



# 2002 MUNICIPAL STATE AID NEEDS REPORT



MNDOT  
HE  
356  
.M6  
M53b  
2002

**OCTOBER, 2002**

7658227



Minnesota Department of Transportation

**MEMO**

**State Aid for Local Transportation**

Mail Stop 500, 4th Floor  
395 John Ireland Boulevard  
St. Paul, MN 55155-1899

Office Tel.: 651 296-3011  
Fax: 651 282-2727

**September 5, 2002**

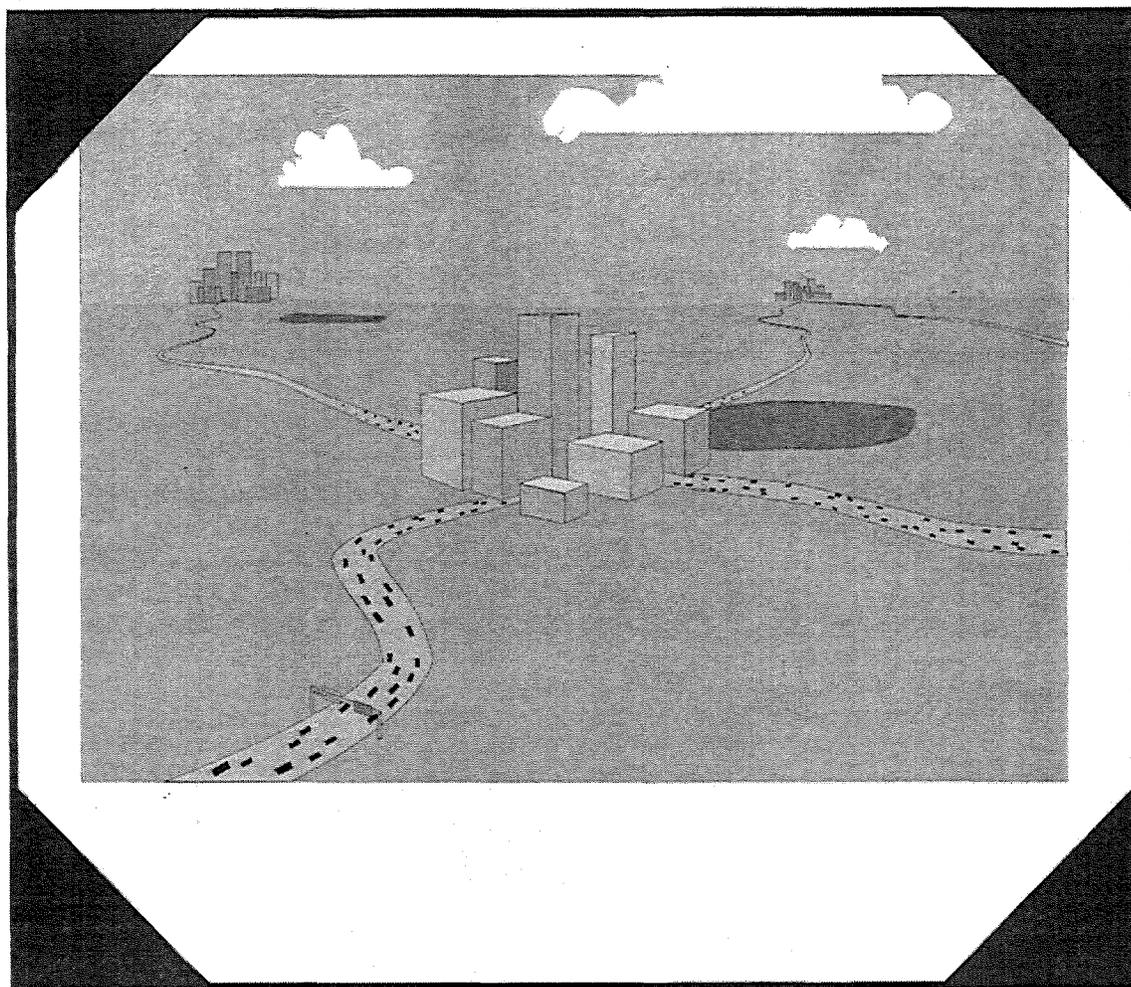
**To: Municipal Engineers**  
**From: R. Marshall Johnston**  
**Manager, MSAS Needs Unit**  
**Subject: 2002 Municipal State Aid Needs Report**

Enclosed is a copy of the '2002 Municipal State Aid Needs Report' which will be reviewed by the Municipal Screening Board on October 29<sup>th</sup> and 30<sup>th</sup> to make a final determination of the annual money needs.

The Municipal State Aid Needs Unit in conjunction with the Office of Finance has compiled this report. If you have any questions or suggestions concerning this book, contact me at (651) 296-6677.

This report is distributed to all Municipal Engineers, and when the municipality engages a consulting engineer, a copy is also sent to the municipal clerk.

A limited amount of additional copies of this report are available upon request.



If you have a scenic picture or photo, new or historical that represents your city, which could be used for a future book cover, please sent it to:

Mark Channer  
MSAS Needs Unit  
395 John Ireland Blvd. MS 500  
St. Paul, MN 55155  
Phone: (651) 282-2657  
Fax: (651) 282-2727  
Mark.Channer@dot.state.mn.us

We would appreciate your ideas.

## **PREFACE**

**The "2002 Municipal State Aid Needs Report" is presented to the Municipal Screening Board for use in making their annual construction (money) needs recommendation to the Commissioner of Transportation.**

**This submittal is required by Mn. Statute 162.13 Sub .3 and is to be made to the commissioner on or before November 1 of each year for his determination.**

**The construction (money) needs data contained in this publication has been compiled from reports submitted by each municipality. The construction needs are calculated by applying the unit prices, as determined by the Municipal Screening Board at their spring meeting in June 2002, to the quantities in the appropriate design group.**

**The estimated Population data is combined with the Commissioner's final construction (money) needs and the result will be used to determine the 2003 allocation which will be reported in the "2003 Municipal State Aid Apportionment Data" to be published in January 2003.**

# Table of Contents

Map of Highway Districts and Urban Municipalities .....	1
2001 Municipal Screening Board .....	2
Subcommittees Appointed by the Commissioner .....	3
Past Municipal Screening Board Representatives .....	4-5
Minutes of the Spring Screening Board Meeting .....	6-16
Issues and Recommendations of the UCFS .....	17-30
Needs Study Subcommittee Issues and Recommendations .....	31-37
Theoretical 2003 Population Apportionment .....	38-48
Effects of the 2002 MSAS Needs Study Update .....	49-51
Needs, Mileage, and Apportionment .....	52-54
Itemized Tabulation of Needs (Pocket Insert) .....	55-56
Comparison of Needs Between 2001 and 2002 .....	57
Tentative Construction Needs Apportionment Determination .....	58-62
<b>ADJUSTMENTS TO THE 2001 CONSTRUCTION NEEDS</b> .....	<b>63</b>
Unencumbered Construction Fund Balance .....	65-67
Unamortized Bond Account Balance .....	68-69
Non-existing Bridge Construction .....	70
Right of Way Acquisition .....	71-74
Individual Adjustments .....	75-76
Trunk Highway Turnback Maintenance Allowance .....	77
Construction Needs Recommendation to the Commissioner .....	78
Adjusted Construction Needs Recommendation .....	79-80
Theoretical 2003 Total Apportionment .....	81-83
2002 to 2003 Total Theoretical Apportionment Comparison .....	84-86
Tentative 2003 Apportionment and Rankings .....	87-90
<b>OTHER TOPICS</b> .....	<b>91</b>
Certification of MSAS System as Complete .....	93-94
General Fund Advances .....	95-97
Past History of the Administrative Account .....	98
Research Account Motion .....	99
County Highway Turnback Policy .....	100-101
Screening Board Resolutions Revision Motion .....	102
Current Resolutions of the Municipal Screening Board .....	103-113

