# 2015
# Municipal State Aid Street Needs Report

*(Canadian Pacific Railroad Bridge over Greenwood Street)*

**CEAM 2014 Project of the Year**

Greenwood Street Corridor

City of Thief River Falls, MN

**OCTOBER 2015**

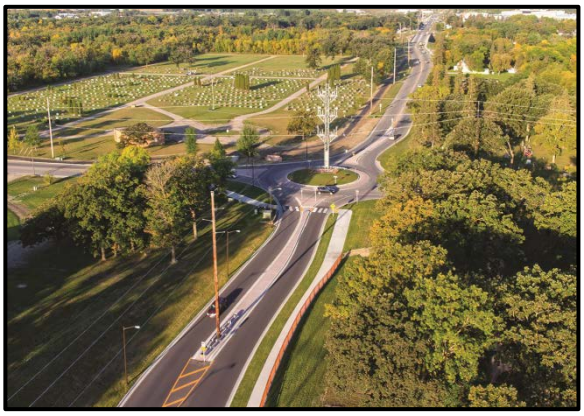
# CEAM 2014 Project of the Year Award

Greenwood Street Corridor

Brief Project Description:

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

# Photo Descriptions

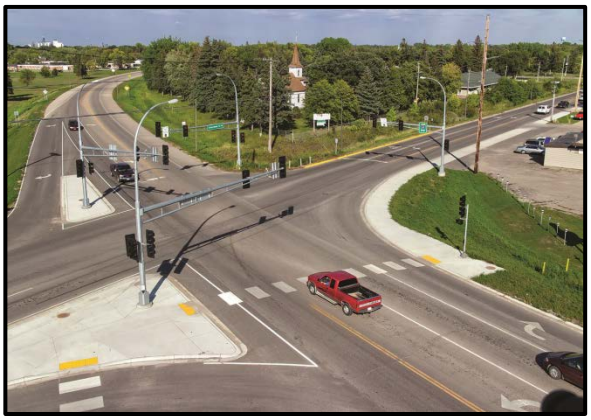


## Photo 1

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

## Photo 2

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

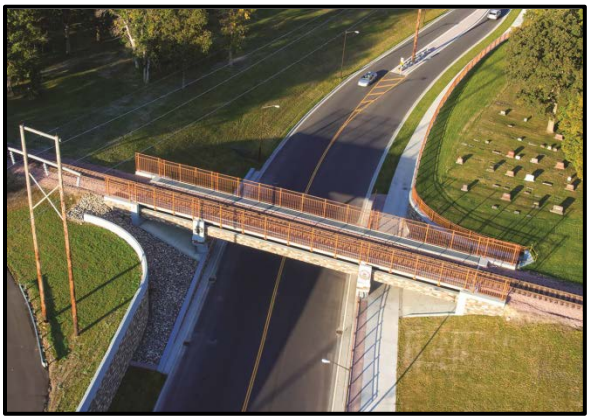


## Photo 3

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

## Photo 4

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



## Photo 5

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

## Photo 6

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

# The State Aid Program Mission Study

## Mission Statement:

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

## Program Goals:

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

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

## Key Program Concepts:

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

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

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

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

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

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

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

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

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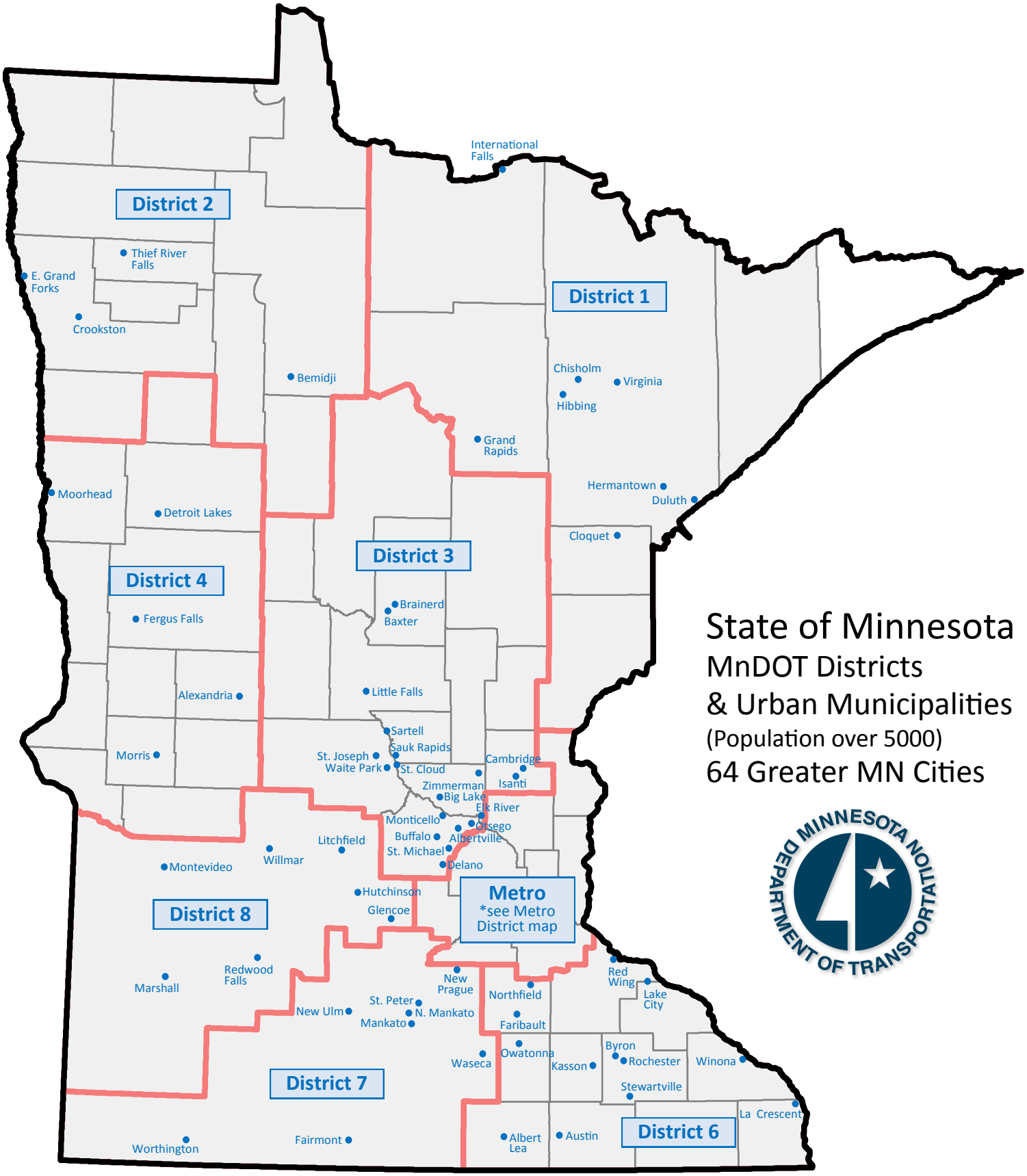
# State of Minnesota
## Metro District
## & Urban Municipalities
(Population over 5000)

35 Metro East Cities

49 Metro West Cities

Updated 12/9/14




# State of Minnesota

## MnDOT Districts & Urban Municipalities

(Population over 5000)

64 Greater MN Cities

Updated 1/8/14

# 2015 MUNICIPAL SCREENING BOARD

09-Sep-15

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

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

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

N:\MSAS\Books\2015 October book\Screening Board Members 2015.xlsx

# 2015 SUBCOMMITTEES

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

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

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

# MUNICIPAL SCREENING BOARD REPRESENTATIVES

## Districts

09-Sep-15

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

# MUNICIPAL SCREENING BOARD REPRESENTATIVES

## Cities of the First Class and Officers

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

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

**Tuesday Session, May 19, 2015**

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

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

b. Secretary Marc Culver conducted the roll call of the members present

**PRESENT:**

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

c. Recognized Screening Board Alternates:
   **PRESENT:**

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

d. Recognized Minnesota Department of Transportation Personnel:

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

e. Recognized others in attendance:

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

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

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

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

b. Unit Price Recommendations

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

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

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

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

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

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

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

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

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

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

*The area in square feet used for Structure Needs (Bridges and Box Culverts) will be determined by multiplying the centerline length of the bridge, or the culvert width of the box culvert, times the Needs Width from the appropriate MSAS Urban ADT Group. This quantity will then be multiplied by the Municipal Screening Board Unit Price to determine the Structure Needs. The Unit Price for Structures will be determined by using one-half of the approved unit cost provided by the MnDOT State Aid Bridge Office.*

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

*The Unit Cost per mile of Storm Sewer for the highest MSAS Urban ADT Group for Needs Purposes will be based on the average costs of all Storm Sewer Construction on the MSAS system in the previous year. To determine the Unit Cost for the highest ADT Group, average costs for Complete Storm Sewer projects and Partial Storm Sewer projects will be provided to State Aid by the MnDOT Hydraulics Office and then added together and divided by two to calculate a statewide average Unit Cost for all Storm Sewer Construction.*

*The Unit Cost per mile for Storm Sewer Construction will be calculated for the highest MSAS Urban ADT Group and be prorated downward for the other ADT Groups. This proration has been determined based upon an engineering study requested by the Municipal Screening Board in 2011 and will be the basis for the Needs calculations.*

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

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

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

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

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

c. Other Topics

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

<u>Current Resolutions of the MSB</u>
Mr. Lanoux reviewed the changes to the Resolutions of the Municipal Screening Board as printed on pages 90-100.

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

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

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

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

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

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

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

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

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

<u>Possible wording revisions for Traffic Signals Needs – Page 95</u>

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

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

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

Wording Revision to Mileage resolution:

In October of 2014 a section of the resolution listed on page 96 of the 2015 Municipal Screening Board Data book was deemed redundant and removed (wording shown in a grey font). That wording, “The total mileage of local streets, county roads and county road turnbacks on corporate limits will be included in the municipality's basic street mileage” now seems necessary in order to establish how to account for mileage on a City’s border.

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

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

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

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

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

III. Other Discussion Items

a. Legislative Update – Dave Sonnenberg

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

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

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

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

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

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

b. State Aid Report – Mr. Rasmussen

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

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

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

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

c. Other Topics

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

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

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

**Wednesday Session, May 20, 2015**

I. Call to order at 8:41 a.m. by Mr. Eckles. Continuation from yesterday's meeting with intent of taking action on several items from yesterday. Mr. Eckles reviewed the items he believes needs action:

- Language in resolution regarding mileage along corporate limits (border roads)
- Take action on Unit Price recommendations
- Street lights resolution wording
- Traffic Signals resolution wording

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

Proposed revision of the first paragraph:

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

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

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

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

**Mr. Johnson moved to restore the original language in the third paragraph of the Mileage resolution, "The total mileage of local streets, county roads and**

**county road turnbacks on corporate limits will be included in the municipality's basic street mileage." Seconded by Mr. Gray.**

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

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

**Motion approved unanimously.**

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

"The maximum mileage for Municipal State Aid Street designation will be based on the Annual Certification of Mileage current as of December 31st of the preceding year. Submittal of a supplementary certification during the year will not be permitted. Frontage roads not designated Trunk Highway, Trunk Highway Turnback or County State Aid Highways will be considered in the computation of the basic street mileage. <u>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.</u> Any State Aid Street that is on the boundary of two adjoining urban municipalities will be considered as one-half mileage for each municipality."

b. Unit Price Recommendations

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

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

Discussion on motion:

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

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

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

Roll call vote was taken:

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

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

Discussion on motion:

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

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

No further discussion.

Roll call vote was taken:

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

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

c. Traffic Signals Unit Price

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

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

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

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

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

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

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

**Mr. Freese withdrew his motion**.

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

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

d. Street Lights Unit Price

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

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

**"The Unit Cost for Street Lighting will be determined by multiplying the Unit Price per mile by the segment length. <u>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.</u>"** (added language is underlined)

**Mr. Lang seconded.**

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

**The motion was approved unanimously.**

II. If necessary (no additional discussion on items from agenda)

III. Call for Any Other Discussion Items

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

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

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

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

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

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

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

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

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

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

IV. Thanks

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

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

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

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

V. Fall Screening Board Meeting will be Tuesday and Wednesday, October 27 and 28 at Grand View Lodge in Nisswa, MN

VI. Expense Reports

a. On line or paper copies available
b. A printout from an online mapping tool is required for mileage

**VII. Mr. Pratt moved to adjourn, seconded by Mr. Femrite. Approved unanimously. Meeting adjourned at 9:46 AM.**

Respectfully submitted,

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

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

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

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

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

- In the old method of calculating Needs, signals had a “per mile” cost.

- In 2013, the Needs Study Task Force (NSTF) decided on a “per signal” cost for the new method of calculating Needs. Signal Needs were to now be based on the actual number of Signals installed on State Aid roads. (Task Force also decided each signal leg will be ¼ the cost of a signal)

- April 2014: the NSS recommends the first Unit Price to actually be used in the new method. This price is $205,000 per signal. It is noted that this recommendation came from a 2014 study done by the SALT Program Engineer. The study’s summary (which was done in an effort to provide *actual data* for signals in State Aid cities) presented the NSS with 3 average costs (for summary of this report you can reference page 38 in the June 2014 book. For the full report, please contact Bill Lanoux in State Aid)

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

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

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

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

- October 2014: Screening Board approves the revised resolutions, which include the following new language on Traffic Signals:

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

*The Unit Cost for traffic signals will be based on a cost per signal leg, and for Needs purposes a signal leg will be defined as ¼ of the signal cost.*
*Only signal legs on designated MSAS routes will be included in the Needs study.*

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

- At this point, going into the 2015 Spring MSB Meeting, there is a governing SB resolution stating that the Unit Cost for Signals will come from a recommendation originating from the Salt Program Support Engineer. At the same, State Aid still has direction from the NSS to do an in-Depth Analysis of Traffic Signal Costs.

- April 2015: State Aid collects data from "On system MSAS Traffic Signal Projects awarded in 2014" (see page 76-80 of 2015 June Book). State Aid presents this analysis to the NSS. The NSS reviews this data then recommends using the <u>statewide average cost of a signal system</u> PLUS <u>the statewide average cost for EVP system</u>. This approach leads to a Unit Price recommendation to the MSB of $185,000.

- May 2015: after much discussion at their 2015 Spring Meeting, the MSB approves the Signal Cost of $185,000 (roll call vote of 8 yeah, 5 nay). This discussion includes skepticism of the accuracy of this unit cost. "Does this reflect the true cost?" Also discussed are the Needs and how it is simply a method for distributing money. It is pointed out during the meeting that actual costs for Bridges and Storm Sewer are reduced before being input in the Needs.

- After this vote, The Screening Board approves a motion to send the traffic signal issue to the UCFS to come up with a policy recommendation to the Screening Board for how the average cost of a signal should be computed. (see 2015 Spring MSB minutes for details)

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

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

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

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

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

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

*Sue Zarling.*

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

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

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

- Further discussion was had regarding the amount of $250,000. It was stated that if we were to annually use the cost from the MnDOT Traffic Office Unit, as the basis for our Unit Price Recommendation, this practice would be similar to what is currently done for Storm Sewer and Bridges. (Prices for these items are provided by the Hydraulics Office and the MnDOT Bridge Office respectively). This will likely require a change/revision in SB resolutions, as this practice is not currently in the language. This approach is considered as a potentially viable recommendation for the UCFS to give the MSB.

- The UCFS discussion then turned to the other two cost studies set before us: The 2014 study from the SALT program engineer & The 2015 study done by State Aid - which is presented in the June 2015 book.

  **Noted items from the 2014 Study**: Signal Only Estimates. Accounts for mast arms, signal heads, hand-holes, loops, EVP, push buttons etc. (not accounting for temporary systems)
  **Noted items from the 2015 Study**: pulled from "on system projects". Data includes Average of Traffic Control Systems + Average of EVP systems (no temporary or revised systems included)

- The UCFS discussed that these two completely separate MSA signal cost studies have two things in common: 1) They both sample data from State Aid Cities only. 2) They both conclude with State Averages at approximately $185,000. (It is also mentioned that these costs seem low, but do not include the 22% for engineering.)

- The figures of $185,000 vs. $250,000 are discussed further. The question was asked and discussed by the UCFS: "Is it possible that a typical MnDOT signal is more expensive than a typical MSA signal?" One explanation given for the cost discrepancy is lane configurations: Example: The *average* lane configuration at a trunk highway signal system may differ to the *average* lane configuration at a State Aid signal system. (Other differences like these can explain overall differences in average costs.)

- Although the UCFS discussed that their and the MSB's perception of the $185,000 figure appears low, it is noted that we have two recent separate studies pointing to that number.

