street lighting options looked at by NSS.
  - ii. After discussion of the NSS concerns about making policy changes it was the consensus of the NSS that this issue needed more study. The UCFS was given heads up that this could come back to their committee. The NSS recommendation is to stay with current needs for street lighting which is consistent with current MSB resolutions but could be further studied.
  - iii. Lanoux briefly discussed screening board resolutions and noted for construction needs purposes, all roads will be considered built to urban standards (including non-existing roads) which is likely why non-existence roads get lighting needs.
- h. Lanoux reviewed the UCFS recommendation on revised language for the Excess Balance Adjustment. (Page 51) and also discussed the UCFS vacancy in 2023
  - i. MSB approved recommendation of UCFS except for last paragraph regarding exemptions. MSB wanted the exemptions to come to MSB not State Aid. Ultimately UCFS recommending language on Pg 51.
  - ii. Lanoux gave history of excess balance adjustment. Pg 53-56 (typically given in January book) shows new balance floor.
  - iii. Pg 64 is complete rewrite of excess unencumbered fund balance penalty.

- IV. Other Discussion items
  - a. Legislative Update- Culver, Chair
    - i. Not much to give an update on as the legislature adjourned without passing a transportation bill. A lot of business left unfinished at end of session after flurry of activity over the final weekend. There are rumors of special session but given the election year not a lot of momentum to get anything done. A lot of funding CEAM was supportive and interested in were in supplemental budgets so they were not required to keep state going. No bonding bill was ever publicly introduced from either chamber, which is disappointing. CEAM was supportive and testified on dedication of auto parts sales tax, \$200M for LBRP and LRIP and matching funds for IIJA funds. It was noted MnDOT still needs authority to spend some federal funds. The Senate bill to remove a street from MSAS if traffic lanes were reduced was also not passed which was one good thing.
    - ii. Elwood noted one big issue is budget authority for TH funds also includes local authority. The lack of action at the legislature leaves \$100M on table (50/50 MnDOT/locals). Need to figure out how this is budgeted. Elwood or Schoenecker working on memo to share with LMC to get to locals.
  - b. State Aid report
    - i. Elwood introduced Schoenecker.
- V. Being there were no additional topics Desrude entertained a motion to adjourn until 8:30 Wednesday morning
  - a. **Motion to adjourn by Dombrovski, seconded by Erickson. Motion carried 13-0.**

Meeting adjourned at 1:54 pm

### **WEDNESDAY, MAY 25<sup>th</sup>, 2022**

- I. Call to Order by Chair Desrude at 8:30 am. The following members were present:
  - i. District 1 Caleb Peterson, Cloquet
  - ii. District 2 Steve Emery, East Grand Forks (Online)
  - iii. District 3 Layne Otteson, Big Lake
  - iv. District 4 Tom Trowbridge, Moorhead
  - v. Metro West Will Manchester, Minnetonka
  - vi. District 6 Brandon Theobald, Kasson
  - vii. District 7 Jeff Domras, St. Peter
  - viii. District 8 Chuck DeWolf, Litchfield (Online)
  - ix. Metro East Brian Erickson, Rosemount
  - x. Duluth Cindy Voigt
  - xi. Minneapolis Jenifer Hager
  - xii. Rochester Dillon Dombrovski
  - xiii. St. Paul Paul Kurtz
- II. Unit Price Recommendations

- a. Desrude asked for any discussion on the Unit Price recommendations of the Needs Study Subcommittee on Page 23 of the book.
- Voigt stated that lighting cost averages from studies done by the MnDOT lighting office is much more than the NSS lighting recommendation. Why is gravel down to the penny but street lighting are needs are almost \$100K less than actual costs? Voigt stated she is fine with the costs and will vote to approve the NSS recommendation but thinks that lighting needs to be reconsidered in the future.
  - Desrude noted and Wegwerth confirmed that lighting needs are set at \$100K by resolution and if the MSB wants to change that the MSB needs to change the resolution as the NSS was uncomfortable changing the lighting needs amount without changing the resolution.
  - Otteson asked if the lighting costs affect anything other than needs such as how the governor and legislature view needs? Lanoux responded that was one of the items looked at with removing street lighting from needs. It does impact the needs. Statute says lighting “may” be used in needs calculations. It is used to show the need and funding gap. Otteson agreed with Voigt to keep this on the radar for next year.
  - Hager asked how difficult is it to update lighting in needs program? Lanoux responded that at this time it is unknown but that it could be up to a year or more. If lighting was done outside of needs such as after the fact, then it could be done faster, but may take time to determine eligible items and could potentially get complicated. Lanoux will need to verify time with programmers for any program enhancements.
  - Kurtz provided some history on his time on the Needs Study Taskforce (NSTF). The NSTF looked at all items and the reason for his motion in the fall to take lighting to NSS was it has been the same forever and there was a question if it is fair for city’s that don’t install lighting, to collect needs. Kurtz acknowledged it would be difficult to define what a street lighting system is.
  - After further discussion Desrude noted that the consensus seemed to be to go with price as is now and come back with more information in fall. Lanoux will come back in fall meeting with feedback from computer programming department.
  - Voigt brought up one more item for discussion and that is structures. Duluth in last 10 years only had half of bridges replaced used bridge bonding and the rest were all local. Seems like structures are being forced to fit the old 5% share of program. Bridges have gone down to 3% versus sidewalks going from 11% to 14%. Given the importance of structures regarding life safety, why are structures being forced down to 5%. Seems worth a discussion to look at structures and why they are slipping as a percentage.



- Kurtz again provided background from the NSTF. The NSTF talked about bridges a lot and were three-quarters of the way down the road of eliminating structures from needs altogether. But structures are a big part of demonstrating needs. Duluth and St. Paul had a lot of structures and since structures also draw roadway needs, having them draw full structure needs is kind of double dipping. That and the outside funding for bridges is why the rationale from the NSTF was to have bridges draw 50% as that was what was determined to be fair and fairness was a guiding principle for the NSTF. Given current prices for bridges it's likely we'll see a significant rise in bridge needs in the future. Fine with work of NSS. Can't think of a better way, better to have them in at 50% than not in at all.
- Wegwerth again reminded the MSB that a big year in 2016 for structure costs just fell off. Going forward should get back to 5%.

i. Desrude entertained a motion to take action on Unit Costs recommended by the NSS

**1. Manchester made a motion to approve the Unit Costs recommended by the NSS on page 23 of the book, motion seconded by Trowbridge.**

**Roll Call Vote:**

District 1	Caleb Peterson (Cloquet)	Yes
District 2	Steve Emery (East Grand Forks/Online)	Yes
District 3	Layne Otteson (Big Lake)	Yes
District 4	Tom Trowbridge (Moorhead)	Yes
Metro West	Will Manchester (Minnetonka)	Yes
District 6	Brandon Theobald (Kasson)	Yes
District 7	Jeff Domras (St. Peter)	Yes
District 8	Chuck DeWolf (Litchfield/Online)	Yes
Metro East	Brian Erickson (Rosemount)	Yes
Duluth	Cindy Voigt	Yes
Minneapolis	Jenifer Hager	Yes
Rochester	Dillon Dombrowski	Yes
St. Paul	Paul Kurtz	Yes

**Motion Carried 13-0**

III. UCFS Excess Balance Adjustment Recommendation

a. Desrude asked for discussion on the UCFS recommendation on revised language for the Excess Balance Adjustment. Being no discussion Desrude entertained a motion to accept new language on Page 51

- **Manchester made a motion to approve UCFS recommendation on revised language for the Excess Balance Adjustment on page 51 of the book, motion seconded by Otteson.**

**Roll Call Vote:**

District 1	Caleb Peterson (Cloquet)	Yes
District 2	Steve Emery (East Grand Forks/Online)	Yes
District 3	Layne Otteson (Big Lake)	Yes
District 4	Tom Trowbridge (Moorhead)	Yes
Metro West	Will Manchester (Minnetonka)	Yes
District 6	Brandon Theobald (Kasson)	Yes
District 7	Jeff Domras (St. Peter)	Yes
District 8	Chuck DeWolf (Litchfield/Online)	Yes
Metro East	Brian Erickson (Rosemount)	Yes
Duluth	Cindy Voigt	Yes
Minneapolis	Jenifer Hager	Yes
Rochester	Dillon Dombrovski	Yes
St. Paul	Paul Kurtz	Yes

**Motion Carried 13-0**

- IV. UCFS Three-Year Terms 9Pg 57)
  - a. Desrude asked for discussion on the UCFS three-year terms to allow the three existing members to serve additional years in order to maintain a 3-person committee. It was noted that all three existing members were acceptable to serving additional years. Desrude entertained a motion to have members serve an extra year due to a gap in the MSB Chair position.
    - i. **Erickson made a motion to have existing UCFS members serve an extra year due to a gap in the MSB Chair position. Seconded by by Voigt.**

**Roll Call Vote:**

District 1	Caleb Peterson (Cloquet)	Yes
District 2	Steve Emery (East Grand Forks/Online)	Yes
District 3	Layne Otteson (Big Lake)	Yes
District 4	Tom Trowbridge (Moorhead)	Yes
Metro West	Will Manchester (Minnetonka)	Yes
District 6	Brandon Theobald (Kasson)	Yes
District 7	Jeff Domras (St. Peter)	Yes
District 8	Chuck DeWolf (Litchfield/Online)	Yes
Metro East	Brian Erickson (Rosemount)	Yes
Duluth	Cindy Voigt	Yes
Minneapolis	Jenifer Hager	Yes
Rochester	Dillon Dombrovski	Yes
St. Paul	Paul Kurtz	Yes

**Motion Carried 13-0**

- V. Traffic Counting (Resolution on Pg 66)
  - a. Desrude reviewed the traffic counting practices for the NEEDS program and noted that all cities get counted at least every four years. However, due to COVID and a backlog in the MnDOT traffic counting office some cities have not been counted since 2016. State Aid updates the Needs annually with any available count data from previous year. Do we resume with this cycle or hold off?

- b. There was no discussion and no motion made
- VI. Last Call for Any Other Discussion Topics
- a. Desrude asked for last call on any additional discussion topics.
  - b. Kurtz asked to just revisit street lighting and inquired if a poll can be sent out to see which cities do street lighting and which don't. After further discussion on what does the poll look like it was the consensus to have Lanoux to talk to peers and work with the NSS to develop a survey/poll regarding street lighting.
    - i. **Dombrovski made a motion to have Lanoux work with the NSS to develop a poll regarding street lighting, seconded Domras.**  
**Motion carried 13-0.**
- VII. Desrude noted that the next Fall Screening Board meeting will be at Arrowwood Resort, Alexandria, MN on October 25 & 26, 2022
- VIII. Desrude thanked the following:
- a. Matt Wegwerth, Chair of the NSS
  - b. Screening Board members
  - c. Bill Lanoux & Nancy Stone from MnDOT
  - d. Secretary of the MSB
- IX. Desrude entertained a motion for adjournment
- a. **Motion to adjourn by Theobald, Seconded by Trowbridge.**  
**Motion carried 13-0.**

Meeting adjourned at 9:10 am

Respectfully submitted,



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Mark DuChene, PE  
Municipal Screening Board Secretary  
Faribault City Engineer

## PORTION OF APRIL 2022 NEEDS STUDY SUBCOMMITTEE MINUTES

*Lighting is the second item that the Municipal Screening Board requested this committee review and recommended possible changes. MSB resolutions currently state that Street Lighting will be determined by multiplying \$100,000 per mile, for all segments. The NSS group asked for detail on what the Screening Board was looking for in their motion: Is the issue with the unit cost itself, or with the way it's currently calculated? Wegwerth and Lanoux, who were both at the Fall Screening Board, believe the issue is with the calculation, and why do higher volume, busy roads draw the same lighting per mile as a lower volume road, or even a non-existing road. Why do we have a flat cost for lighting?*

*Lanoux shared information he received from the State Aid Lighting Engineer. General assumptions are that "residential roads" have 19 light fixtures per mile and "commercial roads" have 26 light fixtures per mile. For estimating & planning purposes (and today's cost of lighting) local commercial lighting would be approximately \$195,000/mile and the local residential would be \$142,500/mile. (note: there is a 36.8 % increase from residential to commercial in these two costs. If applying the same increase of 36.8% to the current cost of \$100,000, you could use a trial scenario of \$100,000 for residential lighting, and \$136,800 for commercial.)*

*Prior to the NSS meeting, the committee asked Bill for a few of different Lighting Scenarios to see how they would affect the distribution: Scenarios were, 1) get rid of lighting altogether. 2) make 5000 ADT the cutoff point for residential vs commercial lighting. And 3) do the same as #2 – but give "non-existing" segments zero dollars in lighting needs. Bill presented test distributions for these scenarios and used costs of \$100,000 for residential, \$136,800 for commercial:*

- 1) Removing Lighting all together isn't a complete wash that has no effect on distribution. This is because removing Lighting also changes engineering (22% of everything) and Lighting is presently a bigger % of the Needs for cities with more low volume roads. Removing Lighting takes more Needs away from these cities than it does more urban type cities. The city that lost the most loses \$18,400 in distribution. The city that gains the most gains \$100,000.*
- 2) Give AADT groups 1-4 lighting at \$100,000 per mile. Then give AADT groups 5-8 lighting at \$136,800 per mile. This scenario had a similar affect as #1, but the swings weren't as drastic. The city that loses the most loses \$4000. The city that gains the most gains \$15,000.*
- 3) Similar result to method #2, but because this scenario gives zero lighting needs to "non-existing" segments, cities with the most non-existing routes lost the most money. (Greatest loss for a city was \$13,000)*

*The NSS discussed and gave consideration to all scenarios. After more conversation, committee members became concerned with the role of the NSS in this matter and in recommending a potential policy change. Yes – The NSS is the committee to recommend Unit Cost changes and could recommend an increase to the current lighting cost of \$100,000 per mile. But moving on a recommendation in which certain cities would draw more lighting Needs than others gets into the area of policy change – which might require more research and perhaps involvement of the UCFS? Question became - is the NSS the committee to recommend policy changes.*

***The NSS recommends that they be consistent with current screening board resolution and keep the current lighting needs cost of \$100,000 per mile. They would like more discussion on this this item with the Spring Screening Board.***

# NOTES ON POPULATION DATA

Fifty percent of the total apportionment is distributed on prorated share of population. The State Demographer & Metropolitan Council released their latest 2021 population estimates in July of 2022. These figures, or the 2020 Federal Census population figures (whichever are greater), will provide the basis for each city's upcoming 2023 apportionment.

There are 150 MSAS cities. Their overall population has increased by 0.7% since the 2020 Federal Census.

Twelve cities have had a percentage increase of over 4.0% in just the last year: Victoria (4.0%), Minnetrista (4.0%), Big Lake (4.1%), Medina (4.2%), Shakopee (4.3%), St. Michael (4.4%), Rogers (4.6%), Spring Lake Park (5.0%), Otsego (6.6%), Corcoran (8.1%), Dayton (10.5%), and Lake Elmo (11.6%)

In the last year, four cities have seen their populations decrease by at least -2.0%.

Chisholm has a population of 4,732. The city remains eligible to be included in the MSAS distribution. (see Minnesota Statute 162.09 subd.4)

The City of North Oaks has a population of 5,306. All residential roads in North Oaks are private roads, so the city is unable to establish a Municipal State Aid Street System. North Oaks is not a MSAS city as of this time.

These cities were once MSAS cities: Ely (3,209), Eveleth (3,469), Luverne (4,937), and Pipestone (4,138).

## **To Become an MSAS Eligible City**

For a city that is not receiving a MSAS fund apportionment: If the city's population total from the decennial census is at least 5,000, or a population estimate, from either the Metropolitan Council or State Demographer, estimates that the city's population is at least 5,000, the city becomes MSAS eligible.

The City of Princeton passed 5,000 people this year and is a newly eligible MSAS city.

## **To Be 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 five years after the census, annual population estimates must show that a city's population has stayed below 5,000. (see Minnesota Statute 162.09 subd.4)

# 2022 POPULATION SUMMARY

The populations used for 2023 Allocations are based on the 2020 Federal Census or the most recent State Demographer / Met Council estimates, whichever are greater

Municipality	2020 Census	Population used for the last Allocation	2021 Population Estimates (Released July 2022)	Population to be used for 2023 Allocation	% Change in Population used for 2022 & 2023 Allocations	% Change in Population over the last year
Albert Lea	18,492	18,492	18,301	<b>18,492</b>	0.0%	-1.0%
Albertville	7,896	7,896	7,998	<b>7,998</b>	1.3%	1.3%
Alexandria	14,335	14,335	14,690	<b>14,690</b>	2.5%	2.5%
Andover	32,601	32,601	32,708	<b>32,708</b>	0.3%	0.3%
Anoka	17,921	17,921	18,041	<b>18,041</b>	0.7%	0.7%
Apple Valley	56,374	56,374	56,318	<b>56,374</b>	0.0%	-0.1%
Arden Hills	9,939	9,939	9,897	<b>9,939</b>	0.0%	-0.4%
Austin	26,174	26,174	26,492	<b>26,492</b>	1.2%	1.2%
Baxter	8,612	8,612	8,911	<b>8,911</b>	3.5%	3.5%
Belle Plaine	7,395	7,395	7,373	<b>7,395</b>	0.0%	-0.3%
Bemidji	14,574	14,574	15,147	<b>15,147</b>	3.9%	3.9%
Big Lake	11,686	11,686	12,165	<b>12,165</b>	4.1%	4.1%
Blaine	70,222	70,222	70,979	<b>70,979</b>	1.1%	1.1%
Bloomington	89,987	89,987	90,974	<b>90,974</b>	1.1%	1.1%
Brainerd	14,395	14,395	14,679	<b>14,679</b>	2.0%	2.0%
Brooklyn Center	33,782	33,782	33,585	<b>33,782</b>	0.0%	-0.6%
Brooklyn Park	86,478	86,478	86,106	<b>86,478</b>	0.0%	-0.4%
Buffalo	16,168	16,168	16,378	<b>16,378</b>	1.3%	1.3%
Burnsville	64,317	64,317	64,627	<b>64,627</b>	0.5%	0.5%
Byron	6,312	6,312	6,553	<b>6,553</b>	3.8%	3.8%
Cambridge	9,611	9,611	9,862	<b>9,862</b>	2.6%	2.6%
Carver	5,829	5,829	5,861	<b>5,861</b>	0.5%	0.5%
Champlin	23,919	23,919	23,786	<b>23,919</b>	0.0%	-0.6%
Chanhassen	25,947	25,947	25,936	<b>25,947</b>	0.0%	0.0%
Chaska	27,810	27,810	27,931	<b>27,931</b>	0.4%	0.4%
Chisago City	5,558	5,558	5,632	<b>5,632</b>	1.3%	1.3%
Chisholm **	4,775	5,000	4,732	<b>5,000</b>	0.0%	-0.9%
Circle Pines	5,025	5,025	4,974	<b>5,025</b>	0.0%	-1.0%
Cloquet	12,568	12,568	12,715	<b>12,715</b>	1.2%	1.2%
Columbia Heights	21,973	21,973	21,859	<b>21,973</b>	0.0%	-0.5%
Coon Rapids	63,599	63,599	64,128	<b>64,128</b>	0.8%	0.8%
Corcoran	6,185	6,185	6,688	<b>6,688</b>	8.1%	8.1%
Cottage Grove	38,839	38,839	39,605	<b>39,605</b>	2.0%	2.0%
Credit River	5,493	5,493	5,474	<b>5,493</b>	0.0%	-0.3%
Crookston	7,482	7,482	7,332	<b>7,482</b>	0.0%	-2.0%
Crystal	23,330	23,330	23,083	<b>23,330</b>	0.0%	-1.1%
Dayton	7,262	7,262	8,021	<b>8,021</b>	10.5%	10.5%
Delano	6,484	6,484	6,654	<b>6,654</b>	2.6%	2.6%
Detroit Lakes	9,869	9,869	9,990	<b>9,990</b>	1.2%	1.2%
Duluth	86,697	86,697	85,667	<b>86,697</b>	0.0%	-1.2%
Eagan	68,855	68,855	69,086	<b>69,086</b>	0.3%	0.3%
East Bethel	11,786	11,786	11,791	<b>11,791</b>	0.0%	0.0%
East Grand Forks	9,176	9,176	9,105	<b>9,176</b>	0.0%	-0.8%
Eden Prairie	64,198	64,198	64,142	<b>64,198</b>	0.0%	-0.1%
Edina	53,494	53,494	53,572	<b>53,572</b>	0.1%	0.1%
Elk River	25,835	25,835	26,179	<b>26,179</b>	1.3%	1.3%
Fairmont	10,487	10,487	10,417	<b>10,487</b>	0.0%	-0.7%
Falcon Heights	5,369	5,369	5,125	<b>5,369</b>	0.0%	-4.5%
Faribault	24,453	24,453	24,298	<b>24,453</b>	0.0%	-0.6%

Municipality	2020 Census	Population used for the last Allocation	2021		% Change in Population used for 2022 & 2023 Allocations	% Change in Population over the last year
			Population Estimates (Released July 2022)	Population to be used for 2023 Allocation		
Farmington	23,632	23,632	23,654	<b>23,654</b>	0.1%	0.1%
Fergus Falls	14,119	14,119	14,042	<b>14,119</b>	0.0%	-0.5%
Forest Lake	20,611	20,611	20,991	<b>20,991</b>	1.8%	1.8%
Fridley	29,590	29,590	29,536	<b>29,590</b>	0.0%	-0.2%
Glencoe	5,744	5,744	5,761	<b>5,761</b>	0.3%	0.3%
Golden Valley	22,552	22,552	22,334	<b>22,552</b>	0.0%	-1.0%
Grand Rapids	11,126	11,126	11,283	<b>11,283</b>	1.4%	1.4%
Ham Lake	16,464	16,464	16,489	<b>16,489</b>	0.2%	0.2%
Hastings	22,154	22,154	22,303	<b>22,303</b>	0.7%	0.7%
Hermantown	10,221	10,221	10,030	<b>10,221</b>	0.0%	-1.9%
Hibbing	16,214	16,214	16,064	<b>16,214</b>	0.0%	-0.9%
Hopkins	19,079	19,079	18,926	<b>19,079</b>	0.0%	-0.8%
Hugo	15,766	15,766	16,071	<b>16,071</b>	1.9%	1.9%
Hutchinson	14,599	14,599	14,703	<b>14,703</b>	0.7%	0.7%
International Falls	5,802	5,802	5,737	<b>5,802</b>	0.0%	-1.1%
Inver Grove Heights	35,801	35,801	35,743	<b>35,801</b>	0.0%	-0.2%
Isanti	6,804	6,804	7,022	<b>7,022</b>	3.2%	3.2%
Jordan	6,656	6,656	6,802	<b>6,802</b>	2.2%	2.2%
Kasson	6,851	6,851	6,921	<b>6,921</b>	1.0%	1.0%
LaCrescent	5,276	5,276	5,333	<b>5,333</b>	1.1%	1.1%
Lake City	5,252	5,252	5,310	<b>5,310</b>	1.1%	1.1%
Lake Elmo	11,335	11,335	12,655	<b>12,655</b>	11.6%	11.6%
Lakeville	69,490	69,490	72,135	<b>72,135</b>	3.8%	3.8%
Lino Lakes	21,399	21,399	21,236	<b>21,399</b>	0.0%	-0.8%
Litchfield	6,624	6,624	6,629	<b>6,629</b>	0.1%	0.1%
Little Canada	10,819	10,819	10,766	<b>10,819</b>	0.0%	-0.5%
Little Falls	9,140	9,140	9,114	<b>9,140</b>	0.0%	-0.3%
Mahtomedi	8,138	8,138	8,151	<b>8,151</b>	0.2%	0.2%
Mankato	44,488	44,488	44,688	<b>44,688</b>	0.5%	0.5%
Maple Grove	70,253	70,253	70,247	<b>70,253</b>	0.0%	0.0%
Maplewood	42,088	42,088	42,139	<b>42,139</b>	0.1%	0.1%
Marshall	13,628	13,628	13,618	<b>13,628</b>	0.0%	-0.1%
Medina	6,837	6,837	7,123	<b>7,123</b>	4.2%	4.2%
Mendota Heights	11,744	11,744	11,652	<b>11,744</b>	0.0%	-0.8%
Minneapolis	429,954	429,954	434,346	<b>434,346</b>	1.0%	1.0%
Minnnetonka	53,781	53,781	54,704	<b>54,704</b>	1.7%	1.7%
Minnetrissa	8,262	8,262	8,593	<b>8,593</b>	4.0%	4.0%
Montevideo	5,398	5,398	5,359	<b>5,398</b>	0.0%	-0.7%
Monticello	14,455	14,455	14,619	<b>14,619</b>	1.1%	1.1%
Moorhead	44,505	44,505	44,583	<b>44,583</b>	0.2%	0.2%
Morris	5,105	5,105	4,863	<b>5,105</b>	0.0%	-4.7%
Mound	9,398	9,398	9,408	<b>9,408</b>	0.1%	0.1%
Mounds View	13,249	13,249	13,133	<b>13,249</b>	0.0%	-0.9%
New Brighton	23,454	23,454	23,705	<b>23,705</b>	1.1%	1.1%
New Hope	21,986	21,986	21,870	<b>21,986</b>	0.0%	-0.5%
New Prague	8,162	8,162	8,221	<b>8,221</b>	0.7%	0.7%
New Ulm	14,120	14,120	14,070	<b>14,120</b>	0.0%	-0.4%
North Branch	10,787	10,787	11,115	<b>11,115</b>	3.0%	3.0%
North Mankato	14,275	14,275	14,461	<b>14,461</b>	1.3%	1.3%
North St. Paul	12,364	12,364	12,397	<b>12,397</b>	0.3%	0.3%
Northfield	20,790	20,790	20,547	<b>20,790</b>	0.0%	-1.2%
Oak Grove	8,929	8,929	9,009	<b>9,009</b>	0.9%	0.9%

Municipality	2020 Census	Population used for the last Allocation	2021		% Change in Population used for 2022 & 2023 Allocations	% Change in Population over the last year
			Population Estimates (Released July 2022)	Population to be used for 2023 Allocation		
Oakdale	28,303	28,303	28,135	28,303	0.0%	-0.6%
Orono	8,315	8,315	8,485	8,485	2.0%	2.0%
Otsego	19,966	19,966	21,289	21,289	6.6%	6.6%
Owatonna	26,420	26,420	26,647	26,647	0.9%	0.9%
Plymouth	81,026	81,026	81,184	81,184	0.2%	0.2%
Prior Lake	27,617	27,617	27,832	27,832	0.8%	0.8%
Ramsey	27,646	27,646	28,520	28,520	3.2%	3.2%
Red Wing	16,547	16,547	16,588	16,588	0.2%	0.2%
Redwood Falls	5,102	5,102	5,067	5,102	0.0%	-0.7%
Richfield	36,994	36,994	36,661	36,994	0.0%	-0.9%
Robbinsdale	14,646	14,646	14,838	14,838	1.3%	1.3%
Rochester	121,395	121,395	122,065	122,065	0.6%	0.6%
Rogers	13,295	13,295	13,905	13,905	4.6%	4.6%
Rosemount	25,650	25,650	26,133	26,133	1.9%	1.9%
Roseville	36,254	36,254	36,440	36,440	0.5%	0.5%
Sartell	19,351	19,351	19,522	19,522	0.9%	0.9%
Sauk Rapids	13,862	13,862	13,730	13,862	0.0%	-1.0%
Savage	32,465	32,465	32,516	32,516	0.2%	0.2%
Shakopee	43,698	43,698	45,593	45,593	4.3%	4.3%
Shoreview	26,921	26,921	26,967	26,967	0.2%	0.2%
Shorewood	7,783	7,783	7,827	7,827	0.6%	0.6%
South St. Paul	20,759	20,759	20,745	20,759	0.0%	-0.1%
Spring Lake Park	7,188	7,188	7,544	7,544	5.0%	5.0%
St. Anthony	9,257	9,257	9,175	9,257	0.0%	-0.9%
St. Cloud	68,881	68,881	68,746	68,881	0.0%	-0.2%
St. Francis	8,142	8,142	8,292	8,292	1.8%	1.8%
St. Joseph	7,029	7,029	7,151	7,151	1.7%	1.7%
St. Louis Park	50,010	50,010	50,144	50,144	0.3%	0.3%
St. Michael	18,235	18,235	19,029	19,029	4.4%	4.4%
St. Paul	311,527	311,527	312,040	312,040	0.2%	0.2%
St. Paul Park	5,544	5,544	5,507	5,544	0.0%	-0.7%
St. Peter	12,066	12,066	12,066	12,066	0.0%	0.0%
Stewartville	6,687	6,687	6,850	6,850	2.4%	2.4%
Stillwater	19,394	19,394	19,464	19,464	0.4%	0.4%
Thief River Falls	8,749	8,749	8,647	8,749	0.0%	-1.2%
Vadnais Heights	12,912	12,912	13,080	13,080	1.3%	1.3%
Victoria	10,546	10,546	10,968	10,968	4.0%	4.0%
Virginia	8,421	8,421	8,331	8,421	0.0%	-1.1%
Waconia	13,033	13,033	13,297	13,297	2.0%	2.0%
Waite Park	8,341	8,341	8,368	8,368	0.3%	0.3%
Waseca	9,229	9,229	9,221	9,229	0.0%	-0.1%
West St. Paul	20,615	20,615	20,882	20,882	1.3%	1.3%
White Bear Lake	24,883	24,883	25,067	25,067	0.7%	0.7%
Willmar	21,015	21,015	21,076	21,076	0.3%	0.3%
Winona	25,948	25,948	25,405	25,948	0.0%	-2.1%
Woodbury	75,102	75,102	75,723	75,723	0.8%	0.8%
Worthington	13,947	13,947	13,861	13,947	0.0%	-0.6%
Wyoming	8,032	8,032	8,070	8,070	0.5%	0.5%
Zimmerman	6,189	6,189	6,383	6,383	3.1%	3.1%
<b>Total</b>	<b>4,083,775</b>	<b>4,084,000</b>	<b>4,110,854</b>	<b>4,118,240</b>	<b>0.8%</b>	<b>0.7%</b>

\*\* population deemed to be 5000, MS 162.09

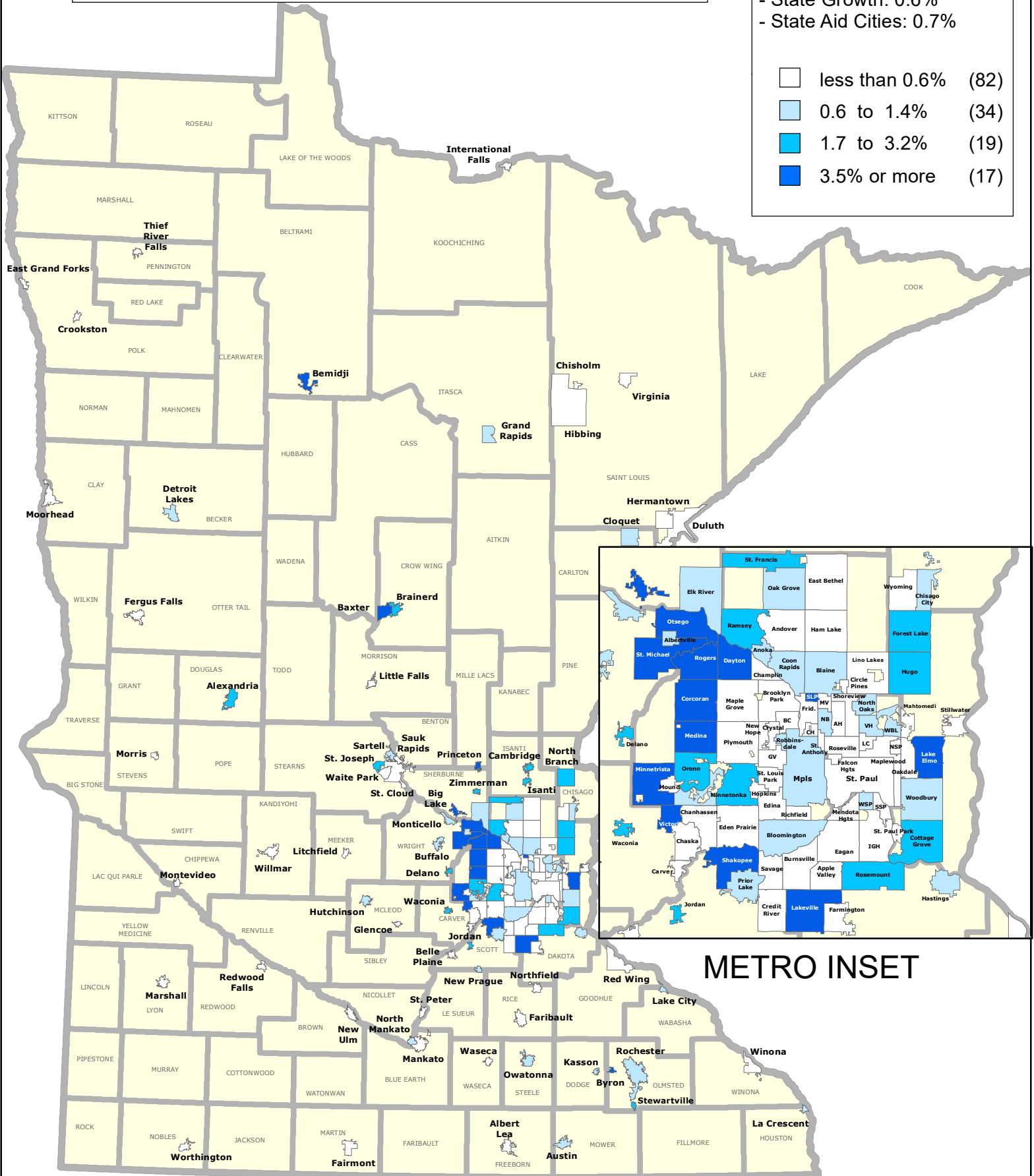


# Percentage Change in Population for State Aid Cities, 2020 - 2021

## Legend

- State Growth: 0.6%
- State Aid Cities: 0.7%

	less than 0.6%	(82)
	0.6 to 1.4%	(34)
	1.7 to 3.2%	(19)
	3.5% or more	(17)



# MSAS POPULATION & ALLOCATIONS

Fifty percent of the total apportionment sum is distributed on a prorated share of each city's population. The Met Council / State Demographer's most recent population estimates were released in July 2022 and will be used in determining each city's share of the 2023 population apportionment. (note that 2020 Federal Census populations are used if a city's last census figure is greater than their most recent population estimate).

Any adjustments made to the population estimates in this report would be released in December 2022. Those changes would be minor and will be presented in the January 2023 book. Changes could include population adjustments due to annexations, detachments, or any other minor revisions made by the State Demographer.

The distribution amount for the 2022 population apportionment was \$109,969,925. Using this same amount for 2023, each city would earn approximately \$26.70 per capita (a 23 cent drop from 2022). This projection will be revised when the actual revenue for the 2023 apportionment becomes available in January.