# STATE OF MINNESOTA

## HIGHWAY DISTRICTS AND URBAN MUNICIPALITIES (Population over 5000) 132 Cities

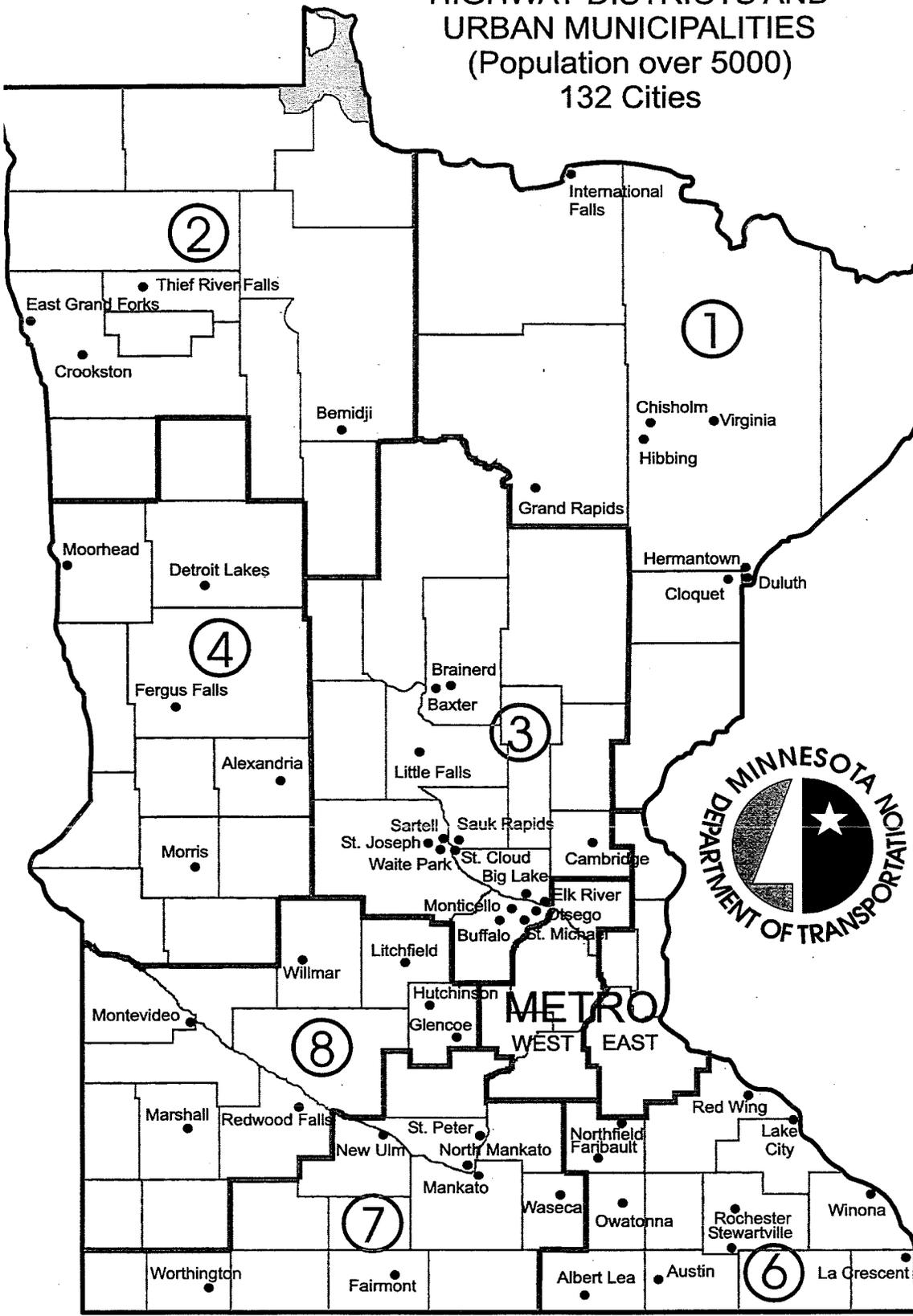
### METRO MUNICIPALITIES

#### 42 Metro West Cities

- Andover
- Anoka
- Blaine
- Bloomington
- Brooklyn Center
- Brooklyn Park
- Champlin
- Chanhassen
- Chaska
- Columbia Heights
- Coon Rapids
- Corcoran
- Crystal
- Dayton
- East Bethel
- Eden Prairie
- Edina
- Fridley
- Golden Valley
- Ham Lake
- Hopkins
- Lino Lakes
- Maple Grove
- Minneapolis
- Minnetonka
- Mound
- New Hope
- Oak Grove
- Orono
- Plymouth
- Prior Lake
- Ramsey
- Richfield
- Robbinsdale
- St. Anthony
- St. Francis
- St. Louis Park
- Savage
- Shakopee
- Shorewood
- Spring Lake Park
- Waconia

#### 33 Metro East Cities

- Apple Valley
- Arden Hills
- Burnsville
- Cottage Grove
- Eagan
- Falcon Heights
- Farmington
- Forest Lake
- Hastings
- Hugo
- Inver Grove Heights
- Lake Elmo
- Lakeville
- Little Canada
- Mahtomedi
- Maplewood
- Mendota Heights
- Mounds View
- New Brighton
- North Branch
- North St. Paul
- Oakdale
- Rosemount
- Roseville
- St. Paul
- St. Paul Park
- Shoreview
- South St. Paul
- Stillwater
- Vadnais Heights
- West St. Paul
- White Bear Lake
- Woodbury



JOHN1MAR\GRAPHICS\MNSOTA.CDR

OCTOBER, 2002

## 2002 MUNICIPAL SCREENING BOARD

### OFFICERS

Chair	Tom Drake	Red Wing	(651) 385-3623
Vice Chair	Lee Gustafson	Minnetonka	(952) 939-8200
Secretary	Mike Metso	Duluth	(218) 723-3278

### MEMBERS

<u>District</u>	<u>Served</u>	<u>Representative</u>		
1	1	John Suihkonen	Hibbing	(218) 262-3486
2	3	Gary Sanders	East Grand Forks	(218) 773-1185
3	3	Bret Weiss	Monticello	(763) 541-4800
4	2	Dan Edwards	Fergus Falls	(218) 739-2251
Metro-West	2	Shelly Pederson	Bloomington	(952) 948-3866
6	2	Tim Murray	Faribault	(507) 334-2222
7	1	Tim Loose	St. Peter	(507) 625-4171
8	3	Melvin Odens	Willmar	(320) 235-4202
Metro-East	1	Chuck Ahl	Maplewood	(651) 770-4552
(Three Cities		Mike Metso	Duluth	(218) 723-3278
of the		David Sonnenberg	Minneapolis	(612) 673-2443
First Class)		Paul Kurtz	Saint Paul	(651) 266-6203

<u>District</u>	<u>Alternates</u>		
1	VACANT		
2	Dave Kildahl	Crookston, T R Falls	(218) 281-6522
3	Terry Maurer	Elk River	(651) 644-4389
4	Jeff Kuhn	Morris	(320) 762-8149
Metro-West	Craig Gray	Anoka	(763) 576-2781
6	Randy Peterson	Northfield	(507) 645-8832
7	Fred Salisbury	Waseca	(507) 835-9700
8	Dave Berryman	Montevideo	(320) 269-7695
Metro-East	Deb Bloom	Roseville	(651) 490-2200

## 2002 SUBCOMMITTEES

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

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

NEEDS STUDY SUBCOMMITTEE	UNENCUMBERED CONSTRUCTION FUNDS SUBCOMMITTEE
<p>David Salo, Chair Hermantown (218) 727-8796 Expires in 2002</p> <p>Tim Schoonhoven Alexandria (320) 762-8149 Expires in 2003</p> <p>Steve Koehler New Ulm (507) 359-8245 Expires in 2004</p>	<p>John Rodeberg, Chair Hutchinson (320) 234-4208 Expires in 2002</p> <p>Ken Ashfeld Maple Grove (612) 494-6000 Expires in 2003</p> <p>David Jessup Woodbury (651) 714-3593 Expires in 2004</p>

**MUNICIPAL SCREENING BOARD REPRESENTATIVES**

DISTRICTS

YEAR	DISTRICT 1	DISTRICT 2	DISTRICT 3	DISTRICT 4	METRO WEST	DISTRICT 6	DISTRICT 7	DISTRICT 8	METRO EAST
1977	PFUTZENREUTER Virginia	WIDSETH	KRIHA	RONNING Fergus Falls	ODLAND	ANDERSON	MENK	ADEN	DAVIDSON
1978	PFUTZENREUTER	WIDSETH	KRIHA	RONNING	BUTCHER Maple Grove	ANDERSON	PUTNAM New Ulm	ADEN	HONCHELL Roseville
1979	PFUTZENREUTER	VENCEL Bemidji	ENGSTRON Little Falls	RONNING	BUTCHER	ANDERSON	PUTNAM	CARLSON	HONCHELL
1980	MADSEN	VENCEL	ENGSTRON	REIMER	BUTCHER	LEUTH Owatonna	PUTNAM	CARLSON	SIMON S. St. Paul
1981	PFUTZENREUTER	WIDSETH	ENGSTRON	REIMER	ASMUS	LEUTH	ORTLOFF Waseca	CARLSON	KLEINSCHMIDT Inver Gr. Hgts.
1982	PFUTZENREUTER Virginia	FREEBERG Bemidji	DOLENTZ St. Cloud	BAKKEN Detroit Lakes	ASMUS	LEUTH	ORTLOFF	ADEN	KLEINSCHMIDT
1983	PRUSAK Cloquet	FREEBERG	DOLENTZ	BAKKEN	ASMUS	PLUMB Rochester	ORTLOFF	ADEN	KLEINSCHMIDT
1984	PRUSAK	FREEBERG	DOLENTZ	BAKKEN	RUDRUD Bloomington	PLUMB	MENK	ADEN	GATLIN White Bear Lk.
1985	PRUSAK	SANDERS	SCHWENINGER Brainerd	BAKKEN	RUDRUD	PLUMB	MENK	RODEBERG Montevideo	GATLIN
1986	BUSBY Hibbing	SANDERS	SCHWENINGER	EDWARDS Fergus Falls	RUDRUD	MURPHY Austin	MENK	RODEBERG	GATLIN
1987	BUSBY	SANDERS	SCHWENINGER	EDWARDS	OTTENSMANN Coon Rapids	MURPHY	HAFFIELD Worthington	RODEBERG	SIGGERUD Burnsville
1988	BUSBY	WALKER Th River Falls	MAURER Elk River	EDWARDS	OTTENSMANN	MURPHY	HAFFIELD	BETTENDORF Litchfield	SIGGERUD
1989	DRAGISICH Virginia	WALKER	MAURER	MOEN Alexandria	OTTENSMANN	DRAKE Red Wing	HAFFIELD	BETTENDORF	SIGGERUD
1990	DRAGISICH	WALKER	MAURER	MOEN	EASTLING Richfield	DRAKE	MCCLURG New Ulm	BETTENDORF	HAIDER Maplewood
1991	PRUSAK Cloquet	KILDAHL Crookston	WILLIAMSON Sauk Rapids	MOEN	EASTLING	DRAKE	MCCLURG	SWANSON Willmar	HAIDER
1992	PRUSAK	KILDAHL	WILLIAMSON	REIMER Moorhead	EASTLING	PUTNAM OWATONNA	MCCLURG	SWANSON	HAIDER
1993	PRUSAK	KILDAHL	WILLIAMSON	REIMER	ANDERSON Prior Lake	PUTNAM	SAFFERT Mankato	SWANSON	BACHMEIER Oakdale
1994	PRUSAK	BOELL Bemidji	KREKLAU Buffalo	REIMER	ANDERSON	PUTNAM	SAFFERT	VICTOR Marshall	BACHMEIER
1995	HALTER Grand Rapids	SANDERS E. Gr. Forks	KREKLAU	NANSEN Det. Lakes	ANDERSON	MALIN Winona	SAFFERT	RODEBERG Hutchinson	BACHMEIER
1996	HALTER	SANDERS	KREKLAU	NANSEN	BITTLE Chaplin	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 Lake
2000	SALO	METSO Bemidji	KOSHAK Otsego	SCHOONHOVEN	GUSTAFSON	OLSON	KOEHLER	ODENS Willmar	BURCH
2001	SALO Hermantown	SANDERS E. Gr. Forks	KOSHAK Otsego	EDWARDS Fergus Falls	PEDERSON Bloomington	MURRAY Faribault	KOEHLER New Ulm	ODENS Willmar	BURCH
2002	SUIHKONEN Hibbing	SANDERS	WEISS Monticello	EDWARDS	PEDERSON	MURRAY	LOOSE St. Peter	ODENS	AHL Maplewood