- Attention is again given by the UCFS to the Current Screening Board Resolution which states:

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

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

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

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

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

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

Respectfully Submitted,

Steven G. Bot, P.E.
Unencumbered Construction Funds Subcommittee Secretary
St. Michael City Engineer

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# POPULATION DATA

## Becoming an MSAS Eligible City

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

## Being Dropped as an MSAS City

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

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

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

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

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

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

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

# 2016 POPULATION SUMMARY

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

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

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

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

# NOTES AND COMMENTS

# MSAS POPULATION ALLOCATIONS

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

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

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

# TENTATIVE 2016 POPULATION ALLOCATIONS

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

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

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

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

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

| | | | | |
|---|---|---|---|---|
| 2015 | $85,350,144 / 3,805,152 | Equals | $22.43 | Per person |
| 2016 | $85,350,144 / 3,840,144 | Equals | $22.23 | Per person |

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

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

# MILEAGE, NEEDS AND APPORTIONMENT

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

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

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

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

| Appt. Year | Number of of Municipalities | Needs Mileage | Actual Construction Needs | Total Apportionment | Adjusted Construction Needs | Total Apportionment Per Needs Mileage | Apportionment Per $1000 of Adjusted Needs |
|---|---|---|---|---|---|---|---|
| 1958 | 58 | 920.40 | $190,373,337 | $7,286,074 | $190,373,337 | $7,916.20 | $19.14 |
| 1959 | 59 | 938.36 | 195,749,800 | 8,108,428 | 195,749,800 | 8,641.06 | 20.71 |
| 1960 | 59 | 968.82 | 214,494,178 | 8,370,596 | 197,971,488 | 8,639.99 | 21.14 |
| 1961 | 77 | 1131.78 | 233,276,540 | 9,185,862 | 233,833,072 | 8,116.30 | 19.64 |
| 1962 | 77 | 1140.83 | 223,014,549 | 9,037,698 | 225,687,087 | 7,922.04 | 20.02 |
| 1963 | 77 | 1161.06 | 221,458,428 | 9,451,125 | 222,770,204 | 8,140.08 | 21.21 |
| 1964 | 77 | 1177.11 | 218,487,546 | 10,967,128 | 221,441,346 | 9,317.00 | 24.76 |
| 1965 | 77 | 1208.81 | 218,760,538 | 11,370,240 | 221,140,776 | 9,406.14 | 25.71 |
| 1966 | 80 | 1271.87 | 221,992,032 | 11,662,274 | 218,982,273 | 9,169.39 | 26.63 |
| 1967 | 80 | 1309.93 | 213,883,059 | 12,442,900 | 213,808,290 | 9,498.90 | 29.10 |
| 1968 | 84 | 1372.36 | 215,390,936 | 14,287,775 | 215,206,878 | 10,411.10 | 33.20 |
| 1969 | 86 | 1412.57 | 209,136,115 | 15,121,277 | 210,803,850 | 10,704.80 | 35.87 |
| 1970 | 86 | 1427.59 | 205,103,671 | 16,490,064 | 206,350,399 | 11,550.98 | 39.96 |
| 1971 | 90 | 1467.30 | 204,854,564 | 18,090,833 | 204,327,997 | 12,329.33 | 44.27 |
| 1972 | 92 | 1521.41 | 217,915,457 | 18,338,440 | 217,235,062 | 12,053.58 | 42.21 |
| 1973 | 94 | 1580.45 | 311,183,279 | 18,648,610 | 309,052,410 | 11,799.56 | 30.17 |

| Appt. Year | Number of of Municipalities | Needs Mileage | Actual Construction Needs | Total Apportionment | Adjusted Construction Needs | Total Apportionment Per Needs Mileage | Apportionment Per $1000 of Adjusted Needs |
|---|---|---|---|---|---|---|---|
| 1974 | 95 | 1608.06 | $324,787,253 | $21,728,373 | $321,833,693 | $13,512.17 | 33.76 |
| 1975 | 99 | 1629.30 | 422,560,903 | 22,841,302 | 418,577,904 | 14,019.09 | 27.28 |
| 1976 | 101 | 1718.92 | 449,383,835 | 22,793,386 | 444,038,715 | 13,260.29 | 25.67 |
| 1977 | 101 | 1748.55 | 488,779,846 | 27,595,966 | 483,467,326 | 15,782.20 | 28.54 |
| 1978 | 104 | 1807.94 | 494,433,948 | 27,865,892 | 490,165,460 | 15,413.06 | 28.38 |
| 1979 | 106 | 1853.71 | 529,996,431 | 30,846,555 | 523,460,762 | 16,640.44 | 29.42 |
| 1980 | 106 | 1889.03 | 623,880,689 | 34,012,618 | 609,591,579 | 18,005.34 | 27.86 |
| 1981 | 109 | 1933.64 | 695,487,179 | 35,567,962 | 695,478,283 | 18,394.30 | 25.54 |
| 1982 | 105 | 1976.17 | 705,647,888 | 41,819,275 | 692,987,088 | 21,161.78 | 30.30 |
| 1983 | 106 | 2022.37 | 651,402,395 | 46,306,272 | 631,554,858 | 22,897.03 | 36.55 |
| 1984 | 106 | 2047.23 | 635,420,700 | 48,580,190 | 613,448,456 | 23,729.72 | 39.70 |
| 1985 | 107 | 2110.52 | 618,275,930 | 56,711,674 | 589,857,835 | 26,870.95 | 48.20 |
| 1986 | 107 | 2139.42 | 552,944,830 | 59,097,819 | 543,890,225 | 27,623.29 | 54.30 |
| 1987 | 107 | 2148.07 | 551,850,149 | 53,101,745 | 541,972,837 | 24,720.68 | 48.97 |
| 1988 | 108 | 2171.89 | 545,457,364 | 58,381,022 | 529,946,820 | 26,880.28 | 55.06 |
| 1989 | 109 | 2205.05 | 586,716,169 | 76,501,442 | 588,403,918 | 34,693.74 | 64.98 |
| 1990 | 112 | 2265.64 | 969,735,729 | 81,517,107 | 969,162,426 | 35,979.73 | 41.99 |
| 1991 | 113 | 2330.30 | 1,289,813,259 | 79,773,732 | 1,240,127,592 | 34,233.25 | 32.11 |
| 1992 | 116 | 2376.79 | 1,374,092,030 | 81,109,752 | 1,330,349,165 | 34,125.75 | 30.41 |
| 1993 | 116 | 2410.53 | 1,458,214,849 | 82,954,222 | 1,385,096,428 | 34,413.27 | 29.89 |
| 1994 | 117 | 2471.04 | 1,547,661,937 | 80,787,856 | 1,502,960,398 | 32,693.87 | 26.83 |
| 1995 | 118 | 2526.39 | 1,582,491,280 | 81,718,700 | 1,541,396,875 | 32,346.04 | 26.46 |
| 1996 | 119 | 2614.71 | 1,652,360,408 | 90,740,650 | 1,638,227,013 | 34,703.91 | 27.63 |
| 1997 | 122 | 2740.46 | 1,722,973,258 | 90,608,066 | 1,738,998,615 | 33,063.09 | 25.91 |
| 1998 | 125 | 2815.99 | 1,705,411,076 | 93,828,258 | 1,746,270,860 | 33,319.81 | 26.73 |
| 1999 | 126 | 2859.05 | 1,927,808,456 | 97,457,150 | 1,981,933,166 | 34,087.25 | 24.47 |
| 2000 | 127 | 2910.87 | 2,042,921,321 | 103,202,769 | 2,084,650,298 | 35,454.27 | 24.64 |
| 2001 | 129 | 2972.16 | 2,212,783,436 | 108,558,171 | 2,228,893,216 | 36,525.01 | 24.26 |
| 2002 | 130 | 3020.39 | 2,432,537,238 | 116,434,082 | 2,441,083,093 | 38,549.35 | 23.77 |
| 2003 | 131 | 3080.67 | 2,677,069,498 | 108,992,464 | 2,663,903,876 | 35,379.47 | 20.39 |
| 2004 | 133 | 3116.44 | 2,823,888,537 | 110,890,581 | 2,898,358,498 | 35,582.45 | 19.08 |
| 2005 | 136 | 3190.82 | 2,986,013,788 | 111,823,549 | 3,086,369,911 | 35,045.40 | 18.07 |
| 2006 | 138 | 3291.64 | 3,272,908,979 | 111,487,130 | 3,356,466,332 | 33,869.78 | 16.57 |
| 2007 | 142 | 3382.28 | 3,663,172,809 | 114,419,009 | 3,760,234,514 | 33,828.96 | 15.19 |
| 2008 | 143 | 3453.10 | 3,896,589,388 | 114,398,269 | 4,005,371,748 | 33,129.15 | 14.29 |
| 2009 | 144 | 3504.00 | 4,277,355,517 | 121,761,230 | 4,375,100,368 | 34,749.21 | 13.91 |
| 2010 | 144 | 3533.22 | 4,650,919,417 | 127,315,538 | 4,764,771,798 | 36,033.86 | 13.36 |
| 2011 | 147 | 3583.87 | 4,964,526,370 | 139,081,139 | 5,058,978,846 | 38,807.53 | 13.75 |
| 2012 | 142 | 3572.73 | 5,175,814,620 | 144,682,808 | 5,271,923,162 | 40,496.43 | 13.72 |
| 2013 | 147 | 3598.04 | 5,476,951,484 | 147,468,798 | 5,593,122,380 | 40,985.87 | 13.18 |
| 2014 | 147 | 3633.04 | **5,476,951,484 | 154,615,011 | 5,627,313,935 | 42,558.03 | 13.74 |
| 2015 | 148 | 3682.39 | 6,244,717,460 | 170,700,289 | ***6,442,606,488** | 46,355.84 | 13.25 |
| 2016 | 148 | 3702.51 | 6,987,910,821 | 170,700,289 | ***7,147,650,278** | 46,103.94 | 11.94 |

The figures for 2016 are estimates.

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

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

# 2015 ITEMIZED TABULATION OF NEEDS

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

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

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

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

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

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

# COMPARISON OF NEEDS BETWEEN 2014 and 2015

2015 Needs are computed for the January 2016 distribution

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

N:\MSAS\Book\2015 October Book\Comparison of Needs 2014 and 2015.xls

# 2015 MILEAGE REPORT

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

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

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

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

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

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

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

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

# MSAS NEEDS MILEAGE COMPARISON

| City | 2014 MSAS Needs Mileage | 2015 MSAS Needs Mileage | Difference in Mileage |
|---|---|---|---|
| Albert Lea | 24.31 | 24.31 | |
| Albertville | 7.15 | 7.15 | |
| Alexandria | 32.95 | 33.29 | 0.34 |
| Andover | 42.75 | 42.75 | |
| Anoka | 14.73 | 15.42 | 0.69 |
| Apple Valley | 37.31 | 37.31 | |
| Arden Hills | 7.53 | 7.53 | |
| Austin | 30.21 | 30.21 | |
| Baxter | 17.05 | 17.05 | |
| Belle Plaine | 8.68 | 8.68 | |
| Bemidji | 17.85 | 17.85 | |
| Big Lake | 11.48 | 11.48 | |
| Blaine | 48.67 | 49.66 | 0.99 |
| Bloomington | 75.75 | 76.12 | 0.37 |
| Brainerd | 19.16 | 19.16 | |
| Brooklyn Center | 21.34 | 21.34 | |
| Brooklyn Park | 59.47 | 60.14 | 0.67 |
| Buffalo | 17.17 | 17.17 | |
| Burnsville | 45.11 | 44.77 | (0.34) |
| Byron | 5.31 | 5.47 | 0.16 |
| Cambridge | 16.37 | 16.37 | |
| Champlin | 19.92 | 19.92 | |
| Chanhassen | 22.76 | 22.76 | |
| Chaska | 20.96 | 20.95 | (0.01) |
| Chisago City | 8.10 | 8.10 | |
| Chisholm | 8.39 | 8.41 | 0.02 |
| Circle Pines | 3.60 | 3.60 | |
| Cloquet | 22.20 | 22.20 | |
| Columbia Heights | 12.50 | 12.50 | |
| Coon Rapids | 43.23 | 43.23 | |
| Corcoran | 15.53 | 15.53 | |
| Cottage Grove | 35.31 | 35.31 | |
| Crookston | 11.58 | 11.58 | |
| Crystal | 17.79 | 17.47 | (0.32) |
| Dayton | 9.72 | 9.72 | |
| Delano | 6.21 | 6.21 | |
| Detroit Lakes | 24.52 | 24.52 | |
| Duluth | 116.51 | 116.71 | 0.20 |
| Eagan | 48.32 | 48.92 | 0.60 |
| East Bethel | 28.78 | 28.53 | (0.25) |
| East Grand Forks | 17.08 | 16.99 | (0.09) |
| Eden Prairie | 47.08 | 48.54 | 1.46 |
| Edina | 40.27 | 40.85 | 0.58 |
| Elk River | 38.27 | 38.27 | |
| Fairmont | 20.12 | 20.12 | |
| Falcon Heights | 3.29 | 3.29 | |
| Faribault | 24.05 | 24.07 | 0.02 |
| Farmington | 16.24 | 16.69 | 0.45 |
| Fergus Falls | 25.76 | 26.18 | 0.42 |
| Forest Lake | 33.83 | 33.83 | |

| City | 2014 MSAS Needs Mileage | 2015 MSAS Needs Mileage | Difference in Mileage |
|---|---|---|---|
| Fridley | 22.87 | 22.89 | 0.02 |
| Glencoe | 8.39 | 8.39 | |
| Golden Valley | 23.90 | 23.74 | (0.16) |
| Grand Rapids | 25.74 | 25.68 | (0.06) |
| Ham Lake | 33.49 | 33.55 | 0.06 |
| Hastings | 21.25 | 22.45 | 1.20 |
| Hermantown | 18.65 | 18.65 | |
| Hibbing | 54.07 | 54.07 | |
| Hopkins | 9.99 | 9.99 | |
| Hugo | 20.70 | 21.33 | 0.63 |
| Hutchinson | 18.49 | 18.49 | |
| International Falls | 7.12 | 7.12 | |
| Inver Grove Heights | 33.64 | 33.64 | |
| Isanti | 6.89 | 6.89 | |
| Jordan | 6.09 | 6.09 | |
| Kasson | 6.20 | 6.20 | |
| La Crescent | 5.84 | 5.84 | |
| Lake City | 8.39 | 8.39 | |
| Lake Elmo | 16.30 | 16.30 | |
| Lakeville | 63.01 | 63.01 | |
| Lino Lakes | 23.71 | 23.71 | |
| Litchfield | 8.77 | 8.77 | |
| Little Canada | 11.35 | 11.35 | |
| Little Falls | 21.75 | 21.75 | |
| Mahtomedi | 9.53 | 9.53 | |
| Mankato | 37.90 | 38.18 | 0.28 |
| Maple Grove | 57.01 | 56.86 | (0.15) |
| Maplewood | 36.68 | 36.68 | |
| Marshall | 18.78 | 18.78 | |
| Medina | 12.36 | 12.41 | 0.05 |
| Mendota Heights | 14.57 | 14.57 | |
| Minneapolis | 206.66 | 206.66 | |
| Minnetonka | 51.10 | 51.16 | 0.06 |
| Minnetrista | 12.98 | 12.98 | |
| Montevideo | 8.83 | 8.83 | |
| Monticello | 12.19 | 12.19 | |
| Moorhead | 45.72 | 45.78 | 0.06 |
| Morris | 9.09 | 9.09 | |
| Mound | 7.94 | 7.94 | |
| Mounds View | 12.43 | 10.86 | (1.57) |
| New Brighton | 15.22 | 15.22 | |
| New Hope | 12.86 | 12.86 | |
| New Prague | 7.76 | 7.74 | (0.02) |
| New Ulm | 17.68 | 17.68 | |
| North Branch | 27.81 | 27.81 | |
| North Mankato | 15.77 | 15.77 | |
| North St. Paul | 11.34 | 11.34 | |
| Northfield | 17.06 | 17.06 | |
| Oak Grove | 26.15 | 25.73 | (0.42) |
| Oakdale | 19.39 | 19.39 | |

| City | 2014 MSAS Needs Mileage | 2015 MSAS Needs Mileage | Difference in Mileage |
|---|---|---|---|
| Orono | 9.45 | 9.45 | |
| Otsego | 22.47 | 22.47 | |
| Owatonna | 34.26 | 34.64 | 0.38 |
| Plymouth | 60.81 | 62.81 | 2.00 |
| Prior Lake | 20.44 | 20.44 | |
| Ramsey | 37.86 | 38.27 | 0.41 |
| Red Wing | 24.87 | 24.87 | |
| Redwood Falls | 10.52 | 10.52 | |
| Richfield | 24.58 | 24.67 | 0.09 |
| Robbinsdale | 10.05 | 10.05 | |
| Rochester | 101.45 | 101.45 | |
| Rogers | 21.15 | 21.15 | |
| Rosemount | 28.31 | 28.31 | |
| Roseville | 29.12 | 29.12 | |
| Sartell | 19.12 | 19.12 | |
| Sauk Rapids | 14.21 | 14.21 | |
| Savage | 27.07 | 27.24 | 0.17 |
| Shakopee | 37.49 | 37.49 | |
| Shoreview | 19.69 | 19.69 | |
| Shorewood | 9.20 | 9.20 | |
| South St. Paul | 17.46 | 17.46 | |
| Spring Lake Park | 5.82 | 5.82 | |
| St. Anthony | 5.95 | 5.95 | |
| St. Cloud | 64.30 | 64.30 | |
| St. Francis | 13.35 | 13.45 | 0.10 |
| St. Joseph | 5.53 | 5.53 | |
| St. Louis Park | 31.92 | 33.02 | 1.10 |
| St. Michael | 22.56 | 22.63 | 0.07 |
| St. Paul | 164.73 | 164.73 | |
| St. Paul Park | 6.06 | 6.06 | |
| St. Peter | 15.78 | 15.42 | (0.36) |
| Stewartville | 4.71 | 4.71 | |
| Stillwater | 18.25 | 18.25 | |
| Thief River Falls | 16.15 | 16.21 | 0.06 |
| Vadnais Heights | 9.17 | 9.17 | |
| Victoria | 7.43 | 7.43 | |
| Virginia | 17.14 | 17.14 | |
| Waconia | 10.74 | 12.32 | 1.58 |
| Waite Park | 6.54 | 7.02 | 0.48 |
| Waseca | 7.71 | 7.71 | |
| West St. Paul | 13.58 | 13.58 | |
| White Bear Lake | 21.02 | 21.02 | |
| Willmar | 27.87 | 27.87 | |
| Winona | 21.76 | 21.76 | |
| Woodbury | 55.40 | 55.40 | |
| Worthington | 11.34 | 11.34 | |
| Wyoming | 15.92 | 15.92 | |
| Zimmerman | 6.50 | 6.50 | |
| | | | |
| **Total** | **3,690.49** | **3,702.51** | **12.02** |

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# 2016 CONSTRUCTION NEEDS and CONSTRUCTION NEEDS ALLOCATIONS

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

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

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

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

# STEPS TO COMPUTE PHASE IN (RESTRICTION)

- Compare this years Unadjusted Needs to last years Restricted Needs.

- Find the Statewide Percent of Change between the two.

- Determine each individual city's Percent of Change from last years Restricted Needs to this years Unadjusted Needs.

- If an individual city's change is more than 5 Percentage Points less than the Statewide Average Percent of Change, increase this year's Unadjusted Needs to 5 Percentage Points less than the Statewide Average Percent of Change to calculate its Restricted Needs.

- If an individual city's Percent of Change is more than 10 Percentage Points greater than the Statewide Average Percent of Change, decrease this year's Unadjusted Needs to 10 Percentage Points more than the Statewide Average Percent of Change to calculate its Restricted needs.

- If an individual city's Percent of Change is between 5 Percentage Points less and 10 Percentage Points more than the Statewide Average Percent of Change, use the Unadjusted Needs as its Restricted Needs.

- Apply adjustments (UCFS balance adjustment, ROW adjustment, etc.) to the Restricted Needs.