## TENTATIVE 2023 POPULATION ALLOCATIONS

Municipality	Population used for 2022	Population used for 2023	2022 Population Allocations (last year)	2023 Population Allocations (this year)	Difference Between last two Allocations	Allocation % Change
Albert Lea	18,492	18,492	\$497,934	<b>\$493,794</b>	<b>(\$4,140)</b>	<b>(0.8)</b>
Albertville	7,896	7,998	212,616	<b>213,572</b>	956	0.4
Alexandria	14,335	14,690	385,999	<b>392,269</b>	6,270	1.6
Andover	32,601	32,708	877,848	<b>873,406</b>	<b>(4,442)</b>	<b>(0.5)</b>
Anoka	17,921	18,041	482,559	<b>481,751</b>	<b>(808)</b>	<b>(0.2)</b>
Apple Valley	56,374	56,374	1,517,983	<b>1,505,363</b>	<b>(12,620)</b>	<b>(0.8)</b>
Arden Hills	9,939	9,939	267,628	<b>265,402</b>	<b>(2,226)</b>	<b>(0.8)</b>
Austin	26,174	26,492	704,788	<b>707,419</b>	2,631	0.4
Baxter	8,612	8,911	231,895	<b>237,952</b>	6,057	2.6
Belle Plaine	7,395	7,395	199,125	<b>197,470</b>	<b>(1,655)</b>	<b>(0.8)</b>
Bemidji	14,574	15,147	392,434	<b>404,472</b>	12,038	3.1
Big Lake	11,686	12,165	314,669	<b>324,844</b>	10,175	3.2
Blaine	70,222	70,979	1,890,869	<b>1,895,362</b>	4,493	0.2
Bloomington	89,987	90,974	2,423,081	<b>2,429,291</b>	6,210	0.3
Brainerd	14,395	14,679	387,614	<b>391,975</b>	4,361	1.1
Brooklyn Center	33,782	33,782	909,648	<b>902,085</b>	<b>(7,563)</b>	<b>(0.8)</b>
Brooklyn Park	86,478	86,478	2,328,594	<b>2,309,234</b>	<b>(19,360)</b>	<b>(0.8)</b>
Buffalo	16,168	16,378	435,356	<b>437,344</b>	1,988	0.5
Burnsville	64,317	64,627	1,731,865	<b>1,725,744</b>	<b>(6,121)</b>	<b>(0.4)</b>
Byron	6,312	6,553	169,963	<b>174,986</b>	5,023	3.0
Cambridge	9,611	9,862	258,796	<b>263,346</b>	4,550	1.8

<b>Municipality</b>	<b>Population used for 2022</b>	<b>Population used for 2023</b>	<b>2022 Population Allocations (last year)</b>	<b>2023 Population Allocations (this year)</b>	<b>Difference Between last two Allocations</b>	<b>Allocation % Change</b>
Carver	5,829	5,861	\$156,958	<b>\$156,507</b>	<b>(\$451)</b>	<b>(0.3)</b>
Champlin	23,919	23,919	644,067	<b>638,712</b>	<b>(5,355)</b>	<b>(0.8)</b>
Chanhassen	25,947	25,947	698,675	<b>692,866</b>	<b>(5,809)</b>	<b>(0.8)</b>
Chaska	27,810	27,931	748,840	<b>745,845</b>	<b>(2,995)</b>	<b>(0.4)</b>
Chisago City	5,558	5,632	149,660	<b>150,392</b>	732	0.5
Chisholm	5,000	5,000	134,635	<b>133,516</b>	<b>(1,119)</b>	<b>(0.8)</b>
Circle Pines	5,025	5,025	135,308	<b>134,183</b>	<b>(1,125)</b>	<b>(0.8)</b>
Cloquet	12,568	12,715	338,419	<b>339,530</b>	1,111	0.3
Columbia Heights	21,973	21,973	591,667	<b>586,748</b>	<b>(4,919)</b>	<b>(0.8)</b>
Coon Rapids	63,599	64,128	1,712,531	<b>1,712,419</b>	<b>(112)</b>	0.0
Corcoran	6,185	6,688	166,544	<b>178,591</b>	12,047	7.2
Cottage Grove	38,839	39,605	1,045,818	<b>1,057,578</b>	11,760	1.1
Credit River	5,493	5,493	147,910	<b>146,680</b>	<b>(1,230)</b>	<b>(0.8)</b>
Crookston	7,482	7,482	201,468	<b>199,793</b>	<b>(1,675)</b>	<b>(0.8)</b>
Crystal	23,330	23,330	628,207	<b>622,984</b>	<b>(5,223)</b>	<b>(0.8)</b>
Dayton	7,262	8,021	195,544	<b>214,186</b>	18,642	9.5
Delano	6,484	6,654	174,595	<b>177,683</b>	3,088	1.8
Detroit Lakes	9,869	9,990	265,743	<b>266,764</b>	1,021	0.4
Duluth	86,697	86,697	2,334,491	<b>2,315,083</b>	<b>(19,408)</b>	<b>(0.8)</b>
Eagan	68,855	69,086	1,854,060	<b>1,844,813</b>	<b>(9,247)</b>	<b>(0.5)</b>
East Bethel	11,786	11,791	317,362	<b>314,857</b>	<b>(2,505)</b>	<b>(0.8)</b>
East Grand Forks	9,176	9,176	247,082	<b>245,028</b>	<b>(2,054)</b>	<b>(0.8)</b>
Eden Prairie	64,198	64,198	1,728,660	<b>1,714,288</b>	<b>(14,372)</b>	<b>(0.8)</b>
Edina	53,494	53,572	1,440,434	<b>1,430,540</b>	<b>(9,894)</b>	<b>(0.7)</b>
Elk River	25,835	26,179	695,659	<b>699,061</b>	3,402	0.5
Fairmont	10,487	10,487	282,384	<b>280,036</b>	<b>(2,348)</b>	<b>(0.8)</b>
Falcon Heights	5,369	5,369	144,571	<b>143,369</b>	<b>(1,202)</b>	<b>(0.8)</b>
Faribault	24,453	24,453	658,446	<b>652,972</b>	<b>(5,474)</b>	<b>(0.8)</b>
Farmington	23,632	23,654	636,339	<b>631,636</b>	<b>(4,703)</b>	<b>(0.7)</b>
Fergus Falls	14,119	14,119	380,183	<b>377,022</b>	<b>(3,161)</b>	<b>(0.8)</b>
Forest Lake	20,611	20,991	554,993	<b>560,526</b>	5,533	1.0
Fridley	29,590	29,590	796,770	<b>790,146</b>	<b>(6,624)</b>	<b>(0.8)</b>
Glencoe	5,744	5,761	154,669	<b>153,837</b>	<b>(832)</b>	<b>(0.5)</b>
Golden Valley	22,552	22,552	607,258	<b>602,209</b>	<b>(5,049)</b>	<b>(0.8)</b>
Grand Rapids	11,126	11,283	299,590	<b>301,291</b>	1,701	0.6
Ham Lake	16,464	16,489	443,326	<b>440,308</b>	<b>(3,018)</b>	<b>(0.7)</b>
Hastings	22,154	22,303	596,541	<b>595,560</b>	<b>(981)</b>	<b>(0.2)</b>
Hermantown	10,221	10,221	275,221	<b>272,933</b>	<b>(2,288)</b>	<b>(0.8)</b>
Hibbing	16,214	16,214	436,595	<b>432,965</b>	<b>(3,630)</b>	<b>(0.8)</b>
Hopkins	19,079	19,079	513,740	<b>509,469</b>	<b>(4,271)</b>	<b>(0.8)</b>
Hugo	15,766	16,071	424,531	<b>429,146</b>	4,615	1.1
Hutchinson	14,599	14,703	393,107	<b>392,616</b>	<b>(491)</b>	<b>(0.1)</b>
International Falls	5,802	5,802	156,231	<b>154,932</b>	<b>(1,299)</b>	<b>(0.8)</b>
Inver Grove Heights	35,801	35,801	964,014	<b>955,999</b>	<b>(8,015)</b>	<b>(0.8)</b>
Isanti	6,804	7,022	183,211	<b>187,509</b>	4,298	2.3
Jordan	6,656	6,802	179,226	<b>181,635</b>	2,409	1.3
Kasson	6,851	6,921	184,477	<b>184,812</b>	335	0.2

Municipality	Population used for 2022	Population used for 2023	2022	2023	Difference	
			Population Allocations (last year)	Population Allocations (this year)	Between last two Allocations	Allocation % Change
LaCrescent	5,276	5,333	\$142,067	<b>\$142,408</b>	\$341	0.2
Lake City	5,252	5,310	141,421	<b>141,794</b>	373	0.3
Lake Elmo	11,335	12,655	305,218	<b>337,928</b>	32,710	10.7
Lakeville	69,490	72,135	1,871,158	<b>1,926,231</b>	55,073	2.9
Lino Lakes	21,399	21,399	576,211	<b>571,420</b>	(4,791)	(0.8)
Litchfield	6,624	6,629	178,365	<b>177,015</b>	(1,350)	(0.8)
Little Canada	10,819	10,819	291,323	<b>288,901</b>	(2,422)	(0.8)
Little Falls	9,140	9,140	246,113	<b>244,067</b>	(2,046)	(0.8)
Mahtomedi	8,138	8,151	219,132	<b>217,657</b>	(1,475)	(0.7)
Mankato	44,488	44,688	1,197,929	<b>1,193,310</b>	(4,619)	(0.4)
Maple Grove	70,253	70,253	1,891,704	<b>1,875,975</b>	(15,729)	(0.8)
Maplewood	42,088	42,139	1,133,304	<b>1,125,243</b>	(8,061)	(0.7)
Marshall	13,628	13,628	366,961	<b>363,910</b>	(3,051)	(0.8)
Medina	6,837	7,123	184,100	<b>190,206</b>	6,106	3.3
Mendota Heights	11,744	11,744	316,231	<b>313,602</b>	(2,629)	(0.8)
Minneapolis	429,954	434,346	11,577,377	<b>11,598,402</b>	21,025	0.2
Minnnetonka	53,781	54,704	1,448,162	<b>1,460,768</b>	12,606	0.9
Minnetrasta	8,262	8,593	222,471	<b>229,460</b>	6,989	3.1
Montevideo	5,398	5,398	145,352	<b>144,144</b>	(1,208)	(0.8)
Monticello	14,455	14,619	389,230	<b>390,373</b>	1,143	0.3
Moorhead	44,505	44,583	1,198,387	<b>1,190,506</b>	(7,881)	(0.7)
Morris	5,105	5,105	137,462	<b>136,320</b>	(1,142)	(0.8)
Mound	9,398	9,408	253,060	<b>251,223</b>	(1,837)	(0.7)
Mounds View	13,249	13,249	356,756	<b>353,790</b>	(2,966)	(0.8)
New Brighton	23,454	23,705	631,546	<b>632,998</b>	1,452	0.2
New Hope	21,986	21,986	592,017	<b>587,095</b>	(4,922)	(0.8)
New Prague	8,162	8,221	219,778	<b>219,526</b>	(252)	(0.1)
New Ulm	14,120	14,120	380,209	<b>377,048</b>	(3,161)	(0.8)
North Branch	10,787	11,115	290,462	<b>296,805</b>	6,343	2.2
North Mankato	14,275	14,461	384,383	<b>386,154</b>	1,771	0.5
North St. Paul	12,364	12,397	332,926	<b>331,039</b>	(1,887)	(0.6)
Northfield	20,790	20,790	559,813	<b>555,158</b>	(4,655)	(0.8)
Oak Grove	8,929	9,009	240,431	<b>240,569</b>	138	0.1
Oakdale	28,303	28,303	762,115	<b>755,779</b>	(6,336)	(0.8)
Orono	8,315	8,485	223,898	<b>226,576</b>	2,678	1.2
Otsego	19,966	21,289	537,625	<b>568,483</b>	30,858	5.7
Owatonna	26,420	26,647	711,412	<b>711,558</b>	146	0.0
Plymouth	81,026	81,184	2,181,788	<b>2,167,867</b>	(13,921)	(0.6)
Prior Lake	27,617	27,832	743,643	<b>743,202</b>	(441)	(0.1)
Ramsey	27,646	28,520	744,424	<b>761,573</b>	17,149	2.3
Red Wing	16,547	16,588	445,561	<b>442,952</b>	(2,609)	(0.6)
Redwood Falls	5,102	5,102	137,382	<b>136,239</b>	(1,143)	(0.8)
Richfield	36,994	36,994	996,138	<b>987,856</b>	(8,282)	(0.8)
Robbinsdale	14,646	14,838	394,373	<b>396,221</b>	1,848	0.5
Rochester	121,395	122,065	3,268,805	<b>3,259,518</b>	(9,287)	(0.3)
Rogers	13,295	13,905	357,995	<b>371,307</b>	13,312	3.7
Rosemount	25,650	26,133	690,678	<b>697,833</b>	7,155	1.0

<b>Municipality</b>	<b>Population used for 2022</b>	<b>Population used for 2023</b>	<b>2022 Population Allocations (last year)</b>	<b>2023 Population Allocations (this year)</b>	<b>Difference Between last two Allocations</b>	<b>Allocation % Change</b>
Roseville	36,254	36,440	\$976,212	<b>\$973,062</b>	<b>(\$3,150)</b>	<b>(0.3)</b>
Sartell	19,351	19,522	521,065	<b>521,299</b>	234	0.0
Sauk Rapids	13,862	13,862	373,262	<b>370,159</b>	<b>(3,103)</b>	<b>(0.8)</b>
Savage	32,465	32,516	874,186	<b>868,279</b>	<b>(5,907)</b>	<b>(0.7)</b>
Shakopee	43,698	45,593	1,176,657	<b>1,217,476</b>	40,819	3.5
Shoreview	26,921	26,967	724,902	<b>720,103</b>	<b>(4,799)</b>	<b>(0.7)</b>
Shorewood	7,783	7,827	209,573	<b>209,005</b>	<b>(568)</b>	<b>(0.3)</b>
South St. Paul	20,759	20,759	558,978	<b>554,330</b>	<b>(4,648)</b>	<b>(0.8)</b>
Spring Lake Park	7,188	7,544	193,551	<b>201,448</b>	7,897	4.1
St. Anthony	9,257	9,257	249,263	<b>247,191</b>	<b>(2,072)</b>	<b>(0.8)</b>
St. Cloud	68,881	68,881	1,854,760	<b>1,839,339</b>	<b>(15,421)</b>	<b>(0.8)</b>
St. Francis	8,142	8,292	219,240	<b>221,423</b>	2,183	1.0
St. Joseph	7,029	7,151	189,270	<b>190,954</b>	1,684	0.9
St. Louis Park	50,010	50,144	1,346,620	<b>1,339,002</b>	<b>(7,618)</b>	<b>(0.6)</b>
St. Michael	18,235	19,029	491,014	<b>508,134</b>	17,120	3.5
St. Paul	311,527	312,040	8,388,492	<b>8,332,448</b>	<b>(56,044)</b>	<b>(0.7)</b>
St. Paul Park	5,544	5,544	149,283	<b>148,042</b>	<b>(1,241)</b>	<b>(0.8)</b>
St. Peter	12,066	12,066	324,901	<b>322,200</b>	<b>(2,701)</b>	<b>(0.8)</b>
Stewartville	6,687	6,850	180,061	<b>182,916</b>	2,855	1.6
Stillwater	19,394	19,464	522,223	<b>519,750</b>	<b>(2,473)</b>	<b>(0.5)</b>
Thief River Falls	8,749	8,749	235,584	<b>233,626</b>	<b>(1,958)</b>	<b>(0.8)</b>
Vadnais Heights	12,912	13,080	347,682	<b>349,277</b>	1,595	0.5
Victoria	10,546	10,968	283,972	<b>292,880</b>	8,908	3.1
Virginia	8,421	8,421	226,752	<b>224,867</b>	<b>(1,885)</b>	<b>(0.8)</b>
Waconia	13,033	13,297	350,940	<b>355,072</b>	4,132	1.2
Waite Park	8,341	8,368	224,598	<b>223,452</b>	<b>(1,146)</b>	<b>(0.5)</b>
Waseca	9,229	9,229	248,509	<b>246,443</b>	<b>(2,066)</b>	<b>(0.8)</b>
West St. Paul	20,615	20,882	555,100	<b>557,615</b>	2,515	0.5
White Bear Lake	24,883	25,067	670,025	<b>669,368</b>	<b>(657)</b>	<b>(0.1)</b>
Willmar	21,015	21,076	565,871	<b>562,795</b>	<b>(3,076)</b>	<b>(0.5)</b>
Winona	25,948	25,948	698,702	<b>692,893</b>	<b>(5,809)</b>	<b>(0.8)</b>
Woodbury	75,102	75,723	2,022,274	<b>2,022,043</b>	<b>(231)</b>	0.0
Worthington	13,947	13,947	375,552	<b>372,429</b>	<b>(3,123)</b>	<b>(0.8)</b>
Wyoming	8,032	8,070	216,279	<b>215,494</b>	<b>(785)</b>	<b>(0.4)</b>
Zimmerman	6,189	6,383	166,652	<b>170,446</b>	3,794	2.3
<b>Total</b>	<b>4,084,000</b>	<b>4,118,240</b>	<b>\$109,969,925</b>	<b>\$109,969,925</b>	<b>0</b>	<b>0.0</b>

A city's **Population Allocation** equals the *total population apportionment* divided by the *total population of all cities*, multiplied by the city's *population used for 2023*.

2022                 \$109,969,925                                 \$26.93 per person  
                                  4,084,000

**2023                 \$109,969,925                                 **\$26.70 per person****  
                                  4,118,240

The population increase from 2022 and 2023 for allocation purposes is **34,240** (0.8% increase overall)

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

## MILEAGE, NEEDS AND APPORTIONMENT

The cities' share of the *Highway User Tax Distribution Fund* will be announced in January when the Commissioner of Transportation makes a determination of the 2023 apportionment. Allocations in this report are tentative and will be based off the 2022 total apportionment amount of **\$219,939,850**. Using last year's amount makes for a conservative January forecast and allows us to better see effects of changes in Construction Needs.

System wide mileage increases annually. This is due to the increasing number of eligible cities and to overall growth in local street mileage.

Tentative Maintenance and Construction allocations are not provided in this report. Cities have the option of receiving a minimum of \$1,500 per mile or a percentage up to 35% of their total allocation for Maintenance. If a city desires to receive more than the minimum maintenance, or make a change to their future maintenance request, the city should inform the Municipal State Aid Needs Unit prior to **December 15th**. A memo regarding Maintenance Requests will be sent to each city engineer around November 1st.

### MSAS MILEAGE, NEEDS, AND APPORTIONMENT 1958 to 2023

Appt. Year	Number of Municipalities	Needs Mileage	Actual Construction Needs	Total Apportionment	Adjusted Construction Needs	Total Apportionment Per Needs Mileage	Apportionment Per \$1000 of Adjusted Needs
1958	58	920.40	\$190,373,337	\$7,286,074	\$190,373,337	\$7,916.20	\$19.14
1959	59	938.36	195,749,800	8,108,428	195,749,800	8,641.06	20.71
1960	59	968.82	214,494,178	8,370,596	197,971,488	8,639.99	21.14
1961	77	1131.78	233,276,540	9,185,862	233,833,072	8,116.30	19.64
1962	77	1140.83	223,014,549	9,037,698	225,687,087	7,922.04	20.02
1963	77	1161.06	221,458,428	9,451,125	222,770,204	8,140.08	21.21
1964	77	1177.11	218,487,546	10,967,128	221,441,346	9,317.00	24.76
1965	77	1208.81	218,760,538	11,370,240	221,140,776	9,406.14	25.71
1966	80	1271.87	221,992,032	11,662,274	218,982,273	9,169.39	26.63
1967	80	1309.93	213,883,059	12,442,900	213,808,290	9,498.90	29.10
1968	84	1372.36	215,390,936	14,287,775	215,206,878	10,411.10	33.20
1969	86	1412.57	209,136,115	15,121,277	210,803,850	10,704.80	35.87
1970	86	1427.59	205,103,671	16,490,064	206,350,399	11,550.98	39.96
1971	90	1467.30	204,854,564	18,090,833	204,327,997	12,329.33	44.27
1972	92	1521.41	217,915,457	18,338,440	217,235,062	12,053.58	42.21
1973	94	1580.45	311,183,279	18,648,610	309,052,410	11,799.56	30.17
1974	95	1608.06	324,787,253	21,728,373	321,833,693	13,512.17	33.76
1975	99	1629.30	422,560,903	22,841,302	418,577,904	14,019.09	27.28
1976	101	1718.92	449,383,835	22,793,386	444,038,715	13,260.29	25.67
1977	101	1748.55	488,779,846	27,595,966	483,467,326	15,782.20	28.54
1978	104	1807.94	494,433,948	27,865,892	490,165,460	15,413.06	28.38
1979	106	1853.71	529,996,431	30,846,555	523,460,762	16,640.44	29.42

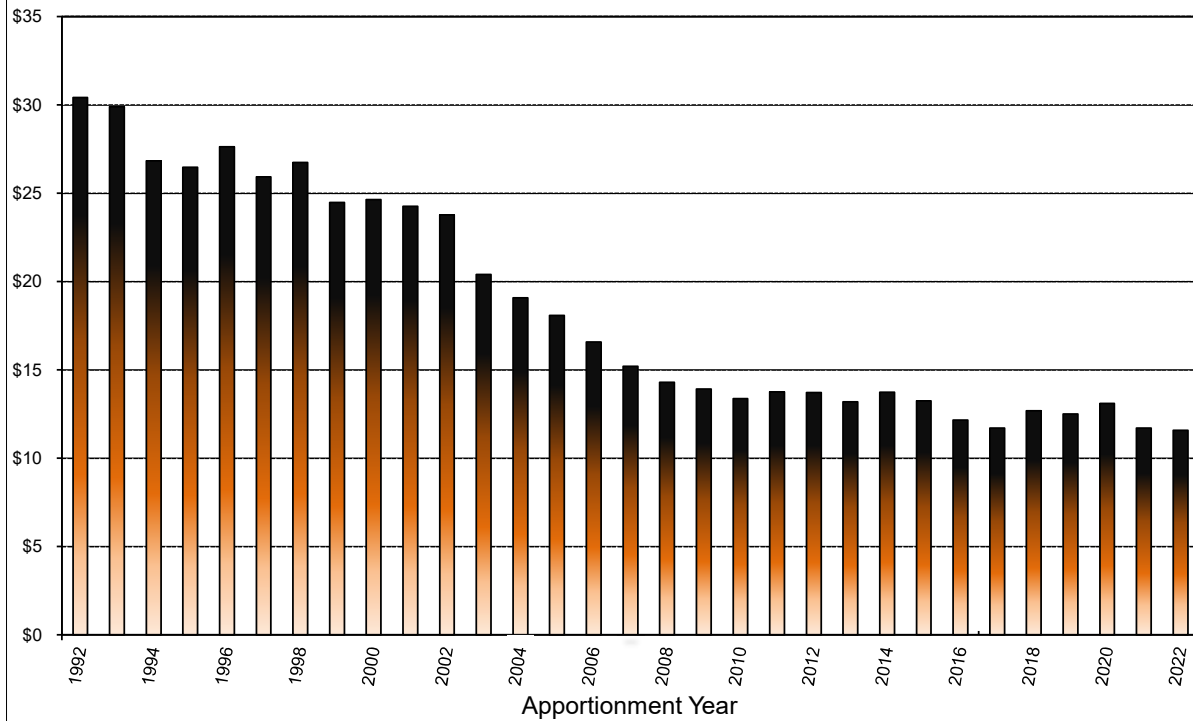
Appt. Year	Number of Municipalities	Needs Mileage	Actual Construction Needs	Total Apportionment	Adjusted Construction Needs	Total Apportionment Per Needs Mileage	Apportionment Per \$1000 of Adjusted Needs
1980	106	1889.03	\$623,880,689	\$34,012,618	\$609,591,579	\$18,005.34	\$27.86
1981	109	1933.64	695,487,179	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	*6,442,606,488	46,355.84	13.25
2016	148	3701.25	6,985,833,869	173,612,036	*7,146,203,608	46,906.33	12.15
2017	148	3729.86	7,247,080,405	173,218,364	*7,403,345,739	46,440.98	11.70
2018	148	3752.52	7,478,366,012	192,286,547	*7,583,820,217	51,241.98	12.68
2019	148	3772.08	7,602,530,318	192,465,830	*7,699,067,462	51,023.79	12.50
2020	148	3789.02	7,940,156,059	210,245,736	*8,032,517,535	55,488.16	13.09
2021	148	3812.44	8,134,204,323	193,011,589	*8,239,725,438	50,626.79	11.71
2022	150	3851.59	9,419,270,437	219,939,850	*9,507,561,819	57,103.65	11.57
2023	150^	3871.44	10,111,721,113	219,939,850	*10,195,802,390	56,810.86	10.79

Figures for 2023 are estimates (total apportionment is based on 0.0% change from 2022)

^ Princeton is a new city eligible for the 2023 Apportionment. January report will distribute to 151 cities

\* Amounts reflect Adjusted Construction Needs dollars from new needs method.

## APPORTIONMENT PER \$1,000 IN NEEDS (ADJUSTED NEEDS)



Apport. Year	Const. Needs Apport. per \$1,000 of Adjusted Const. Needs	Percent Increase from 1958	Apport. Year	Const. Needs Apport. per \$1,000 of Adjusted Const. Needs	Percent Increase from 1958	Apport. Year	Const. Needs Apport. per \$1,000 of Adjusted Const. Needs	Percent Increase (Decrease) from 1958
1958	\$19.14		1980	27.86	45.59	2002	23.77	24.21
1959	20.71	8.23	1981	25.54	33.49	2003	20.39	6.55
1960	21.14	10.48	1982	30.30	58.33	2004	19.08	(0.29)
1961	19.64	2.64	1983	36.55	91.00	2005	18.07	(5.56)
1962	20.02	4.63	1984	39.70	107.47	2006	16.57	(13.41)
1963	21.21	10.85	1985	48.20	151.87	2007	15.19	(20.62)
1964	24.76	29.40	1986	54.30	183.76	2008	14.29	(25.33)
1965	25.71	34.34	1987	48.97	155.92	2009	13.91	(27.31)
1966	26.63	39.15	1988	55.06	187.72	2010	13.36	(30.18)
1967	29.10	52.06	1989	64.98	239.55	2011	13.75	(28.15)
1968	33.20	73.47	1990	41.99	119.43	2012	13.72	(28.30)
1969	35.87	87.42	1991	32.11	67.77	2013	13.18	(31.13)
1970	39.96	108.80	1992	30.41	58.94	2014	13.74	(28.20)
1971	44.27	131.34	1993	29.89	56.20	2015	13.25	(30.76)
1972	42.21	120.57	1994	26.83	40.20	2016	12.15	(36.51)
1973	30.17	57.66	1995	26.46	38.27	2017	11.70	(38.86)
1974	33.76	76.40	1996	27.63	44.39	2018	12.68	(33.74)
1975	27.28	42.58	1997	25.91	35.40	2019	12.50	(34.68)
1976	25.67	34.14	1998	26.73	39.69	2020	13.09	(31.60)
1977	28.54	49.14	1999	24.47	27.86	2021	11.71	(38.81)
1978	28.38	48.30	2000	24.64	28.76	2022	11.57	(39.54)
1979	29.42	53.73	2001	24.26	26.77	2023	10.79	

Minimum of \$11.57 in 2022  
Maximum of \$64.98 in 1989



## 2022 ITEMIZED TABULATION OF NEEDS

The 2022 Money Needs continued to increase over the last year. This overall increase is due to added system mileage, two new cities, and an increase to most of unit costs in the Needs study. (The unit cost for street lighting remained the same. See Screening Board Resolutions for all unit prices used in the 2022 Needs computation.)

The “2022 *item by item tabulation of Needs*” shows all construction items used in the Municipal State Aid Needs Study. (“After the fact” items are discussed later in this report). This tabulation is provided to give each city an opportunity to compare their Needs of the individual construction items to that of other cities.

Most items in the tabulation are traffic based and draw continuous needs for cities. Traffic Signals and Structures (bridges/culverts) draw Needs on a “per item” basis. Therefore, several cities are not drawing Needs for these costs because they do not have these items on their Municipal State Aid System.

The average cost per mile is \$2,611,876 (up from \$2,449,768 last year). Credit River currently has the lowest cost per mile at \$1,595,412 while Minneapolis has the highest cost at \$3,506,366 per mile.

The five cities with the highest cost per mile are listed alphabetically as follows: Minneapolis, Moorhead, Rochester, Saint Louis Park, and Saint Paul.

The five cities with the lowest cost per mile are listed alphabetically as follows: Carver, Credit River, East Bethel, Ham Lake, and Saint Francis.

## 2022 Item By Item Tabulation Of Needs

CITY #	MUNICIPALITY	GRADING / EXCAVATION	STORM SEWER	GRAVEL BASE	BITUMINOUS SURFACE	CURB & GUTTER	SIDEWALK	SIGNALS	LIGHTING	STRUCTURES	ENGINEERING	TOTAL NEEDS	NEEDS MILEAGE	COST PER MILE
101	ALBERT LEA	\$6,544,496	\$5,448,117	\$8,111,709	\$8,817,593	\$5,804,542	\$9,936,864	\$1,307,437	\$2,431,000	\$2,259,651	\$11,145,516	\$61,806,925	24.31	\$2,542,449
242	ALBERTVILLE	1,971,918	1,706,130	2,391,875	2,671,154	1,810,094	3,121,960	124,518	769,000	0	3,204,663	17,771,312	7.69	2,310,964
102	ALEXANDRIA	9,180,947	7,543,593	11,431,909	12,406,614	7,752,996	13,619,571	2,863,914	3,353,000	73,738	15,009,788	83,236,070	33.53	2,482,436
198	ANDOVER	9,123,778	9,487,686	9,415,058	13,386,670	10,611,051	14,188,482	622,587	4,448,000	541,598	15,801,483	87,626,393	44.48	1,970,018
103	ANOKA	4,232,813	3,680,119	4,976,054	6,103,274	3,894,649	6,211,056	1,182,920	1,656,000	2,644,113	7,607,823	42,188,821	16.56	2,547,634
186	APPLE VALLEY	12,235,683	8,746,531	16,342,450	16,726,301	9,102,639	14,860,113	4,544,896	3,750,000	0	18,987,897	105,296,510	37.50	2,807,907
187	ARDEN HILLS	1,639,806	1,641,602	1,763,058	2,363,957	1,769,264	2,649,556	249,036	764,000	77,090	2,841,820	15,759,189	7.64	2,062,721
104	AUSTIN	7,931,105	6,491,681	9,898,748	10,819,085	6,838,881	11,464,981	3,299,713	2,886,000	5,946,740	14,426,930	80,003,864	28.86	2,772,137
230	BAXTER	5,345,706	4,062,254	7,057,799	6,986,540	4,443,574	7,295,524	871,624	1,776,000	0	8,324,585	46,163,606	17.76	2,599,302
239	BELLE PLAINE	2,198,340	1,993,954	2,585,692	3,025,059	2,064,141	3,421,833	0	910,000	1,051,272	3,795,065	21,045,356	9.10	2,312,676
105	BEMIDJI	5,253,046	4,531,336	6,296,338	7,261,372	4,618,236	7,868,570	1,245,176	2,036,000	2,074,715	9,060,650	50,245,439	20.36	2,467,851
232	BIG LAKE	2,411,907	2,486,964	2,473,035	3,568,817	2,628,944	4,298,854	124,518	1,159,000	0	4,213,452	23,365,491	11.59	2,016,004
106	BLAINE	14,938,352	11,554,867	19,351,106	20,012,187	14,088,332	19,547,159	3,673,272	5,071,000	807,763	23,989,692	133,033,730	50.71	2,623,422
107	BLOOMINGTON	25,228,375	17,832,061	33,792,899	34,597,725	22,020,536	31,108,668	14,039,328	7,612,000	3,450,693	41,730,101	231,412,386	76.12	3,040,100
108	BRAINERD	5,283,904	4,442,638	6,453,747	7,278,312	4,727,113	7,733,010	1,182,920	1,986,000	3,958,185	9,470,087	52,515,916	19.86	2,644,306
109	BROOKLYN CENTER	6,569,698	4,926,029	8,620,513	8,783,366	5,720,614	8,786,671	2,583,740	2,139,000	1,541,791	10,927,712	60,599,134	21.39	2,833,059
110	BROOKLYN PARK	18,883,627	14,009,186	25,067,398	24,830,513	14,907,179	24,838,057	5,976,841	6,072,000	164,037	29,644,742	164,393,580	60.72	2,707,404
213	BUFFALO	5,675,208	4,537,488	7,291,584	7,412,987	4,731,647	8,252,652	560,331	2,009,000	0	8,903,600	49,374,497	20.09	2,457,665
179	BURNSVILLE	15,178,548	10,565,513	20,443,908	20,920,066	12,539,090	18,401,077	6,412,649	4,489,000	0	23,968,968	132,918,819	44.89	2,960,990
249	BYRON	1,818,764	1,766,997	1,960,206	2,634,385	1,928,044	3,335,566	62,259	812,000	201,103	3,194,253	17,713,577	8.12	2,181,475
218	CAMBRIDGE	4,659,080	3,810,417	5,854,609	6,175,556	3,869,702	6,775,885	933,884	1,693,000	1,981,064	7,865,703	43,618,900	16.93	2,576,426
253	CARVER	859,129	1,073,483	684,030	1,397,104	1,202,190	1,478,820	124,518	517,000	81,548	1,631,921	9,049,743	5.17	1,750,434
193	CHAMPLIN	5,575,812	4,523,309	6,995,540	7,599,019	5,464,303	7,737,120	1,494,209	2,007,000	872,252	9,299,085	51,567,649	20.07	2,569,390
194	CHANHASSEN	6,116,956	5,093,951	7,585,090	8,321,084	5,686,595	9,265,235	1,898,890	2,276,000	1,040,216	10,402,482	57,686,499	22.76	2,534,556
196	CHASKA	5,732,918	5,069,800	6,837,169	7,904,470	5,303,249	8,727,106	1,214,045	2,300,000	2,070,770	9,935,095	55,094,622	23.00	2,395,418
252	CHISAGO CITY	1,709,117	1,857,265	1,662,123	2,583,813	1,984,752	2,896,028	186,776	875,000	0	3,026,073	16,780,947	8.75	1,917,823
111	CHISHOLM	1,768,639	1,846,948	1,772,585	2,648,518	1,952,996	3,325,296	311,294	861,000	52,445	3,198,741	17,738,462	8.61	2,060,216
244	CIRCLE PINES	742,821	770,901	758,636	1,099,997	825,656	1,337,101	249,036	360,000	0	1,351,713	7,495,861	3.60	2,082,184
112	CLOQUET	5,171,717	4,951,171	5,737,287	7,355,488	5,287,376	8,258,811	996,137	2,278,000	670,344	8,955,393	49,661,724	22.78	2,180,058
113	COLUMBIA HEIGHTS	3,064,870	2,760,423	3,542,226	4,285,024	2,844,429	5,019,781	622,587	1,250,000	0	5,145,657	28,534,997	12.50	2,282,800
114	COON RAPIDS	14,037,819	10,765,028	18,029,181	19,350,548	11,609,097	18,933,034	5,291,996	4,699,000	4,141,148	23,508,508	130,365,359	46.99	2,774,321
215	CORCORAN	3,153,432	3,444,970	3,059,800	4,766,927	3,810,723	5,299,113	62,259	1,626,000	87,500	5,568,362	30,879,086	16.26	1,899,083
180	COTTAGE GROVE	10,331,401	8,619,869	12,560,219	14,531,024	10,209,563	14,455,493	1,680,987	3,844,000	340,692	16,846,116	93,419,364	38.44	2,430,264
254	CREDIT RIVER	1,940,411	2,587,662	1,421,221	3,215,593	2,867,114	3,171,254	62,259	1,264,000	0	3,636,492	20,166,006	12.64	1,595,412
115	CROOKSTON	2,494,993	2,497,891	2,642,270	3,636,461	2,626,678	4,372,795	311,295	1,158,000	4,203,452	5,267,647	29,211,482	11.58	2,522,580
116	CRYSTAL	3,854,377	3,804,595	4,031,375	5,912,917	4,154,367	6,190,517	871,623	1,757,000	0	6,726,889	37,303,660	17.57	2,123,145
229	DAYTON	2,180,091	2,269,623	2,199,969	3,334,412	2,613,070	3,255,464	560,327	1,062,000	1,676,846	4,213,394	23,365,196	10.62	2,200,113
247	DELANO	1,278,093	1,328,992	1,304,514	1,892,757	1,408,607	2,158,669	249,036	621,000	757,094	2,419,731	13,418,493	6.21	2,160,788
117	DETROIT LAKES	6,569,202	5,722,216	7,836,272	9,079,715	5,845,375	10,462,669	1,120,660	2,577,000	817,819	11,006,802	61,037,730	25.77	2,368,558