**MUNICIPAL SCREENING BOARD REPRESENTATIVES**

CITIES OF THE FIRST CLASS AND OFFICERS

YEAR	MPLS	ST. PAUL	DULUTH	CHAIR	VICE CHAIR	SECRETARY
1977	SORENSEN	SCHNARR	DAVIDSON	COOK Faribault	ASMUS Minnetonka	THENE Wt. Br. Lk.
1978	SMITH	WHEELER	DAVIDSON	ASMUS Minnetonka	THENE Wt. Br. Lk.	PRIEBE Hutchinson
1979	SMITH	WHEELER	DAVIDSON	PRIEBE Hutchinson	ADEN Marshall	BAKER Mankato
1980	SMITH	WHEELER	DAVIDSON	ADEN Marshall	BAKER Mankato	HONCHELL Roseville
1981	SMITH	PETERSON	DAVIDSON	BAKER Mankato	HONCHELL Roseville	SIMON S. St. Paul
1982	HOSHAW	PETERSON	DAVIDSON	HONCHELL Roseville	SIMON S. St. Paul	REIMER Moorhead
1983	HOSHAW	PETERSON	DAVIDSON	SIMON S. St. Paul	REIMER Moorhead	SPURRIER Shakopee
1984	HOSHAW	PETERSON	BERG	REIMER Moorhead	SPURRIER Shakopee	ANDERSON Prior Lake
1985	HOSHAW	PETERSON	CARLSON	SPURRIER Shakopee	ANDERSON Prior Lake	SAFFERT Mankato
1986	HOSHAW	PETERSON	CARLSON	ANDERSON Prior Lake	SAFFERT Mankato	MOORE Plymouth
1987	HOSHAW	KUHFELD	CARLSON	SAFFERT Mankato	MOORE Plymouth	RUDRUD Bloomington
1988	HOSHAW	KUHFELD	CARLSON	MOORE Plymouth	RUDRUD Bloomington	BULLERT Northfield
1989	HOSHAW	KUHFELD	LARSON	RUDRUD Bloomington	BULLERT Northfield	GRUBE St. Louis Park
1990	HOSHAW	KUHFELD	LARSON	BULLERT Northfield	GRUBE St. Louis Park	EDWARDS Fergus Falls
1991	HOSHAW	KUHFELD	LARSON	GRUBE St. Louis Park	EDWARDS Fergus Falls	GRAY Eden Prairie
1992	HOSHAW	KUHFELD	LARSON	EDWARDS Fergus Falls	GRAY Eden Prairie	LARSON Duluth
1993	SPURRIER	KUHFELD	LARSON	GRAY Eden Prairie	LARSON Duluth	SONNENBERG Minnetonka
1994	KANNANKUTTY	KUHFELD	LARSON	LARSON Duluth	SONNENBERG Minnetonka	SWANSON Willmar
1995	KANNANKUTTY	ST MARTIN	LARSON	SONNENBERG Minnetonka	SWANSON Willmar	BACHMEIER Oakdale
1996	KANNANKUTTY	ST MARTIN	LARSON	SONNENBERG BACHMEIER	BACHMEIER Oakdale	RODEBERG Hutchinson
1997	KANNANKUTTY	WARN	BEEMAN	BACHMEIER Oakdale	RODEBERG Hutchinson	ASHFELD Maple Grove
1998	KANNANKUTTY	WARN	WINSON	RODEBERG Hutchinson	ASHFELD Maple Grove	HALTER Grand Rapids
1999	KANNANKUTTY	WARN	WINSON	RODEBERG ASHFELD	VACANT	David Jessup Woodbury
2000	KANNANKUTTY SONNENBERG	WARN	BRINK	ASHFELD Maple Grove	JESSUP Woodbury	DRAKE Red Wing
2001	SONNENBERG	WARN	METSO	JESSUP Woodbury	DRAKE Red Wing	GUSTAFSON Minnetonka
2002	SONNENBERG OGREN	WARN KURTZ	METSO	DRAKE Red Wing	GUSTAFSON Minnetonka	METSO Duluth

**2002 MUNICIPAL SCREENING BOARD**  
**Spring Meeting Minutes**  
**June 5 & 6, 2002**

I. Opening by Municipal Screening Board Chair Tom Drake

The 2002 Spring Municipal Screening Board Meeting was called to order at 1:05 p.m. on June 5, 2002.

A. Chair Drake introduced:

Himself – Tom Drake, Red Wing - Chair, Municipal Screening Board  
Lee Gustafson, Minnetonka—Vice Chair, Municipal Screening Board  
Julie Skallman, Mn/DOT- Director, State Aid for Local Transportation Group  
Marshall Johnston, Mn/DOT- Manager, Municipal State Aid Needs Unit  
John Rodeberg, Hutchinson - Chair, Unencumbered Construction Funds  
Subcommittee and Past Chair, Municipal Screening Board  
David Salo, Hermantown – Chair, Needs Study Subcommittee  
Ken Ashfeld, Maple Grove - Past Chair, Municipal Screening Board  
David Jessup, Woodbury – Past Chair, Municipal Screening Board  
Mike Metso, Duluth - Secretary, Municipal Screening Board

The Secretary conducted the roll call of members. All were present as follows:

District 1	John Suihkonen	Hibbing
District 2	Gary Sanders	East Grand Forks
District 3	Brett Weiss	Monticello
District 4	Dan Edwards	Fergus Falls
Metro-West	Shelly Pederson	Bloomington
District 6	Tim Murray	Faribault
District 7	Tim Loose	St. Peter
District 8	Mel Odens	Willmar
Metro-East	Chuck Ahl	Maplewood
Duluth	Mike Metso	
Minneapolis	David Sonnenberg	
Saint Paul	Ed Warn	

The Chair recognized the following Screening Board Alternates:

District 2	Dave Kildahl	Crookston, Thief River Falls
District 8	Dave Berryman	Montevideo

B. The Chair recognized the following Department of Transportation personnel:

Rick Kjonaas	Assistant State Aid Engineer
Mark Gieseke	Program Delivery Engineer
Diane Gould	Manager, County State Aid Needs
Walter Leu	District 1 State Aid Engineer
Lou Tasa	District 2 State Aid Engineer
Kelvin Howieson	District 3 State Aid Engineer
Merle Earley	District 4 State Aid Engineer
Andy Schmidt	District 6 Assistant State Aid Engineer
Doug Haeder	District 7 State Aid Engineer
Tom Behm	District 8 State Aid Engineer
Bob Brown	Metro State Aid Engineer
Mark Channer	Asst. Manager, MSAS Needs Unit
Dan Erickson	Metro State Aid Division
Patti Loken	Metro State Aid Division

B. The Chair also recognized the following others in attendance:

Paul Kurtz	Saint Paul
Jim Vanderhoof	Saint Paul
Dave Kreager	Duluth
Paul Ogren	Minneapolis
Beth Stiffler	Minneapolis
Larry Veek	Minneapolis
Don Elwood	Minneapolis
Dave Hutton	CEAM Legislative Committee Chair

## II. 2002 Municipal Screening Board Data Booklet

The Chair suggested that the entire report be reviewed and discussed Wednesday and any action required be taken on Thursday morning. This would give all members a chance to informally discuss the various items Wednesday evening. The Chair also noted that the Thursday morning meeting was scheduled to adjourn by 10:00 A.M. for a joint meeting with the County Engineers Executive Committee.

- A. The Fall 2002 Screening Board Minutes were presented for approval (Pages 4-13). Motion by Dave Sonnenberg / seconded by Mel Odens to approve minutes as presented. Motion carried without opposition.
- B. Marshall Johnson requested discussion on a proposed revision of Screening Board resolutions to allow the Secretary to be a voting member if also a representative on the Screening Board. He noted that the current Screening Board resolutions allow for the Chair and Vice Chair to be voting members if also representatives on the

Screening Board but do not allow this same status for the Secretary. As the current Screening Board Secretary is also the representative for the City of Duluth, this issue required discussion and possible action.