# RESTRICTED NEEDS (PHASE IN) for 2016

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

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

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

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

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

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

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

# Adjustments to the Restricted Construction Needs

# EXCESS UNENCUMBERED CONSTRUCTION FUND BALANCE ADJUSTMENT

Screening Board Resolution states:

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

# LOW BALANCE INCENTIVE

Screening Board Resolution states:

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

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

# EXCESS BALANCE ADJUSTMENT REDISTRIBUTED AS LOW BALANCE INCENTIVE

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

| Municipality | January 2015 Construction Allotment | Unencumbered Balance Available as of 8/26/2015 | Ratio bet. Balance & City's 2015 Construction Allotment | First Year of Excess Balance Adjustment | Multiplier | Excess Balance Adjustment | Restricted Needs for Jan. 2016 Distribution | Low Balance Incentive Factor | Low Balance Incentive |
|---|---|---|---|---|---|---|---|---|---|
| Albert Lea | $749,528 | $2,322,932 | 3.099 | 2016 | 1 | ($2,322,932) | | | |
| Albertville | 318,417 | 1,710,908 | 5.373 | 2016 | 1 | (1,710,908) | | | |
| Alexandria | 738,654 | (633,530) | (0.858) | | | | $58,550,435 | 0.0132 | $334,982 |
| Andover | 1,177,798 | (531,826) | (0.452) | | | | 68,240,043 | 0.0154 | 390,418 |
| Anoka | 532,874 | (1,898,306) | (3.562) | | | | 29,085,792 | 0.0066 | 166,407 |
| Apple Valley | 1,478,140 | 0 | 0.000 | | | | 74,431,572 | 0.0168 | 425,842 |
| Arden Hills | 258,675 | (767,187) | (2.966) | | | | 11,058,796 | 0.0025 | 63,270 |
| Austin | 1,181,887 | 3,214,440 | 2.720 | | | | | | |
| Baxter | 361,486 | 120,473 | 0.333 | | | | 27,404,605 | 0.0062 | 156,789 |
| Belle Plaine | 293,275 | 433,035 | 1.477 | | | | | | |
| Bemidji | 490,681 | 237,115 | 0.483 | | | | 29,967,431 | 0.0068 | 171,451 |
| Big Lake | 291,051 | 628,894 | 2.161 | | | | | | |
| Blaine | 1,656,140 | 2,571,087 | 1.552 | | | | | | |
| Bloomington | 2,630,359 | 8,539,212 | 3.246 | 2016 | 1 | (8,539,212) | | | |
| Brainerd | 728,726 | (1,437,127) | (1.972) | | | | 36,800,202 | 0.0083 | 210,543 |
| Brooklyn Center | 866,400 | 0 | 0.000 | | | | 26,652,147 | 0.0060 | 152,484 |
| Brooklyn Park | 1,915,413 | 0 | 0.000 | | | | 78,540,051 | 0.0178 | 449,347 |
| Buffalo | 596,073 | 763,456 | 1.281 | | | | | | |
| Burnsville | 2,005,342 | (2,244,186) | (1.119) | | | | 103,148,669 | 0.0233 | 590,139 |
| Byron | 192,117 | 0 | 0.000 | | | | 7,699,983 | 0.0017 | 44,054 |
| Cambridge | 394,626 | 0 | 0.000 | | | | 21,238,629 | 0.0048 | 121,512 |
| Champlin | 691,297 | 10,571 | 0.015 | | | | 35,723,021 | 0.0081 | 204,380 |
| Chanhassen | 843,448 | (1,069,722) | (1.268) | | | | 36,445,497 | 0.0082 | 208,514 |
| Chaska | 754,152 | 301,934 | 0.400 | | | | 38,058,816 | 0.0086 | 217,744 |
| Chisago City | 187,916 | 187,916 | 1.000 | | | | | | |
| Chisholm | 222,953 | 0 | 0.000 | | | | 14,637,627 | 0.0033 | 83,746 |
| Circle Pines | 145,223 | 231,992 | 1.597 | | | | | | |
| Cloquet | 451,871 | 512,521 | 1.134 | | | | | | |
| Columbia Heights | 485,720 | 212,043 | 0.437 | | | | 24,149,660 | 0.0055 | 138,166 |
| Coon Rapids | 2,375,418 | (3,456,524) | (1.455) | | | | 90,002,776 | 0.0204 | 514,928 |
| Corcoran | 252,828 | 1,136,478 | 4.495 | | | No Adjustment | | | |
| Cottage Grove | 1,563,784 | 1,460,041 | 0.934 | | | | 64,042,801 | 0.0145 | 366,405 |
| Crookston | 428,646 | 0 | 0.000 | | | | 31,202,519 | 0.0071 | 178,517 |
| Crystal | 579,101 | 0 | 0.000 | | | | 23,922,752 | 0.0054 | 136,868 |
| Dayton | 178,322 | 336,197 | 1.885 | | | | | | |

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

| Municipality | January 2015 Construction Allotment | Unencumbered Balance Available as of 8/26/2015 | Ratio bet. Balance & City's 2015 Construction Allotment | First Year of Excess Balance Adjustment | Multiplier | Excess Balance Adjustment | Restricted Needs for Jan. 2016 Distribution | Low Balance Incentive Factor | Low Balance Incentive |
|---|---|---|---|---|---|---|---|---|---|
| Mahtomedi | $218,024 | $1,097,429 | 5.034 | | | No Adjustment | | | |
| Mankato | 1,436,268 | 0 | 0.000 | | | | $84,093,978 | 0.0190 | $481,123 |
| Maple Grove | 2,205,560 | 80,673 | 0.037 | | | | 117,555,126 | 0.0266 | 672,562 |
| Maplewood | 1,371,197 | (2,452,496) | (1.789) | | | | 70,599,453 | 0.0160 | 403,917 |
| Marshall | 698,370 | (1,795,705) | (2.571) | | | | 33,463,476 | 0.0076 | 191,453 |
| Medina | 184,924 | 803,295 | 4.344 | | | No Adjustment | | | |
| Mendota Heights | 433,844 | 947,560 | 2.184 | | | | | | |
| Minneapolis | 10,139,841 | 28,079,687 | 2.769 | | | | | | |
| Minnetonka | 2,242,509 | 4,431,094 | 1.976 | | | | | | |
| Minnetrista | 321,142 | 1,302,800 | 4.057 | | | No Adjustment | | | |
| Montevideo | 260,083 | 317,385 | 1.220 | | | | | | |
| Monticello | 375,774 | 749,191 | 1.994 | | | | | | |
| Moorhead | 1,632,629 | 864,563 | 0.530 | | | | 110,214,520 | 0.0249 | 630,565 |
| Morris | 213,559 | 456,174 | 2.136 | | | | | | |
| Mound | 311,974 | 523,531 | 1.678 | | | | | | |
| Mounds View | 366,842 | 0 | 0.000 | | | | 16,895,182 | 0.0038 | 96,662 |
| New Brighton | 619,749 | (1,000,000) | (1.614) | | | | 26,216,377 | 0.0059 | 149,990 |
| New Hope | 570,155 | (1,151,088) | (2.019) | | | | 24,279,025 | 0.0055 | 138,906 |
| New Prague | 217,435 | (195,240) | (0.898) | | | | 10,304,888 | 0.0023 | 58,957 |
| New Ulm | 729,706 | 502,859 | 0.689 | | | | 35,900,944 | 0.0081 | 205,398 |
| North Branch | 610,558 | 1,012,659 | 1.659 | | | | | | |
| North Mankato | 434,417 | (946,646) | (2.179) | | | | 30,714,488 | 0.0069 | 175,725 |
| North St. Paul | 400,176 | 697,200 | 1.742 | | | | | | |
| Northfield | 600,974 | 476,945 | 0.794 | | | | 29,295,886 | 0.0066 | 167,609 |
| Oak Grove | 503,742 | 82,339 | 0.163 | | | | 38,056,320 | 0.0086 | 217,730 |
| Oakdale | 667,301 | 451,964 | 0.677 | | | | 22,914,476 | 0.0052 | 131,099 |
| Orono | 201,751 | 969,506 | 4.805 | | | No Adjustment | | | |
| Otsego | 546,225 | 1,967,585 | 3.602 | 2016 | 1 | ($1,967,585) | | | |
| Owatonna | 1,275,448 | 817,197 | 0.641 | | | | 64,311,679 | 0.0145 | 367,943 |
| Plymouth | 2,305,522 | (84,545) | (0.037) | | | | 123,647,131 | 0.0280 | 707,416 |
| Prior Lake | 588,392 | (154,198) | (0.262) | | | | 29,719,501 | 0.0067 | 170,033 |
| Ramsey | 698,970 | 517,352 | 0.740 | | | | 53,370,913 | 0.0121 | 305,348 |
| Red Wing | 604,282 | 1,882,266 | 3.115 | 2016 | 1 | (1,882,266) | | | |
| Redwood Falls | 229,529 | (194,258) | (0.846) | | | | 15,111,184 | 0.0034 | 86,455 |
| Richfield | 1,203,743 | 2,408,667 | 2.001 | | | | | | |
| Robbinsdale | 522,126 | 1,465,111 | 2.806 | | | | | | |
| Rochester | 4,308,552 | 0 | 0.000 | | | | 235,273,123 | 0.0532 | 1,346,056 |
| Rogers | 483,128 | 1,315,902 | 2.724 | | | | | | |
| Rosemount | 1,111,057 | 623,430 | 0.561 | | | | 50,835,296 | 0.0115 | 290,841 |

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

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# NEEDS ADJUSTMENT FOR RIGHT-OF WAY-ACQUISITION

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

10-Sep-15

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

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

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

MSAS\books\2015 October Book\Adjusted Construction Needs 2015 (Old Book File A & B) ATF ROW Adj.xls

# AFTER THE FACT RETAINING WALL ADJUSTMENT

(For reference, see Retaining Wall Resolution)

| Municipality | Retaining Wall Expenditures for 2015 Allocations | New Retaining Wall Expenditures for 2016 | Retaining Wall Expenditures Expired in 2015 | Total Retaining Wall Adjustment for 2016 Allocations |
|---|---|---|---|---|
| Albert Lea | $67,342 | $0 | $0 | $67,342 |
| Alexandria | 25,633 | 0 | 0 | 25,633 |
| Andover | 20,197 | 0 | 0 | 20,197 |
| Bloomington | 55,013 | 0 | 0 | 55,013 |
| Brainerd | 188,352 | 0 | 0 | 188,352 |
| Buffalo | 18,499 | 0 | 0 | 18,499 |
| Crystal | 42,510 | 0 | 0 | 42,510 |
| Duluth | 594,891 | 0 | 0 | 594,891 |
| Inver Grove Heights | 0 | 179,003 | 0 | 179,003 |
| Kasson | 35,640 | 0 | 0 | 35,640 |
| La Crescent | 8,624 | 0 | 0 | 8,624 |
| Lakeville | 118,042 | 0 | 0 | 118,042 |
| Marshall | 514,325 | 0 | 0 | 514,325 |
| Minnetonka | 37,913 | 0 | 0 | 37,913 |
| Moorhead | 93,402 | 266,535 | 0 | 359,937 |
| Mounds View | 13,419 | 0 | 0 | 13,419 |
| New Hope | 32,400 | 0 | 0 | 32,400 |
| Oakdale | 20,658 | 0 | 0 | 20,658 |
| Plymouth | 64,144 | 0 | 0 | 64,144 |
| Red Wing | 0 | 539,025 | 0 | 539,025 |
| Roseville | 34,400 | 0 | 0 | 34,400 |
| Sartell | 6,000 | 0 | 0 | 6,000 |
| St. Paul | 51,542 | 0 | 0 | 51,542 |
| Thief River Falls | 296,422 | 0 | 0 | 296,422 |
| **Total** | **$2,339,368** | **$984,563** | **$0** | **$3,323,931** |

# PROJECT LISTING OF RETAINING WALL CONSTRUCTION

Payment requested in 2015

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

# AFTER THE FACT RAILROAD CROSSING ADJUSTMENT

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

(Two cities have entered this adjustment)

| Municipality | Previous Eligible Railroad Crossing Expenditures | 2015 Eliglble Railroad Crossing Expenditures | Expired Railroad Crossing Expenditures | Total Railroad Crossing Adjustment for 2016 Apportionment |
|---|---|---|---|---|
| Fergus Falls | $299,555 | | | $299,555 |
| New Ulm | | $18,433 | | $18,433 |
| **Total** | **NA** | **$0** | **NA** | **$317,988** |

# AFTER THE FACT RAILROAD BRIDGE OVER MSAS ADJUSTMENT

### RR Bridge over MSAS Route Rehabilitation

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

### RR Bridge over MSAS Route Construction/Reconstruction

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

(One city has this adjustment)

| Municipality | Previous Eligible Railroad Bridge over MSAS Expenditures | 2015 Eliglble Railroad Bridge over MSAS Expenditures | Type of Construction | Expired Railroad Bridge over MSAS Expenditures | Total Railroad Bridge over MSAS Adjustment for 2016 Apportionment |
|---|---|---|---|---|---|
| Thief River Falls | $378,684 | | Construction/ Reconstruction | | $378,684 |
| **Total** | **$378,684** | | | | **$378,684** |

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# 2015 ADJUSTED / RESTRICTED CONSTRUCTION NEEDS

for January 2016 apportionment

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

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

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

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

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

# TENTATIVE 2016 ESTIMATED CONSTRUCTION NEEDS ALLOCATIONS

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

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

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

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

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

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

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

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

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

October 28, 2015

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

Dear Commissioner Zelle:

We, the undersigned, as members of the 2015 Municipal Screening Board, having reviewed all information available in relation to the 25 year money needs of the Municipal State Aid Street System do hereby submit our findings as required by Minnesota Statutes.

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

This Board, therefore, recommends that the money needs, as listed on the attached, be modified as required and used as the basis for apportioning to the urban municipalities the 2016 Apportionment Sum as provided by Minnesota Statutes, Chapter 162.13, Subdivision 1.

| | | |
|---|---|---|
| Klayton Eckles<br>Woodbury<br>Chair | Jeff Johnson<br>Mankato<br>Vice Chair | Marc Culver<br>Roseville<br>Secretary |
| Jesse Story<br>Hibbing<br>District 1 | Craig Gray<br>Bemidji<br>District 2 | Justin Femrite<br>Elk River<br>District 3 |
| Jon Pratt<br>Detroit Lakes<br>District 4 | Rod Rue<br>Eden Prairie<br>Metro West | Steve Lang<br>Austin<br>District 6 |
| Jeff Johnson<br>Mankato<br>District 7 | Sean Christensen<br>Willmar<br>District 8 | Klayton Eckles<br>Woodbury<br>Metro East |

| | | | |
|---|---|---|---|
| Cindy Voigt<br>Duluth | Don Elwood<br>Minneapolis | Paul Kurtz<br>Saint Paul | Richard Freese<br>Rochester |

# 2015 ADJUSTED RESTRICTED CONSTRUCTION NEEDS RECOMMENDATIONS

for the 2016 Distribution

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

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

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# TENTATIVE 2016 MSAS TOTAL ALLOCATIONS

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

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

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

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

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

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

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

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

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

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# TENTATIVE 2016 ALLOCATION RANKINGS

Rankings are from highest allocation per Needs mile to lowest.

| Municipality | 2015 Total Needs Mileage | 2016 Tentative Population Allocation Per Need Mile |
|---|---|---|
| Minneapolis | 206.66 | $44,232 |
| Hopkins | 9.99 | 42,208 |
| St. Paul | 164.73 | 40,429 |
| Falcon Heights | 3.29 | 36,467 |
| New Hope | 12.86 | 35,970 |
| Columbia Heights | 12.50 | 35,045 |
| St. Anthony | 5.95 | 33,489 |
| Oakdale | 19.39 | 32,846 |
| Richfield | 24.67 | 32,575 |
| West St. Paul | 13.58 | 32,406 |
| St. Louis Park | 33.02 | 32,264 |
| New Brighton | 15.22 | 32,250 |
| Coon Rapids | 43.23 | 32,100 |
| Robbinsdale | 10.05 | 32,094 |
| Brooklyn Center | 21.34 | 31,354 |
| Circle Pines | 3.60 | 30,870 |
| Burnsville | 44.77 | 30,655 |
| Vadnais Heights | 9.17 | 30,499 |
| Eagan | 48.92 | 30,354 |
| Apple Valley | 37.31 | 29,983 |
| Farmington | 16.69 | 29,812 |
| Stewartville | 4.71 | 29,347 |
| Shoreview | 19.69 | 29,036 |
| Brooklyn Park | 60.14 | 28,961 |
| Eden Prairie | 48.54 | 28,661 |
| Crystal | 17.47 | 28,544 |
| Arden Hills | 7.53 | 28,490 |
| Winona | 21.76 | 28,206 |
| Blaine | 49.66 | 27,779 |
| St. Joseph | 5.53 | 27,351 |
| Edina | 40.85 | 27,347 |
| Fridley | 22.89 | 27,141 |
| Waseca | 7.71 | 27,133 |
| Prior Lake | 20.44 | 27,088 |

| Municipality | 2015 Total Needs Mileage | 2016 Tentative Money Needs Allocation Per Need Mile |
|---|---|---|
| St. Paul | 164.73 | $33,312 |
| Crookston | 11.58 | 32,359 |
| Minneapolis | 206.66 | 31,683 |
| Thief River Falls | 16.21 | 31,526 |
| Moorhead | 45.78 | 30,030 |
| Duluth | 116.71 | 29,689 |
| Eagan | 48.92 | 28,986 |
| Richfield | 24.67 | 28,922 |
| Rochester | 101.45 | 28,154 |
| Burnsville | 44.77 | 27,669 |
| Grand Rapids | 25.68 | 27,571 |
| Delano | 6.21 | 26,761 |
| East Grand Forks | 16.99 | 26,606 |
| Mankato | 38.18 | 26,564 |
| Bloomington | 76.12 | 26,150 |
| St. Michael | 22.63 | 26,129 |
| St. Cloud | 64.30 | 26,056 |
| Fergus Falls | 26.18 | 25,800 |
| Coon Rapids | 43.23 | 25,685 |
| Woodbury | 55.40 | 25,423 |
| Maple Grove | 56.86 | 25,315 |
| Faribault | 24.07 | 25,185 |
| Hopkins | 9.99 | 25,162 |
| Maplewood | 36.68 | 24,834 |
| St. Anthony | 5.95 | 24,655 |
| Eden Prairie | 48.54 | 24,603 |
| Buffalo | 17.17 | 24,599 |
| Mound | 7.94 | 24,436 |
| New Ulm | 17.68 | 24,399 |
| Winona | 21.76 | 24,369 |
| Willmar | 27.87 | 24,160 |
| St. Louis Park | 33.02 | 24,086 |
| Austin | 30.21 | 24,040 |
| Apple Valley | 37.31 | 23,998 |

| Municipality | 2015 Total Needs Mileage | 2016 Tentative Total Allocation Per Need Mile |
|---|---|---|
| Minneapolis | 206.66 | $75,915 |
| St. Paul | 164.73 | 73,742 |
| Hopkins | 9.99 | 67,370 |
| Richfield | 24.67 | 61,497 |
| Eagan | 48.92 | 59,340 |
| New Hope | 12.86 | 58,673 |
| Burnsville | 44.77 | 58,324 |
| Columbia Heights | 12.50 | 58,246 |
| St. Anthony | 5.95 | 58,144 |
| Coon Rapids | 43.23 | 57,785 |
| St. Louis Park | 33.02 | 56,350 |
| Falcon Heights | 3.29 | 54,310 |
| Apple Valley | 37.31 | 53,981 |
| Robbinsdale | 10.05 | 53,352 |
| Eden Prairie | 48.54 | 53,264 |
| New Brighton | 15.22 | 52,936 |
| Winona | 21.76 | 52,575 |
| Rochester | 101.45 | 52,474 |
| Woodbury | 55.40 | 51,950 |
| Farmington | 16.69 | 51,710 |
| Bloomington | 76.12 | 51,451 |
| Edina | 40.85 | 50,571 |
| Mankato | 38.18 | 50,550 |
| Mound | 7.94 | 50,519 |
| Maple Grove | 56.86 | 50,508 |
| Moorhead | 45.78 | 50,023 |
| Plymouth | 62.81 | 49,809 |
| St. Cloud | 64.30 | 49,030 |
| Chaska | 20.95 | 48,626 |
| Circle Pines | 3.60 | 48,596 |
| Maplewood | 36.68 | 48,498 |
| Shoreview | 19.69 | 48,389 |
| West St. Paul | 13.58 | 48,276 |
| Anoka | 15.42 | 48,001 |

| Municipality | 2015 Total Needs Mileage | 2016 Tentative Population Allocation Per Need Mile |
|---|---|---|
| Chaska | 20.95 | $26,809 |
| Woodbury | 55.40 | 26,527 |
| Roseville | 29.12 | 26,500 |
| Northfield | 17.06 | 26,464 |
| Mound | 7.94 | 26,084 |
| Plymouth | 62.81 | 26,056 |
| Champlin | 19.92 | 25,762 |
| South St. Paul | 17.46 | 25,663 |
| White Bear Lake | 21.02 | 25,545 |
| Mounds View | 10.86 | 25,468 |
| Worthington | 11.34 | 25,452 |
| Anoka | 15.42 | 25,348 |
| Victoria | 7.43 | 25,313 |
| Bloomington | 76.12 | 25,301 |
| Maple Grove | 56.86 | 25,192 |
| Spring Lake Park | 5.82 | 24,873 |
| Rochester | 101.45 | 24,320 |
| Mankato | 38.18 | 23,985 |
| Monticello | 12.19 | 23,931 |
| Chanhassen | 22.76 | 23,928 |
| Savage | 27.24 | 23,701 |
| Maplewood | 36.68 | 23,665 |
| Waite Park | 7.02 | 23,661 |
| North St. Paul | 11.34 | 23,532 |
| Shakopee | 37.49 | 23,432 |
| Inver Grove Heights | 33.64 | 23,013 |
| Stillwater | 18.25 | 23,008 |
| St. Cloud | 64.30 | 22,974 |
| Albertville | 7.15 | 22,574 |
| Jordan | 6.09 | 22,438 |
| Hastings | 22.45 | 22,268 |
| Minnetonka | 51.16 | 22,219 |
| Cottage Grove | 35.31 | 22,188 |
| Kasson | 6.20 | 21,954 |
| Faribault | 24.07 | 21,821 |
| Byron | 5.47 | 21,389 |
| New Prague | 7.74 | 21,362 |
| Lakeville | 63.01 | 20,939 |