## 2022 Item By Item Tabulation Of Needs

CITY #	MUNICIPALITY	GRADING / EXCAVATION	STORM SEWER	GRAVEL BASE	BITUMINOUS SURFACE	CURB & GUTTER	SIDEWALK	SIGNALS	LIGHTING	STRUCTURES	ENGINEERING	TOTAL NEEDS	NEEDS MILEAGE	COST PER MILE
118	DULUTH	34,621,199	26,981,932	44,419,323	47,033,149	27,555,160	47,924,134	18,490,834	11,846,000	10,162,156	59,187,459	328,221,346	118.46	2,770,736
195	EAGAN	16,119,261	11,527,665	21,780,612	21,066,607	12,446,096	20,270,137	3,735,532	4,943,000	1,873,809	25,027,798	138,790,517	49.43	2,807,819
203	EAST BETHEL	5,023,985	6,144,077	4,167,579	8,049,133	6,698,251	8,918,122	0	2,953,000	33,517	9,237,289	51,224,953	29.53	1,734,675
119	EAST GRAND FORKS	4,276,543	3,714,633	5,107,615	5,978,073	3,853,817	6,395,909	747,106	1,674,000	6,710,537	8,460,809	46,919,042	16.74	2,802,810
181	EDEN PRAIRIE	16,166,186	11,394,340	21,715,585	22,066,303	13,010,900	19,602,615	5,634,414	4,861,000	1,593,842	25,529,943	141,575,128	48.61	2,912,469
120	EDINA	13,803,302	9,606,165	18,760,867	18,479,092	10,161,928	16,780,527	5,852,319	4,085,000	4,091,859	22,356,631	123,977,690	40.85	3,034,950
204	ELK RIVER	10,467,938	8,809,135	12,796,869	14,368,317	9,740,035	15,498,879	2,116,799	3,939,000	2,389,579	17,627,841	97,754,392	39.39	2,481,706
123	FAIRMONT	5,301,327	4,453,151	6,602,277	7,057,967	4,541,112	7,843,919	1,369,694	1,997,000	1,250,782	8,891,788	49,309,017	19.97	2,469,155
124	FALCON HEIGHTS	697,466	707,304	731,192	1,020,202	746,266	1,162,519	311,292	329,000	0	1,255,152	6,960,393	3.29	2,115,621
125	FARIBAULT	8,098,717	6,357,858	10,428,626	10,714,337	6,344,402	11,489,631	1,058,403	2,797,000	5,618,089	13,839,552	76,746,615	27.97	2,743,890
212	FARMINGTON	4,297,909	3,749,922	5,148,166	5,920,187	4,023,944	6,085,764	62,259	1,695,000	1,011,431	7,038,808	39,033,390	16.95	2,302,855
126	FERGUS FALLS	7,243,271	5,833,157	9,090,632	9,880,936	6,128,914	10,366,141	2,428,093	2,579,000	3,349,946	12,518,019	69,418,109	25.79	2,691,668
214	FOREST LAKE	7,954,190	7,391,235	9,045,461	11,323,747	7,870,959	12,479,618	1,058,401	3,383,000	0	13,311,455	73,818,066	33.83	2,182,030
127	FRIDLEY	6,020,720	5,099,117	7,388,541	8,161,707	5,582,253	8,840,070	1,245,179	2,287,000	0	9,817,412	54,441,999	22.87	2,380,498
226	GLENCOE	2,033,376	1,834,220	2,371,596	2,818,433	1,889,486	3,271,899	0	833,000	0	3,311,441	18,363,451	8.33	2,204,496
128	GOLDEN VALLEY	7,178,823	5,472,852	9,376,386	9,520,073	5,818,153	9,813,632	3,299,716	2,389,000	1,074,719	11,867,536	65,810,890	23.89	2,754,746
129	GRAND RAPIDS	6,249,705	5,789,089	7,098,853	8,876,349	5,997,349	10,051,885	1,245,178	2,644,000	1,405,356	10,858,710	60,216,474	26.44	2,277,476
197	HAM LAKE	6,213,902	7,376,309	5,392,544	9,802,471	8,011,601	11,013,119	186,776	3,529,000	221,214	11,384,339	63,131,275	35.29	1,788,928
130	HASTINGS	6,466,778	5,124,821	8,294,121	8,549,302	5,128,597	9,172,806	871,626	2,261,000	1,545,341	10,431,162	57,845,554	22.61	2,558,406
202	HERMANTOWN	5,014,657	4,152,972	6,283,501	6,654,472	4,205,407	7,338,657	809,364	1,854,000	157,728	8,023,569	44,494,327	18.54	2,399,910
131	HIBBING	11,480,321	11,646,221	12,039,538	16,782,758	12,325,873	18,863,200	996,136	5,419,000	38,545	19,710,151	109,301,743	54.19	2,017,009
132	HOPKINS	3,000,794	2,284,440	3,959,986	3,901,125	2,266,012	4,054,438	2,926,159	999,000	0	5,146,228	28,538,182	9.99	2,856,675
224	HUGO	4,714,592	4,907,017	4,795,814	6,996,910	5,654,842	8,244,437	373,554	2,292,000	248,224	8,410,026	46,637,416	22.92	2,034,791
133	HUTCHINSON	5,402,397	4,393,466	6,826,087	7,204,353	4,445,842	7,850,081	684,849	1,952,000	4,399,231	9,494,827	52,653,133	19.52	2,697,394
134	INTERNATIONAL FALLS	1,559,390	1,772,443	1,410,908	2,432,552	1,903,089	2,908,356	373,554	839,000	0	2,903,846	16,103,138	8.39	1,919,325
178	INVER GROVE HEIGHTS	9,195,066	7,895,404	11,118,331	12,646,619	9,039,125	13,607,219	1,431,953	3,550,000	496,843	15,175,723	84,156,283	35.50	2,370,600
245	ISANTI	1,375,892	1,504,821	1,311,502	2,102,186	1,605,948	2,532,485	0	708,000	0	2,450,988	13,591,822	7.08	1,919,749
246	JORDAN	1,373,900	1,324,782	1,511,426	1,964,128	1,383,655	2,296,283	0	610,000	1,545,222	2,642,069	14,651,465	6.10	2,401,880
240	KASSON	1,561,521	1,475,139	1,774,876	2,188,626	1,540,166	2,501,675	62,259	679,000	492,900	2,700,755	14,976,917	6.79	2,205,732
236	LA CRESCENT	1,105,682	1,237,664	1,017,692	1,714,613	1,324,681	2,099,107	0	584,000	0	1,998,358	11,081,797	5.84	1,897,568
234	LAKE CITY	1,696,899	1,857,329	1,625,608	2,584,467	1,984,751	2,998,724	186,777	875,000	0	3,038,105	16,847,660	8.75	1,925,447
206	LAKE ELMO	4,774,169	4,555,645	5,262,551	6,829,477	4,867,747	8,332,754	124,518	2,089,000	201,104	8,148,133	45,185,098	20.89	2,163,001
188	LAKEVILLE	21,817,964	17,139,233	28,021,129	29,052,357	18,872,158	29,925,619	3,175,205	7,542,000	219,478	34,268,326	190,033,469	75.42	2,519,669
210	LINO LAKES	4,886,965	5,301,673	4,739,745	7,400,324	5,734,230	8,655,217	249,036	2,495,000	0	8,681,686	48,143,876	24.95	1,929,614
135	LITCHFIELD	1,782,124	1,879,092	1,761,671	2,686,060	1,989,287	3,411,564	311,295	877,000	0	3,233,579	17,931,672	8.77	2,044,660
200	LITTLE CANADA	2,753,436	2,493,092	3,221,777	3,806,590	2,574,509	4,409,761	373,554	1,135,000	80,204	4,586,544	25,434,467	11.35	2,240,922
136	LITTLE FALLS	4,704,139	4,472,716	5,243,499	6,688,586	4,718,031	7,445,462	747,107	2,055,000	0	7,936,399	44,010,939	20.55	2,141,652
219	MAHTOMEDI	2,027,076	2,069,933	2,080,316	3,002,060	2,334,067	3,651,869	124,518	961,000	0	3,575,185	19,826,024	9.61	2,063,062
137	MANKATO	14,059,847	9,769,708	18,884,198	19,508,961	10,450,001	16,852,417	7,315,397	4,145,000	2,279,169	22,718,233	125,982,931	41.45	3,039,395

## 2022 Item By Item Tabulation Of Needs

CITY #	MUNICIPALITY	GRADING / EXCAVATION	STORM SEWER	GRAVEL BASE	BITUMINOUS SURFACE	CURB & GUTTER	SIDEWALK	SIGNALS	LIGHTING	STRUCTURES	ENGINEERING	TOTAL NEEDS	NEEDS MILEAGE	COST PER MILE
189	MAPLE GROVE	17,525,274	13,497,222	22,361,413	24,598,559	16,039,064	22,636,255	6,412,651	5,906,000	1,588,478	28,724,280	159,289,196	59.06	2,697,074
138	MAPLEWOOD	9,510,418	8,161,872	11,550,183	12,904,862	9,045,923	14,782,065	1,680,990	3,668,000	1,506,602	16,018,403	88,829,318	36.68	2,421,737
139	MARSHALL	5,236,409	4,457,774	6,470,323	7,006,092	5,198,917	8,094,499	933,884	2,006,000	1,757,286	9,055,459	50,216,643	20.06	2,503,322
250	MEDINA	2,566,355	2,684,430	2,630,377	3,782,995	2,855,774	4,093,459	311,295	1,259,000	0	4,440,413	24,624,098	12.59	1,955,846
140	MENDOTA HEIGHTS	3,537,869	3,311,198	4,015,667	4,974,250	3,538,528	5,806,433	498,070	1,517,000	1,656,144	6,348,133	35,203,292	15.17	2,320,586
141	MINNEAPOLIS	66,738,631	48,110,733	89,099,766	89,655,700	48,754,565	84,451,026	93,201,095	20,663,000	53,194,637	130,651,224	724,520,377	206.63	3,506,366
142	MINNETONKA	14,143,582	11,548,246	17,709,372	19,067,298	12,124,000	20,592,601	4,358,113	5,128,000	160,883	23,063,064	127,895,159	51.28	2,494,055
243	MINNETRISTA	2,432,155	2,738,515	2,263,061	3,742,838	2,944,238	4,122,219	62,259	1,298,000	138,012	4,343,087	24,084,384	12.98	1,855,500
143	MONTEVIDEO	1,958,135	1,941,478	2,090,662	2,844,099	2,036,921	3,471,126	186,777	898,000	0	3,393,986	18,821,184	8.98	2,095,900
222	MONTICELLO	4,233,104	3,343,813	5,445,052	5,527,739	3,400,159	5,952,261	747,108	1,473,000	788,640	6,800,390	37,711,266	14.73	2,560,167
144	MOORHEAD	15,009,182	11,439,993	19,380,875	20,635,668	13,689,108	20,077,072	6,599,427	4,989,000	18,722,312	28,719,391	159,262,028	49.89	3,192,264
190	MORRIS	2,010,685	1,913,583	2,242,882	2,855,138	2,032,387	3,438,264	124,518	879,000	0	3,409,223	18,905,680	8.79	2,150,817
145	MOUND	1,827,983	1,726,033	2,075,744	2,564,900	1,801,019	2,893,974	124,518	794,000	0	3,037,800	16,845,971	7.94	2,121,659
146	MOUNDS VIEW	2,461,779	2,362,262	2,716,472	3,517,122	2,490,580	4,284,478	435,813	1,086,000	0	4,257,993	23,612,499	10.86	2,174,263
147	NEW BRIGHTON	3,457,170	3,311,026	3,862,194	4,887,940	3,463,673	5,457,262	715,977	1,527,000	115,634	5,895,536	32,693,412	15.27	2,141,022
182	NEW HOPE	3,783,589	2,934,731	4,876,421	5,076,941	2,917,017	5,282,682	1,307,435	1,286,000	0	6,042,260	33,507,076	12.86	2,605,527
237	NEW PRAGUE	2,120,178	2,100,282	2,272,030	3,071,912	2,204,775	3,701,161	124,518	972,000	80,835	3,662,498	20,310,189	9.72	2,089,526
148	NEW ULM	4,358,148	3,960,776	5,048,957	6,067,126	4,429,969	7,295,525	373,554	1,801,000	1,358,038	7,632,480	42,325,573	18.01	2,350,115
225	NORTH BRANCH	5,880,145	6,268,566	5,816,452	8,826,488	6,786,719	9,717,094	186,777	2,941,000	104,732	10,236,153	56,764,126	29.41	1,930,096
150	NORTH MANKATO	4,825,860	3,737,734	6,096,740	6,837,219	3,992,186	6,607,461	1,182,917	1,633,000	0	7,680,886	42,594,003	16.33	2,608,328
151	NORTH ST PAUL	2,694,873	2,489,968	3,103,424	3,755,309	2,617,599	4,204,377	684,846	1,139,000	0	4,551,670	25,241,066	11.39	2,216,073
149	NORTHFIELD	4,371,118	3,786,703	5,260,341	5,994,359	4,364,186	6,564,326	0	1,706,000	1,409,299	7,360,392	40,816,724	17.06	2,392,540
223	OAK GROVE	5,512,572	5,969,692	5,385,346	8,317,418	6,376,156	9,314,526	0	2,811,000	0	9,611,079	53,297,789	28.11	1,896,044
185	OAKDALE	6,083,077	4,462,714	8,197,973	7,770,761	4,504,820	7,932,239	1,307,435	1,931,000	0	9,281,806	51,471,825	19.31	2,665,553
152	ORONO	2,304,128	2,080,312	2,687,283	3,194,526	2,163,948	3,779,213	249,036	945,000	1,120,263	4,075,216	22,598,925	9.45	2,391,421
217	OTSEGO	6,247,683	5,947,379	7,027,035	8,812,199	6,212,843	10,216,198	373,553	2,739,000	0	10,466,697	58,042,587	27.39	2,119,116
153	OWATONNA	9,893,904	7,857,615	12,523,056	13,541,667	7,857,344	14,190,537	1,618,732	3,464,000	2,329,249	16,120,742	89,396,846	34.64	2,580,740
155	PLYMOUTH	24,035,989	16,790,462	32,377,747	32,792,953	17,785,643	29,194,421	2,926,163	7,138,000	5,342,507	37,044,448	205,428,333	71.38	2,877,954
201	PRIOR LAKE	5,480,845	5,278,338	6,021,343	7,847,171	6,299,033	9,554,838	1,120,660	2,428,000	118,690	9,712,773	53,861,691	24.28	2,218,356
199	RAMSEY	7,634,725	8,019,653	7,744,505	11,322,573	8,580,935	13,134,818	1,058,402	3,759,000	744,082	13,639,713	75,638,406	37.59	2,012,195
156	RED WING	7,098,636	5,631,401	9,096,397	9,428,235	5,999,615	10,117,608	560,330	2,486,000	2,141,158	11,563,066	64,122,446	24.86	2,579,342
207	REDWOOD FALLS	2,072,543	2,256,563	1,987,366	3,158,309	2,431,605	3,844,937	186,777	1,061,000	755,419	3,905,996	21,660,515	10.61	2,041,519
157	RICHFIELD	7,451,433	5,656,560	9,636,282	10,235,057	6,866,103	10,070,370	4,669,403	2,463,000	0	12,550,608	69,598,816	24.63	2,825,774
158	ROBBINSDALE	2,586,202	2,235,141	3,084,511	3,634,844	2,368,089	3,931,202	965,011	1,005,000	736,984	4,520,338	25,067,322	10.05	2,494,261
159	ROCHESTER	39,584,870	27,013,049	53,319,680	55,411,421	30,395,056	46,137,202	21,354,703	11,388,000	28,207,989	68,818,636	381,630,606	113.88	3,351,164
238	ROGERS	5,886,818	5,061,984	7,101,001	8,111,668	5,765,985	9,086,549	1,058,399	2,275,000	0	9,756,430	54,103,834	22.75	2,378,191
208	ROSEMOUNT	8,035,077	6,999,876	9,664,815	10,929,922	7,452,460	11,975,383	560,331	3,158,500	828,072	13,112,977	72,717,413	31.59	2,301,912
160	ROSEVILLE	7,606,848	6,973,024	8,747,721	10,670,668	7,353,785	12,477,564	1,992,284	3,178,000	96,214	13,001,142	72,097,250	31.78	2,268,636
220	SARTELL	5,950,829	4,376,051	7,933,940	7,820,281	4,790,624	7,772,034	560,329	1,892,000	346,797	9,117,436	50,560,321	18.92	2,672,321

## 2022 Item By Item Tabulation Of Needs

CITY #	MUNICIPALITY	GRADING / EXCAVATION	STORM SEWER	GRAVEL BASE	BITUMINOUS SURFACE	CURB & GUTTER	SIDEWALK	SIGNALS	LIGHTING	STRUCTURES	ENGINEERING	TOTAL NEEDS	NEEDS MILEAGE	COST PER MILE
191	SAUK RAPIDS	3,830,777	3,216,758	4,674,129	5,318,884	3,665,553	5,902,965	1,058,400	1,437,000	5,158,494	7,537,856	41,800,816	14.37	2,908,895
211	SAVAGE	7,441,849	6,162,467	9,283,289	9,962,715	6,546,276	10,713,248	622,590	2,750,000	1,104,096	12,009,035	66,595,565	27.50	2,421,657
166	SHAKOPEE	11,870,346	9,352,128	15,107,140	16,223,862	10,191,410	16,517,622	1,556,471	4,117,000	417,977	18,777,873	104,131,829	41.17	2,529,313
167	SHOREVIEW	4,532,379	4,285,096	5,114,837	6,387,560	4,745,259	7,556,373	1,027,273	1,969,000	0	7,835,913	43,453,690	19.69	2,206,891
216	SHOREWOOD	2,337,047	2,036,784	2,825,512	3,171,905	2,086,826	3,779,213	186,777	920,000	0	3,815,694	21,159,758	9.20	2,299,974
168	SOUTH ST PAUL	5,577,002	4,674,463	6,767,173	7,798,382	4,727,110	8,340,967	747,106	2,084,000	44,410	8,967,340	49,727,953	20.84	2,386,178
183	SPRING LAKE PARK	1,593,595	1,305,574	2,009,270	2,107,847	1,333,754	2,386,658	0	581,000	0	2,489,893	13,807,591	5.81	2,376,522
161	ST ANTHONY	1,807,403	1,363,125	2,395,860	2,361,047	1,419,947	2,339,414	778,234	595,000	761,826	3,040,810	16,862,666	5.95	2,834,062
162	ST CLOUD	21,324,250	15,706,016	27,911,487	29,521,664	18,071,456	26,372,335	10,552,855	6,785,000	7,126,545	35,941,748	199,313,356	67.85	2,937,559
235	ST FRANCIS	2,398,727	2,813,593	2,134,473	3,747,052	3,050,844	3,791,532	0	1,345,000	0	4,241,875	23,523,096	13.45	1,748,929
233	ST JOSEPH	1,854,532	1,937,911	1,896,149	2,738,862	2,300,043	3,105,528	249,036	908,000	0	3,297,819	18,287,880	9.08	2,014,084
163	ST LOUIS PARK	11,242,793	7,844,249	15,075,770	15,640,076	8,748,781	13,578,463	6,506,042	3,333,000	1,169,553	18,290,530	101,429,257	33.33	3,043,182
227	ST MICHAEL	5,767,474	5,513,764	6,406,434	8,207,367	6,464,619	9,869,086	435,813	2,535,000	0	9,943,903	55,143,460	25.35	2,175,284
164	ST PAUL	52,914,215	38,270,405	69,942,851	73,398,352	40,922,156	66,193,737	43,051,851	16,452,000	68,247,377	103,266,468	572,659,412	164.52	3,480,789
184	ST PAUL PARK	1,409,429	1,298,288	1,633,671	1,956,888	1,347,361	2,226,450	0	594,000	1,553,621	2,644,337	14,664,045	5.94	2,468,694
165	ST PETER	3,715,048	3,257,044	4,477,078	5,048,002	3,343,454	5,890,648	249,036	1,474,000	0	6,039,945	33,494,255	14.74	2,272,338
228	STEWARTVILLE	905,492	998,878	856,776	1,386,482	1,068,361	1,657,513	124,518	471,000	0	1,643,186	9,112,206	4.71	1,934,651
169	STILLWATER	4,799,561	4,188,103	5,694,195	6,708,421	4,656,792	7,322,226	996,142	1,887,000	80,442	7,993,235	44,326,117	18.87	2,349,026
170	THIEF RIVER FALLS	4,312,872	3,768,939	5,164,019	5,910,069	3,871,966	6,660,864	1,120,654	1,701,000	3,034,292	7,819,829	43,364,504	17.01	2,549,354
209	VADNAIS HEIGHTS	2,477,319	2,215,442	2,930,177	3,404,871	2,281,898	4,009,252	498,072	1,006,000	0	4,141,066	22,964,097	10.06	2,282,713
241	VICTORIA	1,753,352	1,866,970	1,749,309	2,619,753	1,989,290	3,099,365	124,518	877,000	329,257	3,169,938	17,578,752	8.77	2,004,419
171	VIRGINIA	4,614,534	3,699,456	5,876,837	6,081,813	3,710,920	6,582,810	186,777	1,636,000	189,274	7,167,253	39,745,674	16.36	2,429,442
231	WACONIA	4,150,605	3,401,995	5,183,056	5,642,478	3,431,921	6,087,818	996,142	1,513,000	39,432	6,698,221	37,144,668	15.13	2,455,034
221	WAITE PARK	2,386,944	1,791,991	3,063,479	3,387,502	1,821,436	2,809,762	1,214,048	777,000	0	3,795,477	21,047,639	7.77	2,708,834
172	WASECA	1,834,720	1,701,442	2,090,996	2,577,693	1,762,459	3,177,414	124,518	777,000	0	3,090,173	17,136,415	7.77	2,205,459
173	WEST ST PAUL	3,771,519	3,048,055	4,821,280	4,941,346	3,227,770	5,549,693	778,235	1,354,000	0	6,048,218	33,540,116	13.54	2,477,113
174	WHITE BEAR LAKE	5,276,647	4,628,193	6,345,869	7,177,569	4,749,790	8,104,774	1,058,403	2,094,000	0	8,675,754	48,110,999	20.94	2,297,564
175	WILLMAR	8,082,538	6,397,900	10,173,070	11,251,771	7,199,545	11,397,203	2,179,057	2,815,000	4,392,330	14,055,452	77,943,866	28.15	2,768,876
176	WINONA	7,580,591	5,398,704	10,168,539	10,214,684	5,486,990	9,386,420	2,303,575	2,310,000	899,049	11,824,684	65,573,236	23.10	2,838,668
192	WOODBURY	19,605,487	14,166,412	25,746,084	27,695,959	16,563,034	24,139,727	6,039,101	6,083,000	1,760,244	31,195,788	172,994,836	60.83	2,843,907
177	WORTHINGTON	3,026,219	2,619,077	3,641,440	4,122,473	2,672,041	4,804,121	249,036	1,178,000	323,027	4,979,799	27,615,233	11.78	2,344,247
248	WYOMING	3,573,770	3,480,053	3,902,269	5,128,714	3,642,871	6,139,168	186,777	1,606,000	0	6,085,117	33,744,739	16.06	2,101,167
251	ZIMMERMAN	1,239,837	1,379,789	1,163,710	1,903,252	1,537,900	2,244,937	0	652,000	0	2,226,718	12,348,143	6.52	1,893,887
<b>TOTAL</b>		<b>\$1,068,566,022</b>	<b>\$871,978,848</b>	<b>\$1,327,996,839</b>	<b>\$1,477,469,555</b>	<b>\$944,907,236</b>	<b>\$1,507,013,631</b>	<b>\$385,163,500</b>	<b>\$387,143,500</b>	<b>\$318,056,706</b>	<b>\$1,823,425,276</b>	<b>\$10,111,721,113</b>	<b>3,871.44</b>	<b>\$2,611,876</b>

Percent of Total Needs - 2022

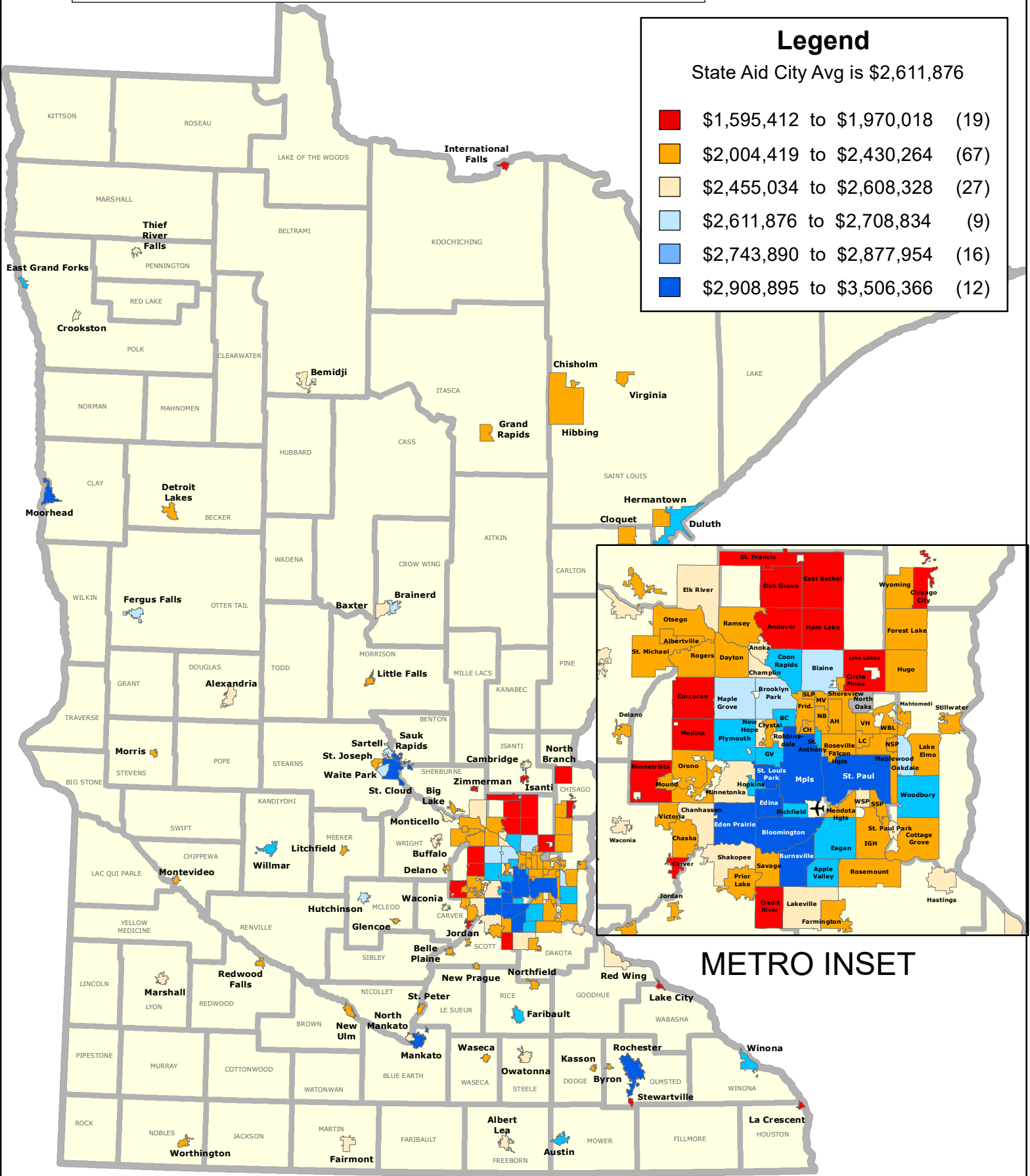
10.57%	8.62%	13.13%	14.61%	9.34%	14.90%	3.81%	3.83%	3.15%	18.03%
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# Needs Costs per Mile for State Aid Cities, 2022

## Legend

State Aid City Avg is \$2,611,876

Red	\$1,595,412 to \$1,970,018	(19)
Orange	\$2,004,419 to \$2,430,264	(67)
Light Orange	\$2,455,034 to \$2,608,328	(27)
Light Blue	\$2,611,876 to \$2,708,834	(9)
Medium Blue	\$2,743,890 to \$2,877,954	(16)
Dark Blue	\$2,908,895 to \$3,506,366	(12)



**METRO INSET**

# COMPARISON OF NEEDS BETWEEN 2021 and 2022

2022 Needs are computed for the January 2023 distribution

Needs Item	2021	2022	Difference	% increase
Grading/Excavation	\$995,181,121	\$1,068,566,022	\$73,384,901	7.4
Total Storm Sewer	808,535,980	871,978,848	63,442,868	7.8
Gravel Base	1,240,837,267	1,327,996,839	87,159,572	7.0
Bituminous Surface	1,374,737,723	1,477,469,555	102,731,832	7.5
Curb and Gutter	874,915,008	944,907,236	69,992,228	8.0
Sidewalk Construction	1,395,704,700	1,507,013,631	111,308,931	8.0
Traffic Signals	356,769,529	385,163,500	28,393,971	8.0
Street Lighting	385,158,500	387,143,500	1,985,000	0.5
Structures	288,873,452	318,056,706	29,183,254	10.1
Engineering	1,698,557,157	1,823,425,276	124,868,119	7.4
<b>Total Unadjusted Money Needs</b>	<b>\$9,419,270,437</b>	<b>\$10,111,721,113</b>	<b>\$692,450,676</b>	<b>7.4</b>
Total Needs Miles	3,851.59	3,871.44	19.85	0.5
ATF Right of Way	\$78,902,829	\$74,520,186	(\$4,382,643)	(5.6)
ATF Retaining Wall	7,303,173	7,201,759	(101,414)	(1.4)
ATF RR Crossing	1,706,696	1,980,648	273,952	16.1
ATF Bridge over MSAS Route	378,684	378,684	0	0.0

# 2022 MILEAGE REPORT

The 2022 Mileage Report shows all categories of mileage used in the Municipal State Aid Needs Study. This report is provided to give cities the opportunity to view various mileage categories and can also be used as a reference when reviewing and comparing against your city's local road inventory.

The **Total System Length** reflects an overall increase from last year. This increase of 37 miles is due to the addition of two new MSAS cities and to overall system growth.

In addition to adding two new cities, forty-three other cities made changes to their system mileage in 2022.

'**Total System Length**' and '**Total Needs Length**' may differ within some cities. These categories are different when cities have designations that are either "Outside City Limits" or defined as "MSB approved One Way Mileage".

Total Needs Length for all cities is 3,871.44 miles.

Total System Length for all cities is 3,876.80 miles.

The category '**Total Needs Coded as Common Boundary**' is for shared MSAS roads on corporate limit boundaries. For these roadways, two adjacent cities are drawing Needs on half the actual roadway length.

- The information on this Mileage Report may also be helpful as you fill out your upcoming 2022 Annual Certification of Mileage form (due January 2023). In general, we expect that your "**Total Needs Length**" from this Mileage Report will match line 13 of the 2022 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.

One reason there could be a discrepancy, is if a city wishes to certify a mileage change due to a MSAS route realignment, or new construction, that occurred *after* the city submitted their 2022 Needs updates. In this case, the end of the year mileage certification would be "*ahead of the Needs*" until the corresponding mileage changes would get updated in the Needs the following spring.

Another reason for a discrepancy is if a city had an approved system revision that occurred *after* their Needs were submitted in 2022 (but approved by the Commissioner before December 31<sup>st</sup>). Revisions from such a system revision can be included on your upcoming 2022 mileage certification, and then updated in the Needs in the spring of 2023.



# 2022 Mileage Report

		MILEAGE CERT LINE 16	MILEAGE CERT LINE 4	MILEAGE CERT LINE 7	MILEAGE CERT LINE 2	MILEAGE CERT LINE 6	MILEAGE CERT COLUMN XI	MILEAGE CERT COLUMN X	MILEAGE CERT COLUMN IX	MILEAGE CERT LINE 13			
CITY #	MUNICIPALITY	TOTAL LENGTH OUTSIDE CITY LIMITS	TOTAL <u>NEEDS</u> LENGTH CODED AS COMMON BOUNDARY	TOTAL <u>NEEDS</u> LENGTH MSB APPROVED ONE WAY	CSAH TURN- BACK	COUNTY ROAD TURN- BACK	TRUNK HWY TURN- BACK	MSAS MILEAGE EXCLUDE TB's	IMPROVED MILEAGE	UN- IMPROVED MILEAGE	NON- EXISTING MILEAGE	TOTAL NEEDS LENGTH	TOTAL SYSTEM LENGTH
101	ALBERT LEA				0.28	0.90	1.00	22.13	24.31			24.31	24.31
242	ALBERTVILLE		0.90					7.69	7.69			7.69	7.69
102	ALEXANDRIA				4.77	7.07	0.60	21.09	33.22	0.08	0.23	33.53	33.53
198	ANDOVER	0.04	1.71			1.80		42.68	35.79		8.73	44.48	44.52
103	ANOKA		0.05			1.80	1.07	13.69	16.29		0.27	16.56	16.56
186	APPLE VALLEY				0.82			36.68	35.65		1.85	37.50	37.50
187	ARDEN HILLS		0.13		1.78	0.24		5.62	6.97		0.67	7.64	7.64
104	AUSTIN						4.79	24.07	28.86			28.86	28.86
230	BAXTER							17.76	17.71		0.05	17.76	17.76
239	BELLE PLAINE							9.10	8.58		0.52	9.10	9.10
105	BEMIDJI				2.30			18.06	20.36			20.36	20.36
232	BIG LAKE							11.59	11.41	0.18		11.59	11.59
106	BLAINE		0.17			2.37		48.34	46.47		4.24	50.71	50.71
107	BLOOMINGTON		0.65		0.58		1.54	74.00	76.12			76.12	76.12
108	BRAINERD	0.04			0.70		2.48	16.68	19.10		0.80	19.86	19.90
109	BROOKLYN CENTER		0.94				0.52	20.87	21.39			21.39	21.39
110	BROOKLYN PARK		2.95		1.00		4.48	55.24	60.72			60.72	60.72
213	BUFFALO				1.16	3.48		15.45	20.09			20.09	20.09
179	BURNSVILLE							44.89	44.70		0.19	44.89	44.89
249	BYRON					1.99		6.13	7.13	0.99		8.12	8.12
218	CAMBRIDGE				1.20	0.49	3.83	11.41	16.68		0.25	16.93	16.93
253	CARVER							5.17	5.17			5.17	5.17
193	CHAMPLIN		2.06		0.14		0.70	19.23	19.77		0.30	20.07	20.07
194	CHANHASSEN		0.50				0.60	22.16	22.35		0.41	22.76	22.76
196	CHASKA		0.11			2.40		20.60	20.26		2.74	23.00	23.00
252	CHISAGO CITY							8.75	8.75			8.75	8.75
111	CHISHOLM				0.20		0.72	7.69	8.61			8.61	8.61
244	CIRCLE PINES							3.60	3.24		0.36	3.60	3.60
112	CLOQUET						1.75	21.03	22.62		0.16	22.78	22.78
113	COLUMBIA HEIGHTS		1.58			0.88		11.62	12.50			12.50	12.50
114	COON RAPIDS		0.69		0.75	0.56	1.44	44.24	46.99			46.99	46.99
215	CORCORAN		0.51					16.26	15.47		0.79	16.26	16.26
180	COTTAGE GROVE					1.02		37.42	33.00	1.09	4.35	38.44	38.44
254	CREDIT RIVER							12.64	9.37	2.33	0.94	12.64	12.64
115	CROOKSTON						1.58	10.00	11.58			11.58	11.58
116	CRYSTAL		1.70					17.57	17.57			17.57	17.57
229	DAYTON							10.62	10.31		0.31	10.62	10.62
247	DELANO							6.21	6.21			6.21	6.21

# 2022 Mileage Report

		MILEAGE CERT LINE 16					MILEAGE CERT COLUMN XI	MILEAGE CERT COLUMN X	MILEAGE CERT COLUMN IX	MILEAGE CERT LINE 13			
CITY #	MUNICIPALITY	TOTAL LENGTH OUTSIDE CITY LIMITS	TOTAL <u>NEEDS</u> LENGTH CODED AS COMMON BOUNDARY	TOTAL <u>NEEDS</u> LENGTH MSB APPROVED ONE WAY	CSAH TURN- BACK	COUNTY ROAD TURN- BACK	TRUNK HWY TURN- BACK	MSAS MILEAGE EXCLUDE TB's	IMPROVED MILEAGE	UN- IMPROVED MILEAGE	NON- EXISTING MILEAGE	TOTAL NEEDS LENGTH	TOTAL SYSTEM LENGTH
117	DETROIT LAKES				5.70	3.28	2.11	14.68	25.77			25.77	25.77
118	DULUTH				0.06		28.00	90.40	118.42		0.04	118.46	118.46
195	EAGAN		0.42			0.25	0.76	48.42	49.33		0.10	49.43	49.43
203	EAST BETHEL		2.16				29.53	29.53	25.46		4.07	29.53	29.53
119	EAST GRAND FORKS				4.12		2.34	10.28	16.74			16.74	16.74
181	EDEN PRAIRIE		0.78				2.14	46.47	48.61			48.61	48.61
120	EDINA		1.02					40.85	40.85			40.85	40.85
204	ELK RIVER		0.40		0.26	3.53	1.27	34.33	38.21		1.18	39.39	39.39
123	FAIRMONT						5.87	14.10	19.86		0.11	19.97	19.97
124	FALCON HEIGHTS		1.38		0.50	0.25		2.54	3.29			3.29	3.29
125	FARIBAULT	0.32				3.26	2.23	22.48	28.29			27.97	28.29
212	FARMINGTON				0.24			16.71	13.42		3.53	16.95	16.95
126	FERGUS FALLS						6.78	19.01	25.79			25.79	25.79
214	FOREST LAKE				8.51			25.32	32.97		0.86	33.83	33.83
127	FRIDLEY		0.61					22.87	22.87			22.87	22.87
226	GLENCOE				0.74			7.59	8.33			8.33	8.33
128	GOLDEN VALLEY							23.89	23.89			23.89	23.89
129	GRAND RAPIDS					7.07		19.37	25.37	0.64	0.43	26.44	26.44
197	HAM LAKE		1.67			0.97		34.32	30.25		5.04	35.29	35.29
130	HASTINGS						2.46	20.15	22.61			22.61	22.61
202	HERMANTOWN				0.25	2.87		15.42	18.47	0.07		18.54	18.54
131	HIBBING						5.11	49.08	53.50		0.69	54.19	54.19
132	HOPKINS		0.44		0.35			9.64	9.92		0.07	9.99	9.99
224	HUGO		0.34					22.92	22.79		0.13	22.92	22.92
133	HUTCHINSON				2.77	3.03	0.21	13.51	19.52			19.52	19.52
134	INTERNATIONAL FALLS							8.39	8.39			8.39	8.39
178	INVER GROVE HEIGHTS		0.32		3.57	1.08		30.85	34.91		0.59	35.50	35.50
245	ISANTI							7.08	7.02		0.06	7.08	7.08
246	JORDAN							6.10	6.08		0.02	6.10	6.10
240	KASSON							6.79	6.15		0.64	6.79	6.79
236	LA CRESCENT							5.84	5.84			5.84	5.84
234	LAKE CITY				0.44			8.31	8.75			8.75	8.75
206	LAKE ELMO		0.04			2.64		18.25	20.89			20.89	20.89
188	LAKEVILLE				2.53	7.29		65.60	72.65	1.24	1.53	75.42	75.42
210	LINO LAKES		0.38		0.34	0.98	0.28	23.35	23.47		1.48	24.95	24.95
135	LITCHFIELD							8.77	8.77			8.77	8.77
200	LITTLE CANADA		0.40		1.03	4.03		6.29	11.35			11.35	11.35
136	LITTLE FALLS					2.01	3.13	15.41	19.88		0.67	20.55	20.55