Motion by Brett Weiss / seconded by Chuck Ahl to approve the following changes to the Screening Board resolutions:

~~Screening Board Chairman and Vice Chairman and Secretary~~ June 1987, June 2002

*~~That the Chairman and, Vice Chairman 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 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 City of the First Class.~~*

~~Screening Board Secretary Oct. 1961~~

*~~That annually, the Commissioner of the Minnesota Department of Transportation (Mn/DOT) may be requested to appoint a secretary, upon recommendation of the City Engineers Association of Minnesota, as a non-voting member of the Municipal Screening Board for the purpose of recording all Screening Board actions.~~*

Motion carried without opposition.

Marshall Johnston began his review of the 2002 Municipal Screening Board Data Booklet by noting that there is currently 130 Municipal State Aid cities. He further noted that the cities of St. Joseph and Dayton continue to proceed with their population dispute resolution with the U.S. Census Bureau, and that legislation allowing cities with populations between 4,900 and 5,000 to remain on the MSA system passed in the 2002 session. This legislation specifically affects the City of Chisholm, which dropped under a population of 5,000.

C. 2002 Screening Board and Subcommittee Members (Pages 2-3).

Marshall Johnson reviewed the 2002 Screening Board and Subcommittee Members, noting that the Allocation Study Subcommittee was disbanded by the Municipal Screening Board at its Spring 2001 meeting.

D. Review of Unit Prices and Graphs (Pages 16-65).

Marshall Johnson reviewed the Unit Prices and Graphs, noting that David Salo, Chair of the Needs Study Subcommittee was be available for any explanation of their recommendations.

Marshall Johnson reviewed the 2002 Unit Price Recommendations (Page 16), noting specifically that the Needs Study Subcommittee (NSS) had reviewed traffic signal costs, and would be looking for discussion on the effects on changing the range of needs as included in the Recommendations.

Marshall Johnson reviewed the History of Annual Maintenance Needs Costs (Page 18).

Marshall Johnson reviewed the Unit Price Study (Page 21), noting that the Study quantities and unit prices were compiled from on-system MSAS projects let and received by the State Aid Division in 2001. He also noted that there were 112 on-system projects and 49 off system projects let in 2001.

Marshall Johnson reviewed the 25-Year Construction Needs (Page 22), noting that Gravel Base #2211 (Class 5 aggregate) represented the highest percentage (11.39%), and that Storm Sewer Adjustment & Construction represented the second highest percentage (10.95%). He also noted that Street Lighting was down from last year due to 2001 Screening Board action to recognize needs on deficient segments only.

Marshall Johnson reviewed NSS recommendations for each construction item, specifically noting the following:

- A review of bid tabs confirmed that the unit price for the one Chaska project included in the study was indeed \$0.10.
- Bituminous quantities are based on Type 2350 bituminous and bituminous unit prices are based on all bituminous types, with one unit price (\$30.00 / ton) for all bituminous types. (A prior request to use separate “wear” and “non-wear” unit prices was delayed due to the MSA system change.)
- Average unit prices are provided by District for comparison purposes.

E. Discussion of Unit Price Study recommendations from other sources (Pages 66-75).

Marshall Johnson reviewed Unit Price Study recommendations from other sources.

- Marshall Johnson noted that storm sewer costs / needs were provided by Mike Leuer (Page 67).
- Marshall Johnson again noted that traffic signal needs were discussed by the NSS (see Page 16). The impact of the unit prices as provided would increase needs for those roadway segments with ADT's from 0 to 4,999 and from 5,000 to 9,999. He also referred to Pages 84-85 for additional information regarding the impact of the unit prices as provided. David Salo reviewed the NSS proposal – noting the following:
  - Data available was minimal.
  - The NSS minutes reflected the need to study the effect of changes.
  - Changes as provided would increase the traffic signal needs percentage (of total needs) from 6.77% to 9.85%.

He went on to note that the NSS did not have a strong recommendation regarding changes to traffic signal needs, and that the NSS would accept an assignment for further study if necessary. Chuck Ahl noted the concerns of Metro District representatives regarding the need to review the relationship to deficient segments, and that a penalty could result if signals were not added at the time a roadway segment is upgraded. Ed Warn noted that the current unit price of \$120,000 per mile may represent only 10% of the total signal costs for busier streets that may include 8-10 intersections per mile. Mel Odens stated that Districts 6 & 8 support further study – even though rural segments may gain greater benefit under the changes as provided.

- Marshall Johnson reviewed railroad crossing needs, noting that costs for concrete crossings had increased.
- Marshall Johnson reviewed special drainage costs for rural segments.
- Marshall Johnson reviewed bridge costs, noting that costs included MSAS, CSAH and Mn/DOT bridges. He also noted that the MSAS unit price study includes one cost for all bridge lengths, while the CSAH unit price study includes three lengths so that individual costs for each length are available in the unit price study.

F. Minutes and Recommendations of the Needs Study Subcommittee (Pages 14-15).

(Marshall Johnson deferred review of the minutes and recommendations of the Needs Study Subcommittee to later in the meeting.)

G. General Fund Advances and Guidelines (Pages 86-88).

Marshall Johnson reviewed General Fund advances and guidelines, noting that \$70,000,000 is currently available for advances and that the construction balance has increased significantly.

H. Relationship of Construction Balance to Allotment (Pages 89 – 90).

John Rodeberg reviewed the Unencumbered Construction Funds Subcommittee (UCFS) meeting, noting the following:

- The UCFS has concerns regarding the increasing fund balance versus concerns that transportation needs continue to grow while overall funding does not.
- Penalties for high unencumbered fund balances were eliminated in the early 1990's.
- Current information shows (1) three cities' fund balances habitually exceed their annual construction allotment by over five times; (2) 12 cities currently have fund balances greater than three times their annual construction allotments – representing \$17.5 million or 21% of the fund; and (3) 16 cities currently have fund balances between two and three times their annual construction allotments.

John Rodeberg noted that the UCFS had drafted the following plan of action:

- Letters would be sent to the 12 cities with over 3 times their annual allotment in their account regarding the status of their unencumbered fund balance and requesting a five-year plan showing how the balance would be spent.
- Letter would be sent to all 130 cities (to both the City Engineer and the City Manager) reinforcing the need to responsibly spend their MSA construction allotments in a timely manner.
- The status and level of unencumbered construction funds would be further discussed at the Fall Screening Board meeting.

John Rodeberg went on to note that the UCFS felt it was necessary to “get tougher” on those cities who habitually do not spend their construction funds. Chuck Ahl questioned whether action would be taken in 2003 or later, and recommended that some action be taken now to begin the process. Chair Drake noted the need for the Screening Board to develop an implementation plan before proceeding. John Suihkonen recommended a letter be sent to District State Aid Engineers regarding information on target cities’ five-year plans and/or other input. Dave Sonnenberg questioned whether past penalties were significant enough to make cities take action, and agreed with use of incentives or rewards for cities who do responsibly spend their fund balances. Ed Warn noted that the number of projects appeared to be down over the last 2-3 years as compared to historical information, and questioned whether this may have an impact on fund balances. Brett Weiss inquired as to the lower limit for the construction fund balance and the amount of funds available for advance. It was noted that the lower limit historically has been \$20,000,000.

- I. 2002 Apportionment Rankings (Pages 91 –94).
- J. Local Road Research Board Projects (Pages 95 – 96).
- K. Status of Municipal Traffic counting (Pages 97 – 99).
- L. County Highway Turnback Policy (Pages 100 – 101).
- M. Current Resolutions of the Municipal Screening Board (Pages 102 – 112).

Marshall Johnson noted that the Current Resolutions have been changed following action taken earlier in the meeting. Ed Warn suggested adding the year of revision to specific language changes within the resolutions (by paragraph or section). However, concerns were raised regarding whether this would make the resolutions too “messy”.

- F. Minutes and Recommendations of the Needs Study Subcommittee (Pages 14-15).

Marshall Johnston reviewed the minutes of the NSS, noting the following regarding specific topics and recommendations included in the minutes:

Traffic Signals – This topic was previously discussed during the review of Unit Price Study recommendations. (Marshall Johnson also referred Screening Board members to a separate handout provided on this issue.)

Bridge Costs – While \$68.00 per square foot appeared to be low, other funding is usually involved (federal funds, state bridge bond funds, etc.), and roadway segments that span bridges earn needs.

Drainage Issues – The NSS was previously asked to review the possibility of needs on retention / detention ponds, and upon review recommends no needs adjustments for stormwater ponds. (Marshall Johnson also referred Screening Board members to a separate handout provided on this issue.)

MSAS Bridges over Trunk Highways & Interstates – The NSS recommends no needs adjustments for these bridges as they are owned and maintained by Mn/DOT. (Marshall Johnson also referred Screening Board members to a separate handout provided on this issue.)

Pedestrian Bridges – The NSS recommends a positive after-the-fact needs adjustment for period of 15 years for pedestrian bridges constructed parallel to State Aid routes. Marshall Johnson noted that – per Dave Conkel, State Aid Bridge Engineer, – the average cost for pedestrian bridges is \$110.00 per square foot. Brett Weiss questioned whether this adjustment would apply to off-system bridges, and David Salo noted the initial focus of the NSS was on pedestrian bridges parallel to State Aid routes. Dave Sonnenberg asked for clarification regarding “parallel to” vs. “crossing” MSA routes – noting that he did not see differences between bridges and skywalks, and David Salo stated that the NSS is open to further discussion and review. Chuck Ahl questioned the application on State Aid routes crossing Trunk Highways, and David Salo noted that the current NSS consists of a “primarily rural-minded membership”. Dave Sonnenberg noted that what was being discussed would simply “split the pie differently”, and that there was a “need to keep it simple and fair”. Marshall Johnson noted that after-the-fact needs would take a number of years to show the overall impact.