| Municipality | 2015 Total Needs Mileage | 2016 Tentative Money Needs Allocation Per Need Mile |
|---|---|---|
| Brainerd | 19.16 | $23,975 |
| Plymouth | 62.81 | 23,753 |
| Jordan | 6.09 | 23,732 |
| North Mankato | 15.77 | 23,439 |
| St. Peter | 15.42 | 23,364 |
| Edina | 40.85 | 23,224 |
| Columbia Heights | 12.50 | 23,202 |
| Golden Valley | 23.74 | 23,120 |
| Inver Grove Heights | 33.64 | 22,958 |
| Sauk Rapids | 14.21 | 22,833 |
| Minnetonka | 51.16 | 22,829 |
| Litchfield | 8.77 | 22,760 |
| New Hope | 12.86 | 22,703 |
| Anoka | 15.42 | 22,652 |
| Hermantown | 18.65 | 22,585 |
| Forest Lake | 33.83 | 22,495 |
| Elk River | 38.27 | 22,440 |
| Lino Lakes | 23.71 | 22,380 |
| Owatonna | 34.64 | 22,337 |
| Fairmont | 20.12 | 22,329 |
| North St. Paul | 11.34 | 22,179 |
| Albert Lea | 24.31 | 22,078 |
| Cottage Grove | 35.31 | 21,948 |
| Marshall | 18.78 | 21,918 |
| Farmington | 16.69 | 21,898 |
| Chaska | 20.95 | 21,817 |
| Red Wing | 24.87 | 21,736 |
| Rosemount | 28.31 | 21,729 |
| St. Francis | 13.45 | 21,692 |
| Champlin | 19.92 | 21,574 |
| Mendota Heights | 14.57 | 21,351 |
| Alexandria | 33.29 | 21,263 |
| Robbinsdale | 10.05 | 21,258 |
| Chisholm | 8.41 | 20,902 |
| Fridley | 22.89 | 20,829 |
| New Brighton | 15.22 | 20,686 |
| Northfield | 17.06 | 20,623 |
| Worthington | 11.34 | 20,605 |

| Municipality | 2015 Total Needs Mileage | 2016 Tentative Total Allocation Per Need Mile |
|---|---|---|
| Fridley | 22.89 | $47,970 |
| Vadnais Heights | 9.17 | 47,724 |
| Waseca | 7.71 | 47,684 |
| Crookston | 11.58 | 47,526 |
| Delano | 6.21 | 47,366 |
| Champlin | 19.92 | 47,336 |
| Oakdale | 19.39 | 47,317 |
| Northfield | 17.06 | 47,087 |
| Faribault | 24.07 | 47,006 |
| Brooklyn Center | 21.34 | 46,362 |
| Jordan | 6.09 | 46,170 |
| Duluth | 116.71 | 46,136 |
| Arden Hills | 7.53 | 46,127 |
| Worthington | 11.34 | 46,057 |
| Inver Grove Heights | 33.64 | 45,972 |
| Stewartville | 4.71 | 45,900 |
| North St. Paul | 11.34 | 45,710 |
| South St. Paul | 17.46 | 45,395 |
| Blaine | 49.66 | 45,353 |
| Roseville | 29.12 | 45,343 |
| Buffalo | 17.17 | 45,196 |
| Minnetonka | 51.16 | 45,049 |
| Crystal | 17.47 | 45,018 |
| Prior Lake | 20.44 | 44,797 |
| Brooklyn Park | 60.14 | 44,654 |
| Mounds View | 10.86 | 44,166 |
| Cottage Grove | 35.31 | 44,137 |
| Sauk Rapids | 14.21 | 43,647 |
| Stillwater | 18.25 | 43,491 |
| Thief River Falls | 16.21 | 43,485 |
| Chanhassen | 22.76 | 43,159 |
| Waite Park | 7.02 | 43,082 |
| St. Michael | 22.63 | 42,809 |
| North Mankato | 15.77 | 42,621 |
| Golden Valley | 23.74 | 42,584 |
| Monticello | 12.19 | 42,561 |
| Austin | 30.21 | 42,441 |
| Lino Lakes | 23.71 | 42,187 |

| Municipality | 2015 Total Needs Mileage | 2016 Tentative Population Allocation Per Need Mile |
|---|---|---|
| Sauk Rapids | 14.21 | $20,814 |
| Waconia | 12.32 | 20,783 |
| Delano | 6.21 | 20,605 |
| Buffalo | 17.17 | 20,597 |
| Big Lake | 11.48 | 20,497 |
| International Falls | 7.12 | 20,054 |
| Moorhead | 45.78 | 19,993 |
| Lino Lakes | 23.71 | 19,807 |
| Sartell | 19.12 | 19,703 |
| St. Paul Park | 6.06 | 19,490 |
| Golden Valley | 23.74 | 19,464 |
| Little Canada | 11.35 | 19,410 |
| North Mankato | 15.77 | 19,182 |
| LaCrescent | 5.84 | 19,029 |
| Mahtomedi | 9.53 | 18,758 |
| Austin | 30.21 | 18,400 |
| Orono | 9.45 | 18,310 |
| Zimmerman | 6.50 | 18,113 |
| Shorewood | 9.20 | 17,938 |
| Bemidji | 17.85 | 17,901 |
| Rosemount | 28.31 | 17,657 |
| Isanti | 6.89 | 17,449 |
| Litchfield | 8.77 | 17,084 |
| Belle Plaine | 8.68 | 17,056 |
| Hutchinson | 18.49 | 17,045 |
| New Ulm | 17.68 | 16,999 |
| Mendota Heights | 14.57 | 16,969 |
| St. Peter | 15.42 | 16,948 |
| St. Michael | 22.63 | 16,680 |
| Andover | 42.75 | 16,572 |
| Albert Lea | 24.31 | 16,472 |
| Owatonna | 34.64 | 16,464 |
| Duluth | 116.71 | 16,448 |
| Marshall | 18.78 | 16,237 |
| Brainerd | 19.16 | 15,845 |
| Willmar | 27.87 | 15,735 |
| Crookston | 11.58 | 15,167 |
| Glencoe | 8.39 | 14,917 |
| Otsego | 22.47 | 14,806 |

| Municipality | 2015 Total Needs Mileage | 2016 Tentative Money Needs Allocation Per Need Mile |
|---|---|---|
| Sartell | 19.12 | $20,596 |
| Waseca | 7.71 | 20,551 |
| Hutchinson | 18.49 | 20,517 |
| Stillwater | 18.25 | 20,482 |
| Lakeville | 63.01 | 20,366 |
| North Branch | 27.81 | 20,355 |
| Bemidji | 17.85 | 20,199 |
| Minnetrista | 12.98 | 20,140 |
| Glencoe | 8.39 | 19,833 |
| Shorewood | 9.20 | 19,801 |
| South St. Paul | 17.46 | 19,732 |
| Baxter | 17.05 | 19,631 |
| Kasson | 6.20 | 19,509 |
| Virginia | 17.14 | 19,458 |
| Waite Park | 7.02 | 19,422 |
| La Crescent | 5.84 | 19,390 |
| Little Canada | 11.35 | 19,381 |
| Shoreview | 19.69 | 19,353 |
| Albertville | 7.15 | 19,345 |
| Rogers | 21.15 | 19,234 |
| Chanhassen | 22.76 | 19,230 |
| Andover | 42.75 | 19,176 |
| St. Paul Park | 6.06 | 18,906 |
| Roseville | 29.12 | 18,843 |
| Mounds View | 10.86 | 18,698 |
| Little Falls | 21.75 | 18,664 |
| Monticello | 12.19 | 18,630 |
| Waconia | 12.32 | 18,589 |
| International Falls | 7.12 | 18,455 |
| Cloquet | 22.20 | 18,256 |
| Shakopee | 37.49 | 18,193 |
| East Bethel | 28.53 | 18,165 |
| Morris | 9.09 | 18,139 |
| Oak Grove | 25.73 | 18,063 |
| Lake Elmo | 16.30 | 18,062 |
| Belle Plaine | 8.68 | 18,049 |
| Montevideo | 8.83 | 18,014 |
| Falcon Heights | 3.29 | 17,842 |
| Orono | 9.45 | 17,757 |

| Municipality | 2015 Total Needs Mileage | 2016 Tentative Total Allocation Per Need Mile |
|---|---|---|
| Albertville | 7.15 | $41,919 |
| Shakopee | 37.49 | 41,625 |
| Kasson | 6.20 | 41,463 |
| New Ulm | 17.68 | 41,398 |
| Lakeville | 63.01 | 41,306 |
| White Bear Lake | 21.02 | 41,201 |
| St. Peter | 15.42 | 40,312 |
| Sartell | 19.12 | 40,299 |
| Victoria | 7.43 | 40,149 |
| Savage | 27.24 | 39,954 |
| Willmar | 27.87 | 39,896 |
| Litchfield | 8.77 | 39,844 |
| Brainerd | 19.16 | 39,820 |
| Spring Lake Park | 5.82 | 39,764 |
| Rosemount | 28.31 | 39,386 |
| Waconia | 12.32 | 39,372 |
| Owatonna | 34.64 | 38,802 |
| Little Canada | 11.35 | 38,791 |
| Albert Lea | 24.31 | 38,550 |
| International Falls | 7.12 | 38,508 |
| La Crescent | 5.84 | 38,420 |
| St. Paul Park | 6.06 | 38,396 |
| Mendota Heights | 14.57 | 38,320 |
| Byron | 5.47 | 38,295 |
| Marshall | 18.78 | 38,155 |
| Bemidji | 17.85 | 38,100 |
| East Grand Forks | 16.99 | 38,028 |
| Shorewood | 9.20 | 37,739 |
| Hutchinson | 18.49 | 37,562 |
| New Prague | 7.74 | 37,361 |
| Big Lake | 11.48 | 37,200 |
| Grand Rapids | 25.68 | 37,190 |
| Fergus Falls | 26.18 | 37,075 |
| Red Wing | 24.87 | 36,487 |
| Elk River | 38.27 | 36,222 |
| Orono | 9.45 | 36,067 |
| Andover | 42.75 | 35,748 |
| Zimmerman | 6.50 | 35,299 |
| Forest Lake | 33.83 | 35,296 |

| Municipality | 2015 Total Needs Mileage | 2016 Tentative Population Allocation Per Need Mile |
|---|---|---|
| Hugo | 21.33 | $14,798 |
| Red Wing | 24.87 | 14,750 |
| Ramsey | 38.27 | 14,410 |
| Chisago City | 8.10 | 13,909 |
| Elk River | 38.27 | 13,782 |
| Montevideo | 8.83 | 13,550 |
| Lake City | 8.39 | 13,413 |
| Morris | 9.09 | 13,292 |
| Chisholm | 8.41 | 13,291 |
| Rogers | 21.15 | 12,852 |
| Forest Lake | 33.83 | 12,801 |
| Cloquet | 22.20 | 12,272 |
| St. Francis | 13.45 | 12,057 |
| Thief River Falls | 16.21 | 11,959 |
| Fairmont | 20.12 | 11,783 |
| Lake Elmo | 16.30 | 11,719 |
| Hermantown | 18.65 | 11,591 |
| Minnetrista | 12.98 | 11,581 |
| Dayton | 9.72 | 11,433 |
| East Grand Forks | 16.99 | 11,422 |
| Cambridge | 16.37 | 11,321 |
| Virginia | 17.14 | 11,297 |
| Fergus Falls | 26.18 | 11,274 |
| Redwood Falls | 10.52 | 11,105 |
| Wyoming | 15.92 | 10,965 |
| Medina | 12.41 | 10,443 |
| Baxter | 17.05 | 10,431 |
| Ham Lake | 33.55 | 10,378 |
| Grand Rapids | 25.68 | 9,619 |
| East Bethel | 28.53 | 9,057 |
| Little Falls | 21.75 | 9,000 |
| Alexandria | 33.29 | 8,801 |
| North Branch | 27.81 | 8,221 |
| Detroit Lakes | 24.52 | 8,206 |
| Corcoran | 15.53 | 7,890 |
| Oak Grove | 25.73 | 7,202 |
| Hibbing | 54.07 | 6,725 |
| **Total** | | **$20,998** |

| Municipality | 2015 Total Needs Mileage | 2016 Tentative Money Needs Allocation Per Need Mile |
|---|---|---|
| Circle Pines | 3.60 | $17,726 |
| Prior Lake | 20.44 | 17,709 |
| Arden Hills | 7.53 | 17,637 |
| Blaine | 49.66 | 17,574 |
| Wyoming | 15.92 | 17,518 |
| Hibbing | 54.07 | 17,318 |
| Redwood Falls | 10.52 | 17,250 |
| Chisago City | 8.10 | 17,227 |
| Vadnais Heights | 9.17 | 17,225 |
| Zimmerman | 6.50 | 17,187 |
| Hugo | 21.33 | 17,103 |
| Detroit Lakes | 24.52 | 17,075 |
| Byron | 5.47 | 16,905 |
| Otsego | 22.47 | 16,859 |
| Ramsey | 38.27 | 16,813 |
| Big Lake | 11.48 | 16,702 |
| Lake City | 8.39 | 16,696 |
| Stewartville | 4.71 | 16,552 |
| Crystal | 17.47 | 16,474 |
| Isanti | 6.89 | 16,389 |
| Corcoran | 15.53 | 16,258 |
| Savage | 27.24 | 16,254 |
| New Prague | 7.74 | 15,999 |
| West St. Paul | 13.58 | 15,870 |
| Brooklyn Park | 60.14 | 15,693 |
| White Bear Lake | 21.02 | 15,655 |
| Cambridge | 16.37 | 15,581 |
| Ham Lake | 33.55 | 15,116 |
| Brooklyn Center | 21.34 | 15,008 |
| Spring Lake Park | 5.82 | 14,891 |
| Victoria | 7.43 | 14,836 |
| Oakdale | 19.39 | 14,470 |
| Dayton | 9.72 | 13,578 |
| Mahtomedi | 9.53 | 12,978 |
| Hastings | 22.45 | 12,724 |
| Medina | 12.41 | 11,131 |
| St. Joseph | 5.53 | 7,927 |
| | | **$20,858** |

| Municipality | 2015 Total Needs Mileage | 2016 Tentative Total Allocation Per Need Mile |
|---|---|---|
| St. Joseph | 5.53 | $35,278 |
| Belle Plaine | 8.68 | 35,106 |
| Hastings | 22.45 | 34,992 |
| Glencoe | 8.39 | 34,750 |
| Chisholm | 8.41 | 34,193 |
| Hermantown | 18.65 | 34,176 |
| Fairmont | 20.12 | 34,112 |
| Isanti | 6.89 | 33,838 |
| St. Francis | 13.45 | 33,749 |
| Rogers | 21.15 | 32,086 |
| Hugo | 21.33 | 31,901 |
| Mahtomedi | 9.53 | 31,737 |
| Minnetrista | 12.98 | 31,720 |
| Otsego | 22.47 | 31,665 |
| Montevideo | 8.83 | 31,564 |
| Morris | 9.09 | 31,430 |
| Ramsey | 38.27 | 31,222 |
| Chisago City | 8.10 | 31,136 |
| Virginia | 17.14 | 30,755 |
| Cloquet | 22.20 | 30,529 |
| Lake City | 8.39 | 30,109 |
| Alexandria | 33.29 | 30,064 |
| Baxter | 17.05 | 30,062 |
| Lake Elmo | 16.30 | 29,781 |
| North Branch | 27.81 | 28,576 |
| Wyoming | 15.92 | 28,483 |
| Redwood Falls | 10.52 | 28,355 |
| Little Falls | 21.75 | 27,664 |
| East Bethel | 28.53 | 27,222 |
| Cambridge | 16.37 | 26,902 |
| Ham Lake | 33.55 | 25,495 |
| Detroit Lakes | 24.52 | 25,281 |
| Oak Grove | 25.73 | 25,265 |
| Dayton | 9.72 | 25,011 |
| Corcoran | 15.53 | 24,148 |
| Hibbing | 54.07 | 24,044 |
| Medina | 12.41 | 21,574 |
| | | **$41,856** |

MSAS\Books\2015 October Book\Tentative 2016 Allocation Rankings

# NOTES AND COMMENTS

# OTHER TOPICS

# HISTORY OF ADMINISTRATIVE ACCOUNT

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

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

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

# HISTORY OF THE RESEARCH ACCOUNT

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

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

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

N:MSAS/BOOKS/2015 OCTOBER BOOK/Past History of Administrative & Research Accounts 2015.xlsx

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

**ADVANCE STATUS IS CURRENTLY CODE GREEN**

## State Aid Advances

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

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

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

## State Aid Advance Code Levels

Guidelines for advances are determined by the following codes.

**SEVERE**

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

**GUARDED**

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

**LOW**

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

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

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

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

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

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

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

**Priority System**

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

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

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

**Advance Limitations**

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

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

# ***COUNTY HIGHWAY TURNBACK POLICY***

***Definitions:***

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

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

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

## *MILEAGE CONSIDERATIONS*

### *County State Aid Highway Turnbacks*

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

### *County Road Turnbacks*

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

## *Jurisdictional Exchanges*

### *County Road for MSAS*

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

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

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

***CSAH for MSAS***

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

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

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

NOTE:
When a city receives **less** mileage in a CSAH exchange it will have less mileage to designate within its 20% mileage limitation and may have to revoke mileage the following year when it computes its allowable mileage.
*Explanation*: After this exchange is completed, a city will have more CSAH mileage and less MSAS mileage than before the exchange. The new CSAH mileage was included in the city's basic mileage when it was MSAS (before the exchange) but is not included when it is CSAH (after the exchange). So, after the jurisdictional exchange the city will have less basic mileage and 20% of that mileage will be a smaller number.
If a city has more mileage designated than the new, lower 20% allowable mileage, the city will be over designated and be required to revoke some mileage. **If a revocation is necessary, it will not have to be done until the following year after a city computes its new allowable mileage.**

***MSAS designation on a County Road***

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

## ***MISCELLANEOUS***

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

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

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

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

**CURRENT RESOLUTIONS**
**OF THE**
**MUNICIPAL SCREENING BOARD**

October 2015

**Bolded wording (except headings) are revisions since the last publication of the Resolutions**

**BE IT RESOLVED:**

## ADMINISTRATION

**Appointments to Screening Board** - Oct. 1961 (Revised June 1981, May 2011)

The Commissioner of Mn/DOT will annually be requested to appoint three (3) new members, upon recommendation of the City Engineers Association of Minnesota, to serve three (3) year terms as voting members of the Municipal Screening Board. These appointees are selected from the MnDOT State Aid Districts as they exist in 2010, together with one representative from each of the four (4) cities of the first class.