# 2022 Mileage Report

		MILEAGE CERT LINE 16		MILEAGE CERT LINE 4	MILEAGE CERT LINE 7	MILEAGE CERT LINE 2	MILEAGE CERT LINE 6	MILEAGE CERT COLUMN XI	MILEAGE CERT COLUMN X	MILEAGE CERT COLUMN IX	MILEAGE CERT LINE 13		
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219	MAHTOMEDI	0.02			0.85	0.52		8.24	9.63			9.61	9.63
137	MANKATO	0.36		0.21	1.98			6.55	32.92	42.02		41.45	42.02
189	MAPLE GROVE		1.00					0.50	58.56		5.80	59.06	59.06
138	MAPLEWOOD		1.59		7.95	3.37		25.36	36.68			36.68	36.68
139	MARSHALL	0.23				3.51	1.44	15.11	19.44		0.85	20.06	20.29
250	MEDINA		0.94					12.59	11.59		1.00	12.59	12.59
140	MENDOTA HEIGHTS	0.17	0.23		0.65	0.23		14.29	15.34			15.17	15.34
141	MINNEAPOLIS		1.82		9.67			9.13	187.83		0.79	206.63	206.63
142	MINNETONKA		2.04						51.28			51.28	51.28
243	MINNETRISTA	0.41						12.98	13.39			12.98	13.39
143	MONTEVIDEO	0.16						8.98	9.14			8.98	9.14
222	MONTICELLO				0.50	0.74		13.49	14.73			14.73	14.73
144	MOORHEAD	0.25		2.10		8.48	2.99	38.42	52.24			49.89	52.24
190	MORRIS				1.78	0.04		6.97	8.79			8.79	8.79
145	MOUND							7.94	7.71		0.23	7.94	7.94
146	MOUNDS VIEW		0.24		1.23	2.10		7.53	10.86			10.86	10.86
147	NEW BRIGHTON		0.38		0.73	0.38		14.16	12.98		2.29	15.27	15.27
182	NEW HOPE		1.53					12.86	12.86			12.86	12.86
237	NEW PRAGUE				0.55	1.00		8.17	9.58		0.14	9.72	9.72
148	NEW ULM							0.58	17.43			18.01	18.01
225	NORTH BRANCH				0.94	4.52		23.95	29.11		0.30	29.41	29.41
150	NORTH MANKATO				0.22			1.90	14.21			16.33	16.33
151	NORTH ST PAUL		1.25		2.73			8.66	11.27		0.12	11.39	11.39
149	NORTHFIELD				1.29			0.80	14.97		0.53	17.06	17.06
223	OAK GROVE		1.97			1.55		26.56	26.97	0.75	0.39	28.11	28.11
185	OAKDALE		0.04					0.60	18.71			19.31	19.31
152	ORONO		0.41					9.45	9.45			9.45	9.45
217	OTSEGO		1.15					27.39	25.04		2.35	27.39	27.39
153	OWATONNA				7.36	1.31		25.97	34.64			34.64	34.64
155	PLYMOUTH		1.51		1.76	4.06		65.56	71.38			71.38	71.38
201	PRIOR LAKE	0.21	0.23		1.20	0.61		22.47	24.00		0.49	24.28	24.49
199	RAMSEY		0.40			1.99		35.60	33.44		4.15	37.59	37.59
156	RED WING				0.50			24.36	24.60		0.26	24.86	24.86
207	REDWOOD FALLS				2.02	0.33		8.26	10.21		0.40	10.61	10.61
157	RICHFIELD							24.63	24.53		0.10	24.63	24.63
158	ROBBINSDALE		0.54					0.55	9.50			10.05	10.05
159	ROCHESTER	0.33			7.68	4.60	5.54	96.06	113.25		0.96	113.88	114.21
238	ROGERS				1.83			20.92	22.75			22.75	22.75

# 2022 Mileage Report

		MILEAGE CERT LINE 16	MILEAGE CERT LINE 4	MILEAGE CERT LINE 7	MILEAGE CERT LINE 2	MILEAGE CERT LINE 6	MILEAGE CERT COLUMN XI	MILEAGE CERT COLUMN X	MILEAGE CERT COLUMN IX	MILEAGE CERT LINE 13			
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208	ROSEMOUNT		0.175		0.01	6.36		25.215	31.285		0.30	31.585	31.585
160	ROSEVILLE		1.52		3.77	3.94		24.07	31.78			31.78	31.78
220	SARTELL					1.86		17.06	18.92			18.92	18.92
191	SAUK RAPIDS				0.39		1.02	12.96	14.37			14.37	14.37
211	SAVAGE				1.62	2.71		23.17	25.42		2.08	27.50	27.50
166	SHAKOPEE		0.23		3.15	3.01	0.92	34.09	40.13		1.04	41.17	41.17
167	SHOREVIEW		0.25		3.95	0.76		14.98	18.58		1.11	19.69	19.69
216	SHOREWOOD		0.69					9.20	9.20			9.20	9.20
168	SOUTH ST PAUL		0.07		1.60	1.35	3.01	14.88	20.84			20.84	20.84
183	SPRING LAKE PARK		0.12			0.29		5.52	5.81			5.81	5.81
161	ST ANTHONY		0.65			0.45		5.50	5.95			5.95	5.95
162	ST CLOUD		0.19		5.35	1.60	4.19	56.71	61.20	1.06	5.59	67.85	67.85
235	ST FRANCIS		0.24			1.22		12.23	13.45			13.45	13.45
233	ST JOSEPH					1.13		7.95	8.06		1.02	9.08	9.08
163	ST LOUIS PARK		0.39		3.54			29.79	33.33			33.33	33.33
227	ST MICHAEL	0.50	0.25		0.18	0.55		24.62	25.85			25.35	25.85
164	ST PAUL		1.21		3.45		7.07	154.00	161.18		3.34	164.52	164.52
184	ST PAUL PARK				0.20			5.74	5.94			5.94	5.94
165	ST PETER				1.56		2.12	11.06	14.44		0.30	14.74	14.74
228	STEWARTVILLE							4.71	4.49		0.22	4.71	4.71
169	STILLWATER							18.87	18.35		0.52	18.87	18.87
170	THIEF RIVER FALLS				2.26	1.29		13.46	16.79	0.22		17.01	17.01
209	VADNAIS HEIGHTS				0.57	0.59		8.90	9.69	0.37		10.06	10.06
241	VICTORIA							8.77	7.52		1.25	8.77	8.77
171	VIRGINIA				1.82		4.14	10.40	16.36			16.36	16.36
231	WACONIA				4.35			10.78	15.04		0.09	15.13	15.13
221	WAITE PARK		0.19				0.51	7.26	7.77			7.77	7.77
172	WASECA							7.77	7.77			7.77	7.77
173	WEST ST PAUL		0.96		0.98	0.23		12.33	13.48		0.06	13.54	13.54
174	WHITE BEAR LAKE	0.01			1.98	1.09		17.87	20.95			20.94	20.95
175	WILLMAR					0.94	6.35	20.86	28.15			28.15	28.15
176	WINONA							23.10	22.60		0.50	23.10	23.10
192	WOODBURY							60.83	59.05		1.78	60.83	60.83
177	WORTHINGTON					0.65	0.45	10.68	11.78			11.78	11.78
248	WYOMING					2.36		13.70	15.84		0.22	16.06	16.06
251	ZIMMERMAN							6.52	6.09	0.20	0.23	6.52	6.52
<b>TOTAL</b>		<b>3.05</b>	<b>49.42</b>	<b>2.31</b>	<b>141.24</b>	<b>139.26</b>	<b>150.15</b>	<b>3440.79</b>	<b>3777.38</b>	<b>9.22</b>	<b>90.20</b>	<b>3871.44</b>	<b>3876.80</b>

# MSAS NEEDS MILEAGE COMPARISON

from 2021 to 2022

City	2021 MSAS Needs Mileage	2022 MSAS Needs Mileage	Difference in Mileage	City	2021 MSAS Needs Mileage	2022 MSAS Needs Mileage	Difference in Mileage	City	2021 MSAS Needs Mileage	2022 MSAS Needs Mileage	Difference in Mileage
ALBERT LEA	24.31	24.31		FOREST LAKE	33.83	33.83		ORONO	9.45	9.45	
ALBERTVILLE	7.69	7.69		FRIDLEY	22.87	22.87		OTSEGO	26.87	27.39	0.52
ALEXANDRIA	33.37	33.53	0.16	GLENCOE	8.39	8.33	(0.06)	OWATONNA	34.64	34.64	
ANDOVER	44.48	44.48		GOLDEN VALLEY	23.89	23.89		PLYMOUTH	67.32	71.38	4.06
ANOKA	16.56	16.56		GRAND RAPIDS	26.45	26.44	(0.01)	PRIOR LAKE	24.08	24.28	0.20
APPLE VALLEY	37.50	37.50		HAM LAKE	35.23	35.29	0.06	RAMSEY	37.87	37.59	(0.28)
ARDEN HILLS	7.64	7.64		HASTINGS	22.61	22.61		RED WING	24.86	24.86	
AUSTIN	30.41	28.86	(1.55)	HERMANTOWN	18.54	18.54		REDWOOD FALLS	10.61	10.61	
BAXTER	17.47	17.76	0.29	HIBBING	54.19	54.19		RICHFIELD	24.69	24.63	(0.06)
BELLE PLAINE	9.10	9.10		HOPKINS	9.99	9.99		ROBBINSDALE	10.05	10.05	
BEMIDJI	20.36	20.36		HUGO	22.57	22.92	0.35	ROCHESTER	111.34	113.88	2.54
BIG LAKE	11.48	11.59	0.11	HUTCHINSON	19.52	19.52		ROGERS	22.30	22.75	0.45
BLAINE	50.71	50.71		INTERNATIONAL FALLS	8.39	8.39		ROSEMOUNT	30.575	31.585	1.01
BLOOMINGTON	76.12	76.12		INVER GROVE HEIGHTS	35.29	35.50	0.21	ROSEVILLE	31.58	31.78	0.20
BRAINERD	19.86	19.86		ISANTI	7.08	7.08		SARTELL	18.92	18.92	
BROOKLYN CENTER	21.39	21.39		JORDAN	6.10	6.10		SAUK RAPIDS	14.37	14.37	
BROOKLYN PARK	60.71	60.72	0.01	KASSON	6.60	6.79	0.19	SAVAGE	27.50	27.50	
BUFFALO	19.41	20.09	0.68	LA CRESCENT	5.84	5.84		SHAKOPEE	41.05	41.17	0.12
BURNSVILLE	44.89	44.89		LAKE CITY	8.39	8.75	0.36	SHOREVIEW	19.69	19.69	
BYRON	8.08	8.12	0.04	LAKE ELMO	20.89	20.89		SHOREWOOD	9.20	9.20	
CAMBRIDGE	16.93	16.93		LAKEVILLE	73.06	75.42	2.36	SOUTH ST PAUL	19.67	20.84	1.17
CARVER	5.17	5.17		LINO LAKES	24.95	24.95		SPRING LAKE PARK	5.81	5.81	
CHAMPLIN	20.07	20.07		LITCHFIELD	8.77	8.77		ST ANTHONY	5.95	5.95	
CHANHASSEN	22.76	22.76		LITTLE CANADA	11.35	11.35		ST CLOUD	67.85	67.85	
CHASKA	22.94	23.00	0.06	LITTLE FALLS	20.55	20.55		ST FRANCIS	13.45	13.45	
CHISAGO CITY	8.75	8.75		MAHTOMEDI	9.61	9.61		ST JOSEPH	9.08	9.08	
CHISHOLM	8.61	8.61		MANKATO	40.94	41.45	0.51	ST LOUIS PARK	33.33	33.33	
CIRCLE PINES	3.60	3.60		MAPLE GROVE	59.06	59.06		ST MICHAEL	24.92	25.35	0.43
CLOQUET	22.78	22.78		MAPLEWOOD	36.68	36.68		ST PAUL	164.52	164.52	
COLUMBIA HEIGHTS	12.50	12.50		MARSHALL	19.07	20.06	0.99	ST PAUL PARK	5.94	5.94	
COON RAPIDS	46.99	46.99		MEDINA	12.59	12.59		ST PETER	14.74	14.74	
CORCORAN	16.26	16.26		MENDOTA HEIGHTS	15.17	15.17		STEWARTVILLE	4.71	4.71	
COTTAGE GROVE	38.42	38.44	0.02	MINNEAPOLIS	206.69	206.63	(0.06)	STILLWATER	18.87	18.87	
CREDIT RIVER	12.64	12.64		MINNETONKA	51.28	51.28		THIEF RIVER FALLS	17.01	17.01	
CROOKSTON	11.58	11.58		MINNETRISTA	12.98	12.98		VADNAIS HEIGHTS	9.17	10.06	0.89
CRYSTAL	17.57	17.57		MONTEVIDEO	8.98	8.98		VICTORIA	8.77	8.77	
DAYTON	10.62	10.62		MONTICELLO	14.73	14.73		VIRGINIA	16.36	16.36	
DELANO	6.21	6.21		MOORHEAD	49.89	49.89		WACONIA	14.36	15.13	0.77
DETROIT LAKES	25.77	25.77		MORRIS	8.79	8.79		WAITE PARK	7.77	7.77	
DULUTH	118.03	118.46	0.43	MOUND	7.94	7.94		WASECA	7.71	7.77	0.06
EAGAN	49.43	49.43		MOUNDS VIEW	10.86	10.86		WEST ST PAUL	13.54	13.54	
EAST BETHEL	29.73	29.53	(0.20)	NEW BRIGHTON	15.27	15.27		WHITE BEAR LAKE	20.94	20.94	
EAST GRAND FORKS	16.74	16.74		NEW HOPE	12.86	12.86		WILLMAR	28.15	28.15	
EDEN PRAIRIE	48.61	48.61		NEW PRAGUE	9.58	9.72	0.14	WINONA	21.89	23.10	1.21
EDINA	40.85	40.85		NEW ULM	18.01	18.01		WOODBURY	60.30	60.83	0.53
ELK RIVER	39.39	39.39		NORTH BRANCH	29.07	29.41	0.34	WORTHINGTON	11.78	11.78	
FAIRMONT	20.12	19.97	(0.15)	NORTH MANKATO	16.33	16.33		WYOMING	16.06	16.06	
FALCON HEIGHTS	3.29	3.29		NORTH ST PAUL	11.39	11.39		ZIMMERMAN	6.52	6.52	
FARIBAULT	27.97	27.97		NORTHFIELD	17.06	17.06					
FARMINGTON	16.95	16.95		OAK GROVE	27.36	28.11	0.75				
FERGUS FALLS	25.79	25.79		OAKDALE	19.31	19.31					
								<b>Total</b>	<b>3,851.59</b>	<b>3,871.44</b>	<b>19.85</b>

NOTE: Needs Miles / not Total Miles

# 2022 CONSTRUCTION NEEDS & 2023 CONSTRUCTION NEEDS ALLOCATIONS

Fifty percent of the total apportionment is determined on a prorated share of each city's construction Needs. The construction Needs 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 the "unadjusted" construction Needs.

- 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 2022)

By applying these adjustments, the "Adjusted Construction Needs" are calculated for each city. These are the Needs figures used to determine the 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 2023.

The tentative 2023 Needs allocations in this book will be based on the 2022 money needs apportionment amount of **\$109,969,925**.

The Municipal Screening Board will make their Money Needs recommendation by Nov. 1<sup>st</sup>

The data on the following pages are for the Screening Board's use in determining the Tentative 2022 Construction Needs. These tabulations show the impact of any individual adjustments and the tentative allocations to each city.

# Adjustments to the Restricted Construction Needs



# **EXCESS UNENCUMBERED CONSTRUCTION FUND BALANCE ADJUSTMENT**

## **Screening Board Resolutions state:**

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 the construction fund balance is over 3 times the average construction allotment for all cities excluding cities of the first class (hereinafter referred to as the adjusted average construction allotment), then 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 the balance is over 3 times the adjusted average construction allotment) 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.

The adjusted average construction allotment used for this purpose shall not decrease in value from one year to the next.

If a city wishes to justify their balance in excess of said limits, and request an exemption to the excess balance adjustment, their request must be reviewed and approved by the Municipal Screening Board at their Annual Fall Meeting.

## **LOW BALANCE INCENTIVE**

### **Screening Board Resolutions state:**

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

**The September 12, 2022 balance is used for this report. The final adjustment will be made using the December 31, 2021 construction fund balances.**



## EXCESS BALANCE ADJUSTMENT REDISTRIBUTED AS LOW BALANCE INCENTIVE

Balance floor for Dec. 31, 2022 is **\$2,744,754**. See Screening Board Resolutions

Ratio must be 3X or greater for excess balance adjustment to be applied

Municipality	Unencumbered			First Year of		Excess Balance Adjustment	Unadjusted Needs for 2022 Distribution	Low Balance Incentive Factor	Low Balance Incentive
	January 2022 Construction Allotment	Balance Available (90&90p acct) as of 9/12/2022	Ratio between Balance & Construction Allotment	Excess Balance Adjustment	Multiplier				
Albert Lea	\$874,703	\$755,133	0.863				\$61,806,925	0.0112	\$156,262
Albertville	393,190	1,094,248	2.783						
Alexandria	965,338	0	0.000				\$83,236,070	0.0151	\$210,440
Andover	1,369,533	1,006,317	0.735				87,626,393	0.0159	221,539
Anoka	706,627	(1,596,173)	(2.259)				42,188,821	0.0077	106,663
Apple Valley	1,990,838	2,776,017	1.394						
Arden Hills	328,540	(606,130)	(1.845)				15,759,189	0.0029	39,843
Austin	1,492,701	3,749,959	2.512						
Baxter	542,202	(203,207)	(0.375)				46,163,606	0.0084	116,712
Belle Plaine	311,874	346,326	1.110						
Bemidji	701,358	1,188,103	1.694						
Big Lake	400,454	142,892	0.357				23,365,491	0.0042	59,073
Blaine	2,545,634	5,282,443	2.075						
Bloomington	3,228,484	10,842,352	<b>3.358</b>	2023	1	(10,842,352)			
Brainerd	726,510	(1,725,656)	(2.375)				52,515,916	0.0095	132,772
Brooklyn Center	1,173,028	60,807	0.052				60,599,134	0.0110	153,208
Brooklyn Park	3,077,297	6,641,660	2.158						
Buffalo	727,870	(1,545,493)	(2.123)				49,374,497	0.0090	124,830
Burnsville	2,375,657	3,968,801	1.671						
Byron	348,274	727,842	2.090						
Cambridge	682,867	0	0.000				43,618,900	0.0079	110,278
Carver *	246,083	246,083	1.000						
Champlin	901,423	(2,657,309)	(2.948)				51,567,649	0.0094	130,375
Chanassen	1,008,662	768,799	0.762				57,686,499	0.0105	145,844
Chaska	1,019,115	0	0.000				55,094,622	0.0100	139,292
Chisago City	248,407	283,170	1.140						
Chisholm	244,852	(511,554)	(2.089)				17,738,462	0.0032	44,847
Circle Pines	208,266	229,302	1.101						
Cloquet	569,553	639,128	1.122						
Columbia Heights	678,085	864,556	1.275						
Coon Rapids	2,955,027	0	0.000				130,365,359	0.0237	329,593
Corcoran	325,402	2,385,312	<b>7.330</b>	No Adjustment / balance is under floor					
Cottage Grove	2,013,095	956,678	0.475				93,419,364	0.0170	236,185
Credit River *	274,716	274,716	1.000						
Crookston	396,274	1,585,804	<b>4.002</b>	No Adjustment / balance is under floor					
Crystal	784,183	523,621	0.668				37,303,660	0.0068	94,312
Dayton	313,405	(778,404)	(2.484)				23,365,196	0.0042	59,072

Municipality	January 2022 Construction Allotment	Unencumbered Balance Available (90&90p acct) as of 9/12/2022	Ratio between Balance & Construction Allotment	First Year of Excess Balance Adjustment	Multiplier	Excess Balance Adjustment	Unadjusted Needs for 2022 Distribution	Low Balance Incentive Factor	Low Balance Incentive
Delano	\$243,096	(\$438,165)	(1.802)				\$13,418,493	0.0024	\$33,925
Detroit Lakes	694,813	94,936	0.137				61,037,730	0.0111	154,317
Duluth	4,346,294	3,540,394	0.815				\$328,221,346	0.0596	829,818
Eagan	3,291,504	3,162,034	0.961				138,790,517	0.0252	350,894
East Bethel	663,231	(864,010)	(1.303)				51,224,953	0.0093	129,508
East Grand Forks	475,423	1,044,836	2.198						
Eden Prairie	2,777,127	5,761,905	2.075						
Edina	2,088,393	4,945,987	2.368						
Elk River	1,327,505	1,283,512	0.967				97,754,392	0.0177	247,145
Fairmont	614,768	(840,328)	(1.367)				49,309,017	0.0089	124,664
Falcon Heights	165,721	604,184	3.646	No Adjustment / balance is under floor					
Faribault	1,090,293	480,762	0.441				76,746,615	0.0139	194,033
Farmington	688,625	1,394,717	2.025						
Fergus Falls	853,582	1,850,711	2.168						
Forest Lake	1,014,869	1,188,284	1.171						
Fridley	900,401	959,913	1.066						
Glencoe	306,748	(448,534)	(1.462)				18,363,451	0.0033	46,427
Golden Valley	951,024	2,846,467	2.993						
Grand Rapids	699,382	1,205,126	1.723						
Ham Lake	848,641	(259,856)	(0.306)				63,131,275	0.0115	159,610
Hastings	916,042	1,467,842	1.602						
Hermantown	691,998	817,087	1.181						
Hibbing	1,183,557	763,358	0.645				109,301,743	0.0198	276,339
Hopkins	620,473	0	0.000				28,538,182	0.0052	72,151
Hugo	692,092	0	0.000				46,637,416	0.0085	117,910
Hutchinson	932,022	2,641,958	2.835						
International Falls	317,860	314,908	0.991				16,103,138	0.0029	40,712
Inver Grove Heights	1,410,953	1,060,953	0.752				84,156,283	0.0153	212,766
Isanti	247,691	(640,812)	(2.587)				13,591,822	0.0025	34,363
Jordan	253,011	(575,867)	(2.276)				14,651,465	0.0027	37,042
Kasson	253,879	1,632,941	6.432	No Adjustment / balance is under floor					
LaCrescent	196,764	716,319	3.640	No Adjustment / balance is under floor					
Lake City	238,429	843,686	3.539	No Adjustment / balance is under floor					
Lake Elmo	594,462	531,054	0.893				45,185,098	0.0082	114,238
Lakeville	3,607,523	3,460,777	0.959				190,033,469	0.0345	480,447
Lino Lakes	828,220	279,018	0.337				48,143,876	0.0087	121,719
Litchfield	279,228	(504,257)	(1.806)				17,931,672	0.0033	45,335
Little Canada	424,720	0	0.000				25,434,467	0.0046	64,304
Little Falls	697,841	3,091,189	4.430	2023	1	(3,091,189)			

Municipality	January 2022 Construction Allotment	Unencumbered Balance Available (90&90p acct) as of 9/12/2022	Ratio between Balance & Construction Allotment	First Year of Excess Balance Adjustment		Excess Balance Adjustment	Unadjusted Needs for 2022 Distribution	Low Balance Incentive Factor	Low Balance Incentive
					Multiplier				
Mahtomedi	\$325,165	\$42,901	0.132				\$19,826,024	0.0036	\$50,125
Mankato	1,910,026	0	0.000				125,982,931	0.0229	318,513
Maple Grove	2,720,173	3,149,257	1.158						
Maplewood	1,831,070	0	0.000				88,829,318	0.0161	224,581
Marshall	762,121	(2,456,410)	(3.223)				50,216,643	0.0091	126,959
Medina	335,842	882,984	2.629						
Mendota Heights	523,982	1,036,957	1.979						
Minneapolis	12,664,766	7,561,909	0.597				724,520,377	0.1315	1,831,751
Minnetonka	2,140,276	1,680,872	0.785				127,895,159	0.0232	323,348
Minnetrista	363,550	535,371	1.473						
Montevideo	335,181	561,334	1.675						
Monticello	596,684	(744,064)	(1.247)				37,711,266	0.0068	95,343
Moorhead	2,240,560	1,068,689	0.477				159,262,028	0.0289	402,650
Morris	256,419	317,138	1.237						
Mound	326,422	333,117	1.021						
Mounds View	459,169	0	0.000				23,612,499	0.0043	59,698
New Brighton	739,149	802,652	1.086						
New Hope	721,119	(57,402)	(0.080)				33,507,076	0.0061	84,713
New Prague	329,272	824,990	2.505						
New Ulm	820,315	996,480	1.215						
North Branch	670,358	464,652	0.693				56,764,126	0.0103	143,513
North Mankato	616,730	(2,328,392)	(3.775)				42,594,003	0.0077	107,687
North St. Paul	454,373	(1,343,150)	(2.956)				25,241,066	0.0046	63,815
Northfield	750,580	(1,716,760)	(2.287)				40,816,724	0.0074	103,194
Oak Grove	600,544	1,442,108	2.401						
Oakdale	1,002,509	(2,519,692)	(2.513)				51,471,825	0.0093	130,132
Orono	350,992	152,644	0.435				22,598,925	0.0041	57,135
Otsego	874,432	(2,036,497)	(2.329)				58,042,587	0.0105	146,745
Owatonna	1,551,557	1,663,170	1.072						
Plymouth	3,200,806	3,185,349	0.995				205,428,333	0.0373	519,369
Prior Lake	861,457	440,164	0.511				53,861,691	0.0098	136,174
Ramsey	1,179,007	2,968,325	2.518						
Red Wing	743,077	272,263	0.366				64,122,446	0.0116	162,116
Redwood Falls	281,982	642,724	2.279						
Richfield	1,380,718	(1,189,853)	(0.862)				69,598,816	0.0126	175,961
Robbinsdale	498,055	2,463,256	4.946	No Adjustment / balance is under floor					
Rochester	6,133,836	11,563,735	1.885						
Rogers	700,135	2,361,490	3.373	No Adjustment / balance is under floor					
Rosemount	1,076,905	257,173	0.239				72,717,413	0.0132	183,846

Municipality	January 2022 Construction Allotment	Unencumbered Balance Available (90&90p acct) as of 9/12/2022	Ratio between Balance & Construction Allotment	First Year of Excess Balance Adjustment		Excess Balance Adjustment	Unadjusted Needs for 2022 Distribution	Low Balance Incentive Factor	Low Balance Incentive
					Multiplier				
Roseville	\$1,315,683	\$2,574,103	1.956						
Sartell	1,055,248	(4,000,000)	(3.791)				\$50,560,321	0.0092	\$127,828
Sauk Rapids	807,141	1,122,109	1.390						
Savage	1,561,190	221,733	0.142				66,595,565	0.0121	168,369
Shakopee	1,724,074	827,539	0.480				104,131,829	0.0189	263,269
Shoreview	911,017	(2,291,369)	(2.515)				43,453,690	0.0079	109,861
Shorewood	328,931	1,326,183	4.032	No Adjustment / balance is under floor					
South Saint Paul	805,726	1,518,393	1.885						
Spring Lake Park	257,098	0	0.000				13,807,591	0.0025	34,909
St. Anthony	323,479	(885,784)	(2.738)				16,862,666	0.0031	42,633
St Cloud	3,032,260	3,037,337	1.002						
St Francis	361,068	162,701	0.451				23,523,096	0.0043	59,472
St Joseph	290,993	788,827	2.711						
St Louis Park	1,451,965	652,002	0.449				101,429,257	0.0184	256,436
St Michael	803,008	446,044	0.555				55,143,460	0.0100	139,415
St Paul	11,047,455	32,963,916	2.984		1				
St Paul Park	230,643	437,818	1.898						
St Peter	621,862	1,261,329	2.028						
Stewartville	208,979	724,911	3.469	No Adjustment / balance is under floor					
Stillwater	757,114	898,426	1.187						
Thief River Falls	537,708	(879,875)	(1.636)				43,364,504	0.0079	109,635
Vadnais Heights	431,240	1,033,179	2.396						
Victoria	355,546	1,806,673	5.081	No Adjustment / balance is under floor					
Virginia	417,582	1,329,275	3.183	No Adjustment / balance is under floor					
Waconia	552,812	2,062,048	3.730	No Adjustment / balance is under floor					
Waite Park	450,238	1,663,423	3.695	No Adjustment / balance is under floor					
Waseca	327,853	605,171	1.846						
West St Paul	689,277	1,779,528	2.582						
White Bear Lake	896,347	0	0.000				48,110,999	0.0087	121,635
Willmar	1,055,434	1,636,994	1.551						
Winona	1,031,180	1,152,135	1.117						
Woodbury	2,917,223	(1,082,597)	(0.371)				172,994,836	0.0314	437,370
Worthington	574,009	1,482,308	2.582						
Wyoming	440,852	160,794	0.365				33,744,739	0.0061	85,314
Zimmerman	291,115	(547,012)	(1.879)				12,348,143	0.0022	31,219
<b>Total</b>	<b>\$167,770,396</b>	<b>\$168,396,917</b>				<b>(\$13,933,541)</b>	<b>\$5,511,194,145</b>	<b>1.0000</b>	<b>\$13,933,541</b>

\* New cities for 2022

# NEEDS ADJUSTMENT FOR RIGHT-OF WAY-ACQUISITION

(see Screening Board resolution on After the Fact Right-of-Way Adjustments)

12-Sep-22

Municipality	Total Right-of-Way Expenditures for 2022 Allocations	+	New Right-of-Way Expenditures for 2023 Allocation	+	Expired Right-of-Way Expenditures in 2022	=	Total Right-of-Way Expenditures for 2023 Allocations
Albert Lea							
Albertville							
Alexandria	\$400,118						\$400,118
Andover	13,320						13,320
Anoka							
Apple Valley							
Arden Hills							
Austin							
Baxter							
Belle Plaine	1,224,822						1,224,822
Bemidji							
Big Lake							
Blaine	5,443,699						5,443,699
Bloomington	179,815				\$0		179,815
Brainerd	1,242,319						1,242,319
Brooklyn Center							
Brooklyn Park	44,385						44,385
Buffalo	1,378,122						1,378,122
Burnsville							
Byron							
Cambridge							
Carver							
Champlin	62,348				(62,348)		
Chanhassen							
Chaska	210,039						210,039
Chisago City							
Chisholm							
Circle Pines	82,365						82,365
Cloquet							
Columbia Heights							
Coon Rapids	2,469,664				(1,860,684)		608,980
Corcoran							
Cottage Grove	291,317				(291,317)		
Credit River							
Crookston							
Crystal							
Dayton	1,181,809						1,181,809
Delano	200,000						200,000
Detroit Lakes	51,476		4,083		(49,500)		6,059
Duluth *	2,468,733				(190,595)		2,278,138
Eagan	4,372,885						4,372,885
East Bethel *	762,212				(31,440)		730,772
East Grand Forks	141,624						141,624
Eden Prairie	1,224,689						1,224,689
Edina							
Elk River	1,181,008						1,181,008
Fairmont							
Falcon Heights							
Faribault	145,310		\$14,203				159,513
Farmington	110,282						110,282
Fergus Falls	318,549						318,549

<b>Municipality</b>	<b>Total Right-of-Way Expenditures for 2022 Allocations</b>	<b>+</b>	<b>New Right-of-Way Expenditures for 2023 Allocation</b>	<b>+</b>	<b>Expired Right-of-Way Expenditures in 2022</b>	<b>=</b>	<b>Total Right-of-Way Expenditures for 2023 Allocations</b>
Forest Lake							
Fridley							
Glencoe	\$157,437						\$157,437
Golden Valley							
Grand Rapids	2,333,201						2,333,201
Ham Lake	1,191,547		\$12,104				1,203,651
Hastings							
Hermantown	75,976						75,976
Hibbing							
Hopkins							
Hugo							
Hutchinson							
International Falls							
Inver Grove Heights	776,192						776,192
Isanti							
Jordan			35,900				35,900
Kasson	44,906						44,906
La Crescent	25,000						25,000
Lake City							
Lake Elmo	232,821						232,821
Lakeville	1,015,804						1,015,804
Lino Lakes *	244,162				(214,805)		29,357
Litchfield							
Little Canada							
Little Falls *	487,305				(487,305)		0
Mahtomedi							
Mankato	52,197						52,197
Maple Grove							
Maplewood	2,056,960				(1,515,527)		541,433
Marshall	302,397						302,397
Medina							
Mendota Heights	16,836						16,836
Minneapolis							
Minnetonka							
Minnetrissa	145,293						145,293
Montevideo							
Monticello							
Moorhead	4,538,732						4,538,732
Morris							
Mound							
Mounds View							
New Brighton	111,812						111,812
New Hope							
New Prague	6,287						6,287
New Ulm							
North Branch	63,910						63,910
North Mankato	64,226						64,226
North St. Paul							
Northfield							
Oak Grove	596,540						596,540
Oakdale	1,572,366						1,572,366
Orono							
Otsego	1,631,067						1,631,067
Owatonna							
Plymouth	2,475,023		\$769,447				\$3,244,470
Prior Lake	423,049						423,049
Ramsey	207,749						207,749
Red Wing							

Municipality	Total Right-of-Way Expenditures for 2022 Allocations	+	New Right-of-Way Expenditures for 2023 Allocation	+	Expired Right-of-Way Expenditures in 2022	=	Total Right-of-Way Expenditures for 2023 Allocations
Redwood Falls	\$383,850						\$383,850
Richfield *	7,791,383				(97,920)		7,693,463
Robbinsdale							
Rochester	2,051,644						2,051,644
Rogers							
Rosemount	187,950						187,950
Roseville							
Sartell	1,406,000						1,406,000
Sauk Rapids	407,639				(407,639)		
Savage							
Shakopee							
Shoreview	9,300				(9,300)		
Shorewood	22,486						22,486
South St. Paul							
Spring Lake Park							
St Anthony							
St Cloud	3,036,110						3,036,110
St Francis	14,990						14,990
St Joseph	230,143						230,143
St Louis Park							
St Michael							
St Paul	12,994,723						12,994,723
St Paul Park							
St Peter	1,804,570						1,804,570
Stewartville							
Stillwater							
Thief River Falls	467,865						467,865
Vadnais Heights	17,096						17,096
Victoria							
Virginia							
Waconia							
Waite Park	855,017						855,017
Waseca	213,261						213,261
West St. Paul							
White Bear Lake							
Willmar							
Winona							
Woodbury	942,597						942,597
Worthington							
Wyoming	16,500						16,500
Zimmerman							
<b>Total</b>	<b>\$78,902,829</b>		<b>\$835,737</b>		<b>(\$5,218,380)</b>		<b>\$74,520,186</b>

\* city had more than one expenditure expired in 2022

### NEW RIGHT-OF-WAY ADJUSTMENTS FOR 2023

MUNICIPALITY	PROJECT	AMOUNT
Detroit Lakes	117-101-013	\$2,769
Detroit Lakes	117-105-004	\$1,314
Faribault	125-135-007	\$14,203
Ham Lake	197-108-002	\$2,757
Ham Lake	197-124-004	\$9,347
Jordan	246-106-001	\$35,900
Plymouth	155-153-003	\$769,447
<b>TOTAL</b>		<b>\$835,737</b>

### EXPIRED RIGHT-OF-WAY ADJUSTMENTS, 2022

MUNICIPALITY	PROJECT	AMOUNT
Bloomington	107-399-027	\$235,040
Bloomington	107-415-021 overpayment	(\$235,040)
Champlin	193-106-013	\$62,348
Coon Rapids	114-127-04	\$1,860,684
Cottage Grove	180-112-008	\$291,317
Detroit Lakes	117-125-001	\$49,500
Duluth	118-147-018	\$1,240
Duluth	118-160-020 overpayment	(\$131,185)
Duluth	118-178-005	\$34,704
Duluth	118-196-003	\$17,450
Duluth	118-198-002	\$51,623
Duluth	118-200-001	\$155,706
Duluth	118-201-001	\$61,057
East Bethel	203-111-002	\$29,440
East Bethel	203-113-002	\$2,000
Lino Lakes	210-102-001	\$160,948
Lino Lakes	210-116-002	\$53,857
Little Falls	136-129-003	\$380,179
Little Falls	136-131-001	\$107,126
Maplewood	138-121-003 & 138-112-005	\$1,515,527
Richfield	157-108-004	\$32,436
Richfield	157-361-023	\$65,484
Sauk Rapids	191-114-001	\$407,639
Shoreview	167-254-002	\$9,300
<b>TOTAL</b>		<b>\$5,218,380</b>



## AFTER THE FACT RETAINING WALL ADJUSTMENT

(see Screening Board resolution on After the Fact Retaining Wall Adjustment)

Municipality	Retaining Wall Expenditures for 2022 Allocations	New Retaining Wall Expenditures for 2023	Retaining Wall Expenditures Expired in 2022	Total Retaining Wall Adjustment for 2023 Allocations
Albert Lea	\$67,342	\$0	\$0	\$67,342
Alexandria	25,633	0	0	25,633
Andover	20,197	0	20,197	0
Bloomington	352,629	0	55,013	297,616
Brainerd	231,160	0	0	231,160
Buffalo	61,252	0	0	61,252
Cambridge	28,020	0	0	28,020
Cloquet	81,498	0	0	81,498
Crystal	42,510	0	0	42,510
Detroit Lakes	38,304	0	0	38,304
Duluth	3,043,689	0	0	3,043,689
Eden Prairie	129,789	0	0	129,789
Fergus Falls	110,360	0	0	110,360
Grand Rapids	236,876	0	0	236,876
Inver Grove Heights	179,003	0	0	179,003
Kasson	35,640	0	0	35,640
La Crescent	8,624	0	0	8,624
Lakeville	118,042	0	118,042	0
Marshall	514,325	0	0	514,325
Minnnetonka	37,913	0	0	37,913
Monticello	307,791	0	0	307,791
Moorhead	375,667	0	0	375,667
Mounds View	13,419	0	0	13,419
New Hope	32,400	0	0	32,400
Northfield	0	126,209	0	126,209
Oakdale	20,658	0	0	20,658
Plymouth	64,144	0	0	64,144
Red Wing	539,025	0	0	539,025
Roseville	107,381	0	0	107,381
Sartell	6,000	0	0	6,000
St. Paul	51,542	0	34,371	17,171
Thief River Falls	296,422	0	0	296,422
West St. Paul	125,918	0	0	125,918
<b>Total</b>	<b>\$7,303,173</b>	<b>\$126,209</b>	<b>\$227,623</b>	<b>\$7,201,759</b>

## NEW PROJECT LISTING RETAINING WALL CONSTRUCTION

requested in 2022

Municipality	Project or Route	Amount	Total Adjustment
Northfield	149-117-009	\$126,209	\$126,209
<b>Total</b>			<b>\$126,209</b>

## EXPIRED PROJECTS RETAINING WALL CONSTRUCTION

expired after 2022 distribution

Municipality	Project or Route	Amount	Total Adjustment
Andover	198-105-004	\$20,197	\$20,197
Bloomington	107-399-029	\$55,013	\$55,013
Lakeville	local funds	\$118,042	\$118,042
St. Paul	164-279-001	\$34,371	\$34,371
<b>Total</b>			<b>\$227,623</b>

## AFTER THE FACT RAILROAD CROSSING ADJUSTMENT

### Screening Board Resolution:

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.