### III. Other Topics

#### A. Update on the population of Saint Joseph and Dayton.

Marshall Johnson noted that this was previously discussed at the beginning of the meeting.

#### B. Revisions to the Screening Board Resolutions.

Marshall Johnson referred the Screening Board to a separate handout the proposed a number of updates and/or clarifications to wording that would not change the meanings or impacts of existing resolutions.

C. Design Chart Revisions.

Marshall Johnson referred the Screening Board to a separate handout that included proposed Design Chart revisions for needs purposes only, and noted that the proposed revisions would result in one urban and one rural design chart for both MSAS and CSAH systems. He also noted that the rural gravel roads make up 213 miles (or less than 7%) of the MSA system, and therefore he was recommending that the CSAH gravel surface unit costs be used for MSA system segments.

IV. Call for any other subjects the representatives or audience would like presented.

No additional subjects were presented.

V. Upon a request from Chair Drake, a motion was made and seconded to adjourn until 8:30 A.M. Thursday morning when formal action would be taken on the items before the board. The motion carried without opposition.

**THURSDAY MORNING SESSION:**

The Municipal Screening Board reconvened at 8:35 a.m. on June 6, 2002.

Chair Drake reminded everyone that a joint meeting with the County Engineers Executive Committee was scheduled for 10:00 a.m. Issues to be discussed would include legislative outcomes and the CEAM Transportation Primer. Chair Drake also noted that the CEAM Summer Meeting would be held in Rochester on June 20, 2002 in conjunction with the LMC annual meeting.

I. Formal Actions by the 2002 Municipal Screening Board.

1. Municipal Screening Board Resolution Revision

(See previous action taken on June 5, 2002.)

2. Unit Price Recommendations of the Needs Study Subcommittee (Pages 16, 17, 23-75).

Motion by Dave Sonnenberg / seconded by Tim Loose to accept the Needs Study Subcommittee's Unit Price recommendations as presented, with the exception of changes to unit prices for traffic signals - which will be referred to the NSS for additional review.

Motion carried without opposition

3. Drainage Structure Issues (Pages 79-80 and Handout).

No motion was offered from the floor.

4. Bridge Issues (Pages 81-83 and Handouts).

a. MSAS Bridges over Trunk Highways and Interstates.

No motion was offered from the floor.

Brett Weiss questioned the status of those bridges be found to on non-MSA segments over trunk highways but yet generating needs. Marshall Johnson noted that the cities involved have been notified and the bridges will be removed from their MSA system reporting.

b. Pedestrian Bridges.

No motion was offered from the floor.

David Salo reviewed the intent of the Needs Study Subcommittee to bring the issue before the Municipal Screening Board for review and discussion. Dave Sonnenberg suggested pedestrian bridges should be left as is, as to do otherwise would just redistribute the same amount of needs. Ken Ashfeld noted the discrepancy between integral pedestrian/vehicle bridges and stand-alone pedestrian bridges. Dave Sonnenberg clarified that pedestrian bridges on MSA routes could be funded with MSA funds, but could not earn needs. Shelly Pederson noted Metro Division representatives discussed whether additional NSS study would be beneficial.

5. Traffic Signal Study (Pages 84 – 85 and Handout).

Motion by Chuck Ahl / seconded by Ed Warn to make no changes to traffic signal needs, and to refer this issue back to the Needs Study Subcommittee for further study – specifically focusing on (1) the impact of possible redistribution of traffic signal needs, (2) the effects of possible redistribution on the existing MSA system and a related needs breakdown by ADT categories, and (3) total traffic signal expenditures versus total MSA expenditures on an annual basis.

Dave Sonnenberg requested that a further study also include the proportionality of expenditures per mile versus needs per mile for each of the three ADT categories. Chuck Ahl noted his desire to have the NSS Chair use his discretion regarding the type of data needed for proper evaluation. Dave Sonnenberg requested possible consideration at the Fall Screening Board meeting, but Chair Drake noted needs-

related issues are addressed at the Spring Screening Board meeting. David Salo suggested the probable need for two NSS meetings to discuss this issue – one in the fall and one prior to the 2003 Spring Screening Board meeting. Ed Ward noted that study of traffic signal expenditures would be a “reality check”, and should be applied to all needs categories over time.

Motion carried without opposition.

6. Unencumbered Construction Funds Subcommittee Recommendations.

John Rodeberg presented the following preliminary recommendations:

- \$1,000,000 floor for possible punitive action.
- Establishment of penalties for non-use of funds – including possible reallocation.
- Redistribution of unused funds to cities with less than their annual construction allotment.

John Rodeberg also reviewed additional recommendations made in Wednesday’s session, and proposed that the recommendations would be implemented as of January 1, 2003. He went on to state that the UCFS would send out letters as proposed, and would bring back firm recommendations to the Screening Board at the Fall meeting.

Tim Murray noted that there is already a small penalty – as a city’s annual construction needs are reduced by the amount of unencumbered funds. He also suggested that guidelines needed to be developed as to how penalties would be applied. Ed Warn stated that he would like to exhaust all other options before penalties are applied, and also suggested some type of process to allow for “pre-encumbering” funds for future projects. Dave Sonnenberg questioned not moving forward at this time – noting that a lack of action would delay implementation of penalties until January 2004. Brett Weiss questioned the reallocation of unused funds to only those cities with less than one-year’s construction allocation – noting it would be somewhat unfair and inequitable, and suggested that it would be better to reallocate unused funds to all cities. John Suihkonen asked whether it would be appropriate to have the three targeted cities appear before the Fall Screening Board to explain their situation.

Motion by Ed Warn / seconded by Mel Odens to have the Unencumbered Construction Funds Subcommittee send out letters to cities as proposed, and to bring back firm recommendations to the Fall Screening Board meeting.

Mel Odens questioned the dollar amount involved, and John Rodeberg noted that the unencumbered funds for the twelve cities with more than three times their annual allotment is \$17,000,000 or 21% of the total. Chuck Ahl questioned whether State Aid staff could provide alternative distribution scenarios. Dave Sonnenberg stated that he believes the Screening Board must take action now as past actions have not been successful, and expressed concerns that the State may look at the unencumbered

fund balance as a “pot of available money”. Brett Weiss suggested approving the motion on the floor, as the current year was lost anyway. Chair Drake will look into inviting the three target cities (Brainerd, Falcon Heights and Shorewood) to the Fall Screening Board meeting.

Motion carried with Chuck Ahl and Dave Sonnenberg in opposition.

7. Use of CSAH Gravel Surface Unit Cost and Design Chart Revisions.

Brett Weiss noted that State Aid should gather additional data to base design charts on R-values versus soil factors.

Motion by Dave Sonnenberg / seconded by John Suihkonen to support the proposed design chart changes and to use the CSAH Gravel Surface unit cost in the MSAS needs study.

Motion carried without opposition.

II. Comments by Julie Skallman.

Julie Skallman had nothing to report.

III. The Chair thanked David Salo, Chair of the Needs Study Subcommittee, and John Rodeberg, Chair of the Unencumbered Construction Fund Subcommittee

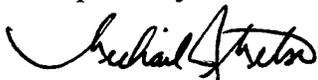
IV. The Chair thanked the past Chairs for their time and appearance at the meeting – John Rodeberg, Ken Ashfeld and David Jessup.

The Chair also recognized and thanked Ed Warn for his service to the Municipal Screening Board.

V. Marshall Johnson noted that the Fall Screening Board meeting would be held on October 29 & 30 at Arrowwood Resort in Alexandria.

VI. Motion by Chuck Ahl / seconded by John Suihkonen to adjourn. Motion carried without opposition

Respectfully submitted,



Michael J. Metso, P.E.  
MSA Screening Board Secretary  
City Engineer - Duluth

## ***FALL 2002 UCFS AGENDA ITEMS***

*September 6, 2002 Meeting*

- 1) Arden Hills private road on MSAS system.
- 2) Incorrect Bridge Needs
- 3) Advance Funding- As of August 5, 2002 there was \$66.2 million available to advance.
- 4) High Balances
  - a. History of Excess Balance Adjustments
  - b. Response to High Balances Letter
  - c. Ten year history of cities with high balances
  - d. Minutes from last meeting where large balances were discussed
  - e. Discussion on a negative Needs adjustment.

***Recommendations of the Unencumbered Construction Funds  
Subcommittee  
to the Municipal Screening Board***

Arden Hills private road on MSAS system.

Supports State Aid's request to implement a more severe adjustment if Arden Hills does not remove this private road and the stub end it would create from the Needs. This includes a letter from Rick Kjonaas to Bob Brown requesting he contact the city and ask them to revoke the private road and the stub end it would create from their MSAS system.

Incorrect Bridge Needs

Adjust each of the 4 cities the Needs they have generated on these TH or pedestrian bridges for the last 5 years. This one time negative adjustment would be implemented in the January 2003 allocation and would be:

Alexandria	\$30,130
Chaska	\$134,860
Minneapolis	\$32,300,220
St. Paul	\$5,473,341

Advance Funding- As of August 5, 2002 there was \$66.2 million available to advance. Information only.

High Balances

- a. History of Excess Balance Adjustments
- b. Response to High Balances Letter
- c. Ten year history of cities with high balances
- d. Minutes from last meeting where large balances were discussed
- e. Discussion on a negative Needs adjustment.

Recommends the following adjustment:

The December 31 construction balance will be compared to the January Construction Allotment of the same year.