**Screening Board Chair, Vice Chair and Secretary**- June 1987 (Revised June, 2002)

The Chair Vice Chair, and Secretary**,** nominated annually at the annual meeting of the City Engineers Association of Minnesota and subsequently appointed by the Commissioner of the Minnesota Department of Transportation will not have a vote in matters before the Screening Board unless they are also the duly appointed Screening Board Representative of a construction District or of a City of the first class.

**Appointment to the Needs Study Subcommittee** - June 1987 (Revised June 1993)

The Screening Board Chair will annually appoint one city engineer, who has served on the Screening Board, to serve a three year term on the Needs Study Subcommittee. The appointment will be made at the annual winter meeting of the City's Engineers Association. The appointed subcommittee person will serve as chair of the subcommittee in the third year of the appointment.

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

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

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

Any individual or delegation having items of concern regarding the study of State Aid Needs or State Aid Apportionment amounts, and wishing to have consideration given to these items, will send such request in writing to the State Aid Engineer. The State Aid Engineer with concurrence of the Chair of the Screening Board will determine which requests are to be referred to the Screening Board for their consideration. This resolution does not abrogate the right of the Screening Board to call any person or persons before the Board for discussion purposes.

**Screening Board Meeting Dates and Locations** - June 1996

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

**Research Account** - Oct. 1961

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

**Population Apportionment** - October 1994, 1996

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

**Improper Needs Report** - Oct. 1961

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

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

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

**Certified Complete Cities** – May 2014 (Revised October 2014)
State Aid Operational Rule 8820.18 subp.2 allows cities to spend the population based portion of their Construction Allotment on non MSAS city streets if its MSAS system has been Certified Complete.

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

population portion of its Construction Allotment.

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

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

**Construction Needs Components** – May 2014

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

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

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

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

**Unit Costs –** May 2014, (Revised January 2015, May 2015)

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

## MSAS URBAN ADT GROUPS FOR NEEDS PURPOSES

**Quantities Based on a One Mile Section**

| EXISTING ADT | NEEDS WIDTH | NEEDS GENERATION DATA | GRADING DEPTH (inches) | GRADING QUANTITY (cubic yards) | CLASS 5 GRAVEL BASE DEPTH (inches) | CLASS 5 GRAVEL BASE QUANTITY (Tons) | TOTAL BITUMINOUS QUANTITY (TONS) |
|---|---|---|---|---|---|---|---|
| 0 EXISTING ADT & NON EXISTING | 26 FOOT ROADBED WIDTH | 2- 11' TRAFFIC LANES<br>0 PARKING LANES<br>2- 2' CURB REACTION | 22 INCHES | **11,655** | 6 INCHES | **4,346** | **2,917**<br>4 INCHES |
| 1-499 EXISTING ADT | 28' FOOT ROADBED WIDTH | 2- 12' TRAFFIC LANES<br>0 PARKING LANES<br>2- 2' CURB REACTION | 22 INCHES | **12,496** | 6 INCHES | **4,691** | **3,182**<br>4 INCHES |
| 500-1999 EXISTING ADT | 34 FOOT ROADBED WIDTH | 2- 12' TRAFFIC LANES<br>1- 8' PARKING LANE<br>1- 2' CURB REACTION | 26 INCHES | **17,698** | 10 INCHES | **10,176** | **3,978**<br>4 INCHES |
| 2000-4999 EXISTING ADT | 40 FOOT ROADBED WIDTH | 2-12' TRAFFIC LANES<br>2- 8' PARKING LANE | 32 INCHES | **25,188** | 16 INCHES | **19,628** | **4,773**<br>4 INCHES |
| 5000-8999 EXISTING ADT | 48 FOOT ROADBED WIDTH | 4-11' TRAFFIC LANES<br>2- 2' CURB REACTION | 35 INCHES | **32,795** | 19 INCHES | **27,907** | **5,834**<br>4 INCHES |
| 9000-13,999 EXISTING ADT | 54 FOOT ROADBED WIDTH | 4-11' TRAFFIC LANES<br>1- 8' PARKING LANE<br>1- 2' CURB REACTION | 36 INCHES | **37,918** | 19 INCHES | **31,460** | **8,287**<br>5 INCHES |
| 14,000-24,999 EXISTING ADT | 62 FOOT ROADBED WIDTH | 4-11' TRAFFIC LANES<br>1- 14' CENTER TURN<br>2- 2' CURB REACTION | 38 INCHES | **45,838** | 20 INCHES | **38,049** | **11,535**<br>6 INCHES |
| GT 25,000 EXISTING ADT | 70 FOOT ROADBED WIDTH | 6-11' TRAFFIC LANES<br>0 PARKING LANES<br>2- 2' CURB REACTION | 39 INCHES | **53,172** | 21 INCHES | **44,776** | **13,126**<br>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 ¼ of the signal cost.
Only signal legs on designated MSAS routes will be included in the Needs study.
Stand alone pedestrian crossing signals will not be included in the Needs study.

The area in square feet used for Structure Needs (Bridges and Box Culverts) will be determined by multiplying the <u>centerline length</u> of the bridge, or the <u>culvert width</u> of the box culvert, times the Needs Width from the appropriate MSAS Urban ADT Group. This quantity will then be multiplied by the Municipal Screening Board Unit Price to determine the Structure Needs.
The Unit Price for Structures will be determined by using one-half of the approved unit cost provided by the MnDOT State Aid Bridge Office.

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

## 2015 UNIT PRICE RECOMMENDATIONS

*for the January 2016 distribution*

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

**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 11th, 1994.

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

The maximum mileage for Municipal State Aid Street designation will be based on the Annual Certification of Mileage current as of December 31st of the preceding year. Submittal of a supplementary certification during the year will not be permitted. Frontage roads not designated Trunk Highway, Trunk Highway Turnback or County State Aid Highways will be considered in the computation of the basic street mileage. The total mileage of local streets, county roads and county road turnbacks on corporate limits will be included in the municipality's basic street mileage. Any State Aid Street that is on the boundary of two adjoining urban municipalities will be considered as one-half mileage for each municipality.

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

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

All requests for revisions to the Municipal State Aid System must be received by the District State Aid Engineer by March first to be included in that years Needs Study. If a system revision has been requested, a City Council resolution approving the system revisions and the Needs Study reporting data must be received by May first, to be included in the current year's Needs Study. If no system revisions are requested, the District State Aid Engineer must receive the Normal Needs Updates by March 31st to be included in that years' Needs Study.

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

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

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

**Needs Adjustments**

**Phase In (Restriction)** May 2014

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

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

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

1) Compare the current years Unadjusted Needs to the previous years Restricted Needs. In the first year of the phase in, the current years Unadjusted Needs will be compared to the previous years Unadjusted Needs.
2) Compute the Statewide Average Percent of Change between the two totals.
3) Determine each individual city's Percent of Change between last years Restricted Needs

and this years Unadjusted Needs.

4) If an individual city's Percent of Change is greater than 5 Percentage Points less than the Statewide Average Percent of Change, increase this year's Unadjusted Needs to 5 Percentage Points less than the Statewide Average Percent of Change.
5) If an individual city's Percent of Change is greater than 10 Percentage Points more than the Statewide Average Percent of Change, decrease this year's Unadjusted Needs to 10 Percentage Points more than the Statewide Average Percent of Change.
6) If an individual city's Percent of Change is between 5 Percentage Points less and 10 Percentage Points more than the Statewide Average Percent of Change, no restriction is made and the current year's Unadjusted Needs will be used as its Restricted Needs.

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

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

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

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

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

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

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

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

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

Right of Way Needs will not be included in the Needs calculations until the right of way is acquired and the actual cost established. At that time a Construction Needs adjustment will be made by annually adding the local cost (which is the total cost less county or trunk highway participation) for a 15-year period. Only right of way acquisition costs that are eligible for State-Aid funding will be included in the right-of-way Construction Needs adjustment. This Directive is to exclude all Federal or State grants.
When "After the Fact" Needs are requested for right-of-way projects that have been funded with local funds, but qualify for State Aid reimbursement, documentation (copies of warrants and description of acquisition) must be submitted to the District State Aid Engineer. The City Engineer will input the data into the Needs Update program and the data will be approved by the DSAE.

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

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

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

**After the Fact Railroad Crossing Adjustment**

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

**Excess Maintenance Account – June 2006**

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

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

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

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

Any trunk highway turnback which reverts directly to the municipality and becomes part of the Municipal State Aid Street system will not have its Construction Needs considered in the Construction Needs apportionment determination as long as the former trunk highway is fully eligible for 100 percent construction payment from the Municipal Turnback Account. During this time of eligibility, financial aid for the additional maintenance obligation, to the municipality imposed by the turnback will be computed on the basis of the current year's apportionment data and will be accomplished in the following manner.
The initial turnback maintenance adjustment when for less than 12 full months will provide partial maintenance cost reimbursement by adding said initial adjustment to the Construction Needs which will produce approximately 1/12 of $7,200 per mile in apportionment funds for each month or part of a month that the municipality had maintenance responsibility during the initial year.