Municipality	Eligible Railroad Crossing Expenditures	New Railroad Crossing Expenditures 2022	Expired Railroad Crossing Expenditures	Expire Date	Total Railroad Crossing Adjustment for 2023 Apportionment
Buffalo	\$528,566			2031	\$528,566
Cambridge	\$234,357			2031	\$234,357
Fergus Falls	\$299,555			2029	\$299,555
Moorhead	\$258,980			2032	\$258,980
Moorhead	\$366,805			2032	\$366,805
Moorhead		\$123,641		2037	\$123,641
New Ulm	\$18,433			2030	\$18,433
Northfield		\$150,311		2037	\$150,311
<b>Total</b>	<b>\$1,706,696</b>	<b>\$273,952</b>	<b>\$0</b>		<b>\$1,980,648</b>

## AFTER THE FACT RAILROAD BRIDGE OVER MSAS ADJUSTMENT

### RR Bridge over MSAS Route Rehabilitation

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

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

Municipality	Eligible Railroad Bridge over MSAS Expenditures	New RR Bridge over MSAS Expenditures	Type of Construction	Expire Date	Total RR Bridge over MSAS Adjustment for 2020 Apportionment
Thief River Falls	\$378,684		Construction/ Reconstruction	2049	\$378,684
<b>Total</b>	<b>\$378,684</b>				<b>\$378,684</b>

# 2022 TENTATIVE ADJUSTED CONSTRUCTION NEEDS

for January 2023 apportionment

Municipality	Unadjusted Needs for Jan. 2023 Distribution	ADJUSTMENTS				Total Adjustments	Adjusted Construction Needs
		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		
Albert Lea	\$61,806,925	\$156,262			\$67,342	\$67,342	\$61,874,267
Albertville	17,771,312					0	17,771,312
Alexandria	83,236,070	210,440		\$400,118	25,633	425,751	83,661,821
Andover	87,626,393	221,539		13,320		13,320	87,639,713
Anoka	42,188,821	106,663				0	42,188,821
Apple Valley	105,296,510					0	105,296,510
Arden Hills	15,759,189	39,843				0	15,759,189
Austin	80,003,864					0	80,003,864
Baxter	46,163,606	116,712				0	46,163,606
Belle Plaine	21,045,356			1,224,822		1,224,822	22,270,178
Bemidji	50,245,439					0	50,245,439
Big Lake	23,365,491	59,073				0	23,365,491
Blaine	133,033,730			5,443,699		5,443,699	138,477,429
Bloomington	231,412,386	(10,842,352)		179,815	297,616	477,431	231,889,817
Brainerd	52,515,916	132,772		1,242,319	231,160	1,473,479	53,989,395
Brooklyn Center	60,599,134	153,208				0	60,599,134
Brooklyn Park	164,393,580			44,385		44,385	164,437,965
Buffalo	49,374,497	124,830		1,378,122	61,252	\$528,566	51,342,437
Burnsville	132,918,819					0	132,918,819
Byron	17,713,577					0	17,713,577
Cambridge	43,618,900	110,278			28,020	234,357	43,881,277
Carver (new city)	9,049,743					0	9,049,743
Champlin	51,567,649	130,375				0	51,567,649
Chanhassen	57,686,499	145,844				0	57,686,499
Chaska	55,094,622	139,292		210,039		210,039	55,304,661
Chisago City	16,780,947					0	16,780,947
Chisholm	17,738,462	44,847				0	17,738,462
Circle Pines	7,495,861			82,365		82,365	7,578,226
Cloquet	49,661,724				81,498	81,498	49,743,222
Columbia Heights	28,534,997					0	28,534,997
Coon Rapids	130,365,359	329,593		608,980		608,980	130,974,339
Corcoran	30,879,086					0	30,879,086
Cottage Grove	93,419,364	236,185				0	93,419,364
Credit River (new city)	20,166,006					0	20,166,006
Crookston	29,211,482					0	29,211,482
Crystal	37,303,660	94,312			42,510	42,510	37,346,170
Dayton	23,365,196	59,072		1,181,809		1,181,809	24,547,005
Delano	13,418,493	33,925		200,000		200,000	13,618,493
Detroit Lakes	61,037,730	154,317		6,059	38,304	44,363	61,082,093

Municipality	Unadjusted Needs for Jan. 2023 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 Construction Needs
Duluth	\$328,221,346	\$829,818		\$2,278,138	\$3,043,689		\$5,321,827	\$333,543,173
Eagan	138,790,517	350,894		4,372,885			4,372,885	143,163,402
East Bethel	51,224,953	129,508		730,772			730,772	51,955,725
East Grand Forks	46,919,042			141,624			141,624	47,060,666
Eden Prairie	141,575,128			1,224,689	\$129,789		1,354,478	142,929,606
Edina	123,977,690						0	123,977,690
Elk River	97,754,392	247,145		1,181,008			1,181,008	98,935,400
Fairmont	49,309,017	124,664					0	49,309,017
Falcon Heights	6,960,393						0	6,960,393
Faribault	76,746,615	194,033		159,513			159,513	76,906,128
Farmington	39,033,390			110,282			110,282	39,143,672
Fergus Falls	69,418,109			318,549	110,360	\$299,555	728,464	70,146,573
Forest Lake	73,818,066						0	73,818,066
Fridley	54,441,999						0	54,441,999
Glencoe	18,363,451	46,427		157,437			157,437	18,520,888
Golden Valley	65,810,890						0	65,810,890
Grand Rapids	60,216,474			2,333,201	\$236,876		2,570,077	62,786,551
Ham Lake	63,131,275	159,610		1,203,651			1,203,651	64,334,926
Hastings	57,845,554						0	57,845,554
Hermantown	44,494,327			75,976			75,976	44,570,303
Hibbing	109,301,743	276,339					0	109,301,743
Hopkins	28,538,182	72,151					0	28,538,182
Hugo	46,637,416	117,910					0	46,637,416
Hutchinson	52,653,133						0	52,653,133
International Falls	16,103,138	40,712					0	16,103,138
Inver Grove Heights	84,156,283	212,766		776,192	179,003		955,195	85,111,478
Isanti	13,591,822	34,363					0	13,591,822
Jordan	14,651,465	37,042		35,900			35,900	14,687,365
Kasson	14,976,917			44,906	35,640		80,546	15,057,463
La Crescent	11,081,797			25,000	8,624		33,624	11,115,421
Lake City	16,847,660						0	16,847,660
Lake Elmo	45,185,098	114,238		232,821			232,821	45,417,919
Lakeville	190,033,469	480,447		1,015,804			1,015,804	191,049,273
Lino Lakes	48,143,876	121,719		29,357			29,357	48,173,233
Litchfield	17,931,672	45,335					0	17,931,672
Little Canada	25,434,467	64,304					0	25,434,467
Little Falls	44,010,939	(3,091,189)					0	44,010,939
Mahtomedi	19,826,024	50,125					0	19,826,024
Mankato	125,982,931	318,513		52,197			52,197	126,035,128
Maple Grove	159,289,196						0	159,289,196
Maplewood	88,829,318	224,581		541,433			541,433	89,370,751
Marshall	50,216,643	126,959		302,397	514,325		816,722	51,033,365
Medina	24,624,098						0	24,624,098
Mendota Heights	35,203,292			16,836			16,836	35,220,128
Minneapolis	724,520,377	1,831,751					0	724,520,377
Minnnetonka	127,895,159	323,348			37,913		37,913	127,933,072
Minnetrissa	24,084,384			145,293			145,293	24,229,677

Municipality	Unadjusted Needs for Jan. 2023 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 Construction Needs
Montevideo	\$18,821,184						\$0	\$18,821,184
Monticello	37,711,266	95,343			307,791		307,791	38,019,057
Moorhead	159,262,028	402,650		4,538,732	\$375,667	\$749,426	5,663,825	164,925,853
Morris	18,905,680						0	18,905,680
Mound	16,845,971						0	16,845,971
Mounds View	23,612,499	59,698			13,419		13,419	23,625,918
New Brighton	32,693,412			111,812			111,812	32,805,224
New Hope	33,507,076	84,713			32,400		32,400	33,539,476
New Prague	20,310,189			6,287			6,287	20,316,476
New Ulm	42,325,573					18,433	18,433	42,344,006
North Branch	56,764,126	143,513		63,910			63,910	56,828,036
North Mankato	42,594,003	107,687		64,226			64,226	42,658,229
North St. Paul	25,241,066	63,815					0	25,241,066
Northfield	40,816,724	103,194			126,209	\$150,311	276,520	41,093,244
Oak Grove	53,297,789			596,540			596,540	53,894,329
Oakdale	51,471,825	130,132		1,572,366	20,658		1,593,024	53,064,849
Orono	22,598,925	57,135					0	22,598,925
Otsego	58,042,587	146,745		1,631,067			1,631,067	59,673,654
Owatonna	89,396,846						0	89,396,846
Plymouth	205,428,333	519,369		3,244,470	64,144		3,308,614	208,736,947
Prior Lake	53,861,691	136,174		423,049			423,049	54,284,740
Ramsey	75,638,406			207,749			207,749	75,846,155
Red Wing	64,122,446	162,116			539,025		539,025	64,661,471
Redwood Falls	21,660,515			383,850			383,850	22,044,365
Richfield	69,598,816	175,961		7,693,463			7,693,463	77,292,279
Robbinsdale	25,067,322						0	25,067,322
Rochester	381,630,606			2,051,644			2,051,644	383,682,250
Rogers	54,103,834						0	54,103,834
Rosemount	72,717,413	183,846		187,950			187,950	72,905,363
Roseville	72,097,250				107,381		107,381	72,204,631
Sartell	50,560,321	127,828		1,406,000	6,000		1,412,000	51,972,321
Sauk Rapids	41,800,816						0	41,800,816
Savage	66,595,565	168,369					0	66,595,565
Shakopee	104,131,829	263,269					0	104,131,829
Shoreview	43,453,690	109,861					0	43,453,690
Shorewood	21,159,758			22,486			22,486	21,182,244
South St. Paul	49,727,953						0	49,727,953
Spring Lake Park	13,807,591	34,909					0	13,807,591
St. Anthony	16,862,666	42,633					0	16,862,666
St. Cloud	199,313,356			3,036,110			3,036,110	202,349,466
St. Francis	23,523,096	59,472		14,990			14,990	23,538,086
St. Joseph	18,287,880			230,143			230,143	18,518,023
St. Louis Park	101,429,257	256,436					0	101,429,257
St. Michael	55,143,460	139,415					0	55,143,460
St. Paul	572,659,412			12,994,723	17,171		13,011,894	585,671,306
St. Paul Park	14,664,045						0	14,664,045
St. Peter	33,494,255			1,804,570			1,804,570	35,298,825

Municipality	Unadjusted Needs for Jan. 2023 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 Construction Needs
Stewartville	\$9,112,206						\$0	\$9,112,206
Stillwater	44,326,117						0	44,326,117
Thief River Falls	43,364,504	109,635	\$378,684	467,865	\$296,422		1,142,971	44,507,475
Vadnais Heights	22,964,097			17,096			17,096	22,981,193
Victoria	17,578,752						0	17,578,752
Virginia	39,745,674						0	39,745,674
Waconia	37,144,668						0	37,144,668
Waite Park	21,047,639			855,017			855,017	21,902,656
Waseca	17,136,415			213,261			213,261	17,349,676
West St. Paul	33,540,116				125,918		125,918	33,666,034
White Bear Lake	48,110,999	121,635					0	48,110,999
Willmar	77,943,866						0	77,943,866
Winona	65,573,236						0	65,573,236
Woodbury	172,994,836	437,370		942,597			942,597	173,937,433
Worthington	27,615,233						0	27,615,233
Wyoming	33,744,739	85,314		16,500			16,500	33,761,239
Zimmerman	12,348,143	31,219					0	12,348,143
<b>State Total</b>	<b>\$10,111,721,113</b>	<b>(\$0)</b>	<b>\$378,684</b>	<b>\$74,520,186</b>	<b>\$7,201,759</b>	<b>\$1,980,648</b>	<b>\$84,081,277</b>	<b>\$10,195,802,390</b>

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October 26, 2022

Nancy Daubenberger, Commissioner  
 Mail Stop 100  
 395 John Ireland Blvd.  
 St. Paul, MN 55155

Dear Commissioner Daubenberger:

We, the undersigned, as members of the 2022 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 2023 Apportionment Sum as provided by Minnesota Statutes, Chapter 162.13, Subdivision 1.

Vacant Chair	Jen Desrude Burnsville Vice Chair	Mark DuChene Faribault Secretary	
Caleb Peterson Cloquet District 1	Steve Emery East Grand Forks District 2	Layne Otteson Big Lake District 3	
Tom Trowbridge Moorhead District 4	Will Manchester Minnetonka Metro West	Brandon Theobald Kasson District 6	
Jeff Domras Saint Peter District 7	Chuck DeWolf Litchfield District 8	Brian Erickson Rosemount Metro East	
Cindy Voigt Duluth	Jenifer Hager Minneapolis	Paul Kurtz Saint Paul	Dillon Dombrovski Rochester

An equal opportunity employer



## 2022 ADJUSTED RESTRICTED CONSTRUCTION NEEDS

for the 2023 Distribution

Municipality	Adjusted Construction Needs	Municipality	Adjusted Construction Needs
Albert Lea	\$61,874,267	East Grand Forks	\$47,060,666
Albertville	17,771,312	Eden Prairie	142,929,606
Alexandria	83,661,821	Edina	123,977,690
Andover	87,639,713	Elk River	98,935,400
Anoka	42,188,821	Fairmont	49,309,017
Apple Valley	105,296,510	Falcon Heights	6,960,393
Arden Hills	15,759,189	Faribault	76,906,128
Austin	80,003,864	Farmington	39,143,672
Baxter	46,163,606	Fergus Falls	70,146,573
Belle Plaine	22,270,178	Forest Lake	73,818,066
Bemidji	50,245,439	Fridley	54,441,999
Big Lake	23,365,491	Glencoe	18,520,888
Blaine	138,477,429	Golden Valley	65,810,890
Bloomington	231,889,817	Grand Rapids	62,786,551
Brainerd	53,989,395	Ham Lake	64,334,926
Brooklyn Center	60,599,134	Hastings	57,845,554
Brooklyn Park	164,437,965	Hermantown	44,570,303
Buffalo	51,342,437	Hibbing	109,301,743
Burnsville	132,918,819	Hopkins	28,538,182
Byron	17,713,577	Hugo	46,637,416
Cambridge	43,881,277	Hutchinson	52,653,133
Carver (new city)	9,049,743	International Falls	16,103,138
Champlin	51,567,649	Inver Grove Heights	85,111,478
Chanhassen	57,686,499	Isanti	13,591,822
Chaska	55,304,661	Jordan	14,687,365
Chisago City	16,780,947	Kasson	15,057,463
Chisholm	17,738,462	La Crescent	11,115,421
Circle Pines	7,578,226	Lake City	16,847,660
Cloquet	49,743,222	Lake Elmo	45,417,919
Columbia Heights	28,534,997	Lakeville	191,049,273
Coon Rapids	130,974,339	Lino Lakes	48,173,233
Corcoran	30,879,086	Litchfield	17,931,672
Cottage Grove	93,419,364	Little Canada	25,434,467
Credit River (new city)	20,166,006	Little Falls	44,010,939
Crookston	29,211,482	Mahtomedi	19,826,024
Crystal	37,346,170	Mankato	126,035,128
Dayton	24,547,005	Maple Grove	159,289,196
Delano	13,618,493	Maplewood	89,370,751
Detroit Lakes	61,082,093	Marshall	51,033,365
Duluth	333,543,173	Medina	24,624,098
Eagan	143,163,402	Mendota Heights	35,220,128
East Bethel	51,955,725	Minneapolis	724,520,377

<b>Municipality</b>	<b>Adjusted Construction Needs</b>	<b>Municipality</b>	<b>Adjusted Construction Needs</b>
Minnetonka	\$127,933,072	Sauk Rapids	\$41,800,816
Minnetrista	24,229,677	Savage	66,595,565
Montevideo	18,821,184	Shakopee	104,131,829
Monticello	38,019,057	Shoreview	43,453,690
Moorhead	164,925,853	Shorewood	21,182,244
Morris	18,905,680	South St. Paul	49,727,953
Mound	16,845,971	Spring Lake Park	13,807,591
Mounds View	23,625,918	St. Anthony	16,862,666
New Brighton	32,805,224	St. Cloud	202,349,466
New Hope	33,539,476	St. Francis	23,538,086
New Prague	20,316,476	St. Joseph	18,518,023
New Ulm	42,344,006	St. Louis Park	101,429,257
North Branch	56,828,036	St. Michael	55,143,460
North Mankato	42,658,229	St. Paul	585,671,306
North St. Paul	25,241,066	St. Paul Park	14,664,045
Northfield	41,093,244	St. Peter	35,298,825
Oak Grove	53,894,329	Stewartville	9,112,206
Oakdale	53,064,849	Stillwater	44,326,117
Orono	22,598,925	Thief River Falls	44,507,475
Otsego	59,673,654	Vadnais Heights	22,981,193
Owatonna	89,396,846	Victoria	17,578,752
Plymouth	208,736,947	Virginia	39,745,674
Prior Lake	54,284,740	Waconia	37,144,668
Ramsey	75,846,155	Waite Park	21,902,656
Red Wing	64,661,471	Waseca	17,349,676
Redwood Falls	22,044,365	West St. Paul	33,666,034
Richfield	77,292,279	White Bear Lake	48,110,999
Robbinsdale	25,067,322	Willmar	77,943,866
Rochester	383,682,250	Winona	65,573,236
Rogers	54,103,834	Woodbury	173,937,433
Rosemount	72,905,363	Worthington	27,615,233
Roseville	72,204,631	Wyoming	33,761,239
Sartell	51,972,321	Zimmerman	12,348,143
		<b>State Total</b>	<b>\$10,195,802,390</b>

## 2023 TENTATIVE CONSTRUCTION NEEDS ALLOCATIONS

Needs Value: \$1,000 in Construction Needs = approximately \$10.79 in apportionment

The following table shows each municipality's *Tentative* Money Needs Allocation based on a projected apportionment amount of \$109,969,925. The actual amount of the Road User Fund for distribution to the Municipal State Aid account will not be available until January 2023. This summary provides data and shows the impact of the adjustments to each municipality for the Board's use in establishing the Money Needs Apportionment Determination.

Municipality	Adjusted Construction Needs	Construction Needs Allocations	2023 Construction Needs Allocations	% Of Total Dist.
Albert Lea	\$61,874,267	\$667,364	<b>\$667,364</b>	0.607
Albertville	17,771,312	191,678	<b>191,678</b>	0.174
Alexandria	83,661,821	902,360	<b>902,360</b>	0.821
Andover	87,639,713	945,265	<b>945,265</b>	0.860
Anoka	42,188,821	455,040	<b>455,040</b>	0.414
Apple Valley	105,296,510	1,135,708	<b>1,135,708</b>	1.033
Arden Hills	15,759,189	169,976	<b>169,976</b>	0.155
Austin	80,003,864	862,906	<b>862,906</b>	0.785
Baxter	46,163,606	497,912	<b>497,912</b>	0.453
Belle Plaine	22,270,178	240,202	<b>240,202</b>	0.218
Bemidji	50,245,439	541,937	<b>541,937</b>	0.493
Big Lake	23,365,491	252,016	<b>252,016</b>	0.229
Blaine	138,477,429	1,493,590	<b>1,493,590</b>	1.358
Bloomington	231,889,817	2,501,118	<b>2,501,118</b>	2.274
Brainerd	53,989,395	582,319	<b>582,319</b>	0.530
Brooklyn Center	60,599,134	653,610	<b>653,610</b>	0.594
Brooklyn Park	164,437,965	1,773,596	<b>1,773,596</b>	1.613
Buffalo	51,342,437	553,769	<b>553,769</b>	0.504
Burnsville	132,918,819	1,433,636	<b>1,433,636</b>	1.304
Byron	17,713,577	191,055	<b>191,055</b>	0.174
Cambridge	43,881,277	473,295	<b>473,295</b>	0.430
Carver (new city)	9,049,743	97,609	<b>97,609</b>	0.089
Champlin	51,567,649	556,199	<b>556,199</b>	0.506
Chanassen	57,686,499	622,195	<b>622,195</b>	0.566
Chaska	55,304,661	596,505	<b>596,505</b>	0.542
Chisago City	16,780,947	180,996	<b>180,996</b>	0.165
Chisholm	17,738,462	191,324	<b>191,324</b>	0.174
Circle Pines	7,578,226	81,737	<b>81,737</b>	0.074
Cloquet	49,743,222	536,521	<b>536,521</b>	0.488
Columbia Heights	28,534,997	307,773	<b>307,773</b>	0.280
Coon Rapids	130,974,339	1,412,664	<b>1,412,664</b>	1.285
Corcoran	30,879,086	333,056	<b>333,056</b>	0.303
Cottage Grove	93,419,364	1,007,603	<b>1,007,603</b>	0.916
Credit River (new city)	20,166,006	217,507	<b>217,507</b>	0.198
Crookston	29,211,482	315,069	<b>315,069</b>	0.287
Crystal	37,346,170	402,808	<b>402,808</b>	0.366
Dayton	24,547,005	264,759	<b>264,759</b>	0.241
Delano	13,618,493	146,886	<b>146,886</b>	0.134
Detroit Lakes	61,082,093	658,819	<b>658,819</b>	0.599
Duluth	333,543,173	3,597,531	<b>3,597,531</b>	3.271
Eagan	143,163,402	1,544,132	<b>1,544,132</b>	1.404
East Bethel	51,955,725	560,384	<b>560,384</b>	0.510
East Grand Forks	47,060,666	507,587	<b>507,587</b>	0.462
Eden Prairie	142,929,606	1,541,611	<b>1,541,611</b>	1.402
Edina	123,977,690	1,337,199	<b>1,337,199</b>	1.216
Elk River	98,935,400	1,067,098	<b>1,067,098</b>	0.970
Fairmont	49,309,017	531,837	<b>531,837</b>	0.484
Falcon Heights	6,960,393	75,073	<b>75,073</b>	0.068
Faribault	76,906,128	829,494	<b>829,494</b>	0.754
Farmington	39,143,672	422,196	<b>422,196</b>	0.384
Fergus Falls	70,146,573	756,587	<b>756,587</b>	0.688
Forest Lake	73,818,066	796,187	<b>796,187</b>	0.724

<b>Municipality</b>	<b>Adjusted Construction Needs</b>	<b>Construction Needs Allocations</b>		<b>2023 Construction Needs Allocations</b>	<b>% Of Total Dist.</b>
Fridley	\$54,441,999	\$587,201		\$587,201	0.534
Glencoe	18,520,888	199,763		199,763	0.182
Golden Valley	65,810,890	709,823		709,823	0.645
Grand Rapids	62,786,551	677,203		677,203	0.616
Ham Lake	64,334,926	693,904		693,904	0.631
Hastings	57,845,554	623,911		623,911	0.567
Hermantown	44,570,303	480,727		480,727	0.437
Hibbing	109,301,743	1,178,907		1,178,907	1.072
Hopkins	28,538,182	307,807		307,807	0.280
Hugo	46,637,416	503,022		503,022	0.457
Hutchinson	52,653,133	567,906		567,906	0.516
International Falls	16,103,138	173,685		173,685	0.158
Inver Grove Heights	85,111,478	917,996		917,996	0.835
Isanti	13,591,822	146,599		146,599	0.133
Jordan	14,687,365	158,415		158,415	0.144
Kasson	15,057,463	162,407		162,407	0.148
La Crescent	11,115,421	119,889		119,889	0.109
Lake City	16,847,660	181,716		181,716	0.165
Lake Elmo	45,417,919	489,869		489,869	0.445
Lakeville	191,049,273	2,060,620		2,060,620	1.874
Lino Lakes	48,173,233	519,587		519,587	0.472
Litchfield	17,931,672	193,407		193,407	0.176
Little Canada	25,434,467	274,331		274,331	0.249
Little Falls	44,010,939	474,693		474,693	0.432
Mahtomedi	19,826,024	213,840		213,840	0.194
Mankato	126,035,128	1,359,390		1,359,390	1.236
Maple Grove	159,289,196	1,718,062		1,718,062	1.562
Maplewood	89,370,751	963,935		963,935	0.877
Marshall	51,033,365	550,436		550,436	0.501
Medina	24,624,098	265,591		265,591	0.242
Mendota Heights	35,220,128	379,877		379,877	0.345
Minneapolis	724,520,377	7,814,535		7,814,535	7.106
Minnetonka	127,933,072	1,379,861		1,379,861	1.255
Minnetrissa	24,229,677	261,337		261,337	0.238
Montevideo	18,821,184	203,002		203,002	0.185
Monticello	38,019,057	410,066		410,066	0.373
Moorhead	164,925,853	1,778,858		1,778,858	1.618
Morris	18,905,680	203,913		203,913	0.185
Mound	16,845,971	181,697		181,697	0.165
Mounds View	23,625,918	254,825		254,825	0.232
New Brighton	32,805,224	353,831		353,831	0.322
New Hope	33,539,476	361,750		361,750	0.329
New Prague	20,316,476	219,130		219,130	0.199
New Ulm	42,344,006	456,714		456,714	0.415
North Branch	56,828,036	612,936		612,936	0.557
North Mankato	42,658,229	460,103		460,103	0.418
North St. Paul	25,241,066	272,245		272,245	0.248
Northfield	41,093,244	443,224		443,224	0.403
Oak Grove	53,894,329	581,294		581,294	0.529
Oakdale	53,064,849	572,347		572,347	0.520
Orono	22,598,925	243,748		243,748	0.222
Otsego	59,673,654	643,628		643,628	0.585
Owatonna	89,396,846	964,217		964,217	0.877
Plymouth	208,736,947	2,251,396		2,251,396	2.047
Prior Lake	54,284,740	585,505		585,505	0.532
Ramsey	75,846,155	818,062		818,062	0.744
Red Wing	64,661,471	697,426		697,426	0.634
Redwood Falls	22,044,365	237,766		237,766	0.216
Richfield	77,292,279	833,659		833,659	0.758

Municipality	Adjusted Construction Needs	Construction Needs Allocations		2023 Construction Needs Allocations	% Of Total Dist.
Robbinsdale	\$25,067,322	\$270,371		\$270,371	0.246
Rochester	383,682,250	4,138,322		4,138,322	3.763
Rogers	54,103,834	583,553		583,553	0.531
Rosemount	72,905,363	786,343		786,343	0.715
Roseville	72,204,631	778,785		778,785	0.708
Sartell	51,972,321	560,563		560,563	0.510
Sauk Rapids	41,800,816	450,855		450,855	0.410
Savage	66,595,565	718,287		718,287	0.653
Shakopee	104,131,829	1,123,145		1,123,145	1.021
Shoreview	43,453,690	468,683		468,683	0.426
Shorewood	21,182,244	228,468		228,468	0.208
South St. Paul	49,727,953	536,356		536,356	0.488
Spring Lake Park	13,807,591	148,926		148,926	0.135
St. Anthony	16,862,666	181,877		181,877	0.165
St. Cloud	202,349,466	2,182,502		2,182,502	1.985
St. Francis	23,538,086	253,877		253,877	0.231
St. Joseph	18,518,023	199,732		199,732	0.182
St. Louis Park	101,429,257	1,093,996		1,093,996	0.995
St. Michael	55,143,460	594,767		594,767	0.541
St. Paul	585,671,306	6,316,936		6,316,936	5.744
St. Paul Park	14,664,045	158,164		158,164	0.144
St. Peter	35,298,825	380,726		380,726	0.346
Stewartville	9,112,206	98,282		98,282	0.089
Stillwater	44,326,117	478,093		478,093	0.435
Thief River Falls	44,507,475	480,049		480,049	0.437
Vadnais Heights	22,981,193	247,871		247,871	0.225
Victoria	17,578,752	189,601		189,601	0.172
Virginia	39,745,674	428,689		428,689	0.390
Waconia	37,144,668	400,635		400,635	0.364
Waite Park	21,902,656	236,238		236,238	0.215
Waseca	17,349,676	187,130		187,130	0.170
West St. Paul	33,666,034	363,114		363,114	0.330
White Bear Lake	48,110,999	518,916		518,916	0.472
Willmar	77,943,866	840,687		840,687	0.764
Winona	65,573,236	707,260		707,260	0.643
Woodbury	173,937,433	1,876,055		1,876,055	1.706
Worthington	27,615,233	297,852		297,852	0.271
Wyoming	33,761,239	364,142		364,142	0.331
Zimmerman	12,348,143	133,185		133,185	0.121
<b>State Total</b>	<b>\$10,195,802,390</b>	<b>\$109,969,925</b>	<b>\$0</b>	<b>\$109,969,925</b>	<b>100.0000</b>

Total Money Needs Apportionment = \$109,969,925

Total Construction Needs = \$10,195,802,390

Prorate distribution based on \$109,969,925 / \$10,195,802,390 = 0.010785804

**Construction Needs Allocation** = 0.010785804 x Construction Needs for each city

NOTE: Last year's Total "Adjusted Construction Needs" were \$9,507,561,819

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## COMPARISON OF 2022 to 2023 CONSTRUCTION NEEDS ALLOCATIONS

Municipality	2022 Construction Needs Allocations	2023 Construction Needs Allocations	Increase (Decrease)	% Increase (Decrease)
Albert Lea	\$668,337	\$667,364	(\$973)	(0.1)
Albertville	192,109	191,678	(431)	(0.2)
Alexandria	901,118	902,360	1,242	0.1
Andover	948,196	945,265	(2,931)	(0.3)
Anoka	459,611	455,040	(4,571)	(1.0)
Apple Valley	1,136,468	1,135,708	(760)	(0.1)
Arden Hills	170,426	169,976	(450)	(0.3)
Austin	882,913	862,906	(20,007)	(2.3)
Baxter	491,041	497,912	6,871	1.4
Belle Plaine	241,507	240,202	(1,305)	(0.5)
Bemidji	542,710	541,937	(773)	(0.1)
Big Lake	243,790	252,016	8,226	3.4
Blaine	1,503,310	1,493,590	(9,720)	(0.6)
Bloomington	2,543,817	2,501,118	(42,699)	(1.7)
Brainerd	581,066	582,319	1,253	0.2
Brooklyn Center	654,390	653,610	(780)	(0.1)
Brooklyn Park	1,774,469	1,773,596	(873)	(0.0)
Buffalo	535,138	553,769	18,631	3.5
Burnsville	1,435,678	1,433,636	(2,042)	(0.1)
Byron	190,431	191,055	624	0.3
Cambridge	474,071	473,295	(776)	(0.2)
Carver (new city)	96,880	97,609	729	0.8
Champlin	557,830	556,199	(1,631)	(0.3)
Chanhassen	646,208	622,195	(24,013)	(3.7)
Chaska	609,980	596,505	(13,475)	(2.2)
Chisago City	181,549	180,996	(553)	(0.3)
Chisholm	191,835	191,324	(511)	(0.3)
Circle Pines	82,018	81,737	(281)	(0.3)
Cloquet	537,816	536,521	(1,295)	(0.2)
Columbia Heights	312,447	307,773	(4,674)	(1.5)
Coon Rapids	1,453,171	1,412,664	(40,507)	(2.8)
Corcoran	334,074	333,056	(1,018)	(0.3)
Cottage Grove	1,016,747	1,007,603	(9,144)	(0.9)
Credit River (new city)	218,378	217,507	(871)	(0.4)
Crookston	326,897	315,069	(11,828)	(3.6)
Crystal	417,371	402,808	(14,563)	(3.5)
Dayton	222,330	264,759	42,429	19.1
Delano	149,533	146,886	(2,647)	(1.8)
Detroit Lakes	660,675	658,819	(1,856)	(0.3)
Duluth	3,593,053	3,597,531	4,478	0.1
Eagan	1,549,633	1,544,132	(5,501)	(0.4)
East Bethel	566,946	560,384	(6,562)	(1.2)
East Grand Forks	505,570	507,587	2,017	0.4
Eden Prairie	1,548,467	1,541,611	(6,856)	(0.4)
Edina	1,344,090	1,337,199	(6,891)	(0.5)
Elk River	1,074,348	1,067,098	(7,250)	(0.7)
Fairmont	537,307	531,837	(5,470)	(1.0)
Falcon Heights	76,391	75,073	(1,318)	(1.7)
Faribault	829,651	829,494	(157)	(0.0)
Farmington	423,084	422,196	(888)	(0.2)

<b>Municipality</b>	<b>2022 Construction Needs Allocations</b>	<b>2023 Construction Needs Allocations</b>	<b>Increase (Decrease)</b>	<b>% Increase (Decrease)</b>
Fergus Falls	\$757,926	\$756,587	(\$1,339)	(0.2)
Forest Lake	798,166	796,187	(1,979)	(0.2)
Fridley	588,463	587,201	(1,262)	(0.2)
Glencoe	202,054	199,763	(2,291)	(1.1)
Golden Valley	710,825	709,823	(1,002)	(0.1)
Grand Rapids	685,273	677,203	(8,070)	(1.2)
Ham Lake	688,196	693,904	5,708	0.8
Hastings	624,849	623,911	(938)	(0.2)
Hermantown	481,777	480,727	(1,050)	(0.2)
Hibbing	1,185,214	1,178,907	(6,307)	(0.5)
Hopkins	313,557	307,807	(5,750)	(1.8)
Hugo	498,259	503,022	4,763	1.0
Hutchinson	568,195	567,906	(289)	(0.1)
International Falls	174,214	173,685	(529)	(0.3)
Inver Grove Heights	917,257	917,996	739	0.1
Isanti	147,044	146,599	(445)	(0.3)
Jordan	158,122	158,415	293	0.2
Kasson	154,029	162,407	8,378	5.4
La Crescent	120,285	119,889	(396)	(0.3)
Lake City	176,485	181,716	5,231	3.0
Lake Elmo	487,398	489,869	2,471	0.5
Lakeville	1,992,759	2,060,620	67,861	3.4
Lino Lakes	528,083	519,587	(8,496)	(1.6)
Litchfield	193,939	193,407	(532)	(0.3)
Little Canada	274,970	274,331	(639)	(0.2)
Little Falls	481,548	474,693	(6,855)	(1.4)
Mahtomedi	214,421	213,840	(581)	(0.3)
Mankato	1,348,772	1,359,390	10,618	0.8
Maple Grove	1,735,194	1,718,062	(17,132)	(1.0)
Maplewood	1,005,516	963,935	(41,581)	(4.1)
Marshall	522,902	550,436	27,534	5.3
Medina	263,689	265,591	1,902	0.7
Mendota Heights	382,412	379,877	(2,535)	(0.7)
Minneapolis	7,906,879	7,814,535	(92,344)	(1.2)
Minnetonka	1,405,539	1,379,861	(25,678)	(1.8)
Minnetrista	262,263	261,337	(926)	(0.4)
Montevideo	203,539	203,002	(537)	(0.3)
Monticello	406,349	410,066	3,717	0.9
Moorhead	1,789,026	1,778,858	(10,168)	(0.6)
Morris	204,430	203,913	(517)	(0.3)
Mound	182,170	181,697	(473)	(0.3)
Mounds View	255,470	254,825	(645)	(0.3)
New Brighton	353,986	353,831	(155)	(0.0)
New Hope	369,475	361,750	(7,725)	(2.1)
New Prague	219,252	219,130	(122)	(0.1)
New Ulm	467,121	456,714	(10,407)	(2.2)
North Branch	607,735	612,936	5,201	0.9
North Mankato	460,991	460,103	(888)	(0.2)
North Saint Paul	272,905	272,245	(660)	(0.2)
Northfield	440,960	443,224	2,264	0.5
Oak Grove	560,294	581,294	21,000	3.7
Oakdale	574,564	572,347	(2,217)	(0.4)
Orono	244,092	243,748	(344)	(0.1)
Otsego	628,285	643,628	15,343	2.4
Owatonna	965,645	964,217	(1,428)	(0.1)
Plymouth	2,085,954	2,251,396	165,442	7.9