If the December 31 construction balance is over 3 times the January Construction Allotment or \$750,000, whichever is greater, the adjustment will be the December 31 balance in the first year. In each consecutive year the balance is greater than 3 times or \$750,000 the adjustment shall be increased annually to 2, 3, 4, 5, etc., times the amount until such a time the Construction Needs are reduced to zero. When the December 31 construction fund balance drops below 3 times the January allocation and subsequently again increases to over 3 times, the multiplier will start over with 1.

This adjustment would be in addition to the current unencumbered construction fund deduction.



# Memo

State Aid for Local Transportation  
395 John Ireland Boulevard  
Mail Stop 500  
St. Paul, MN 55155-1899

Office Tel.: 651 296-3011  
Fax: 651 282-2727

**Date:** September 23, 2002

**To:** Bob Brown  
Metro State Aid Engineer

**From:** Rick Kjonaas  
Assistant State Aid Engineer

**Subject:** Private roads on the MSAS system

The fact that Arden Hills has had a private road on the Municipal State Aid Street system for the last 6 years was brought to my attention at a recent meeting with State Aid staff. State Statute (162.09 subd. 1) does not allow private roads on the MSAS system and I am asking for your help to explain to this to the city. The situation must be remedied.

State aid personnel have been adjusting the amount of the city's state aid allotment attributed to this segment of street and the stub end that simply revoking the private road would create. Stub ends also do not meet the criteria to be on the MSAS system.

State Aid has contacted the city about this problem several times without result. I consider having a private road on the state aid system to be a serious reporting violation, and therefore we must insist that it is corrected. To not do so could result in our having to withhold the city's state aid funds, among other possible remedies.

Therefore, Bob, I am asking you to contact the city one more time to let them know the concerns and the problems that this situation creates for state aid. Taking the time each year to make a special adjustments to the city's allotment no longer seems to be the proper state aid response to this violation. I am hopeful that the city will promptly undertake a process to remove any non-eligible streets from their system designation.

**TRUNK HIGHWAY, INTERSTATE AND PEDESTRIAN BRIDGE NEEDS**  
*For the Unencumbered Construction Funds Subcommittee*  
*Fall 2002*

There were 4 cities that generated Needs incorrectly in 2001 when the 2000 construction accomplishments were updated. These cities generated Needs on bridges over Interstates and Trunk Highways, or pedestrian facilities.

These types of bridges had never been eligible to generate Needs, and at its Fall 2001 meeting, the Municipal Screening Board reaffirmed that position. The Needs have been taken away from these structures in the 2002 update of the 2001 construction accomplishments.

The Municipal State Aid Needs Unit reviewed the Needs for the last 5 years and found that these cities had generated \$37,938,551 in Needs over that period.

The purpose of this report is to furnish information to the UCFS so they can make an informed recommendation to the Municipal Screening Board. The UCFS should discuss and decide if the cities that received Needs for these bridges should or should not receive a negative Needs adjustment. If you decide on an adjustment, you must make a recommendation as to what the adjustment should be.

FIVE YEAR NON QUALIFYING BRIDGE NEEDS

City	MSAS Route Number	Type of Bridge	NEEDS YEAR					5 year Total Needs
			2001	2000	1999	1998	1997	
Alexandria	102-103-020	Ped under highway	\$30,130	\$0	\$0	\$0	\$0	\$30,130
<b>Total Alexandria</b>								<b>\$30,130</b>
Chaska	196-110-002	Ped under highway	34,060	25,200	25,200	25,200	25,200	134,860
<b>Total Chaska</b>								<b>\$134,860</b>
Minneapolis	141-167-090	over Interstate	844,016	775,750	744,720	744,720	682,660	3,791,866
Minneapolis	141-213-015	over Trunk Highway	691,424	635,500	610,080	610,080	559,240	3,106,324
Minneapolis	141-239-100	over Interstate	1,134,240	1,042,500	0	917,400	917,400	4,011,540
Minneapolis	141-253-060	over Interstate	8,122,464	7,166,880	0	0	0	15,289,344
Minneapolis	141-260-050	over Interstate	703,664	646,750	0	0	0	1,350,414
Minneapolis	141-264-040	over Interstate	818,720	752,500	722,400	722,400	662,200	3,678,220
Minneapolis	141-271-011	over Interstate	274,176	262,080	0	0	0	536,256
Minneapolis	141-271-011	over Interstate	274,176	262,080	0	0	0	536,256
<b>Total Minneapolis</b>			<b>\$12,862,880</b>	<b>\$11,544,040</b>	<b>\$2,077,200</b>	<b>\$2,994,600</b>	<b>\$2,821,500</b>	<b>\$32,300,220</b>
St. Paul	164-109-040	over Interstate	678,680	531,875	510,600	510,600	468,050	2,699,805
St. Paul	164-194-005	over Trunk Highway	376,448	346,000	332,160	332,160	0	1,386,768
St. Paul	164-194-005	over Trunk Highway	376,448	346,000	332,160	332,160	0	1,386,768
<b>Total St. Paul</b>			<b>\$1,431,576</b>	<b>\$1,223,875</b>	<b>\$1,174,920</b>	<b>\$1,174,920</b>	<b>\$468,050</b>	<b>\$5,473,341</b>

**LETTERS TO CITIES WITH HIGH CONSTRUCTION FUND BALANCES**

The spring 2002 Municipal Screening Board meeting minutes say, in part:

John Rodeberg noted that the UCFS had drafted the following plan of action:

- Letters would be sent to the 12 cities with over 3 times their annual allotment in their account regarding the status of their unencumbered fund balance and requesting a five-year plan showing how the balance would be spent.
- Letter would be sent to all 130 cities (to both the City Engineer and the City Manager) reinforcing the need to responsibly spend their MSA construction allotments in a timely manner.
- The status and level of unencumbered construction funds would be further discussed at the Fall Screening Board meeting.

Attached are examples of the letters sent to the cities.



## Minnesota Department of Transportation

---

### State Aid for Local Transportation

Mail Stop 500, 4th Floor  
395 John Ireland Boulevard  
St. Paul, MN 55155-1899

Office Tel.: 651 296-3011  
Fax: 651 282-2727

July 16, 2002

John Rodeberg, Chair	Ken Ashfeld	David Jessup
Hutchinson City Engineer	Maple Grove City Engineer	Woodbury Public Works Director
111 Hassan St. SE	12800 Arbor Lakes Pkwy.	8301 Valley Creek Rd.
Hutchinson, MN 55350	Maple Grove, MN 55311	Woodbury, MN 55125

Dear Sir or Madam:

As representatives for Municipal State Aid (MSA) Transportation funding, we are extremely concerned that the MSA Construction Fund balance has risen significantly in the last 3 years. This fund contains money available to cities for construction on Municipal State Aid streets. The account balance has gone from a low of \$44,845,521 at the end of 1998 to \$84,583,631 on December 31, 2001 (an 89% increase in 3 years). This could unfortunately be interpreted as a decreasing need for the funding, when in fact we are losing ground on our transportation systems in many areas of the state. In this atmosphere of tight money and budget deficits, we need to make sure that we are using the funds that are available to us, especially when asking the Legislature for more funding.

There are several ways you can help to reduce the MSA Construction Fund balance and improve your city's ability to receive needed future additional funding. The two best ways would be to accelerate your proposed construction program or add additional MSA projects. Cities also have the ability to advance funding through a mechanism known as a "General Fund Advance" which allows you to receive an interest free loan from your future construction allotments. This is a terrific tool for obtaining additional up-front funding.

Due to the concern about the few cities that have large balances on a regular basis and therefore appear to be receiving more funding than they need, the MSA Board is considering the imposition of a negative adjustment for cities with high construction balances. This proposal would lower the allotments for cities with a large fund balance and increase the allotments of the other State Aid cities. We urge you to stay in communication with your Board representative with your concerns and opinions regarding this proposal. If there is action at the Fall Screening Board meeting, adjustments may be made to the January 2003 allotments.

At the Screening Board's direction, this letter is being sent by the Unencumbered Construction Funds Subcommittee (UCFS) to the city engineers and city clerk/administrators of all 130 Municipal State Aid cities. Please feel free to contact me at (320) 234-4208 or Marshall Johnston, Manager of the MSA Needs Unit, at (651) 296-6677 with any questions or comments.

We appreciate your understanding of the importance of keeping the fund balance at a reasonable level and your efforts to address this situation.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Rodeberg', with a stylized flourish extending downwards and to the right.

**John Rodeberg, PE**  
Hutchinson Director of Engineering/Public Works  
UCFS Chair

cc: Julie Skallman  
Rick Kjonaas  
District State Aid Engineer  
Marshall Johnston



Minnesota Department of Transportation

State Aid for Local Transportation

Mail Stop 500, 4th Floor
395 John Ireland Boulevard
St. Paul, MN 55155-1899

Office Tel.: 651 296-3011
Fax: 651 282-2727

July 16, 2002

John Rodeberg, Chair Ken Ashfeld David Jessup
Hutchinson City Engineer Maple Grove City Engineer Woodbury Public Works Director
111 Hassan St. SE 12800 Arbor Lakes Pkwy. 8301 Valley Creek Rd.
Hutchinson, MN 55350 Maple Grove, MN 55311 Woodbury, MN 55125

Re: MSAS Unencumbered Construction Fund Balance

Dear Sir or Madam:

At its June 2002 meeting, the Municipal State Aid (MSA) Screening Board directed the Unencumbered Construction Funds Subcommittee (UCFS) to obtain an explanation from each city that had a 2001 year-end construction fund balance of more than 3 times its annual allotment. Twelve cities, including yours, accounted for 21% of the \$84,583,631 that was in the account. This large balance could unfortunately be interpreted as a lack of need for the funding, when in fact many cities are losing ground in their transportation system funding.