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

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

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

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

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

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

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

# 2015 Item By Item Tabulation Of Needs

| CITY NUMBER | MUNICIPALITY | GRADING | STORM SEWER | BASE | SURFACE | CURB AND GUTTER | SIDEWALK | SIGNALS | LIGHTING | STRUCTURES NON ATF | ENGINEERING | TOTAL NEEDS | TOTAL NEEDS MILEAGE | COST PER MILE | MUNICIPALITY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 101 | ALBERT LEA | $4,248,832 | $4,116,349 | $5,774,689 | $7,418,305 | $3,715,668 | $5,327,256 | $1,248,750 | $2,431,000 | $2,211,973 | $8,028,428 | $44,521,250 | 24.31 | $1,831,397 | ALBERT LEA |
| 242 | ALBERTVILLE | 1,360,511 | 1,226,723 | 1,970,663 | 2,259,851 | 1,080,288 | 1,604,460 | 92,500 | 715,000 | 0 | 2,268,200 | 12,578,196 | 7.15 | 1,759,188 | ALBERTVILLE |
| 102 | ALEXANDRIA | 6,161,617 | 5,694,420 | 8,683,607 | 10,524,095 | 4,946,964 | 7,470,276 | 1,110,000 | 3,329,000 | 72,182 | 10,558,274 | 58,550,435 | 33.29 | 1,758,799 | ALEXANDRIA |
| 198 | ANDOVER | 5,712,048 | 6,888,810 | 6,483,017 | 10,867,606 | 6,490,440 | 7,253,730 | 878,750 | 4,275,000 | 530,171 | 10,863,509 | 60,243,081 | 42.75 | 1,409,195 | ANDOVER |
| 103 | ANOKA | 2,600,391 | 2,598,829 | 3,356,197 | 4,934,070 | 2,327,556 | 3,245,946 | 647,500 | 1,542,000 | 2,588,323 | 5,244,980 | 29,085,792 | 15.42 | 1,886,238 | ANOKA |
| 186 | APPLE VALLEY | 7,909,417 | 6,569,187 | 11,607,748 | 14,078,706 | 5,758,632 | 7,978,542 | 3,376,250 | 3,731,000 | 0 | 13,422,090 | 74,431,572 | 37.31 | 1,994,950 | APPLE VALLEY |
| 187 | ARDEN HILLS | 1,057,761 | 1,224,543 | 1,251,033 | 1,972,100 | 1,115,136 | 1,430,550 | 185,000 | 753,000 | 75,463 | 1,994,210 | 11,058,796 | 7.53 | 1,468,632 | ARDEN HILLS |
| 104 | AUSTIN | 5,381,221 | 5,133,048 | 7,373,919 | 9,441,571 | 4,591,224 | 6,561,456 | 2,405,000 | 3,021,000 | 5,944,014 | 10,967,545 | 60,819,998 | 30.21 | 2,013,241 | AUSTIN |
| 230 | BAXTER | 3,131,892 | 2,909,048 | 4,377,878 | 5,490,354 | 2,631,024 | 3,561,228 | 416,250 | 1,705,000 | 0 | 5,328,991 | 29,551,665 | 17.05 | 1,733,235 | BAXTER |
| 239 | BELLE PLAINE | 1,335,365 | 1,430,762 | 1,707,160 | 2,389,614 | 1,260,336 | 1,716,660 | 0 | 868,000 | 46,320 | 2,365,926 | 13,120,143 | 8.68 | 1,511,537 | BELLE PLAINE |
| 105 | BEMIDJI | 3,220,115 | 3,045,623 | 4,397,789 | 5,712,681 | 2,591,820 | 3,882,120 | 971,250 | 1,785,000 | 2,030,939 | 6,080,215 | 33,717,552 | 17.85 | 1,888,938 | BEMIDJI |
| 232 | BIG LAKE | 1,503,601 | 1,855,316 | 1,621,908 | 2,936,401 | 1,666,896 | 2,337,126 | 92,500 | 1,148,000 | 0 | 2,895,581 | 16,057,329 | 11.48 | 1,398,722 | BIG LAKE |
| 106 | BLAINE | 9,309,763 | 8,508,399 | 13,187,386 | 15,948,068 | 8,669,892 | 10,141,758 | 2,451,250 | 4,966,000 | 783,773 | 16,272,592 | 90,238,881 | 49.66 | 1,817,134 | BLAINE |
| 107 | BLOOMINGTON | 17,155,803 | 13,619,631 | 25,496,639 | 31,011,462 | 14,096,016 | 16,899,564 | 10,429,375 | 7,612,000 | 3,377,886 | 30,733,640 | 170,432,016 | 76.12 | 2,238,991 | BLOOMINGTON |
| 108 | BRAINERD | 3,256,002 | 3,227,030 | 4,335,372 | 5,797,145 | 2,924,328 | 4,001,052 | 832,500 | 1,916,000 | 3,874,668 | 6,636,105 | 36,800,202 | 19.16 | 1,920,679 | BRAINERD |
| 109 | BROOKLYN CENTER | 4,430,526 | 3,747,368 | 6,474,730 | 7,652,103 | 3,654,684 | 4,760,646 | 2,451,250 | 2,134,000 | 1,547,860 | 8,107,695 | 44,960,862 | 21.34 | 2,106,882 | BROOKLYN CENTER |
| 110 | BROOKLYN PARK | 11,962,515 | 10,438,723 | 17,440,816 | 20,103,190 | 9,458,328 | 13,360,776 | 4,093,125 | 6,014,000 | 160,576 | 20,467,053 | 113,499,102 | 60.14 | 1,887,248 | BROOKLYN PARK |
| 213 | BUFFALO | 3,007,948 | 2,909,644 | 4,097,823 | 5,207,386 | 2,526,480 | 3,837,240 | 416,250 | 1,717,000 | 0 | 5,218,356 | 28,938,127 | 17.17 | 1,685,389 | BUFFALO |
| 179 | BURNSVILLE | 9,849,831 | 7,961,708 | 14,586,126 | 17,593,098 | 8,009,232 | 10,046,388 | 4,763,750 | 4,477,000 | 0 | 17,003,168 | 94,290,301 | 44.77 | 2,106,105 | BURNSVILLE |
| 249 | BYRON | 935,762 | 935,044 | 1,245,734 | 1,642,980 | 862,488 | 1,247,664 | 46,250 | 556,000 | 0 | 1,643,823 | 9,115,745 | 5.47 | 1,666,498 | BYRON |
| 218 | CAMBRIDGE | 3,030,563 | 2,801,268 | 4,272,975 | 5,129,171 | 2,395,800 | 3,575,814 | 693,750 | 1,637,000 | 1,939,264 | 5,604,635 | 31,080,240 | 16.37 | 1,898,610 | CAMBRIDGE |
| 193 | CHAMPLIN | 3,624,485 | 3,393,973 | 5,043,464 | 6,334,673 | 3,476,088 | 4,207,500 | 1,063,750 | 1,992,000 | 721,048 | 6,568,539 | 36,425,520 | 19.92 | 1,828,590 | CHAMPLIN |
| 194 | CHANHASSEN | 4,358,910 | 3,912,439 | 6,270,737 | 7,451,703 | 3,640,164 | 5,061,342 | 1,410,625 | 2,276,000 | 971,948 | 7,777,848 | 43,131,716 | 22.76 | 1,895,067 | CHANHASSEN |
| 196 | CHASKA | 3,706,846 | 3,547,575 | 5,116,786 | 6,410,721 | 3,097,116 | 4,381,410 | 948,125 | 2,095,000 | 1,892,172 | 6,863,065 | 38,058,816 | 20.95 | 1,816,650 | CHASKA |
| 252 | CHISAGO CITY | 1,155,348 | 1,320,256 | 1,385,790 | 2,139,503 | 1,176,120 | 1,498,992 | 92,500 | 810,000 | 0 | 2,107,273 | 11,685,782 | 8.10 | 1,442,689 | CHISAGO CITY |
| 111 | CHISHOLM | 1,172,795 | 1,374,049 | 1,332,693 | 2,241,281 | 1,221,132 | 1,838,958 | 231,250 | 841,000 | 51,338 | 2,266,989 | 12,571,485 | 8.41 | 1,494,826 | CHISHOLM |
| 244 | CIRCLE PINES | 481,564 | 582,306 | 537,934 | 923,898 | 528,528 | 713,592 | 185,000 | 360,000 | 0 | 948,822 | 5,261,644 | 3.60 | 1,461,568 | CIRCLE PINES |
| 112 | CLOQUET | 3,209,339 | 3,634,144 | 3,841,953 | 5,958,574 | 3,304,752 | 4,301,748 | 693,750 | 2,220,000 | 656,200 | 6,120,503 | 33,940,963 | 22.20 | 1,528,872 | CLOQUET |
| 113 | COLUMBIA HEIGHTS | 2,049,576 | 2,097,276 | 2,636,076 | 3,728,063 | 1,820,808 | 2,769,096 | 462,500 | 1,250,000 | 0 | 3,698,946 | 20,512,341 | 12.50 | 1,640,987 | COLUMBIA HEIGHTS |
| 114 | COON RAPIDS | 8,928,505 | 7,580,973 | 12,932,745 | 15,845,626 | 6,878,124 | 9,576,270 | 3,653,750 | 4,323,000 | 4,053,772 | 16,230,011 | 90,002,776 | 43.23 | 2,081,952 | COON RAPIDS |
| 215 | CORCORAN | 1,638,903 | 2,426,339 | 1,395,464 | 3,466,164 | 2,254,956 | 2,195,754 | 46,250 | 1,553,000 | 54,040 | 3,306,793 | 18,337,663 | 15.53 | 1,180,790 | CORCORAN |
| 180 | COTTAGE GROVE | 6,087,894 | 5,957,978 | 8,124,134 | 11,078,712 | 6,012,732 | 7,078,698 | 1,202,500 | 3,531,000 | 277,920 | 10,857,343 | 60,208,911 | 35.31 | 1,705,152 | COTTAGE GROVE |
| 115 | CROOKSTON | 1,820,986 | 1,925,637 | 2,306,514 | 3,289,811 | 1,681,416 | 2,530,110 | 231,250 | 1,158,000 | 4,114,760 | 4,192,868 | 23,251,352 | 11.58 | 2,007,889 | CROOKSTON |
| 116 | CRYSTAL | 2,587,333 | 2,881,219 | 3,037,598 | 5,084,160 | 2,646,996 | 3,620,694 | 601,250 | 1,747,000 | 0 | 4,885,378 | 27,091,628 | 17.47 | 1,550,751 | CRYSTAL |
| 229 | DAYTON | 969,740 | 1,505,242 | 767,889 | 2,088,607 | 1,411,344 | 1,252,152 | 92,500 | 972,000 | 0 | 1,993,084 | 11,052,558 | 9.72 | 1,137,094 | DAYTON |
| 247 | DELANO | 920,661 | 1,018,628 | 1,138,008 | 1,679,225 | 901,692 | 1,179,222 | 185,000 | 621,000 | 741,120 | 1,844,602 | 10,229,158 | 6.21 | 1,647,207 | DELANO |
| 117 | DETROIT LAKES | 4,081,357 | 4,119,512 | 5,348,585 | 7,306,503 | 3,560,304 | 5,443,944 | 832,500 | 2,452,000 | 800,564 | 7,467,961 | 41,413,230 | 24.52 | 1,688,957 | DETROIT LAKES |
| 118 | DULUTH | 22,561,379 | 20,161,380 | 31,937,070 | 40,013,816 | 17,384,796 | 25,444,716 | 14,522,500 | 11,671,000 | 9,918,734 | 42,595,392 | 236,210,783 | 116.71 | 2,023,912 | DULUTH |
| 195 | EAGAN | 10,424,655 | 8,629,749 | 15,498,963 | 17,677,198 | 7,691,244 | 10,763,346 | 2,543,750 | 4,892,000 | 1,630,464 | 17,545,302 | 97,296,671 | 48.92 | 1,988,894 | EAGAN |
| 203 | EAST BETHEL | 3,109,250 | 4,475,587 | 2,773,122 | 6,478,851 | 4,142,556 | 4,499,220 | 0 | 2,853,000 | 32,810 | 6,240,168 | 34,604,564 | 28.53 | 1,212,918 | EAST BETHEL |
| 119 | EAST GRAND FORKS | 2,752,094 | 2,837,189 | 3,547,501 | 5,006,158 | 2,466,948 | 3,436,686 | 555,000 | 1,699,000 | 8,436,416 | 6,762,141 | 37,499,133 | 16.99 | 2,207,130 | EAST GRAND FORKS |
| 181 | EDEN PRAIRIE | 10,670,352 | 8,631,966 | 15,812,612 | 18,927,795 | 8,286,564 | 10,851,984 | 4,185,625 | 4,854,000 | 1,587,425 | 18,437,833 | 102,246,156 | 48.54 | 2,106,431 | EDEN PRAIRIE |
| 120 | EDINA | 8,909,125 | 7,244,077 | 13,308,303 | 15,352,551 | 6,504,960 | 9,166,740 | 4,347,500 | 4,085,000 | 2,371,198 | 15,683,682 | 86,973,136 | 40.85 | 2,129,085 | EDINA |
| 204 | ELK RIVER | 6,959,372 | 6,530,097 | 9,617,104 | 12,195,393 | 6,072,264 | 8,195,088 | 1,480,000 | 3,827,000 | 2,153,880 | 12,546,649 | 69,576,847 | 38.27 | 1,818,052 | ELK RIVER |
| 123 | FAIRMONT | 3,568,323 | 3,406,710 | 4,964,583 | 6,085,024 | 2,935,944 | 4,325,310 | 1,017,500 | 2,012,000 | 1,224,392 | 6,498,750 | 36,038,536 | 20.12 | 1,791,180 | FAIRMONT |
| 124 | FALCON HEIGHTS | 471,700 | 537,597 | 562,662 | 877,151 | 477,708 | 635,052 | 115,625 | 329,000 | 0 | 881,430 | 4,887,925 | 3.29 | 1,485,691 | FALCON HEIGHTS |
| 125 | FARIBAULT | 4,656,822 | 4,159,470 | 6,659,059 | 7,956,739 | 3,494,964 | 5,401,308 | 740,000 | 2,407,000 | 5,583,297 | 9,032,910 | 50,091,569 | 24.07 | 2,081,079 | FARIBAULT |
| 212 | FARMINGTON | 2,731,464 | 2,782,045 | 3,618,543 | 4,781,964 | 2,538,096 | 3,153,942 | 46,250 | 1,669,000 | 1,181,160 | 4,950,543 | 27,453,007 | 16.69 | 1,644,878 | FARMINGTON |
| 126 | FERGUS FALLS | 5,072,891 | 4,530,458 | 7,149,064 | 9,037,898 | 3,979,932 | 5,718,834 | 1,711,250 | 2,618,000 | 5,779,385 | 10,031,502 | 55,629,214 | 26.18 | 2,124,874 | FERGUS FALLS |
| 214 | FOREST LAKE | 5,097,455 | 5,574,152 | 6,292,299 | 9,389,470 | 5,038,440 | 6,642,240 | 786,250 | 3,383,000 | 0 | 9,284,727 | 51,488,033 | 33.83 | 1,521,964 | FOREST LAKE |
| 127 | FRIDLEY | 3,848,472 | 3,840,649 | 5,156,007 | 6,751,440 | 3,574,824 | 4,694,448 | 925,000 | 2,289,000 | 0 | 6,837,565 | 37,917,405 | 22.89 | 1,656,505 | FRIDLEY |
| 226 | GLENCOE | 1,296,265 | 1,389,626 | 1,627,717 | 2,349,925 | 1,218,228 | 1,739,100 | 0 | 839,000 | 0 | 2,301,168 | 12,761,029 | 8.39 | 1,520,981 | GLENCOE |
| 128 | GOLDEN VALLEY | 4,484,568 | 4,080,511 | 6,343,335 | 7,730,373 | 3,702,600 | 5,296,962 | 2,636,250 | 2,374,000 | 1,026,953 | 8,288,618 | 45,964,170 | 23.74 | 1,936,149 | GOLDEN VALLEY |
| 129 | GRAND RAPIDS | 3,960,363 | 4,255,321 | 4,929,376 | 7,297,020 | 3,728,736 | 5,454,042 | 925,000 | 2,568,000 | 1,375,704 | 7,588,583 | 42,082,145 | 25.68 | 1,638,713 | GRAND RAPIDS |
| 197 | HAM LAKE | 4,007,170 | 5,331,194 | 4,002,654 | 8,031,605 | 4,875,816 | 5,897,232 | 138,750 | 3,355,000 | 216,546 | 7,888,320 | 43,744,287 | 33.55 | 1,303,854 | HAM LAKE |
| 130 | HASTINGS | 4,112,928 | 3,836,608 | 5,719,313 | 7,153,486 | 3,259,740 | 4,974,948 | 647,500 | 2,245,000 | 1,498,838 | 7,358,641 | 40,807,002 | 22.45 | 1,817,684 | HASTINGS |
| 202 | HERMANTOWN | 3,355,449 | 3,171,748 | 4,670,888 | 5,724,547 | 2,707,980 | 4,032,468 | 462,500 | 1,865,000 | 154,400 | 5,751,892 | 31,896,872 | 18.65 | 1,710,288 | HERMANTOWN |
| 131 | HIBBING | 7,669,797 | 8,825,481 | 8,990,518 | 14,531,283 | 7,858,224 | 10,216,932 | 740,000 | 5,407,000 | 37,732 | 14,140,938 | 78,417,905 | 54.07 | 1,450,303 | HIBBING |
| 132 | HOPKINS | 2,062,408 | 1,747,214 | 3,055,727 | 3,453,226 | 1,450,548 | 2,214,828 | 2,173,750 | 999,000 | 0 | 3,774,479 | 20,931,180 | 9.99 | 2,095,213 | HOPKINS |
| 224 | HUGO | 2,932,357 | 3,467,612 | 3,343,724 | 5,579,311 | 3,329,436 | 4,243,404 | 277,500 | 2,133,000 | 22,967 | 5,572,449 | 30,901,760 | 21.33 | 1,448,746 | HUGO |
| 133 | HUTCHINSON | 3,383,283 | 3,156,505 | 4,716,401 | 5,886,032 | 2,696,364 | 4,123,350 | 555,000 | 1,849,000 | 4,852,985 | 6,868,163 | 38,087,083 | 18.49 | 2,059,875 | HUTCHINSON |
| 134 | INTERNATIONAL FALLS | 880,856 | 1,140,175 | 899,149 | 1,757,472 | 1,033,824 | 1,335,180 | 277,500 | 712,000 | 0 | 1,767,953 | 9,804,109 | 7.12 | 1,376,982 | INTERNATIONAL FALLS |
| 178 | INVER GROVE HEIGHTS | 5,774,125 | 5,678,501 | 7,702,608 | 10,369,995 | 5,667,156 | 7,154,994 | 1,063,750 | 3,364,000 | 0 | 10,290,528 | 57,065,657 | 33.64 | 1,696,363 | INVER GROVE HEIGHTS |