<b>Municipality</b>	<b>2022 Construction Needs Allocations</b>	<b>2023 Construction Needs Allocations</b>	<b>Increase (Decrease)</b>	<b>% Increase (Decrease)</b>
Prior Lake	\$581,675	\$585,505	\$3,830	0.7
Ramsey	827,585	818,062	(9,523)	(1.2)
Red Wing	697,635	697,426	(209)	(0.0)
Redwood Falls	238,594	237,766	(828)	(0.3)
Richfield	844,820	833,659	(11,161)	(1.3)
Robbinsdale	269,700	270,371	671	0.2
Rochester	4,065,031	4,138,322	73,291	1.8
Rogers	575,518	583,553	8,035	1.4
Rosemount	745,196	786,343	41,147	5.5
Roseville	778,032	778,785	753	0.1
Sartell	562,563	560,563	(2,000)	(0.4)
Sauk Rapids	455,434	450,855	(4,579)	(1.0)
Savage	725,134	718,287	(6,847)	(0.9)
Shakopee	1,122,109	1,123,145	1,036	0.1
Shoreview	489,788	468,683	(21,105)	(4.3)
Shorewood	229,002	228,468	(534)	(0.2)
South Saint Paul	515,324	536,356	21,032	4.1
Spring Lake Park	149,246	148,926	(320)	(0.2)
Saint Anthony	182,043	181,877	(166)	(0.1)
Saint Cloud	2,188,254	2,182,502	(5,752)	(0.3)
Saint Francis	262,184	253,877	(8,307)	(3.2)
Saint Joseph	198,721	199,732	1,011	0.5
Saint Louis Park	1,096,787	1,093,996	(2,791)	(0.3)
Saint Michael	579,664	594,767	15,103	2.6
Saint Paul	6,358,963	6,316,936	(42,027)	(0.7)
Saint Paul Park	158,241	158,164	(77)	(0.0)
Saint Peter	382,971	380,726	(2,245)	(0.6)
Stewartville	98,578	98,282	(296)	(0.3)
Stillwater	487,263	478,093	(9,170)	(1.9)
Thief River Falls	481,360	480,049	(1,311)	(0.3)
Vadnais Heights	227,305	247,871	20,566	9.0
Victoria	190,089	189,601	(488)	(0.3)
Virginia	431,900	428,689	(3,211)	(0.7)
Waconia	386,143	400,635	14,492	3.8
Waite Park	237,295	236,238	(1,057)	(0.4)
Waseca	188,629	187,130	(1,499)	(0.8)
West St. Paul	363,936	363,114	(822)	(0.2)
White Bear Lake	525,105	518,916	(6,189)	(1.2)
Willmar	841,375	840,687	(688)	(0.1)
Winona	676,205	707,260	31,055	4.6
Woodbury	1,867,357	1,876,055	8,698	0.5
Worthington	298,457	297,852	(605)	(0.2)
Wyoming	371,524	364,142	(7,382)	(2.0)
Zimmerman	133,598	133,185	(413)	(0.3)
<b>TOTAL</b>	<b>\$109,969,925</b>	<b>\$109,969,925</b>	<b>\$0</b>	<b>0.0</b>

40 Cities Increase Their Construction Needs Allocation  
108 Cities Decrease Their Construction Needs Allocation



## 2023 TENTATIVE MSAS TOTAL ALLOCATIONS

Municipality	2023 Population Allocations	2023 Construction Needs Allocations	2023 Total Allocations	Distribution Percentage
Albert Lea	\$493,794	\$667,364	<b>\$1,161,158</b>	0.5279
Albertville	213,572	191,678	<b>405,250</b>	0.1843
Alexandria	392,269	902,360	<b>1,294,629</b>	0.5886
Andover	873,406	945,265	<b>1,818,671</b>	0.8269
Anoka	481,751	455,040	<b>936,791</b>	0.4259
Apple Valley	1,505,363	1,135,708	<b>2,641,071</b>	1.2008
Arden Hills	265,402	169,976	<b>435,378</b>	0.1980
Austin	707,419	862,906	<b>1,570,325</b>	0.7140
Baxter	237,952	497,912	<b>735,864</b>	0.3346
Belle Plaine	197,470	240,202	<b>437,672</b>	0.1990
Bemidji	404,472	541,937	<b>946,409</b>	0.4303
Big Lake	324,844	252,016	<b>576,860</b>	0.2623
Blaine	1,895,362	1,493,590	<b>3,388,952</b>	1.5409
Bloomington	2,429,291	2,501,118	<b>4,930,409</b>	2.2417
Brainerd	391,975	582,319	<b>974,294</b>	0.4430
Brooklyn Center	902,085	653,610	<b>1,555,695</b>	0.7073
Brooklyn Park	2,309,234	1,773,596	<b>4,082,830</b>	1.8563
Buffalo	437,344	553,769	<b>991,113</b>	0.4506
Burnsville	1,725,744	1,433,636	<b>3,159,380</b>	1.4365
Byron	174,986	191,055	<b>366,041</b>	0.1664
Cambridge	263,346	473,295	<b>736,641</b>	0.3349
Carver (new city)	156,507	97,609	<b>254,116</b>	0.1155
Champlin	638,712	556,199	<b>1,194,911</b>	0.5433
Chanassen	692,866	622,195	<b>1,315,061</b>	0.5979
Chaska	745,845	596,505	<b>1,342,350</b>	0.6103
Chisago City	150,392	180,996	<b>331,388</b>	0.1507
Chisholm	133,516	191,324	<b>324,840</b>	0.1477
Circle Pines	134,183	81,737	<b>215,920</b>	0.0982
Cloquet	339,530	536,521	<b>876,051</b>	0.3983
Columbia Heights	586,748	307,773	<b>894,521</b>	0.4067
Coon Rapids	1,712,419	1,412,664	<b>3,125,083</b>	1.4209
Corcoran	178,591	333,056	<b>511,647</b>	0.2326
Cottage Grove	1,057,578	1,007,603	<b>2,065,181</b>	0.9390
Credit River (new city)	146,680	217,507	<b>364,187</b>	0.1656
Crookston	199,793	315,069	<b>514,862</b>	0.2341
Crystal	622,984	402,808	<b>1,025,792</b>	0.4664
Dayton	214,186	264,759	<b>478,945</b>	0.2178
Delano	177,683	146,886	<b>324,569</b>	0.1476
Detroit Lakes	266,764	658,819	<b>925,583</b>	0.4208
Duluth	2,315,083	3,597,531	<b>5,912,614</b>	2.6883
Eagan	1,844,813	1,544,132	<b>3,388,945</b>	1.5409
East Bethel	314,857	560,384	<b>875,241</b>	0.3979
East Grand Forks	245,028	507,587	<b>752,615</b>	0.3422
Eden Prairie	1,714,288	1,541,611	<b>3,255,899</b>	1.4804
Edina	1,430,540	1,337,199	<b>2,767,739</b>	1.2584
Elk River	699,061	1,067,098	<b>1,766,159</b>	0.8030
Fairmont	280,036	531,837	<b>811,873</b>	0.3691

<b>Municipality</b>	<b>2023 Population Allocations</b>	<b>2023 Construction Needs Allocations</b>	<b>2023 Total Allocations</b>	<b>Distribution Percentage</b>
Falcon Heights	\$143,369	\$75,073	<b>\$218,442</b>	0.0993
Faribault	652,972	829,494	<b>1,482,466</b>	0.6740
Farmington	631,636	422,196	<b>1,053,832</b>	0.4791
Fergus Falls	377,022	756,587	<b>1,133,609</b>	0.5154
Forest Lake	560,526	796,187	<b>1,356,713</b>	0.6169
Fridley	790,146	587,201	<b>1,377,347</b>	0.6262
Glencoe	153,837	199,763	<b>353,600</b>	0.1608
Golden Valley	602,209	709,823	<b>1,312,032</b>	0.5965
Grand Rapids	301,291	677,203	<b>978,494</b>	0.4449
Ham Lake	440,308	693,904	<b>1,134,212</b>	0.5157
Hastings	595,560	623,911	<b>1,219,471</b>	0.5545
Hermantown	272,933	480,727	<b>753,660</b>	0.3427
Hibbing	432,965	1,178,907	<b>1,611,872</b>	0.7329
Hopkins	509,469	307,807	<b>817,276</b>	0.3716
Hugo	429,146	503,022	<b>932,168</b>	0.4238
Hutchinson	392,616	567,906	<b>960,522</b>	0.4367
International Falls	154,932	173,685	<b>328,617</b>	0.1494
Inver Grove Heights	955,999	917,996	<b>1,873,995</b>	0.8520
Isanti	187,509	146,599	<b>334,108</b>	0.1519
Jordan	181,635	158,415	<b>340,050</b>	0.1546
Kasson	184,812	162,407	<b>347,219</b>	0.1579
La Crescent	142,408	119,889	<b>262,297</b>	0.1193
Lake City	141,794	181,716	<b>323,510</b>	0.1471
Lake Elmo	337,928	489,869	<b>827,797</b>	0.3764
Lakeville	1,926,231	2,060,620	<b>3,986,851</b>	1.8127
Lino Lakes	571,420	519,587	<b>1,091,007</b>	0.4960
Litchfield	177,015	193,407	<b>370,422</b>	0.1684
Little Canada	288,901	274,331	<b>563,232</b>	0.2561
Little Falls	244,067	474,693	<b>718,760</b>	0.3268
Mahtomedi	217,657	213,840	<b>431,497</b>	0.1962
Mankato	1,193,310	1,359,390	<b>2,552,700</b>	1.1606
Maple Grove	1,875,975	1,718,062	<b>3,594,037</b>	1.6341
Maplewood	1,125,243	963,935	<b>2,089,178</b>	0.9499
Marshall	363,910	550,436	<b>914,346</b>	0.4157
Medina	190,206	265,591	<b>455,797</b>	0.2072
Mendota Heights	313,602	379,877	<b>693,479</b>	0.3153
Minneapolis	11,598,402	7,814,535	<b>19,412,937</b>	8.8265
Minnetonka	1,460,768	1,379,861	<b>2,840,629</b>	1.2915
Minnetrista	229,460	261,337	<b>490,797</b>	0.2232
Montevideo	144,144	203,002	<b>347,146</b>	0.1578
Monticello	390,373	410,066	<b>800,439</b>	0.3639
Moorhead	1,190,506	1,778,858	<b>2,969,364</b>	1.3501
Morris	136,320	203,913	<b>340,233</b>	0.1547
Mound	251,223	181,697	<b>432,920</b>	0.1968
Mounds View	353,790	254,825	<b>608,615</b>	0.2767
New Brighton	632,998	353,831	<b>986,829</b>	0.4487
New Hope	587,095	361,750	<b>948,845</b>	0.4314
New Prague	219,526	219,130	<b>438,656</b>	0.1994
New Ulm	377,048	456,714	<b>833,762</b>	0.3791
North Branch	296,805	612,936	<b>909,741</b>	0.4136
North Mankato	386,154	460,103	<b>846,257</b>	0.3848
North St. Paul	331,039	272,245	<b>603,284</b>	0.2743
Northfield	555,158	443,224	<b>998,382</b>	0.4539

<b>Municipality</b>	<b>2023 Population Allocations</b>	<b>2023 Construction Needs Allocations</b>	<b>2023 Total Allocations</b>	<b>Distribution Percentage</b>
Oak Grove	\$240,569	\$581,294	<b>\$821,863</b>	0.3737
Oakdale	755,779	572,347	<b>1,328,126</b>	0.6039
Orono	226,576	243,748	<b>470,324</b>	0.2138
Otsego	568,483	643,628	<b>1,212,111</b>	0.5511
Owatonna	711,558	964,217	<b>1,675,775</b>	0.7619
Plymouth	2,167,867	2,251,396	<b>4,419,263</b>	2.0093
Prior Lake	743,202	585,505	<b>1,328,707</b>	0.6041
Ramsey	761,573	818,062	<b>1,579,635</b>	0.7182
Red Wing	442,952	697,426	<b>1,140,378</b>	0.5185
Redwood Falls	136,239	237,766	<b>374,005</b>	0.1700
Richfield	987,856	833,659	<b>1,821,515</b>	0.8282
Robbinsdale	396,221	270,371	<b>666,592</b>	0.3031
Rochester	3,259,518	4,138,322	<b>7,397,840</b>	3.3636
Rogers	371,307	583,553	<b>954,860</b>	0.4341
Rosemount	697,833	786,343	<b>1,484,176</b>	0.6748
Roseville	973,062	778,785	<b>1,751,847</b>	0.7965
Sartell	521,299	560,563	<b>1,081,862</b>	0.4919
Sauk Rapids	370,159	450,855	<b>821,014</b>	0.3733
Savage	868,279	718,287	<b>1,586,566</b>	0.7214
Shakopee	1,217,476	1,123,145	<b>2,340,621</b>	1.0642
Shoreview	720,103	468,683	<b>1,188,786</b>	0.5405
Shorewood	209,005	228,468	<b>437,473</b>	0.1989
South St. Paul	554,330	536,356	<b>1,090,686</b>	0.4959
Spring Lake Park	201,448	148,926	<b>350,374</b>	0.1593
St. Anthony	247,191	181,877	<b>429,068</b>	0.1951
St. Cloud	1,839,339	2,182,502	<b>4,021,841</b>	1.8286
St. Francis	221,423	253,877	<b>475,300</b>	0.2161
St. Joseph	190,954	199,732	<b>390,686</b>	0.1776
St. Louis Park	1,339,002	1,093,996	<b>2,432,998</b>	1.1062
St. Michael	508,134	594,767	<b>1,102,901</b>	0.5015
St. Paul	8,332,448	6,316,936	<b>14,649,384</b>	6.6606
St. Paul Park	148,042	158,164	<b>306,206</b>	0.1392
St. Peter	322,200	380,726	<b>702,926</b>	0.3196
Stewartville	182,916	98,282	<b>281,198</b>	0.1279
Stillwater	519,750	478,093	<b>997,843</b>	0.4537
Thief River Falls	233,626	480,049	<b>713,675</b>	0.3245
Vadnais Heights	349,277	247,871	<b>597,148</b>	0.2715
Victoria	292,880	189,601	<b>482,481</b>	0.2194
Virginia	224,867	428,689	<b>653,556</b>	0.2972
Waconia	355,072	400,635	<b>755,707</b>	0.3436
Waite Park	223,452	236,238	<b>459,690</b>	0.2090
Waseca	246,443	187,130	<b>433,573</b>	0.1971
West St. Paul	557,615	363,114	<b>920,729</b>	0.4186
White Bear Lake	669,368	518,916	<b>1,188,284</b>	0.5403
Willmar	562,795	840,687	<b>1,403,482</b>	0.6381
Winona	692,893	707,260	<b>1,400,153</b>	0.6366
Woodbury	2,022,043	1,876,055	<b>3,898,098</b>	1.7723
Worthington	372,429	297,852	<b>670,281</b>	0.3048
Wyoming	215,494	364,142	<b>579,636</b>	0.2635
Zimmerman	170,446	133,185	<b>303,631</b>	0.1381
<b>Total</b>	<b>\$109,969,925</b>	<b>\$109,969,925</b>	<b>\$219,939,850</b>	<b>100.0000</b>

## COMPARISON OF THE 2022 ACTUAL AND 2023 TENTATIVE TOTAL ALLOCATIONS

Municipality	2022 Total Allocations	2023 Total Allocations	Increase (Decrease) Amount	% Increase (Decrease)
Albert Lea	\$1,166,271	\$1,161,158	(\$5,113)	(0.4)
Albertville	404,725	405,250	525	0.1
Alexandria	1,287,117	1,294,629	7,512	0.6
Andover	1,826,044	1,818,671	(7,373)	(0.4)
Anoka	942,170	936,791	(5,379)	(0.6)
Apple Valley	2,654,451	2,641,071	(13,380)	(0.5)
Arden Hills	438,054	435,378	(2,676)	(0.6)
Austin	1,587,701	1,570,325	(17,376)	(1.1)
Baxter	722,936	735,864	12,928	1.8
Belle Plaine	440,632	437,672	(2,960)	(0.7)
Bemidji	935,144	946,409	11,265	1.2
Big Lake	558,459	576,860	18,401	3.3
Blaine	3,394,179	3,388,952	(5,227)	(0.2)
Bloomington	4,966,898	4,930,409	(36,489)	(0.7)
Brainerd	968,680	974,294	5,614	0.6
Brooklyn Center	1,564,038	1,555,695	(8,343)	(0.5)
Brooklyn Park	4,103,063	4,082,830	(20,233)	(0.5)
Buffalo	970,494	991,113	20,619	2.1
Burnsville	3,167,543	3,159,380	(8,163)	(0.3)
Byron	360,394	366,041	5,647	1.6
Cambridge	732,867	736,641	3,774	0.5
Carver	253,838	254,116	278	0.1
Champlin	1,201,897	1,194,911	(6,986)	(0.6)
Chanhassen	1,344,883	1,315,061	(29,822)	(2.2)
Chaska	1,358,820	1,342,350	(16,470)	(1.2)
Chisago City	331,209	331,388	179	0.1
Chisholm	326,470	324,840	(1,630)	(0.5)
Circle Pines	217,326	215,920	(1,406)	(0.6)
Cloquet	876,235	876,051	(184)	(0.0)
Columbia Heights	904,114	894,521	(9,593)	(1.1)
Coon Rapids	3,165,702	3,125,083	(40,619)	(1.3)
Corcoran	500,618	511,647	11,029	2.2
Cottage Grove	2,062,565	2,065,181	2,616	0.1
Credit River	366,288	364,187	(2,101)	(0.6)
Crookston	528,365	514,862	(13,503)	(2.6)
Crystal	1,045,578	1,025,792	(19,786)	(1.9)
Dayton	417,874	478,945	61,071	14.6
Delano	324,128	324,569	441	0.1
Detroit Lakes	926,418	925,583	(835)	(0.1)
Duluth	5,927,544	5,912,614	(14,930)	(0.3)
Eagan	3,403,693	3,388,945	(14,748)	(0.4)
East Bethel	884,308	875,241	(9,067)	(1.0)
East Grand Forks	752,652	752,615	(37)	(0.0)
Eden Prairie	3,277,127	3,255,899	(21,228)	(0.6)
Edina	2,784,524	2,767,739	(16,785)	(0.6)
Elk River	1,770,007	1,766,159	(3,848)	(0.2)
Fairmont	819,691	811,873	(7,818)	(1.0)
Falcon Heights	220,962	218,442	(2,520)	(1.1)
Faribault	1,488,097	1,482,466	(5,631)	(0.4)
Farmington	1,059,423	1,053,832	(5,591)	(0.5)

Municipality	2022 Total Allocations	2023 Total Allocations	Increase (Decrease) Amount	% Increase (Decrease)
Fergus Falls	\$1,138,109	\$1,133,609	(\$4,500)	(0.4)
Forest Lake	1,353,159	1,356,713	3,554	0.3
Fridley	1,385,233	1,377,347	(7,886)	(0.6)
Glencoe	356,723	353,600	(3,123)	(0.9)
Golden Valley	1,318,083	1,312,032	(6,051)	(0.5)
Grand Rapids	984,863	978,494	(6,369)	(0.6)
Ham Lake	1,131,522	1,134,212	2,690	0.2
Hastings	1,221,390	1,219,471	(1,919)	(0.2)
Hermantown	756,998	753,660	(3,338)	(0.4)
Hibbing	1,621,809	1,611,872	(9,937)	(0.6)
Hopkins	827,297	817,276	(10,021)	(1.2)
Hugo	922,790	932,168	9,378	1.0
Hutchinson	961,302	960,522	(780)	(0.1)
International Falls	330,445	328,617	(1,828)	(0.6)
Inver Grove Heights	1,881,271	1,873,995	(7,276)	(0.4)
Isanti	330,255	334,108	3,853	1.2
Jordan	337,348	340,050	2,702	0.8
Kasson	338,506	347,219	8,713	2.6
La Crescent	262,352	262,297	(55)	(0.0)
Lake City	317,906	323,510	5,604	1.8
Lake Elmo	792,616	827,797	35,181	4.4
Lakeville	3,863,917	3,986,851	122,934	3.2
Lino Lakes	1,104,294	1,091,007	(13,287)	(1.2)
Litchfield	372,304	370,422	(1,882)	(0.5)
Little Canada	566,293	563,232	(3,061)	(0.5)
Little Falls	727,661	718,760	(8,901)	(1.2)
Mahtomedi	433,553	431,497	(2,056)	(0.5)
Mankato	2,546,701	2,552,700	5,999	0.2
Maple Grove	3,626,898	3,594,037	(32,861)	(0.9)
Maplewood	2,138,820	2,089,178	(49,642)	(2.3)
Marshall	889,863	914,346	24,483	2.8
Medina	447,789	455,797	8,008	1.8
Mendota Heights	698,643	693,479	(5,164)	(0.7)
Minneapolis	19,484,256	19,412,937	(71,319)	(0.4)
Minnetonka	2,853,701	2,840,629	(13,072)	(0.5)
Minnetrissa	484,734	490,797	6,063	1.3
Montevideo	348,891	347,146	(1,745)	(0.5)
Monticello	795,579	800,439	4,860	0.6
Moorhead	2,987,413	2,969,364	(18,049)	(0.6)
Morris	341,892	340,233	(1,659)	(0.5)
Mound	435,230	432,920	(2,310)	(0.5)
Mounds View	612,226	608,615	(3,611)	(0.6)
New Brighton	985,532	986,829	1,297	0.1
New Hope	961,492	948,845	(12,647)	(1.3)
New Prague	439,030	438,656	(374)	(0.1)
New Ulm	847,330	833,762	(13,568)	(1.6)
North Branch	898,197	909,741	11,544	1.3
North Mankato	845,374	846,257	883	0.1
North St. Paul	605,831	603,284	(2,547)	(0.4)
Northfield	1,000,773	998,382	(2,391)	(0.2)
Oak Grove	800,725	821,863	21,138	2.6
Oakdale	1,336,679	1,328,126	(8,553)	(0.6)
Orono	467,990	470,324	2,334	0.5
Otsego	1,165,910	1,212,111	46,201	4.0
Owatonna	1,677,057	1,675,775	(1,282)	(0.1)
Plymouth	4,267,742	4,419,263	151,521	3.6

Municipality	2022 Total Allocations	2023 Total Allocations	Increase (Decrease) Amount	% Increase (Decrease)
Prior Lake	\$1,325,318	\$1,328,707	\$3,389	0.3
Ramsey	1,572,009	1,579,635	7,626	0.5
Red Wing	1,143,196	1,140,378	(2,818)	(0.2)
Redwood Falls	375,976	374,005	(1,971)	(0.5)
Richfield	1,840,958	1,821,515	(19,443)	(1.1)
Robbinsdale	664,073	666,592	2,519	0.4
Rochester	7,333,836	7,397,840	64,004	0.9
Rogers	933,513	954,860	21,347	2.3
Rosemount	1,435,874	1,484,176	48,302	3.4
Roseville	1,754,244	1,751,847	(2,397)	(0.1)
Sartell	1,083,628	1,081,862	(1,766)	(0.2)
Sauk Rapids	828,696	821,014	(7,682)	(0.9)
Savage	1,599,320	1,586,566	(12,754)	(0.8)
Shakopee	2,298,766	2,340,621	41,855	1.8
Shoreview	1,214,690	1,188,786	(25,904)	(2.1)
Shorewood	438,575	437,473	(1,102)	(0.3)
South St. Paul	1,074,302	1,090,686	16,384	1.5
Spring Lake Park	342,797	350,374	7,577	2.2
St. Anthony	431,306	429,068	(2,238)	(0.5)
St. Cloud	4,043,014	4,021,841	(21,173)	(0.5)
St. Francis	481,424	475,300	(6,124)	(1.3)
St. Joseph	387,991	390,686	2,695	0.7
St. Louis Park	2,443,407	2,432,998	(10,409)	(0.4)
St. Michael	1,070,678	1,102,901	32,223	3.0
St. Paul	14,747,455	14,649,384	(98,071)	(0.7)
St. Paul Park	307,524	306,206	(1,318)	(0.4)
St. Peter	707,872	702,926	(4,946)	(0.7)
Stewartville	278,639	281,198	2,559	0.9
Stillwater	1,009,486	997,843	(11,643)	(1.2)
Thief River Falls	716,944	713,675	(3,269)	(0.5)
Vadnais Heights	574,987	597,148	22,161	3.9
Victoria	474,061	482,481	8,420	1.8
Virginia	658,652	653,556	(5,096)	(0.8)
Waconia	737,083	755,707	18,624	2.5
Waite Park	461,893	459,690	(2,203)	(0.5)
Waseca	437,138	433,573	(3,565)	(0.8)
West St. Paul	919,036	920,729	1,693	0.2
White Bear Lake	1,195,130	1,188,284	(6,846)	(0.6)
Willmar	1,407,246	1,403,482	(3,764)	(0.3)
Winona	1,374,907	1,400,153	25,246	1.8
Woodbury	3,889,631	3,898,098	8,467	0.2
Worthington	674,009	670,281	(3,728)	(0.6)
Wyoming	587,803	579,636	(8,167)	(1.4)
Zimmerman	300,250	303,631	3,381	1.1
<b>Total</b>	<b>\$219,939,850</b>	<b>\$219,939,850</b>	<b>\$0</b>	<b>0.0</b>

55 Cities Increased Their Total Allocation  
95 Cities Decreased Their Total Allocation

# 2023 ALLOCATION RANKINGS

Rankings are from highest allocation per Needs mile to lowest.

Municipality	2022 Total Needs Mileage	2023 Population Allocation Per Need Mile
Minneapolis	206.63	\$56,131
Hopkins	9.99	50,998
St. Paul	164.52	50,647
Columbia Heights	12.50	46,940
New Hope	12.86	45,653
Falcon Heights	3.29	43,577
Brooklyn Center	21.39	42,173
St. Anthony	5.95	41,545
New Brighton	15.27	41,454
West St. Paul	13.54	41,183
St. Louis Park	33.33	40,174
Apple Valley	37.50	40,143
Richfield	24.63	40,108
Robbinsdale	10.05	39,425
Oakdale	19.31	39,139
Stewartville	4.71	38,836
Burnsville	44.89	38,444
Brooklyn Park	60.72	38,031
Blaine	50.71	37,376
Eagan	49.43	37,322
Circle Pines	3.60	37,273
Farmington	16.95	37,265
Shoreview	19.69	36,572
Coon Rapids	46.99	36,442
Crystal	17.57	35,457
Eden Prairie	48.61	35,266
Edina	40.85	35,019
Arden Hills	7.64	34,738
Vadnais Heights	10.06	34,719
Spring Lake Park	5.81	34,673
Fridley	22.87	34,549
Victoria	8.77	33,396
Woodbury	60.83	33,241
Mounds View	10.86	32,577

Municipality	2022 Total Needs Mileage	2023 Money Needs Allocation Per Need Mile
St. Paul	164.52	\$38,396
Minneapolis	206.63	37,819
Rochester	113.88	36,339
Moorhead	49.89	35,656
Richfield	24.63	33,847
Bloomington	76.12	32,858
St. Louis Park	33.33	32,823
Mankato	41.45	32,796
Edina	40.85	32,734
St. Cloud	67.85	32,167
Burnsville	44.89	31,937
Eden Prairie	48.61	31,714
Plymouth	71.38	31,541
Sauk Rapids	14.37	31,375
Eagan	49.43	31,239
Woodbury	60.83	30,841
Hopkins	9.99	30,812
Winona	23.10	30,617
St. Anthony	5.95	30,568
Brooklyn Center	21.39	30,557
Waite Park	7.77	30,404
Duluth	118.46	30,369
East Grand Forks	16.74	30,322
Apple Valley	37.50	30,286
Coon Rapids	46.99	30,063
Austin	28.86	29,900
Willmar	28.15	29,865
Golden Valley	23.89	29,712
Faribault	27.97	29,657
Oakdale	19.31	29,640
Sartell	18.92	29,628
Blaine	50.71	29,454
Fergus Falls	25.79	29,336
Brainerd	19.86	29,321

Municipality	2022 Total Needs Mileage	2023 Total Allocation Per Need Mile
Minneapolis	206.63	\$93,950
St. Paul	164.52	89,043
Hopkins	9.99	81,809
Richfield	24.63	73,955
New Hope	12.86	73,783
St. Louis Park	33.33	72,997
Brooklyn Center	21.39	72,730
St. Anthony	5.95	72,112
Columbia Heights	12.50	71,562
Apple Valley	37.50	70,429
Burnsville	44.89	70,380
Oakdale	19.31	68,779
Eagan	49.43	68,560
West St. Paul	13.54	68,001
Edina	40.85	67,754
Brooklyn Park	60.72	67,240
Eden Prairie	48.61	66,980
Blaine	50.71	66,830
Coon Rapids	46.99	66,505
Falcon Heights	3.29	66,396
Robbinsdale	10.05	66,328
Rochester	113.88	64,962
Bloomington	76.12	64,772
New Brighton	15.27	64,625
Woodbury	60.83	64,082
Farmington	16.95	62,173
Plymouth	71.38	61,912
Mankato	41.45	61,585
Maple Grove	59.06	60,854
Winona	23.10	60,613
Shoreview	19.69	60,375
Spring Lake Park	5.81	60,305
Fridley	22.87	60,225
Circle Pines	3.60	59,978

Municipality	2022 Total Needs Mileage	2023 Population Allocation Per Need Mile	Municipality	2022 Total Needs Mileage	2023 Money Needs Allocation Per Need Mile	Municipality	2022 Total Needs Mileage	2023 Total Allocation Per Need Mile
Northfield	17.06	\$32,542	Brooklyn Park	60.72	\$29,209	Stewartville	4.71	\$59,702
Chaska	23.00	32,428	Hutchinson	19.52	29,094	Champlin	20.07	59,537
White Bear Lake	20.94	31,966	Maple Grove	59.06	29,090	Moorhead	49.89	59,518
Bloomington	76.12	31,914	Thief River Falls	17.01	28,222	Vadnais Heights	10.06	59,359
Champlin	20.07	31,824	North Mankato	16.33	28,175	St. Cloud	67.85	59,275
Maple Grove	59.06	31,764	New Hope	12.86	28,130	Waite Park	7.77	59,162
Waseca	7.77	31,717	Red Wing	24.86	28,054	Northfield	17.06	58,522
Mound	7.94	31,640	Baxter	17.76	28,036	Crystal	17.57	58,383
Worthington	11.78	31,615	Cambridge	16.93	27,956	Chaska	23.00	58,363
Savage	27.50	31,574	Monticello	14.73	27,839	Chanhassen	22.76	57,779
Maplewood	36.68	30,677	Owatonna	34.64	27,835	Savage	27.50	57,693
Roseville	31.78	30,619	Champlin	20.07	27,713	Sartell	18.92	57,181
Prior Lake	24.28	30,610	Hastings	22.61	27,594	Sauk Rapids	14.37	57,134
Chanhassen	22.76	30,442	Buffalo	20.09	27,564	Arden Hills	7.64	56,987
Plymouth	71.38	30,371	Anoka	16.56	27,478	Maplewood	36.68	56,957
Carver	5.17	30,272	Albert Lea	24.31	27,452	Worthington	11.78	56,900
Winona	23.10	29,995	Marshall	20.06	27,439	Shakopee	41.17	56,853
Jordan	6.10	29,776	Chanhassen	22.76	27,337	White Bear Lake	20.94	56,747
Shakopee	41.17	29,572	Lakeville	75.42	27,322	Anoka	16.56	56,570
Anoka	16.56	29,091	Shakopee	41.17	27,281	Mounds View	10.86	56,042
North St. Paul	11.39	29,064	Crookston	11.58	27,208	Waseca	7.77	55,801
Mankato	41.45	28,789	Elk River	39.39	27,091	Jordan	6.10	55,746
Waite Park	7.77	28,758	Alexandria	33.53	26,912	Minnnetonka	51.28	55,394
Rochester	113.88	28,622	Minnnetonka	51.28	26,908	Roseville	31.78	55,124
Delano	6.21	28,612	Robbinsdale	10.05	26,903	Victoria	8.77	55,015
Minnnetonka	51.28	28,486	West St. Paul	13.54	26,818	Golden Valley	23.89	54,920
Big Lake	11.59	28,028	Fairmont	19.97	26,632	Prior Lake	24.28	54,724
Albertville	7.69	27,773	St. Paul Park	5.94	26,627	Mound	7.94	54,524
Sartell	18.92	27,553	Bemidji	20.36	26,618	Austin	28.86	54,412
Stillwater	18.87	27,544	Waconia	15.13	26,480	Monticello	14.73	54,341
Cottage Grove	38.44	27,512	Belle Plaine	9.10	26,396	Hastings	22.61	53,935
Kasson	6.79	27,218	Maplewood	36.68	26,280	Cottage Grove	38.44	53,725
St. Cloud	67.85	27,109	Cottage Grove	38.44	26,212	Faribault	27.97	53,002
Inver Grove Heights	35.50	26,930	Virginia	16.36	26,203	North St. Paul	11.39	52,966
South St. Paul	20.84	26,599	Savage	27.50	26,120	Stillwater	18.87	52,880
Monticello	14.73	26,502	Northfield	17.06	25,980	Lakeville	75.42	52,862
Isanti	7.08	26,484	Jordan	6.10	25,970	Inver Grove Heights	35.50	52,789
Hastings	22.61	26,341	Chaska	23.00	25,935	Albertville	7.69	52,698



Municipality	2022 Total Needs Mileage	2023 Population Allocation Per Need Mile
Zimmerman	6.52	\$26,142
Sauk Rapids	14.37	25,759
Lakeville	75.42	25,540
Little Canada	11.35	25,454
Golden Valley	23.89	25,208
St. Paul Park	5.94	24,923
Austin	28.86	24,512
La Crescent	5.84	24,385
Orono	9.45	23,976
Moorhead	49.89	23,863
North Mankato	16.33	23,647
Waconia	15.13	23,468
Faribault	27.97	23,345
Lino Lakes	24.95	22,903
Shorewood	9.20	22,718
Mahtomedi	9.61	22,649
New Prague	9.72	22,585
Rosemount	31.59	22,090
St. Peter	14.74	21,859
Buffalo	20.09	21,769
Belle Plaine	9.10	21,700
Byron	8.12	21,550
St. Joseph	9.08	21,030
New Ulm	18.01	20,935
Otsego	27.39	20,755
Mendota Heights	15.17	20,673
Owatonna	34.64	20,542
Albert Lea	24.31	20,312
Ramsey	37.59	20,260
Litchfield	8.77	20,184
Dayton	10.62	20,168
Hutchinson	19.52	20,114
St. Michael	25.35	20,045
Willmar	28.15	19,993
Bemidji	20.36	19,866
Brainerd	19.86	19,737
Andover	44.48	19,636
Duluth	118.46	19,543
Hugo	22.92	18,724

Municipality	2022 Total Needs Mileage	2023 Money Needs Allocation Per Need Mile
Hermantown	18.54	\$25,929
Inver Grove Heights	35.50	25,859
St. Peter	14.74	25,829
Orono	9.45	25,793
South St. Paul	20.84	25,737
Fridley	22.87	25,676
Rogers	22.75	25,651
Spring Lake Park	5.81	25,633
Grand Rapids	26.44	25,613
Detroit Lakes	25.77	25,565
New Ulm	18.01	25,359
Stillwater	18.87	25,336
Worthington	11.78	25,285
Mendota Heights	15.17	25,041
Dayton	10.62	24,930
Albertville	7.69	24,926
Farmington	16.95	24,908
Rosemount	31.59	24,892
Shorewood	9.20	24,833
White Bear Lake	20.94	24,781
Vadnais Heights	10.06	24,639
Columbia Heights	12.50	24,622
Roseville	31.78	24,506
Little Canada	11.35	24,170
Prior Lake	24.28	24,115
Waseca	7.77	24,084
Glencoe	8.33	23,981
Kasson	6.79	23,919
North St. Paul	11.39	23,902
Shoreview	19.69	23,803
Delano	6.21	23,653
Cloquet	22.78	23,552
Forest Lake	33.83	23,535
Byron	8.12	23,529
Otsego	27.39	23,499
Mounds View	10.86	23,465
St. Michael	25.35	23,462
Lake Elmo	20.89	23,450
Morris	8.79	23,198

Municipality	2022 Total Needs Mileage	2023 Total Allocation Per Need Mile
South St. Paul	20.84	\$52,336
Delano	6.21	52,266
North Mankato	16.33	51,822
St. Paul Park	5.94	51,550
Kasson	6.79	51,137
Waconia	15.13	49,948
Duluth	118.46	49,912
Willmar	28.15	49,857
Big Lake	11.59	49,772
Orono	9.45	49,770
Little Canada	11.35	49,624
Buffalo	20.09	49,334
Hutchinson	19.52	49,207
Carver	5.17	49,152
Brainerd	19.86	49,058
Owatonna	34.64	48,377
Belle Plaine	9.10	48,096
Albert Lea	24.31	47,765
St. Peter	14.74	47,688
Shorewood	9.20	47,551
Isanti	7.08	47,190
Rosemount	31.59	46,982
Zimmerman	6.52	46,569
Bemidji	20.36	46,484
New Ulm	18.01	46,294
Red Wing	24.86	45,872
Mendota Heights	15.17	45,714
Marshall	20.06	45,581
New Prague	9.72	45,129
Dayton	10.62	45,098
Byron	8.12	45,079
East Grand Forks	16.74	44,959
La Crescent	5.84	44,914
Mahtomedi	9.61	44,901
Elk River	39.39	44,838
Crookston	11.58	44,461
Otsego	27.39	44,254
Fergus Falls	25.79	43,955
Lino Lakes	24.95	43,728

Municipality	2022 Total Needs Mileage	2023 Population Allocation Per Need Mile	Municipality	2022 Total Needs Mileage	2023 Money Needs Allocation Per Need Mile	Municipality	2022 Total Needs Mileage	2023 Total Allocation Per Need Mile
Glencoe	8.33	\$18,468	New Brighton	15.27	\$23,172	Cambridge	16.93	\$43,511
International Falls	8.39	18,466	Little Falls	20.55	23,099	St. Michael	25.35	43,507
Marshall	20.06	18,141	Crystal	17.57	22,926	St. Joseph	9.08	43,027
Red Wing	24.86	17,818	Mound	7.94	22,884	Glencoe	8.33	42,449
Elk River	39.39	17,747	Falcon Heights	3.29	22,819	Litchfield	8.77	42,237
Minnetrissa	12.98	17,678	Circle Pines	3.60	22,705	Ramsey	37.59	42,023
Crookston	11.58	17,253	Wyoming	16.06	22,674	Rogers	22.75	41,972
Chisago City	8.75	17,188	Montevideo	8.98	22,606	Thief River Falls	17.01	41,956
Forest Lake	33.83	16,569	New Prague	9.72	22,544	Baxter	17.76	41,434
St. Francis	13.45	16,463	Redwood Falls	10.61	22,410	Andover	44.48	40,887
Rogers	22.75	16,321	Mahtomedi	9.61	22,252	Hugo	22.92	40,671
Lake City	8.75	16,205	Arden Hills	7.64	22,248	Fairmont	19.97	40,655
Lake Elmo	20.89	16,177	Chisholm	8.61	22,221	Hermantown	18.54	40,650
Montevideo	8.98	16,052	Litchfield	8.77	22,053	Forest Lake	33.83	40,104
Cambridge	16.93	15,555	St. Joseph	9.08	21,997	Virginia	16.36	39,948
Morris	8.79	15,509	Hugo	22.92	21,947	Lake Elmo	20.89	39,626
Chisholm	8.61	15,507	Ramsey	37.59	21,763	International Falls	8.39	39,168
Medina	12.59	15,108	Hibbing	54.19	21,755	Morris	8.79	38,707
Cloquet	22.78	14,905	Big Lake	11.59	21,744	Montevideo	8.98	38,658
Hermantown	18.54	14,721	Victoria	8.77	21,619	Alexandria	33.53	38,611
East Grand Forks	16.74	14,637	Andover	44.48	21,251	Cloquet	22.78	38,457
Fergus Falls	25.79	14,619	Medina	12.59	21,095	Chisago City	8.75	37,873
Fairmont	19.97	14,023	Stewartville	4.71	20,867	Minnetrissa	12.98	37,812
Virginia	16.36	13,745	North Branch	29.41	20,841	Chisholm	8.61	37,728
Thief River Falls	17.01	13,735	Lino Lakes	24.95	20,825	Grand Rapids	26.44	37,008
Wyoming	16.06	13,418	Lake City	8.75	20,768	Lake City	8.75	36,973
Baxter	17.76	13,398	Isanti	7.08	20,706	Medina	12.59	36,203
Redwood Falls	10.61	12,841	International Falls	8.39	20,701	Wyoming	16.06	36,092
Ham Lake	35.29	12,477	Chisago City	8.75	20,685	Detroit Lakes	25.77	35,917
Little Falls	20.55	11,877	Oak Grove	28.11	20,679	St. Francis	13.45	35,338
Alexandria	33.53	11,699	La Crescent	5.84	20,529	Redwood Falls	10.61	35,250
Credit River	12.64	11,604	Corcoran	16.26	20,483	Little Falls	20.55	34,976
Grand Rapids	26.44	11,395	Zimmerman	6.52	20,427	Ham Lake	35.29	32,140
Corcoran	16.26	10,983	Minnetrissa	12.98	20,134	Corcoran	16.26	31,467
East Bethel	29.53	10,662	Ham Lake	35.29	19,663	North Branch	29.41	30,933
Detroit Lakes	25.77	10,352	East Bethel	29.53	18,977	Hibbing	54.19	29,745
North Branch	29.41	10,092	Carver	5.17	18,880	East Bethel	29.53	29,639
Oak Grove	28.11	8,558	St. Francis	13.45	18,876	Oak Grove	28.11	29,237
Hibbing	54.19	7,990	Credit River	12.64	17,208	Credit River	12.64	28,812
<b>Avg.</b>		<b>\$25,876</b>			<b>\$26,016</b>			<b>\$51,892</b>



**OTHER TOPICS**

## CERTIFICATION OF MSAS SYSTEM AS COMPLETE

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

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

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

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

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

**Population Allocation / Total Allocation \* Construction Allotment = Local Amount Available.** (see allocation into 90p account on next page)

The following five cities are Certified Complete: Columbia Heights, Crookston, Falcon Heights, Fridley, and South St. Paul.