There are many cities with significant needs in their construction programs that could utilize additional funding. There were 29 cities with a zero fund balance. Of these 29 cities, 15 have borrowed ahead. In this atmosphere of tight money and budget deficits, we need to make sure that we are using the funds that are available to us, especially when asking the Legislature for more transportation funding.

It is the Board's responsibility to allocate the funds in a manner that supports the needs of Minnesota's municipal transportation community, and therefore consideration is being given to adjusting the way that funding is being allocated. Based upon the UCFS's recommendation, the MSA Screening Board is considering imposing a negative Needs adjustment on cities with over three times their annual construction allotment in their accounts. They are also considering a significant negative adjustment for cities with over five times their allotment in their accounts. This adjustment could be initiated in the 2003 allocation. This proposal would lower the allotments for cities with a large fund balance (including your city) and increase the allotments of the other State Aid cities.

Our records show that as of December 31, 2001 the city of \_\_\_\_\_ had a construction fund balance of \_\_\_\_\_ which is \_\_\_\_\_ times your construction allotment.

By August 9, 2002, we are requesting that you please submit an explanation of the city's plan to reduce its construction balance, including a detailed Capital Improvement Plan, to:

R. Marshall Johnston  
Manager, Municipal State Aid Needs Unit  
MS 500  
395 John Ireland Blvd.  
St. Paul, MN 55155

The UCFS will meet in August to review the information received and make additional recommendations to the Municipal Screening Board at its October, 2002 meeting. We appreciate your understanding of the importance of keeping the fund balance at a reasonable level and your efforts to address this situation.

Please feel free to contact me at (320) 234-4208 or Marshall Johnston, Manager of the MSA Needs Unit, at (651) 296-6677 with any questions or comments.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Rodeberg". The signature is stylized with a large, sweeping initial "J" and a long, horizontal stroke extending to the right.

**John Rodeberg, PE**  
Director of Engineering/Public Works  
Chair, UCFS

cc: Julie Skallman  
Rick Kjonaas  
District State Aid Engineer  
Marshall Johnston

**COMPILATION OF RESPONSES TO HIGH BALANCES LETTER**

*September 6, 2002 UCFS Meeting*

**Received responses from 8 of 12 cities**

**BRAINERD**

Submitted 5 year plan. This plan puts them at an estimated:

3.43 X their construction allotment in December 2002

3.57 X their construction allotment in December 2003

2.38 X their construction allotment in December 2004

1.00 X their construction allotment in December 2005

0.73 X their construction allotment in December 2006

Has been above 3X their construction allotment 10 of last 10 years.

**CHAMPLIN**

Saving allocation for participation in a large TH project in 2004. Has plans to use complete balance and a General Fund Advance in 2004.

Has been above 3X their construction allotment 1 of last 10 years.

**GOLDEN VALLEY**

Report of State Aid Contract and routing sheet for 128-389-09 let on 3/22/02 for \$1,396,254.25.

Report of State Aid Contract and routing sheet for 128-392-001 let on 5/6/02 for \$814,631.28.

They are projecting a December 2002 balance of 0.46 X their construction allotment

Has been above 3X their construction allotment 3 of last 10 years.

No plan for spending future allocations

**LINO LAKES**

No response

Has been above 3X their construction allotment 1 of last 10 years.

**LITCHFIELD**

No response

Has been above 3X their construction allotment 4 of last 10 years.

**MARSHALL**

No response

Has been above 3X their construction allotment 3 of last 10 years.

**PRIOR LAKE**

Submitted 5 year plan. This plan puts them at an estimated:

2.12 X their construction allotment in December 2002

0.17 X their construction allotment in December 2003

0.54 X their construction allotment in December 2004

0.56 X their construction allotment in December 2005

1.56 X their construction allotment in December 2006

0.55 X their construction allotment in December 2007

Has been above 3X their construction allotment 3 of last 10 years.

**ST. PAUL PARK**

Will spend \$2.7 million on the Wacouta Bridge project in the next few years. Sent letter to State Senator and State Aid explaining funding of the project.  
Has been above 3X their construction allotment 4 of last 10 years.

**SHOREWOOD**

No response

Has been above 3X their construction allotment 9 of last 10 years.

**SOUTH ST. PAUL**

South St. Paul's system has been certified complete. They are allowed to spend about \$1.55 million on their local roads this year. Project number 168-050-01 is on a local bridge and was let on July 15 for about \$1.5 million in State Aid funds. This project puts them at an estimated:

1.24 X their construction allotment in December 2002.

No plan for spending future allocations

Has been above 3X their construction allotment 9 of last 10 years.

**WILLMAR**

Submitted a construction program. This program puts them at an estimated:

3.49 X their construction allotment in December 2002

2.06 X their construction allotment in December 2003

0.66 X their construction allotment in December 2004

Has been above 3X their construction allotment 1 of last 10 years.

**WORTHINGTON**

Submitted a MSAS construction program. This program puts them at an estimated:

2.90 X their construction allotment in December 2003

2.40 X their construction allotment in December 2004

2.83 X their construction allotment in December 2005

1.61 X their construction allotment in December 2006

0.51 X their construction allotment in December 2007

Has been above 3X their construction allotment 6 of last 10 years.

**EXAMPLE OF PROPOSED EXCESS BALANCE ADJUSTMENT**

*if the adjustment had been in effect for the January 2002 allocation*

	January 2001 Annual Construction Allotment	3X January 2001 Annual Construction Allotment	December 31, 2001 Account Balance	Adjustment to 2001 Needs
<b>Brainerd</b>	297,754	893,262	1,982,813	1,982,813
<b>Champlin</b>	405,259	1,215,777	1,380,424	1,380,424
<b>Golden Valley</b>	537,168	1,611,504	1,966,230	1,966,230
<b>Lino Lakes</b>	426,600	1,279,800	1,535,938	1,535,938
<b>Litchfield</b>	189,353	568,059	605,405	0
<b>Marshall</b>	390,057	1,170,171	1,441,629	1,441,629
<b>Prior Lake</b>	350,938	1,052,814	1,346,276	1,346,276
<b>St.Paul Park</b>	131,875	395,625	732,861	0
<b>Shorewood</b>	171,308	513,924	1,806,429	1,806,429
<b>So.St.Paul</b>	425,044	1,275,132	1,846,666	1,846,666
<b>Willmar</b>	472,097	1,416,291	1,713,858	1,713,858
<b>Worthington</b>	361,401	1,084,203	1,392,848	1,392,848
			<b>17,751,377</b>	<b>16,413,111</b>

The adjustment to the 2001 Needs would have been made to the January 2002 allocation.

Example: Brainerd's Adjusted Construction Needs in January 2002 were \$7,538,520.

With this new adjustment, their Adjusted Construction Needs would have been

$\$7,538,520 - \$1,982,813 = \$5,555,707$

**PROPOSED WORDING FOR EXCESS BALANCE ADJUSTMENT**  
**RESOLUTION**

**Excess Unencumbered Construction Fund Balance Adjustment – Oct. 2002**

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 or \$1,000,000, whichever is greater, 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 or \$1,000,000, whichever is greater, 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.

This adjustment will be in addition to the unencumbered construction fund balance adjustment.

September 16, 2002

To the Members of the 2002 Municipal Screening Board:

RE: Minutes of the Needs Study Subcommittee

The Needs Study Subcommittee (NSS) met at the Mn/DOT Central Office in St. Paul on Thursday, September 11, 2002. Members of the subcommittee present were David Salo (Chair) and Steve Koehler. Others present were Marshall Johnston, Mark Channer, and Rick Kjonaas from the Division of State Aid. The meeting was called to order by Chairman Salo at 10:00 A.M.

The first order of business for the NSS was to review the paragraph relating to Widening Needs as found in the current Screening Board Resolution for Construction Accomplishments – October, 1988 (Revised June, 1993). If the paragraph is literally interpreted, it would appear that eligible widening needs can only be received on MSAS segments that were constructed with local funds. Mark Channer indicated that not all District State Aid Engineers have been interpreting this paragraph in the same manner. As a result of this inconsistent interpretation, the State Aid staff suggested that the NSS review the definition of Widening Needs. After considerable discussion and review of several examples of roadway segments that may be eligible for Widening Needs, Chairman Salo offered a motion, seconded by Koehler to recommend no change to the wording or definition of Widening Needs at this time.

The next order of business was to review the effects of the Design Chart revisions on the Needs. Marshall Johnston distributed a spreadsheet that estimated the effect of the 2002 MSAS Needs Study update and noted that the effect of the Design Chart revisions on the 2002 Unadjusted Construction Needs is estimated to be a \$146 million increase in Needs. Of the \$146 million increase in Construction Needs, approximately \$129 million was in Gravel Needs only. The consensus of the group was that the Design Chart revisions did substantially effect the 2002 Unadjusted Construction Needs.

The final order of business was to discuss and review ways to generate Traffic Signal Needs. This item was referred back to the Needs Study Subcommittee for more study from the Spring 2002 Screening Board meeting. Marshall Johnston presented several spreadsheets and tabulated reports intended to focus on the items identified by the Screening Board. As a matter of comparison, in 2000 and 2001, 2.98% of MSAS dollars were spent on traffic signals, while the amount of Needs generated by traffic signals were 6.13% and 6.77% respectively. After review and discussion of the data, the Needs Study Subcommittee recommended that there be no change in determining Traffic Signal Needs and that no further study of information is necessary at this time.

The meeting was adjourned at 12:35 P.M.