| 245 | ISANTI | 881,250 | 1,109,388 | 928,687 | 1,737,343 | 1,000,428 | 1,360,986 | 0 | 689,000 | 0 | 1,695,560 | 9,402,642 | 6.89 | 1,364,680 | ISANTI |
| 246 | JORDAN | 919,623 | 1,003,148 | 1,146,388 | 1,672,304 | 884,268 | 1,244,298 | 0 | 609,000 | 586,720 | 1,774,465 | 9,840,214 | 6.09 | 1,615,799 | JORDAN |
| 240 | KASSON | 900,931 | 1,013,175 | 1,099,031 | 1,653,529 | 900,240 | 1,179,222 | 0 | 620,000 | 482,500 | 1,726,700 | 9,575,328 | 6.20 | 1,544,408 | KASSON |
| 236 | LA CRESCENT | 767,284 | 944,030 | 831,703 | 1,495,026 | 847,968 | 1,174,734 | 0 | 584,000 | 0 | 1,461,846 | 8,106,591 | 5.84 | 1,388,115 | LA CRESCENT |
| 234 | LAKE CITY | 1,088,289 | 1,352,560 | 1,170,620 | 2,125,530 | 1,218,228 | 1,622,412 | 138,750 | 839,000 | 0 | 2,102,185 | 11,657,574 | 8.39 | 1,389,461 | LAKE CITY |
| 206 | LAKE ELMO | 2,369,816 | 2,682,521 | 2,781,707 | 4,461,221 | 2,414,676 | 3,626,304 | 46,250 | 1,630,000 | 196,860 | 4,446,059 | 24,655,414 | 16.30 | 1,512,602 | LAKE ELMO |
| 188 | LAKEVILLE | 10,923,397 | 10,629,324 | 14,928,093 | 18,845,378 | 9,706,620 | 13,035,396 | 2,081,250 | 6,301,000 | 147,757 | 19,051,608 | 105,649,823 | 63.01 | 1,676,715 | LAKEVILLE |
| 210 | LINO LAKES | 2,888,082 | 3,781,261 | 2,933,527 | 5,758,815 | 3,477,540 | 4,373,556 | 138,750 | 2,371,000 | 0 | 5,658,957 | 31,381,488 | 23.71 | 1,323,555 | LINO LAKES |
| 135 | LITCHFIELD | 1,169,366 | 1,422,614 | 1,275,915 | 2,275,147 | 1,273,404 | 1,863,642 | 231,250 | 877,000 | 0 | 2,285,436 | 12,673,774 | 8.77 | 1,445,128 | LITCHFIELD |
| 200 | LITTLE CANADA | 1,860,255 | 1,897,938 | 2,444,653 | 3,288,366 | 1,648,020 | 2,461,668 | 277,500 | 1,135,000 | 86,364 | 3,321,948 | 18,421,712 | 11.35 | 1,623,058 | LITTLE CANADA |
| 136 | LITTLE FALLS | 3,178,168 | 3,568,919 | 3,815,456 | 5,920,267 | 3,194,400 | 4,211,988 | 555,000 | 2,175,000 | 0 | 5,856,230 | 32,475,428 | 21.75 | 1,493,123 | LITTLE FALLS |
| 219 | MAHTOMEDI | 1,318,277 | 1,552,224 | 1,502,291 | 2,510,460 | 1,482,492 | 1,904,034 | 92,500 | 953,000 | 0 | 2,489,362 | 13,804,640 | 9.53 | 1,448,546 | MAHTOMEDI |
| 137 | MANKATO | 8,535,549 | 6,826,059 | 12,602,668 | 15,472,985 | 6,171,726 | 8,484,564 | 5,133,750 | 3,818,500 | 1,883,680 | 15,164,497 | 84,093,978 | 38.18 | 2,202,566 | MANKATO |
| 189 | MAPLE GROVE | 10,771,800 | 9,773,031 | 15,069,436 | 19,352,172 | 9,435,096 | 11,557,722 | 3,561,250 | 5,686,000 | 1,293,679 | 19,030,046 | 105,530,232 | 56.86 | 1,855,966 | MAPLE GROVE |
| 138 | MAPLEWOOD | 6,469,467 | 6,220,587 | 8,863,365 | 11,179,297 | 5,790,576 | 8,112,060 | 1,295,000 | 3,668,000 | 2,054,160 | 11,803,553 | 65,456,065 | 36.68 | 1,784,516 | MAPLEWOOD |
| 139 | MARSHALL | 3,190,627 | 3,153,077 | 4,339,502 | 5,518,283 | 3,146,484 | 4,117,740 | 508,750 | 1,878,000 | 1,576,617 | 6,034,396 | 33,463,476 | 18.78 | 1,781,868 | MARSHALL |
| 250 | MEDINA | 1,487,992 | 1,976,880 | 1,473,006 | 3,000,296 | 1,801,932 | 2,264,196 | 138,750 | 1,241,000 | 0 | 2,944,492 | 16,328,544 | 12.41 | 1,315,757 | MEDINA |
| 140 | MENDOTA HEIGHTS | 2,345,461 | 2,426,872 | 3,056,983 | 4,163,746 | 2,128,632 | 3,112,428 | 370,000 | 1,457,000 | 0 | 4,193,452 | 23,254,574 | 14.57 | 1,596,059 | MENDOTA HEIGHTS |
| 141 | MINNEAPOLIS | 45,443,735 | 36,746,193 | 67,484,146 | 80,153,164 | 31,032,144 | 45,967,218 | 69,097,500 | 20,666,000 | 52,593,484 | 98,820,419 | 548,004,003 | 206.66 | 2,651,718 | MINNEAPOLIS |
| 142 | MINNETONKA | 9,374,391 | 8,735,140 | 13,094,612 | 16,220,012 | 7,694,148 | 11,157,168 | 3,237,500 | 5,116,000 | 0 | 16,418,378 | 91,047,349 | 51.16 | 1,779,659 | MINNETONKA |
| 243 | MINNETRISTA | 1,359,280 | 2,027,800 | 1,133,499 | 2,896,131 | 1,884,696 | 1,867,008 | 46,250 | 1,298,000 | 94,570 | 2,773,592 | 15,380,826 | 12.98 | 1,184,963 | MINNETRISTA |
| 143 | MONTEVIDEO | 1,302,247 | 1,451,192 | 1,580,376 | 2,404,814 | 1,282,116 | 1,864,764 | 138,750 | 883,000 | 0 | 2,399,598 | 13,306,857 | 8.83 | 1,507,005 | MONTEVIDEO |
| 222 | MONTICELLO | 2,071,101 | 2,053,566 | 2,771,893 | 3,623,463 | 1,807,740 | 2,692,800 | 416,250 | 1,219,000 | 0 | 3,664,283 | 20,320,096 | 12.19 | 1,666,948 | MONTICELLO |
| 144 | MOORHEAD | 9,151,216 | 7,975,470 | 12,944,277 | 16,820,940 | 8,055,696 | 10,017,216 | 4,532,500 | 4,578,000 | 18,831,782 | 20,439,569 | 113,346,666 | 45.78 | 2,475,899 | MOORHEAD |
| 190 | MORRIS | 1,354,314 | 1,496,340 | 1,657,407 | 2,490,270 | 1,330,032 | 1,933,206 | 138,750 | 909,000 | 0 | 2,488,049 | 13,797,368 | 9.09 | 1,517,862 | MORRIS |
| 145 | MOUND | 1,173,249 | 1,302,786 | 1,440,683 | 2,149,425 | 1,152,888 | 1,570,800 | 46,250 | 794,000 | 0 | 2,118,617 | 11,748,698 | 7.94 | 1,479,685 | MOUND |
| 146 | MOUNDS VIEW | 1,610,186 | 1,786,063 | 1,963,419 | 2,965,147 | 1,594,296 | 2,254,098 | 323,750 | 1,086,000 | 0 | 2,988,252 | 16,571,211 | 10.86 | 1,525,894 | MOUNDS VIEW |
| 147 | NEW BRIGHTON | 2,269,794 | 2,499,353 | 2,799,176 | 4,185,155 | 2,209,944 | 2,958,714 | 485,625 | 1,522,000 | 133,170 | 4,193,845 | 23,256,776 | 15.22 | 1,528,040 | NEW BRIGHTON |
| 182 | NEW HOPE | 2,564,636 | 2,233,905 | 3,726,872 | 4,378,583 | 1,867,272 | 2,872,320 | 971,250 | 1,286,000 | 0 | 4,378,187 | 24,279,025 | 12.86 | 1,887,949 | NEW HOPE |
| 237 | NEW PRAGUE | 965,097 | 1,238,788 | 1,005,341 | 1,906,486 | 1,123,848 | 1,400,256 | 0 | 774,000 | 32,810 | 1,858,262 | 10,304,888 | 7.74 | 1,331,381 | NEW PRAGUE |
| 148 | NEW ULM | 2,826,135 | 2,942,999 | 3,656,213 | 5,041,099 | 2,787,840 | 3,847,338 | 277,500 | 1,768,000 | 2,658,768 | 5,677,296 | 31,483,188 | 17.68 | 1,780,723 | NEW ULM |
| 225 | NORTH BRANCH | 3,517,183 | 4,456,931 | 3,738,938 | 6,885,713 | 4,130,940 | 4,875,090 | 92,500 | 2,781,000 | 0 | 6,705,225 | 37,183,520 | 27.81 | 1,337,056 | NORTH BRANCH |
| 150 | NORTH MANKATO | 3,138,484 | 2,746,580 | 4,434,600 | 5,720,886 | 2,474,208 | 3,465,858 | 925,000 | 1,577,000 | 0 | 5,386,176 | 29,868,792 | 15.77 | 1,894,026 | NORTH MANKATO |
| 151 | NORTH ST PAUL | 1,766,722 | 1,878,717 | 2,245,286 | 3,179,103 | 1,668,348 | 2,291,124 | 416,250 | 1,134,000 | 0 | 3,207,501 | 17,787,051 | 11.34 | 1,568,523 | NORTH ST PAUL |
| 149 | NORTHFIELD | 2,793,225 | 2,853,545 | 3,653,461 | 4,962,555 | 2,793,648 | 3,638,646 | 0 | 1,706,000 | 1,611,936 | 5,282,870 | 29,295,886 | 17.06 | 1,717,227 | NORTHFIELD |
| 223 | OAK GROVE | 3,193,342 | 4,109,982 | 3,338,087 | 6,288,993 | 3,735,996 | 4,578,882 | 0 | 2,573,000 | 0 | 6,120,024 | 33,938,306 | 25.73 | 1,319,017 | OAK GROVE |
| 185 | OAKDALE | 4,068,320 | 3,404,288 | 6,075,362 | 6,742,778 | 2,895,288 | 4,351,116 | 1,017,500 | 1,939,000 | 0 | 6,708,604 | 37,202,256 | 19.39 | 1,918,631 | OAKDALE |
| 152 | ORONO | 1,624,094 | 1,595,185 | 2,191,202 | 2,828,447 | 1,385,208 | 2,120,580 | 185,000 | 945,000 | 1,096,626 | 3,073,694 | 17,045,036 | 9.45 | 1,803,708 | ORONO |
| 217 | OTSEGO | 3,313,657 | 3,687,984 | 4,045,367 | 6,090,098 | 3,262,644 | 4,624,884 | 231,250 | 2,247,000 | 0 | 6,050,636 | 33,553,520 | 22.47 | 1,493,259 | OTSEGO |
| 153 | OWATONNA | 6,491,410 | 5,943,544 | 9,093,961 | 11,475,293 | 5,029,728 | 7,733,946 | 1,202,500 | 3,464,000 | 2,280,102 | 11,597,195 | 64,311,679 | 34.64 | 1,856,573 | OWATONNA |
| 155 | PLYMOUTH | 13,433,601 | 11,097,936 | 19,750,437 | 23,718,974 | 10,056,552 | 13,794,990 | 693,750 | 6,281,000 | 2,522,865 | 22,297,026 | 123,647,131 | 62.81 | 1,968,590 | PLYMOUTH |
| 201 | PRIOR LAKE | 2,744,807 | 3,301,067 | 3,114,366 | 5,214,688 | 3,362,832 | 3,814,800 | 647,500 | 2,044,000 | 116,186 | 5,359,255 | 29,719,501 | 20.44 | 1,453,987 | PRIOR LAKE |
| 199 | RAMSEY | 4,889,561 | 6,138,842 | 5,267,991 | 9,510,577 | 5,591,652 | 7,098,894 | 693,750 | 3,827,000 | 728,382 | 9,624,264 | 53,370,913 | 38.27 | 1,394,589 | RAMSEY |
| 156 | RED WING | 4,619,983 | 4,254,804 | 6,523,594 | 7,926,967 | 3,841,992 | 5,504,532 | 416,250 | 2,487,000 | 2,007,200 | 8,268,117 | 45,850,439 | 24.87 | 1,843,604 | RED WING |
| 207 | REDWOOD FALLS | 1,308,990 | 1,685,489 | 1,347,149 | 2,602,020 | 1,543,476 | 2,015,112 | 92,500 | 1,052,000 | 739,480 | 2,724,968 | 15,111,184 | 10.52 | 1,436,424 | REDWOOD FALLS |
| 157 | RICHFIELD | 4,909,780 | 4,294,727 | 6,973,552 | 8,832,085 | 4,421,340 | 5,535,948 | 3,468,750 | 2,467,000 | 0 | 8,998,705 | 49,901,887 | 24.67 | 2,022,776 | RICHFIELD |
| 158 | ROBBINSDALE | 1,670,742 | 1,686,489 | 2,191,493 | 3,007,303 | 1,515,888 | 2,149,752 | 716,875 | 1,005,000 | 721,434 | 3,226,299 | 17,891,275 | 10.05 | 1,780,226 | ROBBINSDALE |
| 159 | ROCHESTER | 21,881,725 | 17,977,036 | 31,904,174 | 39,704,270 | 17,155,380 | 22,023,738 | 13,921,250 | 10,145,000 | 18,134,241 | 42,426,309 | 235,273,123 | 101.45 | 2,319,104 | ROCHESTER |
| 238 | ROGERS | 3,723,595 | 3,587,909 | 5,044,385 | 6,611,173 | 3,551,592 | 4,682,106 | 462,500 | 2,115,000 | 0 | 6,551,216 | 36,329,476 | 21.15 | 1,717,706 | ROGERS |
| 208 | ROSEMOUNT | 4,470,490 | 4,696,258 | 5,756,794 | 7,972,938 | 4,141,104 | 5,319,402 | 416,250 | 2,831,000 | 810,600 | 8,011,265 | 44,426,101 | 28.31 | 1,569,272 | ROSEMOUNT |
| 160 | ROSEVILLE | 4,455,482 | 4,810,496 | 5,574,755 | 8,124,788 | 4,302,276 | 6,067,776 | 1,202,500 | 2,912,000 | 94,184 | 8,259,740 | 45,803,997 | 29.12 | 1,572,939 | ROSEVILLE |
| 220 | SARTELL | 3,761,116 | 3,311,440 | 5,439,329 | 6,413,031 | 3,092,760 | 4,268,088 | 416,250 | 1,912,000 | 339,479 | 6,369,773 | 35,323,266 | 19.12 | 1,847,451 | SARTELL |
| 191 | SAUK RAPIDS | 2,431,880 | 2,398,177 | 3,230,329 | 4,396,304 | 2,320,296 | 3,141,600 | 740,000 | 1,421,000 | 7,765,934 | 6,126,016 | 33,971,536 | 14.21 | 2,390,678 | SAUK RAPIDS |
| 211 | SAVAGE | 4,732,411 | 4,595,786 | 6,488,652 | 8,138,687 | 4,159,980 | 5,728,932 | 462,500 | 2,724,000 | 1,080,800 | 8,384,585 | 46,496,333 | 27.24 | 1,706,914 | SAVAGE |
| 166 | SHAKOPEE | 6,904,413 | 6,415,958 | 9,486,848 | 12,537,062 | 5,733,948 | 8,144,598 | 971,250 | 3,749,000 | 423,056 | 11,960,549 | 66,326,682 | 37.49 | 1,769,183 | SHAKOPEE |
| 167 | SHOREVIEW | 3,128,147 | 3,271,199 | 4,044,572 | 5,575,725 | 3,037,584 | 4,210,866 | 763,125 | 1,969,000 | 0 | 5,720,050 | 31,720,268 | 19.69 | 1,610,984 | SHOREVIEW |
| 216 | SHOREWOOD | 1,533,495 | 1,541,896 | 2,046,413 | 2,686,666 | 1,335,840 | 2,064,480 | 138,750 | 920,000 | 0 | 2,698,857 | 14,966,397 | 9.20 | 1,626,782 | SHOREWOOD |
| 168 | SOUTH ST PAUL | 2,921,760 | 2,934,999 | 3,836,698 | 5,270,874 | 2,535,192 | 3,809,190 | 416,250 | 1,746,000 | 43,473 | 5,173,176 | 28,687,612 | 17.46 | 1,643,048 | SOUTH ST PAUL |
| 183 | SPRING LAKE PARK | 1,061,249 | 992,883 | 1,485,803 | 1,805,192 | 855,228 | 1,306,008 | 0 | 582,000 | 0 | 1,779,440 | 9,867,803 | 5.82 | 1,695,499 | SPRING LAKE PARK |
| 161 | ST ANTHONY | 1,167,270 | 1,030,239 | 1,674,084 | 2,035,052 | 908,952 | 1,277,958 | 578,125 | 595,000 | 745,752 | 2,202,734 | 12,215,166 | 5.95 | 2,052,969 | ST ANTHONY |
| 162 | ST CLOUD | 13,291,851 | 11,281,561 | 19,004,218 | 24,560,381 | 10,663,488 | 13,590,786 | 7,839,375 | 6,430,000 | 6,976,178 | 25,000,332 | 138,638,170 | 64.30 | 2,156,115 | ST CLOUD |
| 235 | ST FRANCIS | 1,847,827 | 2,189,446 | 2,085,494 | 3,535,485 | 1,952,940 | 2,700,654 | 0 | 1,345,000 | 0 | 3,444,508 | 19,101,354 | 13.45 | 1,420,175 | ST FRANCIS |
| 233 | ST JOSEPH | 673,886 | 879,938 | 696,977 | 1,330,994 | 802,956 | 900,966 | 138,750 | 553,000 | 0 | 1,315,039 | 7,292,506 | 5.53 | 1,318,717 | ST JOSEPH |
| 163 | ST LOUIS PARK | 7,245,103 | 5,871,436 | 10,657,768 | 13,154,259 | 5,475,492 | 7,331,148 | 5,341,875 | 3,302,000 | 1,144,876 | 13,095,272 | 72,619,229 | 33.02 | 2,199,250 | ST LOUIS PARK |
| 227 | ST MICHAEL | 3,213,102 | 3,701,428 | 3,749,957 | 6,055,651 | 3,734,544 | 4,833,576 | 323,750 | 2,263,000 | 0 | 6,132,501 | 34,007,509 | 22.63 | 1,502,762 | ST MICHAEL |
| 164 | ST PAUL | 35,495,386 | 29,141,806 | 52,248,973 | 63,260,558 | 26,228,928 | 36,128,400 | 31,658,125 | 16,473,000 | 68,440,936 | 78,996,765 | 438,072,877 | 164.73 | 2,659,339 | ST PAUL |
| 184 | ST PAUL PARK | 940,753 | 1,002,290 | 1,200,303 | 1,688,792 | 879,912 | 1,243,176 | 0 | 606,000 | 1,520,840 | 1,998,058 | 11,080,124 | 6.06 | 1,828,403 | ST PAUL PARK |
| 165 | ST PETER | 2,533,459 | 2,578,449 | 3,341,326 | 4,467,219 | 2,238,984 | 3,351,414 | 138,750 | 1,542,000 | 0 | 4,442,157 | 24,633,758 | 15.42 | 1,597,520 | ST PETER |
| 228 | STEWARTVILLE | 592,206 | 755,752