# 90P ACCT - LOCAL AMOUNT AVAILABLE AFTER JANUARY 2022 ALLOCATION

Prepared for the January 2022 book

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

	<b>Fridley</b>	<b>Columbia Hgts</b>	<b>Falcon Hgts</b>	<b>South St. Paul</b>	<b>Crookston</b>
<b>Total Apportionment</b>	<b>\$1,385,233</b>	<b>\$904,114</b>	<b>\$220,962</b>	<b>\$1,074,302</b>	<b>\$528,365</b>
Population	\$796,770	\$591,667	\$144,571	\$558,978	\$201,468
Money Needs	\$588,463	\$312,447	\$76,391	\$515,324	\$326,897
% based on Pop.	57.5%	65.4%	65.4%	52.0%	38.1%
<b>Total Construction Allotment: Jan. 2022</b> (total apportionment - maintenance)	<b>\$900,401</b>	<b>\$678,085</b>	<b>\$165,721</b>	<b>\$805,726</b>	<b>\$396,274</b>
<b>Allocation to 90p acct</b> (amount of construction allotment based on Population)	<b>\$517,900</b>	<b>\$443,750</b>	<b>\$108,428</b>	<b>\$419,233</b>	<b>\$151,101</b>
<b>Amount Remaining in 90p acct from 2021</b>	<b>\$17</b>	<b>\$0</b>	<b>\$403,388</b>	<b>\$423,964</b>	<b>\$944,220</b>
<b>* Maximum Local Unencumbered Amount Available after January 2021 Allocation</b>	<b>\$517,917</b>	<b>\$443,750</b>	<b>\$511,816</b>	<b>\$843,197</b>	<b>\$1,095,321</b>

\* This is the amount available to spend on city streets after the 2022 allotments have been received. To find out how much is available for spending on local streets as of a specific date, please log on to SAAS Reports, select State Aid County and Municipality Report, select SAAS Status and then select your city and the Reporting Year/Month. The report numbered 90p - Muni Const Pop shows the amount available for local projects.

## UPDATED 90P ACCOUNT BALANCE

Summary of Account: 90P - CERT POPULATION  
for August 2022 as of 8/15/2022

Municipality	Dist	Beg Yr Bal	Annual Allocations	Total	Deposits	Tranfers	Disbursement	Unexp Bal	Encumbrance	B/L Rsrv	Bal Available
113-COLUMBIA HEIGHTS	5	19,136.17	443,750.00	462,886.17	0.00	0.00	0.00	462,886.17	19,136.17	0.00	443,750.00
115-CROOKSTON	2	944,219.78	151,101.00	1,095,320.78	0.00	0.00	0.00	1,095,320.78	0.00	0.00	1,095,320.78
124-FALCON HEIGHTS	5	433,853.66	108,428.00	542,281.66	0.00	0.00	0.00	542,281.66	30,465.60	0.00	511,816.06
127-FRIDLEY	5	58,302.33	517,900.00	576,202.33	0.00	0.00	384,851.08	191,351.25	60,309.09	0.00	131,042.16
168-SOUTH SAINT PAUL	5	423,963.60	419,233.00	843,196.60	0.00	0.00	0.00	843,196.60	0.00	0.00	843,196.60
<b>Total</b>		<b>1,879,475.54</b>	<b>1,640,412.00</b>	<b>3,519,887.54</b>	<b>0.00</b>	<b>0.00</b>	<b>384,851.08</b>	<b>3,135,036.46</b>	<b>109,910.86</b>	<b>0.00</b>	<b>3,025,125.60</b>

## HISTORY OF ADMINISTRATIVE ACCOUNT

TWO PERCENT 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	unexpended balance	Spent
1958	\$113,220	\$48,310	\$64,910		2013	3,125,654	888,606	2,237,048
1970	252,736	147,968	104,768		2014	3,235,357	880,506	2,354,851
1980	521,544	171,544	350,000		2015	3,413,892	1,045,899	2,367,993
1990	1,248,109	218,586	1,029,523		2016	3,548,041	1,171,781	2,376,260
2000	1,583,411	1,230,268	353,143		2017	3,551,701	1,078,127	2,473,574
2008	1,750,808	29,487	1,721,321		2018	3,937,329	1,587,167	2,350,162
2009	1,866,306	95,764	1,770,542		2019	3,948,897	1,364,462	2,584,435
2010	2,614,101	680,404	1,933,697		2020	4,321,254	1,976,567	2,344,687
2011	2,858,585	762,419	2,096,166		2021	3,948,622	1,607,929	2,340,693
2012	3,014,118	1,029,649	\$1,984,469		<b>2022</b>	<b>4,524,750</b>		

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 \$1,099,699 (not to exceed 1/2 of 1% of the 2022 MSAS Apportionment sum of: \$219,939,850) shall be set aside from the 2023 Apportionment fund and be credited to the research account.**

Year	Allotment	Spent		Year	Allotment	Spent
1958	\$0	\$0		2013	\$723,414	\$723,414
1970	37,803	2,151		2014	746,853	746,853
1980	77,116	40,764		2015	773,075	773,075
1990	191,254	150,294		2016	853,501	853,501
2000	487,286	487,286		2017	868,060	868,060
2008	572,095	572,095		2018	866,092	866,092
2009	571,991	571,991		2019	961,433	961,433
2010	608,806	608,806		2020	962,329	962,329
2011	636,577	636,577		2021	1,051,229	1,051,229
2012	695,405	695,405		2022	965,058	965,058
				<b>2023</b>	<b>1,099,699</b>	

# Municipal State Aid Construction Account Advance Guidelines

## State Aid Advances

[Minnesota Statutes 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 the annual amount available for advances will be between 20% and 25% of the January MSAS Construction allocation, influenced by the current construction cash balance, expenditures trends, repayments of previous advances, etc.

## General Guidelines and Process for State Aid Advances from MSAS Construction Allocation

1. In October, the District State Aid Engineers (DSAE's) will solicit state aid cities for their preliminary proposed advances for the upcoming year. The DSAE's will prioritize the preliminary advance requests within their respective districts and submit to the Deputy State Aid Engineer, who will prioritize the requests on a statewide basis.
2. In early January, State Aid will determine the amount available for advances in that calendar year. The formula used to determine the annual amount available for advances will be between 20% and 25% of the January MSAS Construction allocation, influenced by the current construction cash balance, expenditures trends, repayments of previous advances, etc.
3. In mid-January, the Deputy State Aid Engineer will contact agencies that submitted preliminary advance requests with information on which preliminary advances likely can be approved. If all preliminary advance requests likely cannot be approved, this communication will be accompanied by a prioritized list of remaining preliminary advance requests. A generalized communication will also be sent to all state aid cities regarding the status of the advance program.
4. If all anticipated advances likely cannot be approved, the Deputy State Aid Engineer and District State Aid Engineers will convene monthly to review the available balance and consider approving additional advance requests based on the priority list. Local agencies can submit additional requests throughout the year, and they will be approved immediately if possible, or they will be prioritized along with the remaining advance requests.
5. The submittal of preliminary advance requests in October/November does not constitute an official advance request approval. Municipalities must submit a State Aid Advance Resolution authorizing the advance by their city council. The correct resolution must be used for each advance type and there are sample resolutions for each on the MnDOT State Aid Finance (SAF) webpage. **Requests are good only for the year requested (cannot be submitted for multiple years) and void at 12/31 of that year.**

Advances are not limited to the projects listed on the resolution, and the resolution itself does not guarantee that funds will be held. If a city decides they need a guarantee that the funds will be held (typically when a city is sure it will complete a project and is certain it will need an advance), it can submit a “Request to Reserve Advance Funds” to ensure funds will be available for their project. If a request to reserve funds is not submitted, 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.

Sample Advance Resolutions and Request to Reserve Funds can be obtained from [SAF Forms & Resolutions webpage](#). E-mail completed forms to your [DSAE](#) for review, and after DSAE approval, email to Mohamed Farah at [mohamed.m.farah@state.mn.us](mailto:mohamed.m.farah@state.mn.us) in MnDOT State Aid Finance.

## **Prioritization**

In general, priority projects include, but are not limited to, projects where agreements have mandated the city's participation, projects with advanced federal aid, bond principal payments, large agency projects which require multiple years of allocation, and other high priority projects. Small overruns and funding shortfalls may be funded but do require MnDOT State Aid approval. Municipalities with prior advances, and still repaying, will have their advance request considered a lower priority.

## **Advance Limitations**

### Statutory

None, reference [Minnesota Statutes 162.14, Subd 6](#).

### State Aid Rules

None, reference [State Aid Rules 8820.1500, Subp. 10 & 10b](#) (PDF).

### 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 principal payments due. The limit can be administratively adjusted by the MnDOT 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 MnDOT State Aid and the municipality.



# Street Lighting Survey Results



Fall 2022



## STREET LIGHTING SURVEY

City Engineers,

The current method of calculating street lighting needs is “\$100,000 per mile” for all roadway segments on the MSAS system. This current method does not assume any variation in street lighting costs among roadway segments. The Municipal Screening Board has requested that State Aid put together a survey on street lighting for MSAS cities. The goal of a survey would be to estimate a real-world cost of street lighting, and gauge variations in lighting costs among MSAS cities. After reviewing the survey, the Municipal Screening Board can determine if a change in how we calculate street lighting in the needs is warranted.

When it comes to street lighting (either city owned or local utility owned systems) there are presumed to be several areas of variation between cities: The percentage of each city’s MSAS System that has some level of lighting; the cost for a typical lighting unit in each city; and the typical frequency (spacing) between units in a city. Because these items are variable, even within a city, we ask each city engineer to best answer what is most typical for the cost of lighting their city.

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**NOTE: some of the baseline costs used in this survey come from the following sources:**

**COST PER ONE UNIT:** The State Lighting Engineer recently estimated that a 40-foot pole, with a Standard LED luminaire, costs about **\$7500 per unit**. (lighting units, foundation, cables, conduit). Additionally, a 2015 State Aid cost study of 15 lighting projects (on the MSAS system) came up with a statewide cost of **\$5200 per unit**.

**FREQUENCY PER UNIT:** For estimating and planning purposes, AASHTO estimates Local Commercial roads to have about 26 lights per mile and Local Residential to have 19 per mile. So using costs above .....

$\$7500 \times 19 = \$142,500$  per mile residential

$\$7500 \times 26 = \$195,000$  per mile commercial

$\$5200 \times 19 = \$98,800$  per mile residential

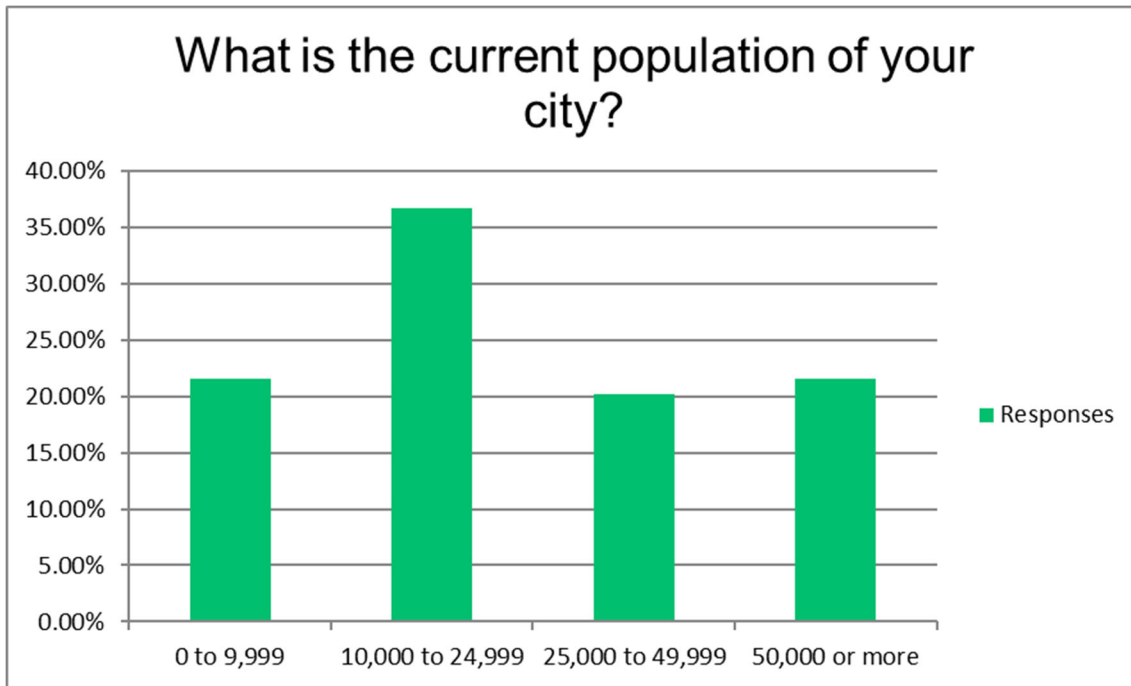
$\$5200 \times 26 = \$135,200$  per mile commercial

## SURVEY QUESTIONS

1. What is the current population of your city?
2. Is your city located in the Metro District or Outstate?
3. Approximately what percentage of your entire MSAS system has some level of street lighting?
4. In determining if a particular roadway in your city will have street lighting, rank the importance of the following criteria (1 lowest, 4 highest)
  - Commercial / Residential classification
  - Functional classification (arterial, collector, local)
  - Traffic Volume / AADT
  - Requests for lighting by residents
5. What is your best estimate for the typical “cost per mile” for standard street lighting in your city (foundations, poles, luminaires, cables, conduit and installation)?
6. What is your best estimated cost of a basic standard unit in your city today (foundation, pole, luminaire, cables, conduit and installation)?
7. In determining a “number of poles per mile” estimate, which range best describes a typical roadway in your city?
8. Do you agree that the current method of calculating street lighting should be changed?
9. If the current method of calculating street lighting should be changed, what new approach would you support?
10. Any other thoughts?

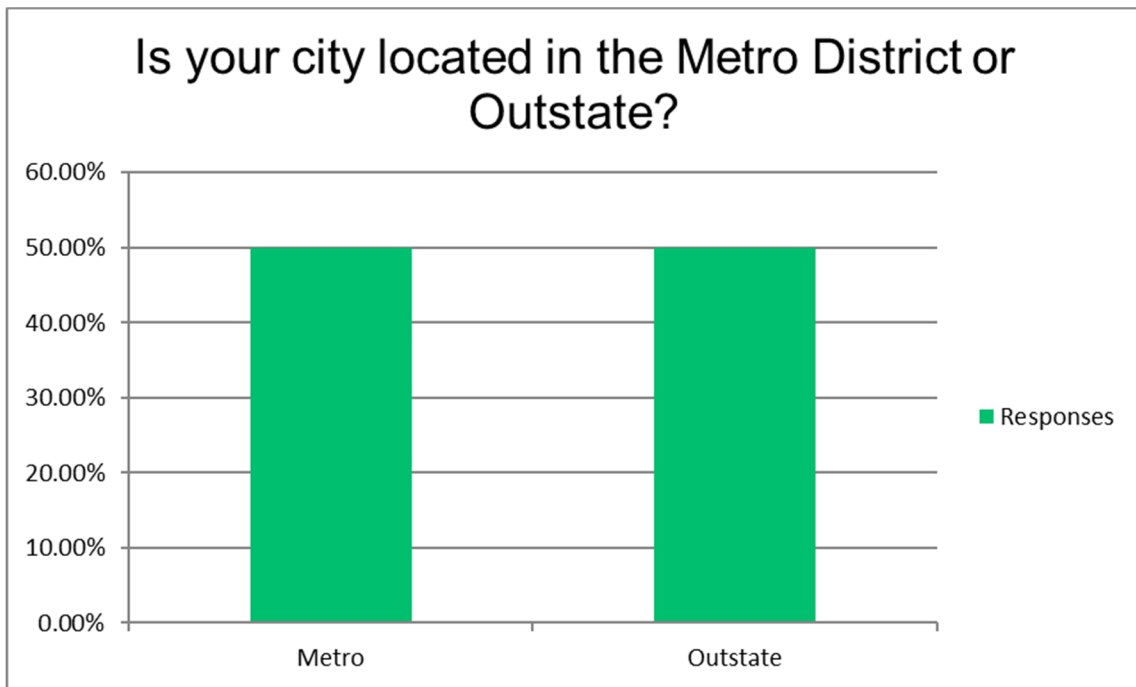
Question 1: What is the current population of your city?

Answer Choices	Responses
0 to 9,999	21.52% (17)
10,000 to 24,999	36.71% (29)
25,000 to 49,999	20.25% (16)
50,000 or more	21.52% (17)
	TOTAL (79)



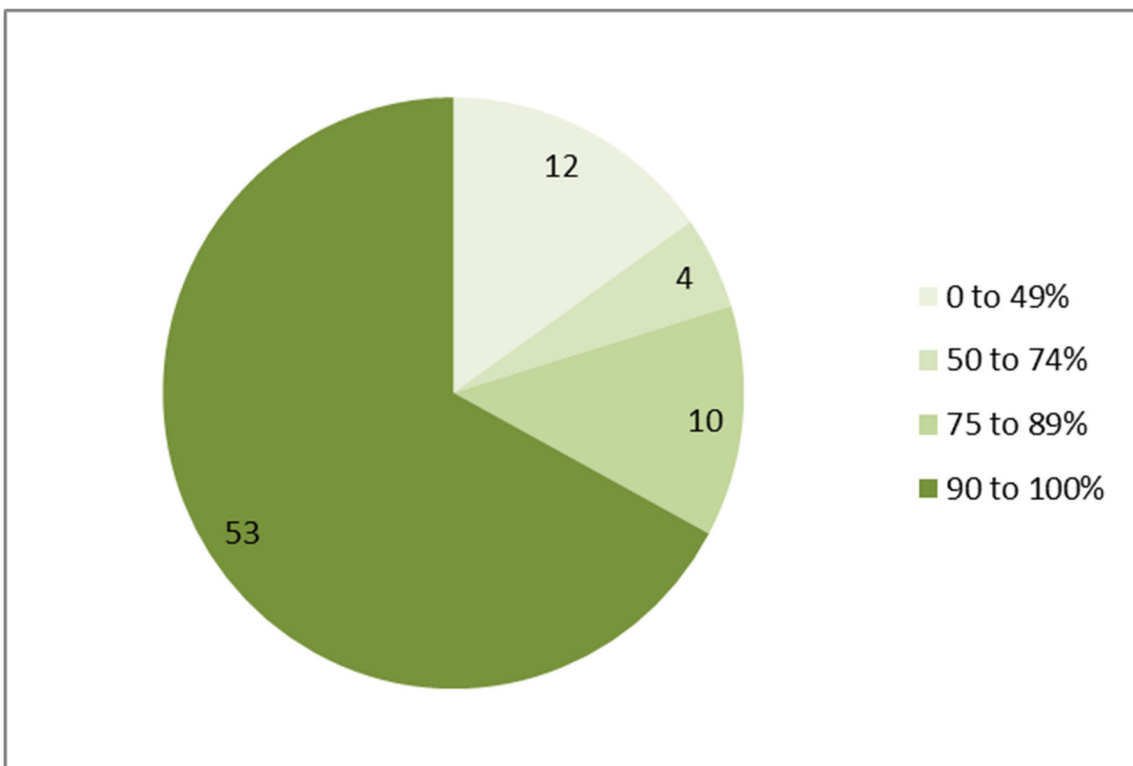
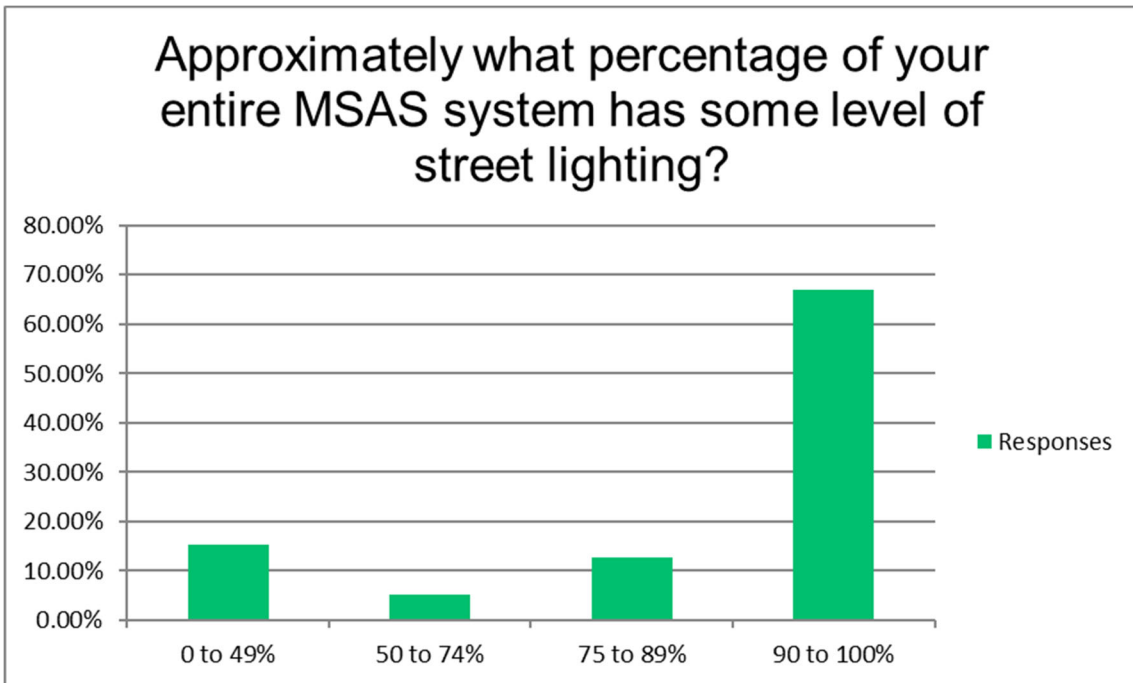
Question 2: Is your city located in the Metro District or Outstate?

Answer Choices	Responses
Metro	50.00% (39)
Outstate	50.00% (39)
Did not answer	(1)
	TOTAL (79)



Question 3: Approximately what percentage of your entire MSAS system has some level of street lighting?

Answer Choices	Responses
0 to 49%	15.19% (12)
50 to 74%	5.06% (4)
75 to 89%	12.66% (10)
90 to 100%	67.09% (53) TOTAL (79)



Question 3 (continued): Approximately what percentage of your entire MSAS system has some level of street lighting?

(answer breakdown by population category)

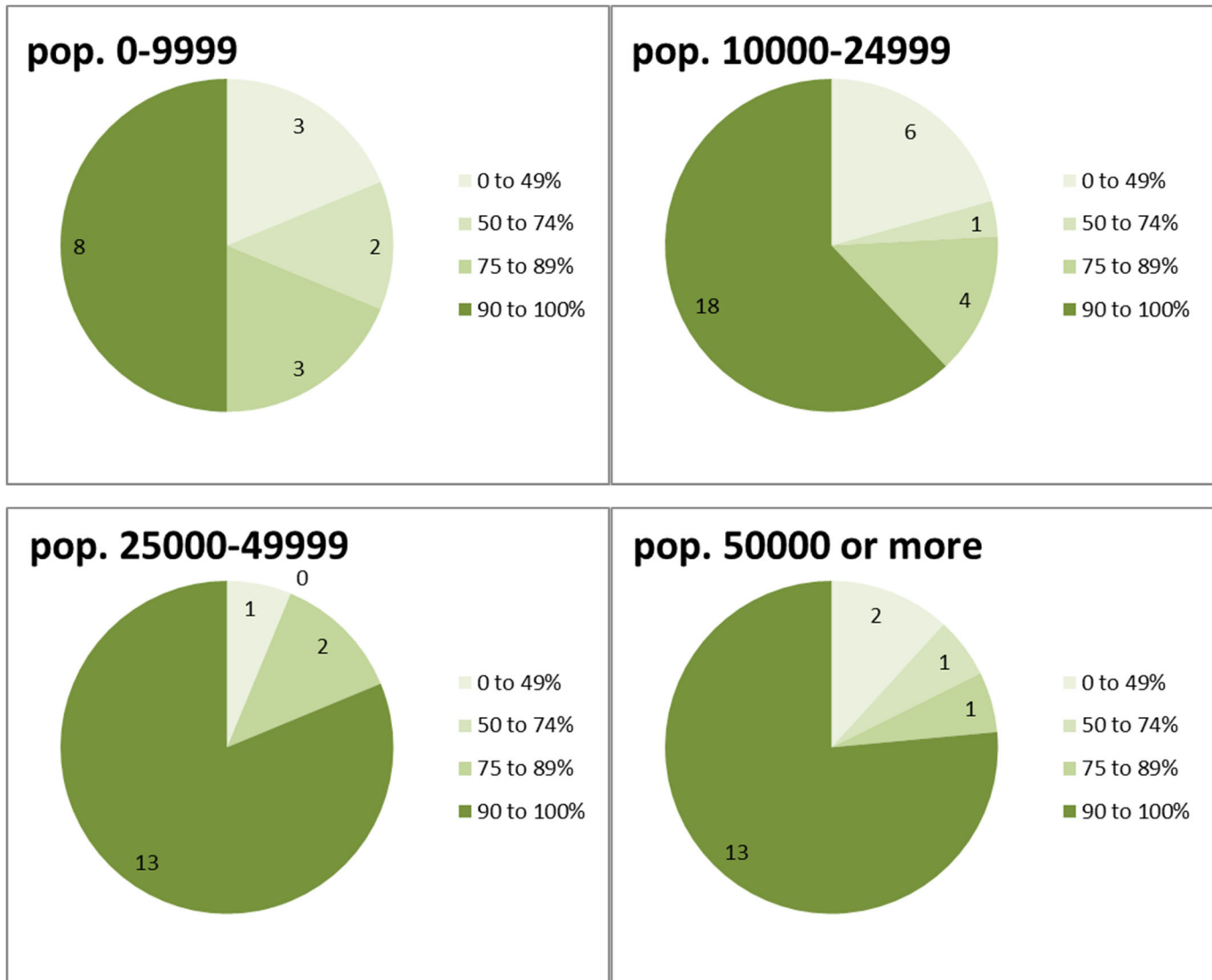
**Population Categories**

0 to 9,999 (17) (one city did not answer)

10,000 to 24,999 (29)

25,000 to 49,999 (16)

50,000 or more (17)



Question 4: In determining if a particular roadway in your city will have street lighting, rank the importance of the following criteria (1 lowest, 4 highest)

**Answer Choices**

Commercial / Residential classification

Functional classification (arterial, collector, local)

Traffic Volume / AADT

Requests for lighting by residents

**Responses**

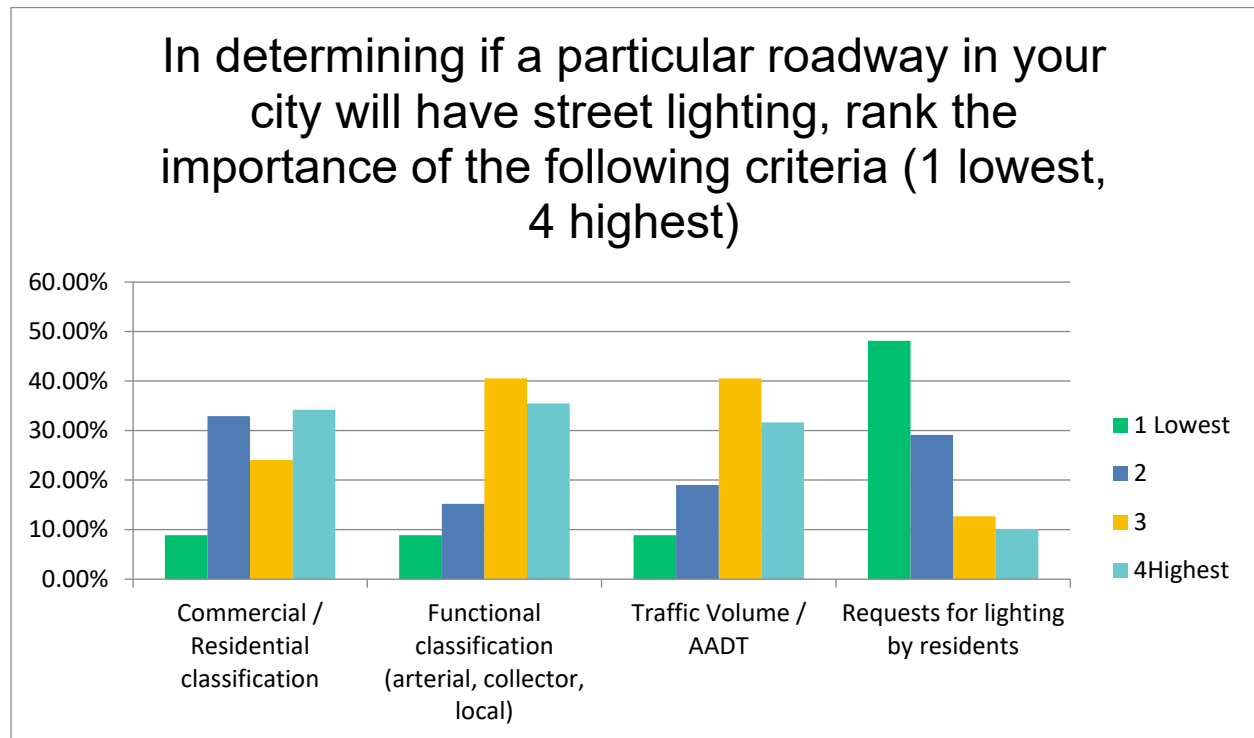
1 (7), 2 (26), 3 (19), 4 (27)

1 (7), 2 (12), 3 (32), 4 (28)

1 (7), 2 (15), 3 (32), 4 (25)

1 (38), 2 (23), 3 (10), 4 (8)

TOTAL (79)



Commercial / Residential Average Score	2.84
Functional classification Average Score	3.03
Traffic Volume / AADT Average Score	2.95
Requests for lighting by residents Average Score	1.80



**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

\$0 per mile

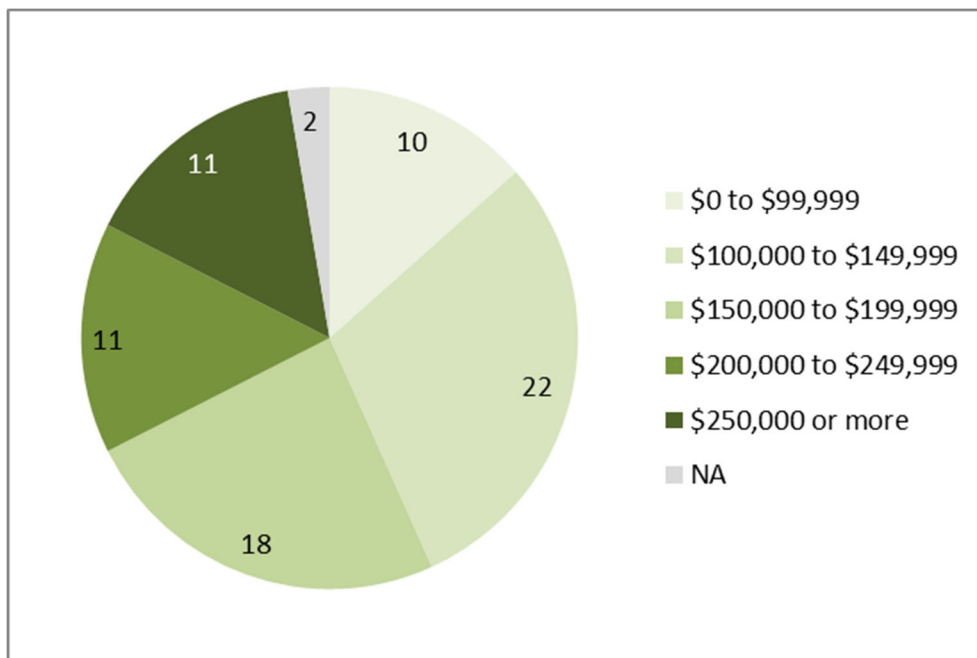
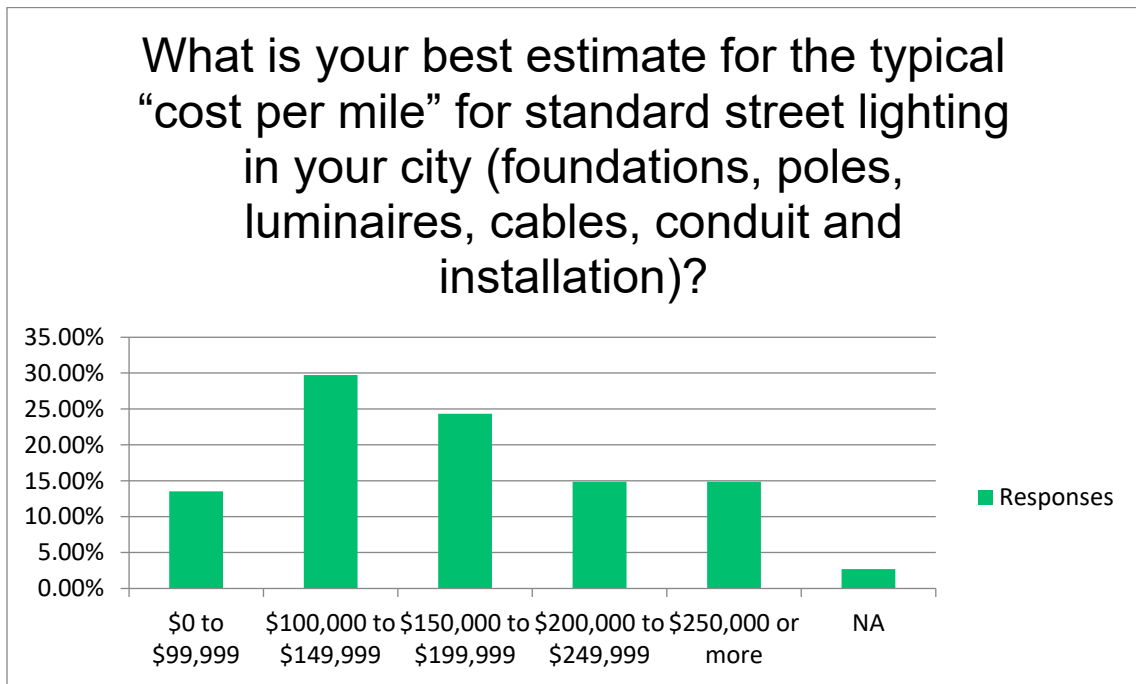
\$100,000 per mile

\$136,800 per mile

TRAFFIC BASED EXAMPLE FOR REFERENCE. NOT PART OF SURVEY

Question 5: What is your best estimate for the typical “cost per mile” for standard street lighting in your city (foundations, poles, luminaires, cables, conduit and installation)?