# 2015 Mileage Report

| CITY NUMBER | MUNICIPALITY | TOTAL LENGTH OUTSIDE THE CITY LIMITS | TOTAL NEEDS LENGTH CODED AS COMMON BOUNDARY DESGN. | TOTAL NEEDS LENGTH OF MSB APPROVED ONE WAY MILEAGE | TOTAL LENGTH OF THTB ELIGIBLE FOR THTB FUNDING | TRUNK HIGHWAY TURNBACK (Non Eligible for THTB funding) | CSAH TURNBACK | COUNTY ROAD TURNBACK | TRUNK HIGHWAY TURNBACK | IMPROVED NEEDS MILEAGE | UNIMPROVED NEEDS MILEAGE | NON-EXISTING NEEDS MILEAGE | TOTAL NEEDS LENGTH | TOTAL SYSTEM LENGTH | MUNICIPALITY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 101 | ALBERT LEA | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.28 | 0.90 | 1.00 | 24.31 | 0.00 | 0.00 | 24.31 | 24.31 | ALBERT LEA |
| 242 | ALBERTVILLE | 0.00 | 0.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 7.15 | 0.00 | 0.00 | 7.15 | 8.05 | ALBERTVILLE |
| 102 | ALEXANDRIA | 0.00 | 0.00 | 0.00 | 0.00 | 0.60 | 4.80 | 7.06 | 0.60 | 33.29 | 0.00 | 0.00 | 33.29 | 33.29 | ALEXANDRIA |
| 198 | ANDOVER | 0.04 | 1.73 | 0.00 | 0.00 | 0.00 | 0.00 | 1.80 | 0.00 | 31.83 | 0.00 | 10.92 | 42.75 | 44.52 | ANDOVER |
| 103 | ANOKA | 0.00 | 0.00 | 0.00 | 0.00 | 1.07 | 0.00 | 1.18 | 1.07 | 15.42 | 0.00 | 0.00 | 15.42 | 15.42 | ANOKA |
| 186 | APPLE VALLEY | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.82 | 0.00 | 0.00 | 34.31 | 0.00 | 3.00 | 37.31 | 37.31 | APPLE VALLEY |
| 187 | ARDEN HILLS | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 1.78 | 0.24 | 0.00 | 6.92 | 0.00 | 0.61 | 7.53 | 7.66 | ARDEN HILLS |
| 104 | AUSTIN | 0.00 | 0.00 | 0.00 | 0.00 | 4.72 | 0.00 | 0.00 | 4.72 | 29.88 | 0.33 | 0.00 | 30.21 | 30.21 | AUSTIN |
| 230 | BAXTER | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 16.15 | 0.00 | 0.90 | 17.05 | 17.05 | BAXTER |
| 239 | BELLE PLAINE | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 7.90 | 0.00 | 0.78 | 8.68 | 8.68 | BELLE PLAINE |
| 105 | BEMIDJI | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.46 | 0.00 | 0.00 | 17.85 | 0.00 | 0.00 | 17.85 | 17.85 | BEMIDJI |
| 232 | BIG LAKE | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 11.48 | 0.00 | 0.00 | 11.48 | 11.48 | BIG LAKE |
| 106 | BLAINE | 0.00 | 0.15 | 0.00 | 0.00 | 0.00 | 0.00 | 2.37 | 0.00 | 43.76 | 0.00 | 5.90 | 49.66 | 49.81 | BLAINE |
| 107 | BLOOMINGTON | 0.00 | 0.65 | 0.00 | 0.00 | 1.54 | 0.58 | 0.00 | 1.54 | 76.12 | 0.00 | 0.00 | 76.12 | 76.77 | BLOOMINGTON |
| 108 | BRAINERD | 0.00 | 0.00 | 0.00 | 0.00 | 2.48 | 0.00 | 0.00 | 2.48 | 18.33 | 0.00 | 0.83 | 19.16 | 19.16 | BRAINERD |
| 109 | BROOKLYN CENTER | 0.00 | 0.94 | 0.00 | 0.00 | 0.52 | 0.00 | 0.00 | 0.52 | 21.34 | 0.00 | 0.00 | 21.34 | 22.28 | BROOKLYN CENTER |
| 110 | BROOKLYN PARK | 0.00 | 2.87 | 0.00 | 0.00 | 4.48 | 1.00 | 0.00 | 4.48 | 58.94 | 0.00 | 1.20 | 60.14 | 63.01 | BROOKLYN PARK |
| 213 | BUFFALO | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 1.16 | 1.46 | 0.00 | 17.03 | 0.00 | 0.14 | 17.17 | 17.26 | BUFFALO |
| 179 | BURNSVILLE | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 44.77 | 0.00 | 0.00 | 44.77 | 44.77 | BURNSVILLE |
| 249 | BYRON | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 5.47 | 0.00 | 0.00 | 5.47 | 5.60 | BYRON |
| 218 | CAMBRIDGE | 0.00 | 0.00 | 0.00 | 0.00 | 3.83 | 1.20 | 0.49 | 3.83 | 16.12 | 0.00 | 0.25 | 16.37 | 16.37 | CAMBRIDGE |
| 193 | CHAMPLIN | 0.00 | 2.06 | 0.00 | 0.00 | 0.70 | 0.14 | 0.00 | 0.70 | 19.62 | 0.00 | 0.30 | 19.92 | 21.98 | CHAMPLIN |
| 194 | CHANHASSEN | 0.00 | 0.50 | 0.00 | 0.00 | 0.60 | 0.00 | 0.00 | 0.60 | 22.35 | 0.00 | 0.41 | 22.76 | 23.26 | CHANHASSEN |
| 196 | CHASKA | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 | 0.00 | 2.40 | 0.00 | 19.71 | 0.00 | 1.24 | 20.95 | 21.06 | CHASKA |
| 252 | CHISAGO CITY | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 8.10 | 0.00 | 0.00 | 8.10 | 8.10 | CHISAGO CITY |
| 111 | CHISHOLM | 0.00 | 0.00 | 0.00 | 0.00 | 0.72 | 0.00 | 0.00 | 0.72 | 8.41 | 0.00 | 0.00 | 8.41 | 8.41 | CHISHOLM |
| 244 | CIRCLE PINES | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.24 | 0.00 | 0.36 | 3.60 | 3.60 | CIRCLE PINES |
| 112 | CLOQUET | 0.00 | 0.00 | 0.00 | 0.00 | 1.74 | 0.00 | 0.00 | 1.74 | 22.08 | 0.00 | 0.12 | 22.20 | 22.20 | CLOQUET |
| 113 | COLUMBIA HEIGHTS | 0.00 | 1.58 | 0.00 | 0.00 | 0.00 | 0.00 | 0.88 | 0.00 | 12.50 | 0.00 | 0.00 | 12.50 | 14.08 | COLUMBIA HEIGHTS |
| 114 | COON RAPIDS | 0.00 | 0.64 | 0.00 | 0.00 | 1.44 | 0.75 | 0.00 | 1.44 | 43.23 | 0.00 | 0.00 | 43.23 | 43.87 | COON RAPIDS |
| 215 | CORCORAN | 0.00 | 0.51 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 15.08 | 0.00 | 0.45 | 15.53 | 16.04 | CORCORAN |
| 180 | COTTAGE GROVE | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.25 | 0.00 | 28.83 | 1.09 | 5.39 | 35.31 | 35.31 | COTTAGE GROVE |
| 115 | CROOKSTON | 0.00 | 0.00 | 0.00 | 0.00 | 1.58 | 0.00 | 0.00 | 1.58 | 11.58 | 0.00 | 0.00 | 11.58 | 11.58 | CROOKSTON |
| 116 | CRYSTAL | 0.00 | 1.72 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 17.47 | 0.00 | 0.00 | 17.47 | 19.19 | CRYSTAL |
| 229 | DAYTON | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 8.44 | 0.00 | 1.28 | 9.72 | 9.72 | DAYTON |
| 247 | DELANO | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 6.21 | 0.00 | 0.00 | 6.21 | 6.21 | DELANO |
| 117 | DETROIT LAKES | 0.00 | 0.00 | 0.00 | 0.00 | 2.11 | 5.57 | 3.28 | 2.11 | 24.52 | 0.00 | 0.00 | 24.52 | 24.52 | DETROIT LAKES |
| 118 | DULUTH | 0.00 | 0.00 | 0.00 | 0.00 | 28.00 | 0.06 | 0.00 | 28.00 | 116.71 | 0.00 | 0.00 | 116.71 | 116.71 | DULUTH |
| 195 | EAGAN | 0.00 | 0.42 | 0.00 | 0.00 | 0.37 | 0.00 | 0.25 | 0.37 | 47.87 | 0.00 | 1.05 | 48.92 | 49.34 | EAGAN |
| 203 | EAST BETHEL | 0.00 | 2.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 23.93 | 0.00 | 4.60 | 28.53 | 30.69 | EAST BETHEL |
| 119 | EAST GRAND FORKS | 0.00 | 0.00 | 0.00 | 0.00 | 2.27 | 4.16 | 0.00 | 2.27 | 16.99 | 0.00 | 0.00 | 16.99 | 16.99 | EAST GRAND FORKS |
| 181 | EDEN PRAIRIE | 0.00 | 0.78 | 0.00 | 0.00 | 2.14 | 0.00 | 0.00 | 2.14 | 48.54 | 0.00 | 0.00 | 48.54 | 49.32 | EDEN PRAIRIE |
| 120 | EDINA | 0.00 | 1.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 40.85 | 0.00 | 0.00 | 40.85 | 41.87 | EDINA |
| 204 | ELK RIVER | 0.00 | 0.40 | 0.00 | 0.00 | 1.24 | 0.25 | 3.61 | 1.24 | 36.94 | 0.00 | 1.33 | 38.27 | 38.67 | ELK RIVER |
| 123 | FAIRMONT | 0.00 | 0.00 | 0.00 | 0.00 | 5.87 | 0.00 | 0.00 | 5.87 | 20.01 | 0.00 | 0.11 | 20.12 | 20.12 | FAIRMONT |
| 124 | FALCON HEIGHTS | 0.00 | 0.88 | 0.00 | 0.00 | 0.00 | 0.50 | 0.25 | 0.00 | 3.29 | 0.00 | 0.00 | 3.29 | 4.17 | FALCON HEIGHTS |
| 125 | FARIBAULT | 0.32 | 0.00 | 0.00 | 0.00 | 0.77 | 0.00 | 0.00 | 0.77 | 24.07 | 0.00 | 0.00 | 24.07 | 24.39 | FARIBAULT |
| 212 | FARMINGTON | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 | 0.00 | 12.66 | 0.00 | 4.03 | 16.69 | 16.69 | FARMINGTON |
| 126 | FERGUS FALLS | 0.00 | 0.00 | 0.00 | 0.00 | 8.03 | 0.00 | 0.00 | 8.03 | 26.18 | 0.00 | 0.00 | 26.18 | 26.18 | FERGUS FALLS |
| 214 | FOREST LAKE | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 8.51 | 0.00 | 0.00 | 32.97 | 0.00 | 0.86 | 33.83 | 33.83 | FOREST LAKE |
| 127 | FRIDLEY | 0.00 | 0.61 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 22.89 | 0.00 | 0.00 | 22.89 | 23.50 | FRIDLEY |
| 226 | GLENCOE | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.74 | 0.00 | 0.00 | 8.25 | 0.00 | 0.14 | 8.39 | 8.39 | GLENCOE |
| 128 | GOLDEN VALLEY | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 23.74 | 0.00 | 0.00 | 23.74 | 23.74 | GOLDEN VALLEY |
| 129 | GRAND RAPIDS | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 7.07 | 0.00 | 25.04 | 0.64 | 0.00 | 25.68 | 25.68 | GRAND RAPIDS |
| 197 | HAM LAKE | 0.00 | 1.63 | 0.00 | 0.00 | 0.00 | 0.00 | 0.97 | 0.00 | 24.22 | 3.51 | 5.82 | 33.55 | 35.18 | HAM LAKE |
| 130 | HASTINGS | 0.00 | 0.00 | 0.00 | 0.00 | 2.46 | 0.00 | 0.00 | 2.46 | 22.45 | 0.00 | 0.00 | 22.45 | 22.45 | HASTINGS |
| 202 | HERMANTOWN | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 2.91 | 0.00 | 18.57 | 0.08 | 0.00 | 18.65 | 18.65 | HERMANTOWN |
| 131 | HIBBING | 0.00 | 0.00 | 0.00 | 0.00 | 5.11 | 0.00 | 0.00 | 5.11 | 53.38 | 0.00 | 0.69 | 54.07 | 54.07 | HIBBING |
| 132 | HOPKINS | 0.00 | 0.44 | 0.00 | 0.00 | 0.00 | 0.35 | 0.00 | 0.00 | 9.92 | 0.00 | 0.07 | 9.99 | 10.43 | HOPKINS |
| 224 | HUGO | 0.00 | 0.34 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 21.10 | 0.00 | 0.23 | 21.33 | 21.67 | HUGO |
| 133 | HUTCHINSON | 0.00 | 0.00 | 0.00 | 0.00 | 0.21 | 1.73 | 3.03 | 0.21 | 18.49 | 0.00 | 0.00 | 18.49 | 18.49 | HUTCHINSON |
| 134 | INTERNATIONAL FALLS | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 7.05 | 0.00 | 0.07 | 7.12 | 7.12 | INTERNATIONAL FALLS |
| 178 | INVER GROVE HEIGHTS | 0.00 | 0.32 | 0.00 | 0.00 | 0.00 | 3.57 | 1.08 | 0.00 | 33.64 | 0.00 | 0.00 | 33.64 | 33.96 | INVER GROVE HEIGHTS |
| 245 | ISANTI | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 6.83 | 0.00 | 0.06 | 6.89 | 6.89 | ISANTI |
| 246 | JORDAN | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 6.07 | 0.00 | 0.02 | 6.09 | 6.09 | JORDAN |
| 240 | KASSON | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 5.72 | 0.13 | 0.35 | 6.20 | 6.20 | KASSON |
| 236 | LA CRESCENT | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 5.84 | 0.00 | 0.00 | 5.84 | 5.84 | LA CRESCENT |
| 234 | LAKE CITY | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.44 | 0.00 | 0.00 | 8.39 | 0.00 | 0.00 | 8.39 | 8.39 | LAKE CITY |
| 206 | LAKE ELMO | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 2.15 | 0.00 | 16.30 | 0.00 | 0.00 | 16.30 | 16.34 | LAKE ELMO |
| 188 | LAKEVILLE | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.53 | 7.29 | 0.00 | 59.23 | 1.63 | 2.15 | 63.01 | 63.01 | LAKEVILLE |
| 210 | LINO LAKES | 0.00 | 0.38 | 0.00 | 0.00 | 0.28 | 0.34 | 0.98 | 0.28 | 19.88 | 0.00 | 3.83 | 23.71 | 24.09 | LINO LAKES |
| 135 | LITCHFIELD | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 8.77 | 0.00 | 0.00 | 8.77 | 8.77 | LITCHFIELD |
| 200 | LITTLE CANADA | 0.00 | 0.40 | 0.00 | 0.00 | 0.00 | 1.03 | 4.03 | 0.00 | 11.35 | 0.00 | 0.00 | 11.35 | 11.75 | LITTLE CANADA |
| 136 | LITTLE FALLS | 0.00 | 0.00 | 0.00 | 0.00 | 2.63 | 0.00 | 1.99 | 2.63 | 21.45 | 0.15 | 0.15 | 21.75 | 21.75 | LITTLE FALLS |
| 219 | MAHTOMEDI | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.99 | 0.69 | 0.00 | 9.53 | 0.00 | 0.00 | 9.53 | 9.53 | MAHTOMEDI |
| 137 | MANKATO | 0.00 | 0.00 | 0.85 | 0.00 | 5.30 | 1.98 | 0.00 | 5.30 | 38.57 | 0.00 | 0.46 | 38.18 | 39.03 | MANKATO |
| 189 | MAPLE GROVE | 0.00 | 1.00 | 0.00 | 0.00 | 0.50 | 0.00 | 0.00 | 0.50 | 49.04 | 0.00 | 7.82 | 56.86 | 57.86 | MAPLE GROVE |
| 138 | MAPLEWOOD | 0.00 | 1.59 | 0.00 | 0.00 | 0.00 | 7.95 | 3.37 | 0.00 | 36.68 | 0.00 | 0.00 | 36.68 | 38.27 | MAPLEWOOD |
| 139 | MARSHALL | 0.00 | 0.00 | 0.00 | 0.00 | 1.42 | 0.00 | 3.55 | 1.42 | 18.02 | 0.05 | 0.71 | 18.78 | 18.78 | MARSHALL |
| 250 | MEDINA | 0.00 | 0.94 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 11.41 | 0.00 | 1.00 | 12.41 | 13.35 | MEDINA |
| 140 | MENDOTA HEIGHTS | 0.10 | 0.23 | 0.00 | 0.00 | 0.00 | 0.65 | 0.23 | 0.00 | 14.57 | 0.00 | 0.00 | 14.57 | 14.90 | MENDOTA HEIGHTS |
| 141 | MINNEAPOLIS | 0.00 | 1.82 | 0.00 | 0.00 | 8.98 | 9.67 | 0.00 | 8.98 | 203.64 | 0.00 | 3.02 | 206.66 | 208.48 | MINNEAPOLIS |
| 142 | MINNETONKA | 0.00 | 2.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 51.16 | 0.00 | 0.00 | 51.16 | 53.20 | MINNETONKA |
| 243 | MINNETRISTA | 0.41 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 12.98 | 0.00 | 0.00 | 12.98 | 13.39 | MINNETRISTA |
| 143 | MONTEVIDEO | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 8.83 | 0.00 | 0.00 | 8.83 | 8.99 | MONTEVIDEO |
| 222 | MONTICELLO | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.50 | 0.74 | 0.00 | 11.97 | 0.00 | 0.22 | 12.19 | 12.19 | MONTICELLO |
| 144 | MOORHEAD | 0.00 | 0.00 | 2.10 | 0.00 | 2.99 | 0.00 | 7.49 | 2.99 | 47.38 | 0.00 | 0.50 | 45.78 | 47.88 | MOORHEAD |
| 190 | MORRIS | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.80 | 0.00 | 0.00 | 9.09 | 0.00 | 0.00 | 9.09 | 9.09 | MORRIS |
| 145 | MOUND | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 7.71 | 0.23 | 0.00 | 7.94 | 7.94 | MOUND |
| 146 | MOUNDS VIEW | 0.00 | 0.24 | 0.00 | 0.00 | 0.00 | 1.23 | 2.10 | 0.00 | 10.86 | 0.00 | 0.00 | 10.86 | 11.10 | MOUNDS VIEW |
| 147 | NEW BRIGHTON | 0.00 | 0.38 | 0.00 | 0.00 | 0.00 | 0.73 | 0.38 | 0.00 | 12.83 | 0.00 | 2.39 | 15.22 | 15.60 | NEW BRIGHTON |
| 182 | NEW HOPE | 0.00 | 1.53 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 12.86 | 0.00 | 0.00 | 12.86 | 14.39 | NEW HOPE |
| 237 | NEW PRAGUE | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 7.34 | 0.00 | 0.40 | 7.74 | 7.74 | NEW PRAGUE |
| 148 | NEW ULM | 0.00 | 0.00 | 0.00 | 0.00 | 0.58 | 0.00 | 0.00 | 0.58 | 17.68 | 0.00 | 0.00 | 17.68 | 17.68 | NEW ULM |
| 225 | NORTH BRANCH | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.70 | 4.52 | 0.00 | 27.18 | 0.00 | 0.63 | 27.81 | 27.81 | NORTH BRANCH |
| 150 | NORTH MANKATO | 0.00 | 0.00 | 0.00 | 0.00 | 1.79 | 0.22 | 0.00 | 1.79 | 15.77 | 0.00 | 0.00 | 15.77 | 15.77 | NORTH MANKATO |
| 151 | NORTH ST PAUL | 0.00 | 1.25 | 0.00 | 0.00 | 0.00 | 2.73 | 0.00 | 0.00 | 11.22 | 0.00 | 0.12 | 11.34 | 12.59 | NORTH ST PAUL |
| 149 | NORTHFIELD | 0.00 | 0.00 | 0.00 | 0.00 | 0.80 | 1.29 | 0.00 | 0.80 | 16.53 | 0.00 | 0.53 | 17.06 | 17.06 | NORTHFIELD |
| 223 | OAK GROVE | 0.00 | 1.97 | 0.00 | 0.00 | 0.00 | 0.00 | 1.55 | 0.00 | 23.32 | 0.00 | 2.41 | 25.73 | 27.70 | OAK GROVE |
| 185 | OAKDALE | 0.00 | 0.04 | 0.00 | 0.00 | 0.60 | 0.00 | 0.00 | 0.60 | 19.39 | 0.00 | 0.00 | 19.39 | 19.43 | OAKDALE |
| 152 | ORONO | 0.00 | 0.41 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 9.45 | 0.00 | 0.00 | 9.45 | 9.86 | ORONO |
| 217 | OTSEGO | 0.00 | 1.15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 20.74 | 0.00 | 1.73 | 22.47 | 23.62 | OTSEGO |
| 153 | OWATONNA | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 7.91 | 1.31 | 0.00 | 34.64 | 0.00 | 0.00 | 34.64 | 34.64 | OWATONNA |
| 155 | PLYMOUTH | 0.00 | 1.51 | 0.00 | 0.00 | 0.00 | 1.76 | 0.00 | 0.00 | 62.08 | 0.00 | 0.73 | 62.81 | 64.32 | PLYMOUTH |
| 201 | PRIOR LAKE | 0.00 | 0.23 | 0.00 | 0.00 | 0.00 | 1.20 | 0.61 | 0.00 | 17.48 | 0.00 | 2.96 | 20.44 | 20.67 | PRIOR LAKE |
| 199 | RAMSEY | 0.00 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 | 1.99 | 0.00 | 32.77 | 0.00 | 5.50 | 38.27 | 38.67 | RAMSEY |
| 156 | RED WING | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.50 | 0.00 | 0.00 | 24.26 | 0.00 | 0.61 | 24.87 | 24.87 | RED WING |
| 207 | REDWOOD FALLS | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.02 | 0.33 | 0.00 | 9.93 | 0.00 | 0.59 | 10.52 | 10.52 | REDWOOD FALLS |
| 157 | RICHFIELD | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 24.67 | 0.00 | 0.00 | 24.67 | 24.67 | RICHFIELD |
| 158 | ROBBINSDALE | 0.00 | 0.54 | 0.00 | 0.00 | 0.55 | 0.00 | 0.00 | 0.55 | 10.05 | 0.00 | 0.00 | 10.05 | 10.59 | ROBBINSDALE |
| 159 | ROCHESTER | 0.25 | 0.00 | 0.00 | 0.00 | 5.54 | 0.43 | 3.60 | 5.54 | 98.25 | 0.00 | 3.20 | 101.45 | 101.70 | ROCHESTER |
| 238 | ROGERS | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.83 | 0.00 | 0.00 | 20.58 | 0.00 | 0.57 | 21.15 | 21.15 | ROGERS |
| 208 | ROSEMOUNT | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | 0.01 | 6.36 | 0.00 | 27.49 | 0.00 | 0.82 | 28.31 | 28.48 | ROSEMOUNT |
| 160 | ROSEVILLE | 0.00 | 1.02 | 0.00 | 0.00 | 0.00 | 3.77 | 3.94 | 0.00 | 27.55 | 0.00 | 1.57 | 29.12 | 30.14 | ROSEVILLE |
| 220 | SARTELL | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.84 | 0.00 | 19.12 | 0.00 | 0.00 | 19.12 | 19.12 | SARTELL |
| 191 | SAUK RAPIDS | 0.00 | 0.00 | 0.00 | 0.00 | 1.02 | 0.39 | 0.00 | 1.02 | 14.21 | 0.00 | 0.00 | 14.21 | 14.21 | SAUK RAPIDS |
| 211 | SAVAGE | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.82 | 2.06 | 0.00 | 24.75 | 0.00 | 2.49 | 27.24 | 27.24 | SAVAGE |
| 166 | SHAKOPEE | 0.00 | 0.23 | 0.00 | 0.00 | 0.92 | 1.90 | 3.01 | 0.92 | 35.86 | 0.00 | 1.63 | 37.49 | 37.72 | SHAKOPEE |
| 167 | SHOREVIEW | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 3.95 | 0.76 | 0.00 | 18.58 | 0.00 | 1.11 | 19.69 | 19.94 | SHOREVIEW |
| 216 | SHOREWOOD | 0.00 | 0.69 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 9.20 | 0.00 | 0.00 | 9.20 | 9.89 | SHOREWOOD |
| 168 | SOUTH ST PAUL | 0.00 | 0.07 | 0.00 | 0.00 | 0.80 | 1.60 | 0.18 | 0.80 | 17.46 | 0.00 | 0.00 | 17.46 | 17.53 | SOUTH ST PAUL |
| 183 | SPRING LAKE PARK | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.29 | 0.00 | 5.82 | 0.00 | 0.00 | 5.82 | 5.94 | SPRING LAKE PARK |
| 161 | ST ANTHONY | 0.00 | 0.65 | 0.00 | 0.00 | 0.00 | 0.00 | 0.45 | 0.00 | 5.95 | 0.00 | 0.00 | 5.95 | 6.60 | ST ANTHONY |
| 162 | ST CLOUD | 0.00 | 0.19 | 0.00 | 0.00 | 4.32 | 3.40 | 0.00 | 4.32 | 57.65 | 1.06 | 5.59 | 64.30 | 64.49 | ST CLOUD |
| 235 | ST FRANCIS | 0.00 | 0.24 | 0.00 | 0.00 | 0.00 | 0.00 | 1.22 | 0.00 | 13.27 | 0.00 | 0.18 | 13.45 | 13.69 | ST FRANCIS |
| 233 | ST JOSEPH | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 5.03 | 0.00 | 0.50 | 5.53 | 5.53 | ST JOSEPH |
| 163 | ST LOUIS PARK | 0.00 | 0.39 | 0.00 | 0.00 | 0.00 | 3.54 | 0.00 | 0.00 | 32.86 | 0.00 | 0.16 | 33.02 | 33.41 | ST LOUIS PARK |
| 227 | ST MICHAEL | 0.50 | 0.25 | 0.00 | 0.00 | 0.00 | 0.18 | 0.55 | 0.00 | 22.63 | 0.00 | 0.00 | 22.63 | 23.38 | ST MICHAEL |
| 164 | ST PAUL | 0.00 | 1.21 | 0.00 | 0.00 | 7.44 | 3.45 | 0.00 | 7.44 | 161.26 | 0.00 | 3.47 | 164.73 | 165.94 | ST PAUL |
| 184 | ST PAUL PARK | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.32 | 0.00 | 0.00 | 6.06 | 0.00 | 0.00 | 6.06 | 6.06 | ST PAUL PARK |
| 165 | ST PETER | 0.00 | 0.00 | 0.00 | 0.00 | 2.12 | 2.35 | 0.00 | 2.12 | 15.12 | 0.00 | 0.30 | 15.42 | 15.42 | ST PETER |
| 228 | STEWARTVILLE | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 4.49 | 0.00 | 0.22 | 4.71 | 4.71 | STEWARTVILLE |
| 169 | STILLWATER | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 17.73 | 0.00 | 0.52 | 18.25 | 18.25 | STILLWATER |
| 170 | THIEF RIVER FALLS | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.26 | 0.78 | 0.00 | 16.08 | 0.00 | 0.13 | 16.21 | 16.21 | THIEF RIVER FALLS |
| 209 | VADNAIS HEIGHTS | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.57 | 0.59 | 0.00 | 8.60 | 0.00 | 0.57 | 9.17 | 9.17 | VADNAIS HEIGHTS |
| 241 | VICTORIA | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 6.11 | 0.00 | 1.32 | 7.43 | 7.43 | VICTORIA |
| 171 | VIRGINIA | 0.00 | 0.00 | 0.00 | 0.00 | 4.14 | 0.00 | 0.00 | 4.14 | 15.63 | 0.00 | 1.51 | 17.14 | 17.14 | VIRGINIA |
| 231 | WACONIA | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.24 | 0.00 | 0.00 | 12.23 | 0.00 | 0.09 | 12.32 | 12.32 | WACONIA |
| 221 | WAITE PARK | 0.00 | 0.19 | 0.00 | 0.00 | 0.51 | 0.00 | 0.00 | 0.51 | 6.54 | 0.00 | 0.48 | 7.02 | 7.21 | WAITE PARK |
| 172 | WASECA | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 7.71 | 0.00 | 0.00 | 7.71 | 7.71 | WASECA |
| 173 | WEST ST PAUL | 0.00 | 0.96 | 0.00 | 0.00 | 0.00 | 0.98 | 0.23 | 0.00 | 13.58 | 0.00 | 0.00 | 13.58 | 14.54 | WEST ST PAUL |
| 174 | WHITE BEAR LAKE | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 1.98 | 1.09 | 0.00 | 20.95 | 0.00 | 0.07 | 21.02 | 21.03 | WHITE BEAR LAKE |
| 175 | WILLMAR | 0.00 | 0.00 | 0.00 | 0.00 | 6.74 | 0.00 | 0.94 | 6.74 | 27.87 | 0.00 | 0.00 | 27.87 | 27.87 | WILLMAR |
| 176 | WINONA | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 21.26 | 0.00 | 0.50 | 21.76 | 21.76 | WINONA |
| 192 | WOODBURY | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 52.71 | 0.00 | 2.69 | 55.40 | 55.40 | WOODBURY |
| 177 | WORTHINGTON | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.65 | 0.00 | 11.34 | 0.00 | 0.00 | 11.34 | 11.34 | WORTHINGTON |
| 248 | WYOMING | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.36 | 0.00 | 15.70 | 0.00 | 0.22 | 15.92 | 15.92 | WYOMING |
| 251 | ZIMMERMAN | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 5.59 | 0.00 | 0.91 | 6.50 | 6.50 | ZIMMERMAN |
| | **TOTAL** | **2.01** | **48.21** | **2.95** | **0.00** | **145.57** | **126.03** | **118.68** | **145.57** | **3573.77** | **8.90** | **122.79** | **3702.51** | **3755.68** | **TOTAL** |