Answer Choices	Responses
\$0 to \$99,999	13.51% (10)
\$100,000 to \$149,999	29.73% (22)
\$150,000 to \$199,999	24.32% (18)
\$200,000 to \$249,999	14.86% (11)
\$250,000 or more	14.86% (11)
NA	2.70% (2)      RESPONSES (74), SKIPPED (5), TOTAL (79)



Question 5 (continued): What is your best estimate for the typical “cost per mile” for standard street lighting in your city (foundations, poles, luminaires, cables, conduit and installation)?

(answer breakdown by population category)

**Population Categories**

0 to 9,999 (17) (one city did not answer, one city responded “NA”)

10,000 to 24,999 (29) (two cities did not answer, one city responded “NA”)

25,000 to 49,999 (16)

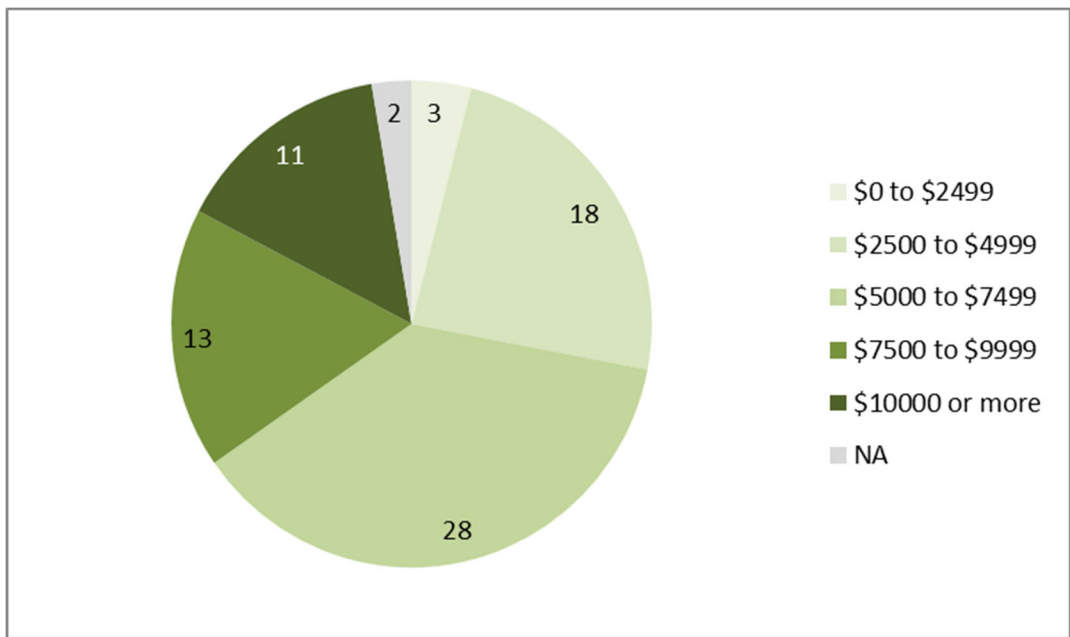
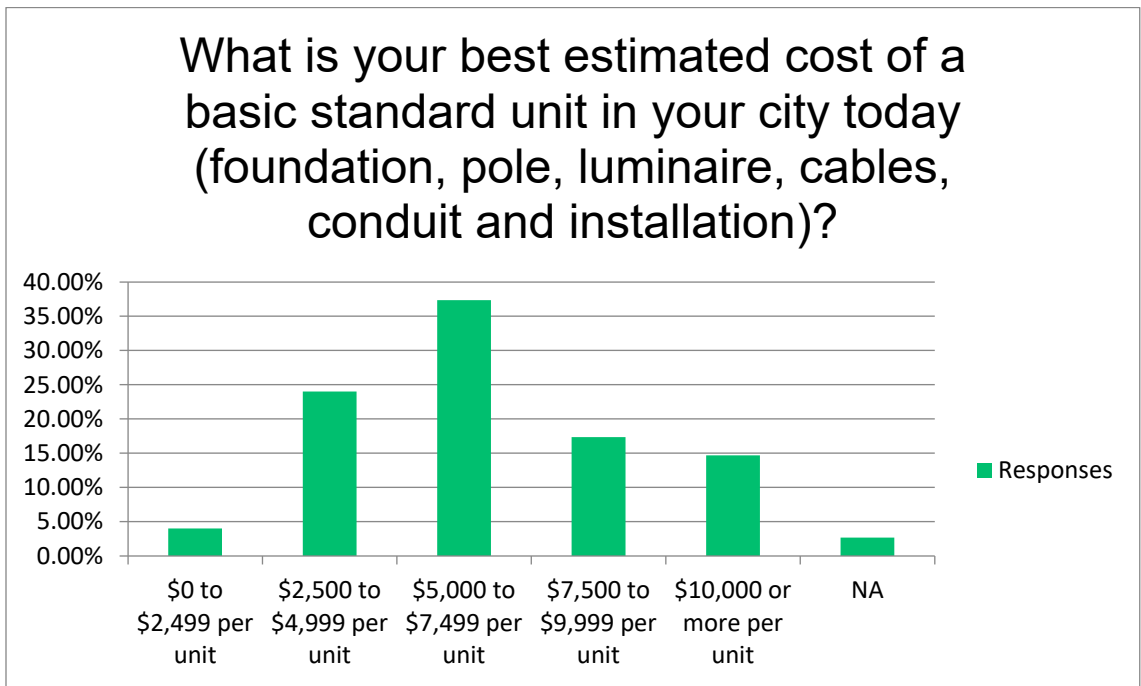
50,000 or more (17) (two cities did not answer)



Question 6: What is your best estimated cost of a basic standard unit in your city today (foundation, pole, luminaire, cables, conduit and installation)?

Answer Choices	Responses
\$0 to \$2,499 per unit	4.00% (3)
\$2,500 to \$4,999 per unit	24.00% (18)
\$5,000 to \$7,499 per unit	37.33% (28)
\$7,500 to \$9,999 per unit	17.33% (13)
\$10,000 or more per unit	14.67% (11)
NA	2.67% (2)

RESPONSES (75), SKIPPED (4), TOTAL (79)



Question 6 (continued): What is your best estimated cost of a basic standard unit in your city today (foundation, pole, luminaire, cables, conduit and installation)?

(answer breakdown by population category)

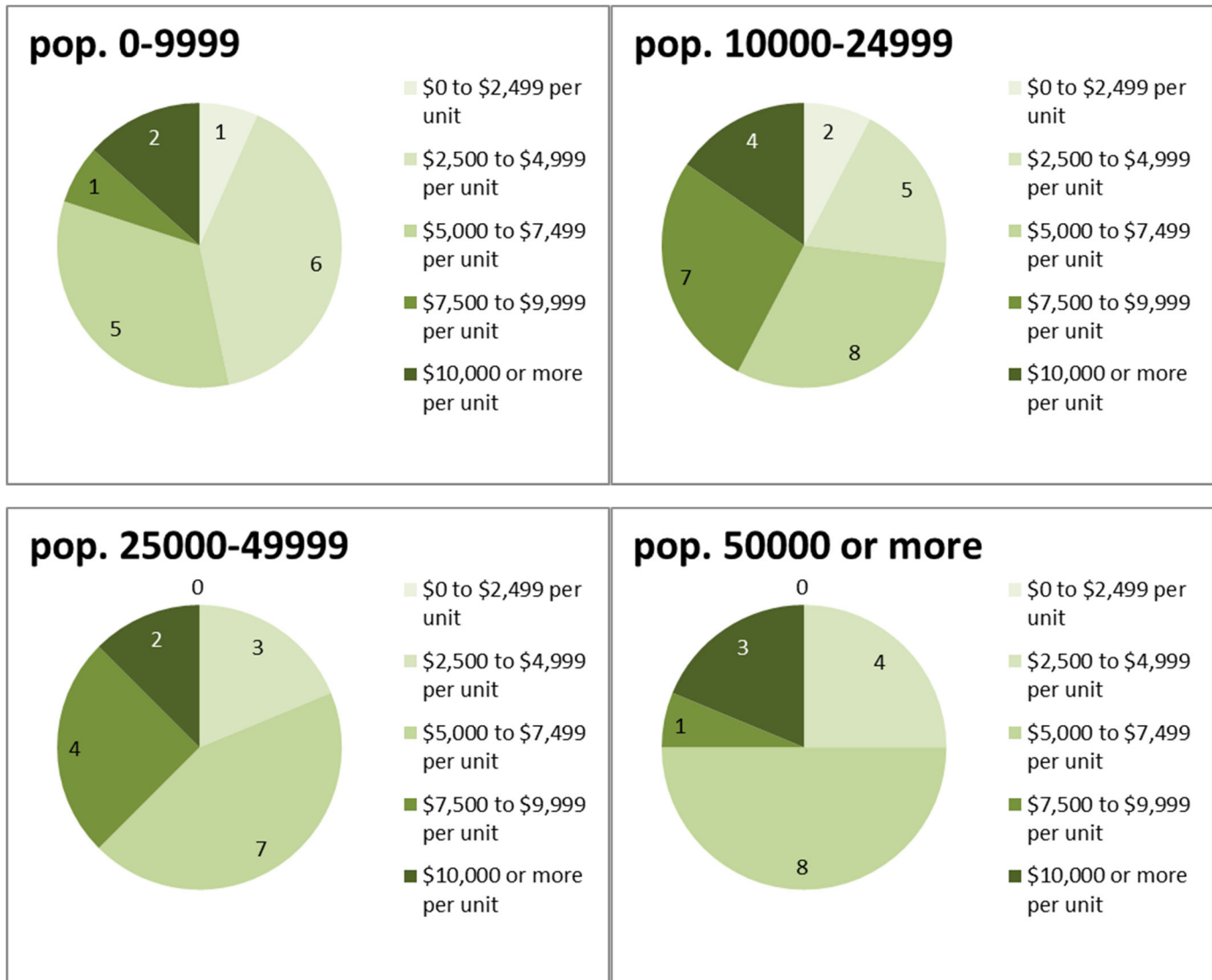
**Population Categories**

0 to 9,999 (17) (one city did not answer, one city responded "NA")

10,000 to 24,999 (29) (two cities did not answer, one city responded "NA")

25,000 to 49,999 (16)

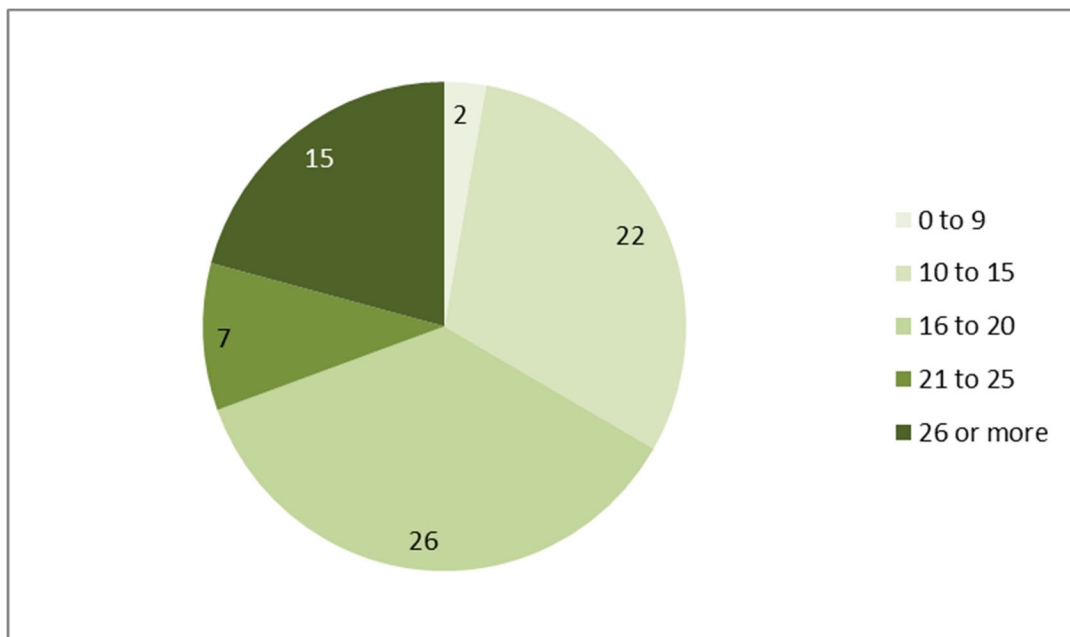
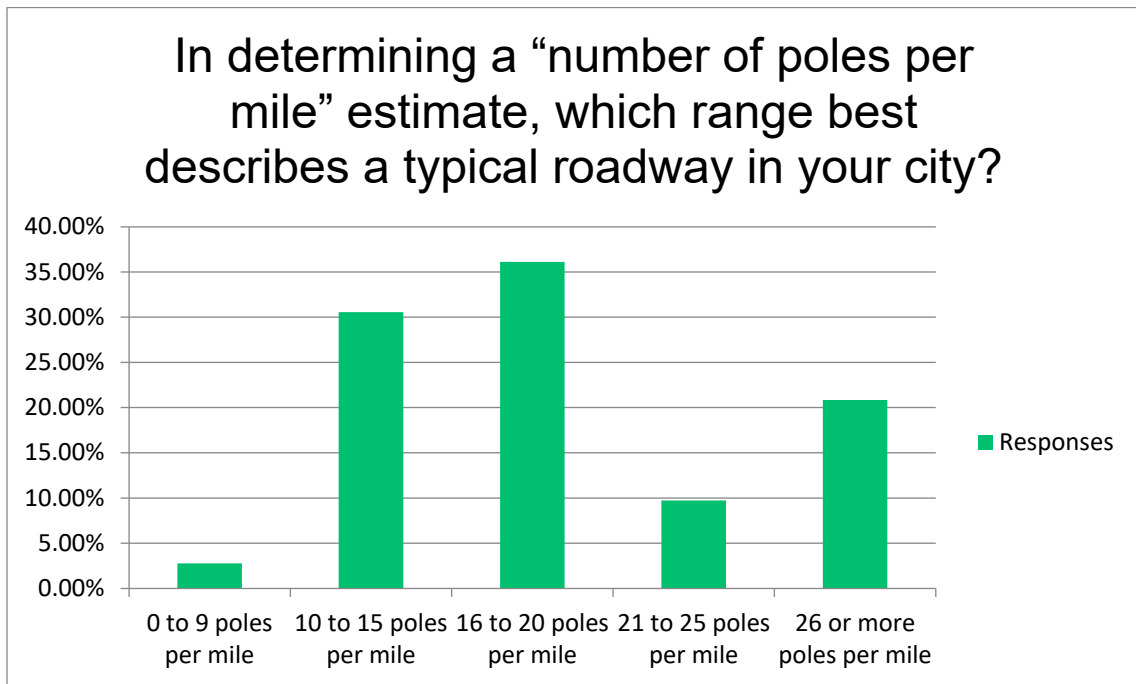
50,000 or more (17) (one city did not answer)



Question 7: In determining a “number of poles per mile” estimate, which range best describes a typical roadway in your city?

Answer Choices	Responses
0 to 9 poles per mile	2.78% (2)
10 to 15 poles per mile	30.56% (22)
16 to 20 poles per mile	36.11% (26)
21 to 25 poles per mile	9.72% (7)
26 or more poles per mile	20.83% (15)

RESPONSES (72), SKIPPED (7), TOTAL (79)



Question 7 (continued): In determining a “number of poles per mile” estimate, which range best describes a typical roadway in your city?

(answer breakdown by population category)

**Population Categories**

0 to 9,999 (17) (one city did not answer)

10,000 to 24,999 (29) (five cities did not answer)

25,000 to 49,999 (16)

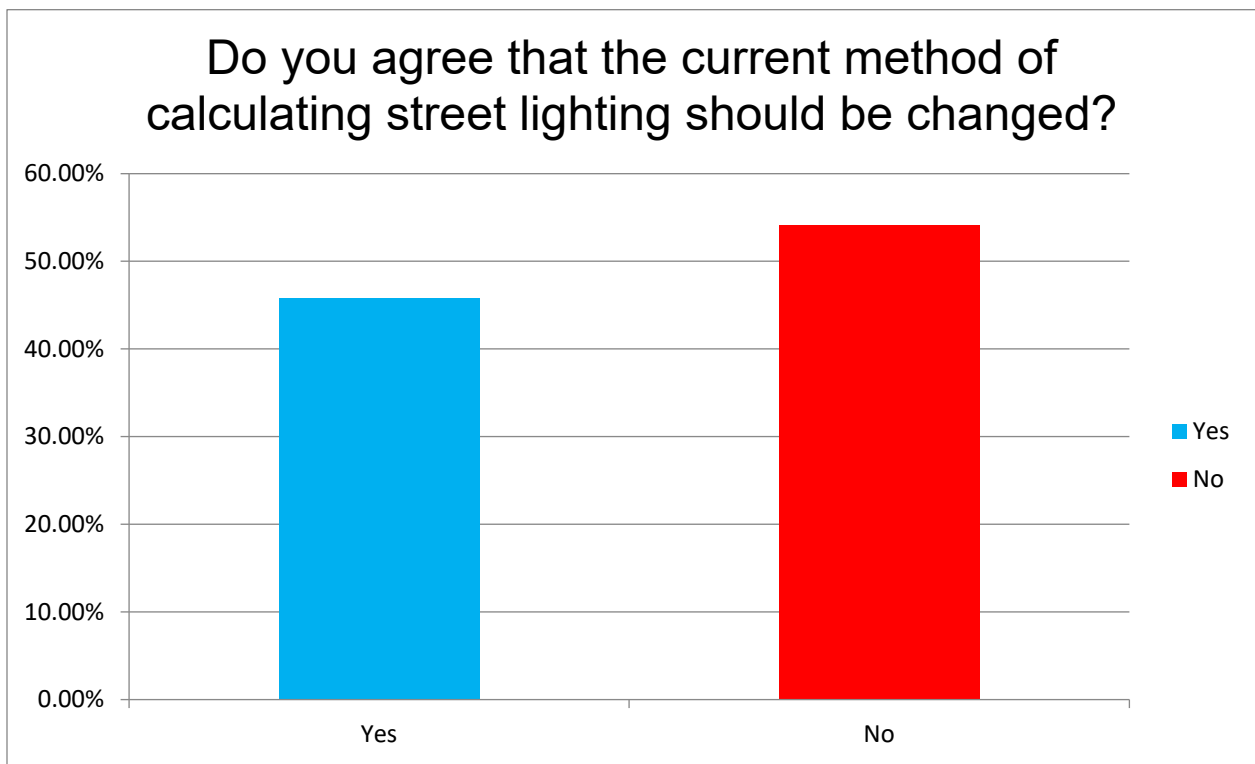
50,000 or more (17) (one city did not answer)



Question 8: Do you agree that the current method of calculating street lighting should be changed?

Answer Choices	Responses
Yes	45.83% (33)
No	54.17% (39)
Did not answer	(7)

RESPONSES (72), SKIPPED (7), TOTAL (79)





Question 8 (continued): Do you agree that the current method of calculating street lighting should be changed?

(answer breakdown by population category)

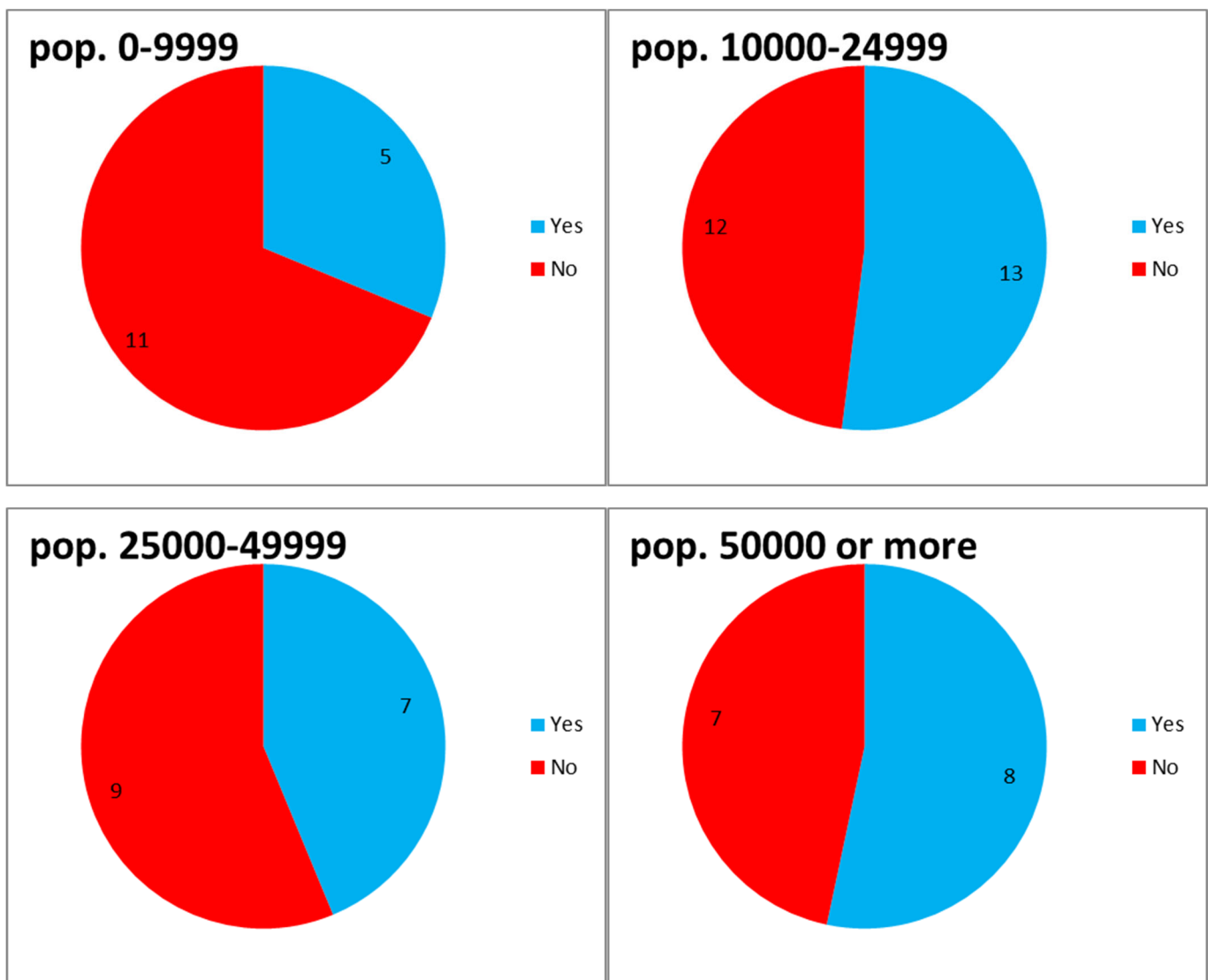
**Population Categories**

0 to 9,999 (17) (one city did not answer)

10,000 to 24,999 (29) (four cities did not answer)

25,000 to 49,999 (16)

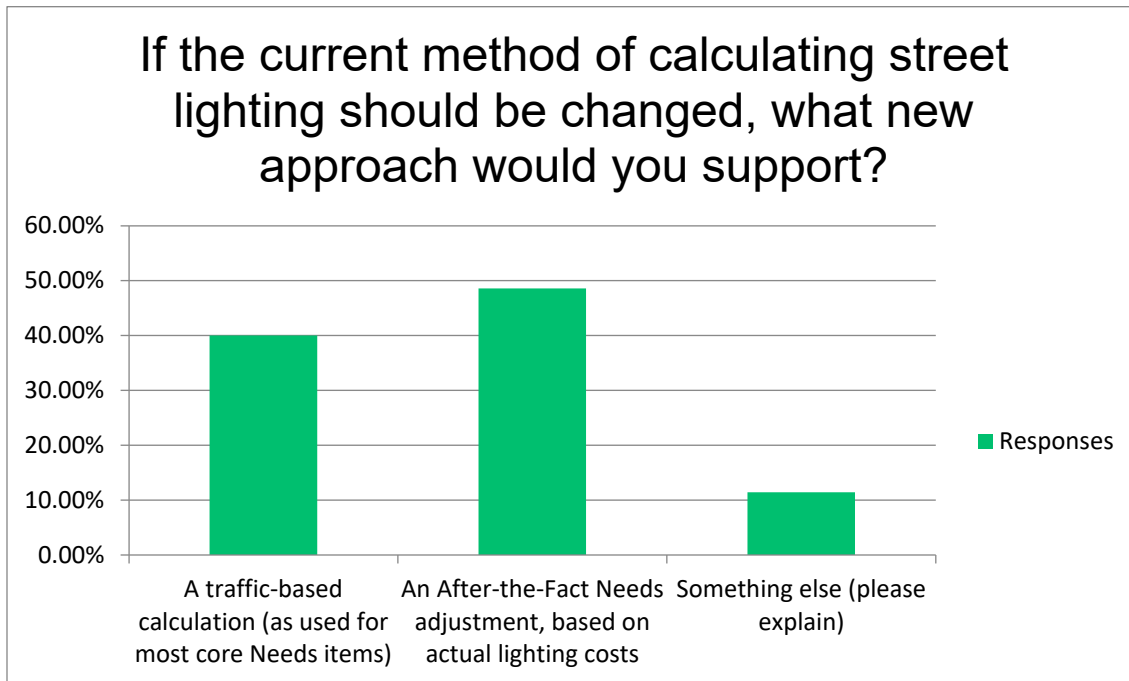
50,000 or more (17) (two cities did not answer)



**Question 9: If the current method of calculating street lighting should be changed, what new approach would you support?**

Answer Choices	Responses
A traffic-based calculation (as used for most core Needs items)	40.00% (14)
An After-the-Fact Needs adjustment, based on actual lighting costs	48.57% (17)
Something else (please explain)	11.43% (4)

RESPONSES (35), SKIPPED (44), TOTAL (79)



**“Something Else” responses:**

- 1) Rather than giving every MSA Street segment a lighting need regardless if it includes street lights or not), suggest only applying a lighting need to MSA segments with lights. Also suggest modifying the \$100,000/mile need to something closer to actual.
- 2) Most of the cost is pass through from Xcel's contractors but it would be nice to see what those contractual costs are, especially frost charges.
- 3) Number of street lights per mile is fine for commercial and residential roadways, but the amount per light is low. Recent bid prices are closer to \$9,000/street light unit.
- 4) Indifferent to how; our city installs with a set pole spacing for type of road to get good light coverage

Question 9 (continued): If the current method of calculating street lighting should be changed, what new approach would you support?

(answer breakdown by population category)

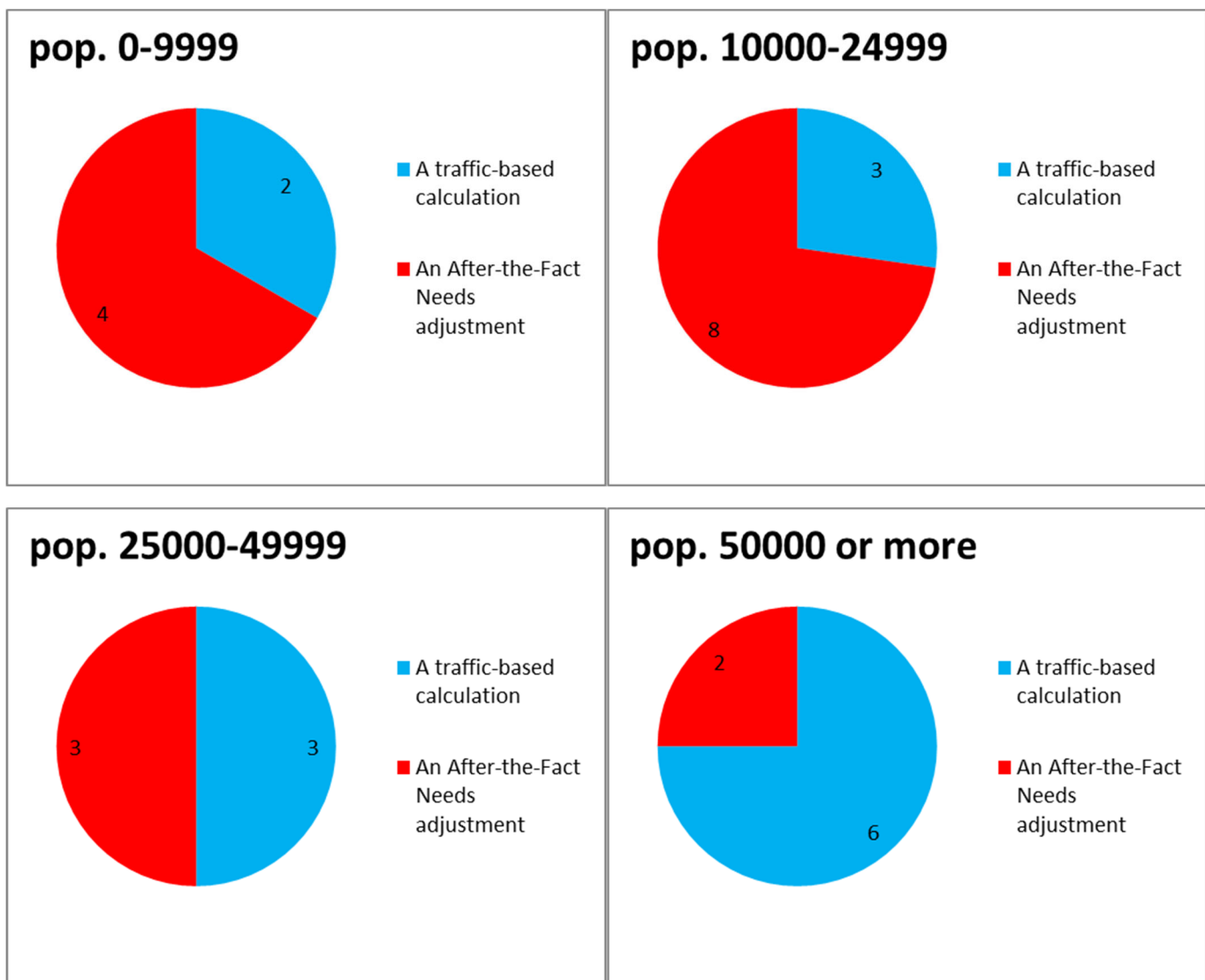
**Population Categories**

0 to 9,999 (6 responses)

10,000 to 24,999 (11 responses)

25,000 to 49,999 (6 responses)

50,000 or more (8 responses)



## Question 10: Any other thoughts? RESPONSES (13)

- 1) Street lighting can vary considerably by type. Very difficult to compare apples to apples with MnDOT freeway type systems.
- 2) The current system of calculating street lighting needs is simple and sufficient to provide those small cities with some ability to fund street lights in their communities. Urban communities pay much more for more elaborate and decorative street lighting systems, many of these have street lighting utilities that fund those costs. Increasing needs for street lighting, unless based on true requirements that will be established in state aid rules, artificially biases increased increment in state aid funding to mileage, and away from traffic-based needs calculations.
- 3) Last lighting project was in 2016, which was ~ 450k for a mile of roadway lighting - costs have certainly increased since then.
- 4) Thanks for looking into this.
- 5) There is so little MSAS funding available that lighting is mostly funded by other means. Increasing lighting funding will simply shift the limited dollars from one pocket to the other. Some cities have more lighting than others as level of lighting is a preference. Keeping the lighting funding lower, keeps a more level playing field for everyone.
- 6) we have so little lighting on MSAS roads that the funding calculation doesn't really affect us
- 7) Lighting is independent of ADT and lighting standards/policies vary greatly among municipalities. A flat per mile rate applied equally to all ADT categories is believed to be the best method.
- 8) Street lighting varies greatly in our city based on functional classification and adjacent land uses.
- 9) Our city is a mix of rural and urban. Very few lights in the rural sections of town and expensive decorative lights in the urban sections. Therefore not sure a per mile basis makes the most sense in a setting like ours.
- 10) Very vague survey. In my opinion street lighting is the wrong term. As our ROW becomes multi-modal the lighting is going to change. Our organization is creating lighting plans with pedestrians and bikes in mind first. Vehicles have headlights. The emphasis, in our organization, is based the crossings.
- 11) I would not change the method of determining needs but I do believe that the amount per mile is too low.
- 12) The overall impact of street lighting should be a small factor. Whatever changes are considered, keep it simple.
- 13) Putting more MSA allocation to street lighting will just further dilute the pot for the true roadway needs everyone has. Unless Street Lighting becomes a requirement to have on MSA streets I see no reason to change the current system or allocation.

# Enterprise MnDOT Mapping Application

<http://www.dot.state.mn.us/tda/emma.html>



## Transportation Data and Analysis

Cartographic maps, GIS data, traffic monitoring programs, and LRS maintenance

TDA Home

Glossary

Links

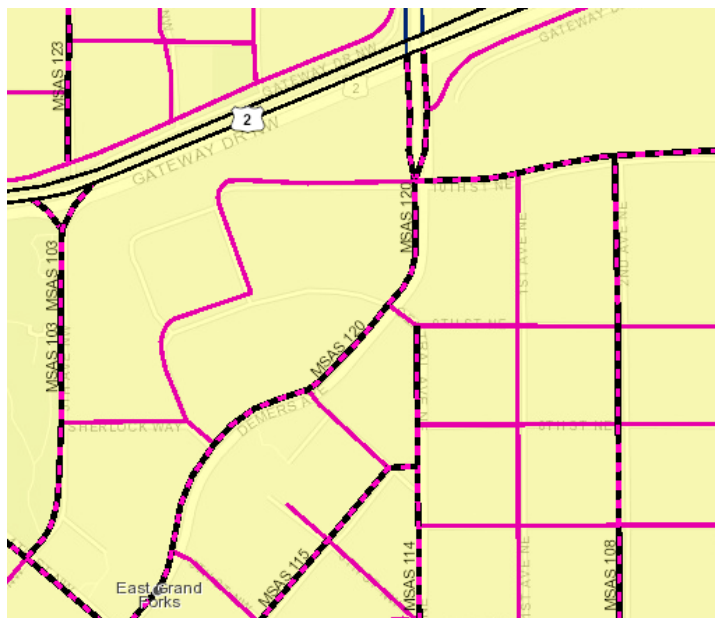
Contacts

# Enterprise MnDOT Mapping Application

[Launch application](#)

The Enterprise MnDOT Mapping Application (EMMA) references the most current version of Linear Referencing System (LRS) data. The LRS is a suite of Esri tools to manage and maintain route location information and roadway characteristic data. The data in this application is updated every weekend keeping current with the latest changes entered into the LRS.

- Step 1:** Launch application
- Step 2:** Enter City to search
- Step 3:** Click on the layer list icon and turn on “City Route System” layer.



**CURRENT RESOLUTIONS  
OF THE  
MUNICIPAL SCREENING BOARD**

October 2022

**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
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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.

## 2022 UNIT PRICE RECOMMENDATIONS

*for the January 2023 distribution*

Needs Item		Municipal Screening Board Approved Prices for the 2022 Distribution	Needs Study Subcommittee Recommended Prices for 2023 Distribution	Municipal Screening Board Approved Prices for the 2023 Distribution
Grading (Excavation)	Cu. Yd.	\$10.64	\$11.43	<b>\$11.43</b>
Aggregate Base	Ton	18.00	19.33	<b>19.33</b>
All Bituminous	Ton	72.00	77.33	<b>77.33</b>
Sidewalk Construction	Sq. Ft.	7.24	7.78	<b>7.78</b>
Curb and Gutter Construction	Lin.Ft.	20.00	21.48	<b>21.48</b>
Traffic Signals	Per Sig	231,875	249,034	<b>249,034</b>
Street Lighting	Mile	100,000	100,000	<b>100,000</b>
Engineering	Percent	22	22	<b>22</b>
All Structures (includes both bridges and box culverts)	Sq. Ft.	90.70	98.58	<b>98.58</b>
<b>Storm Sewer (based on ADT)</b>	Per Mile			
0 ADT & Non Existing		185,600	199,400	<b>199,400</b>
1-499		189,200	203,200	<b>203,200</b>
500-1,999		199,700	214,500	<b>214,500</b>
2,000-4,999		210,300	225,900	<b>225,900</b>
5,000-8,999		224,400	241,000	<b>241,000</b>
9,000-13,999		235,000	252,400	<b>252,400</b>
14,000-24,999		249,100	267,600	<b>267,600</b>
25,000 and over		263,200	282,700	<b>282,700</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 31<sup>st</sup> 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**

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, May 2019, October 2021, June 2022)

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 the construction fund balance is over 3 times the average construction allotment for all cities excluding cities of the first class (hereinafter referred to as the adjusted average construction allotment), then 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 the balance is over 3 times the adjusted average construction allotment) 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.

The adjusted average construction allotment used for this purpose shall not decrease in value from one year to the next.

*If a city wishes to justify their balance in excess of said limits, and request an exemption to the excess balance adjustment, their request must be reviewed and approved by the Municipal Screening Board at their Annual Fall Meeting.*

**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.

### **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>

### **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.