Respectfully submitted,



Steve Koehler  
Secretary of Needs Study Subcommittee

## **DEFINITION OF WIDENING NEEDS**

*The Screening Board Resolutions state:*

**That if** if the construction of ~~the~~ a Municipal State Aid Street is accomplished with local funds, only the **Construction Needs** necessary to bring the roadway up to State Aid Standards will be permitted in subsequent **Needs** for 20 years from the date of the letting or encumbrance of force account funds. **For the purposes of the Needs Study, these shall be called Widening Needs.** At the end of the 20 year period, reinstatement for complete **Construction Needs** shall be initiated by the Municipality.

*Questions:*

- 1) Should Needs only be received for the roadway cross section?
- 2) Should Needs be allowed immediately after construction with local funds, or should there be a short waiting period- maybe up to as long as 5 years?
- 3) Should there be a minimum or maximum increase or decrease in width?

## **TRAFFIC SIGNAL ISSUES**

*For the Needs Study Subcommittee*

*Fall, 2002*

From the Spring 2002 Screening Board meeting minutes:

Motion by Chuck Ahl / Seconded by Ed Warn to make no changes to traffic signal needs, and to refer this issue back to the Needs Study Subcommittee for further study- specifically focusing on (1) the impact of possible redistribution of traffic signal needs, (2) the effects of possible redistribution on the existing MSA system and a related needs breakdown by ADT categories, and (3) total traffic signal expenditures versus total MSA expenditures on an annual basis.

Dave Sonnenberg requested that a further study also include the proportionality of expenditures per mile versus needs per mile for each of the three ADT categories. Chuck Ahl noted his desire to have the NSS Chair use his discretion regarding the type of date needed for proper evaluation. Dave Sonnenberg requested possible consideration at the Fall Screening Board meeting, but Chair Drake noted needs related issues are addressed at the Spring Screening Board meeting. David Salo suggested the probable need for two NSS meetings to discuss this issue – one in the fall and one prior to the 2003 Spring Screening Board meeting.

## TRAFFIC SIGNAL NEEDS

The current Traffic Signal costs are based upon 2 signals per mile for which the city would be responsible for ½ the cost or 1 signal per mile(see April, 1991 NSS meeting minutes).

Current Traffic Signal Costs:

Projected Traffic Volume	Percentage Multiplier	Signal Cost	Needs Per Mile
0 – 4,999	0.25	\$120,000	\$60,000
5,000 – 9,999	0.50	\$120,000	\$90,000
10,000 and over	1.00	\$120,000	\$120,000

The above Needs are generated on all segments.

Comparisons:

Total MSAS dollars spent in 2000 and 2001 was \$232,500,352.

Total MSAS dollars spent on Traffic Signal projects in 2000 and 2001 was \$6,934,041  
2.98% of total dollars spent was spent on Traffic Signals.

Total MSAS Construction Allocation in 2001 and 2002 (based on 2000 and 2001 construction) was \$175,358,434.

Total MSAS dollars spent on Traffic Signal projects in 2000 and 2001 was \$6,934,041  
3.95% of the MSAS Construction Allocation was spent on Traffic Signal Projects.

**In 2000 and 2001 2.98% of MSAS dollars spent was spent on traffic signals**

**In 2000 and 2001 3.95% of MSAS dollars received was spent on traffic signals.**

**In 2000, 6.13% of the Needs were generated by traffic signals.**

**In 2001, 6.77% of the Needs were generated by traffic signals.**

**In 2002, approximately 6.37% of the Needs will be generated by traffic signals.**

## TRAFFIC SIGNAL PER MILE BY TRAFFIC GROUP

CITY NAME	Miles in Projected ADT group of 0 to 4,999	Signals generating Needs in ADT of 0 to 4,999 (0.25 X Mileage)	Miles in Projected ADT group of 5,000 to 9,999	Signals generating Needs in ADT of 0 to 4,999 (0.50 X Mileage)	Miles in Projected ADT group of 10,000 and over	TOTAL SIGNALS GENERATING NEEDS
Albert Lea	12.08	3.02	5.65	2.83	1.01	6.86
Alexandria	8.76	2.19	3.95	1.98	3.02	7.19
Andover	32.78	8.20	3.44	1.72	0.50	10.42
Anoka	9.74	2.44	1.39	0.70	1.51	4.64
Apple Valley	11.31	2.83	11.03	5.52	12.70	21.04
Arden Hills	4.22	1.06	3.19	1.60	0.00	2.65
Austin	17.22	4.31	6.33	3.17	4.15	11.62
Baxter	7.49	1.87	4.43	2.22	1.00	5.09
Bemidji	9.29	2.32	4.30	2.15	2.65	7.12
Big Lake	6.37	1.59	0.00	0.00	0.00	1.59
Blaine	23.02	5.76	14.61	7.31	5.18	18.24
Bloomington	18.90	4.73	22.60	11.30	33.56	49.59
Brainerd	10.61	2.65	2.40	1.20	3.54	7.39
Brooklyn Center	7.66	1.92	4.12	2.06	9.78	13.76
Brooklyn Park	15.41	3.85	11.72	5.86	20.95	30.66
Buffalo	10.91	2.73	3.48	1.74	0.36	4.83
Burnsville	13.87	3.47	13.75	6.88	16.43	26.77
Cambridge	6.90	1.73	1.81	0.91	2.36	4.99
Champlin	9.74	2.44	4.51	2.26	2.76	7.45
Chanhausen	9.81	2.45	8.61	4.31	3.85	10.61
Chaska	10.82	2.71	2.53	1.27	1.78	5.75
Chisholm	7.93	1.98	0.06	0.03	0.00	2.01
Cloquet	16.79	4.20	2.51	1.26	0.84	6.29
Columbia Heights	9.04	2.26	2.10	1.05	1.39	4.70
Coon Rapids	19.54	4.89	9.49	4.75	13.04	22.67
Corcoran	14.80	3.70	0.00	0.00	0.00	3.70
Cottage Grove	14.27	3.57	9.26	4.63	8.40	16.60
Crookston	9.10	2.28	2.57	1.29	0.20	3.76
Crystal	15.38	3.85	1.06	0.53	1.44	5.82
Dayton	9.28	2.32	0.00	0.00	0.00	2.32
Detroit Lakes	10.09	2.52	1.47	0.74	0.85	4.11
Duluth	59.20	14.80	28.25	14.13	24.73	53.66
Eagan	14.94	3.74	15.01	7.51	13.99	25.23
East Bethel	27.33	6.83	0.71	0.36	0.00	7.19
East Grand Forks	9.35	2.34	3.74	1.87	2.10	6.31
Eden Prairie	10.82	2.71	10.39	5.20	21.45	29.35
Edina	12.35	3.09	15.15	7.58	14.76	25.42
Elk River	19.27	4.82	6.53	3.27	5.14	13.22
Fairmont	8.54	2.14	8.26	4.13	2.69	8.96
Falcon Heights	2.16	0.54	0.25	0.13	0.13	0.80
Faribault	12.44	3.11	6.13	3.07	3.88	10.06
Farmington	10.47	2.62	3.38	1.69	0.00	4.31
Fergus Falls	10.23	2.56	10.50	5.25	3.59	11.40
Forest Lake	17.59	4.40	2.75	1.38	0.25	6.02
Fridley	14.92	3.73	8.04	4.02	1.85	9.60

CITY NAME	Miles in Projected ADT group of 0 to 4,999	Signals generating Needs in ADT of 0 to 4,999 (0.25 X Mileage)	Miles in Projected ADT group of 5,000 to 9,999	Signals generating Needs in ADT of 0 to 4,999 (0.50 X Mileage)	Miles in Projected ADT group of 10,000 and over	TOTAL SIGNALS GENERATING NEEDS
Glencoe	5.95	1.49	0.85	0.43	0.18	2.09
Golden Valley	13.89	3.47	5.84	2.92	3.84	10.23
Grand Rapids	7.89	1.97	1.87	0.94	1.64	4.55
Ham Lake	28.19	7.05	0.55	0.28	0.00	7.32
Hastings	11.99	3.00	5.86	2.93	2.95	8.88
Hermantown	8.21	2.05	5.94	2.97	0.00	5.02
Hibbing	44.38	11.10	4.49	2.25	2.44	15.78
Hopkins	2.58	0.65	4.68	2.34	2.06	5.05
Hugo	16.79	4.20	0.00	0.00	0.00	4.20
Hutchinson	11.42	2.86	4.26	2.13	0.97	5.96
International Falls	6.98	1.75	1.15	0.58	0.00	2.32
Inver Grove Heights	11.46	2.87	5.07	2.54	7.33	12.73
Lake Elmo	12.62	3.16	0.75	0.38	0.00	3.53
Lakeville	26.48	6.62	19.82	9.91	5.56	22.09
Lino Lakes	20.33	5.08	0.22	0.11	0.00	5.19
Litchfield	8.58	2.15	0.00	0.00	0.00	2.15
Little Canada	6.98	1.75	2.26	1.13	1.25	4.13
Little Falls	12.29	3.07	1.88	0.94	1.81	5.82
Mahtomedi	6.86	1.72	1.42	0.71	0.34	2.77
Mankato	8.89	2.22	5.27	2.64	16.41	21.27
Maple Grove	16.69	4.17	11.86	5.93	20.07	30.17
Maplewood	19.44	4.86	7.02	3.51	5.92	14.29
Marshall	9.34	2.34	6.44	3.22	0.00	5.56
Mendota Heights	10.11	2.53	3.77	1.89	0.28	4.69
Minneapolis	60.01	15.00	65.95	32.98	80.96	128.94
Minnetonka	28.60	7.15	12.06	6.03	9.23	22.41
Montevideo	7.12	1.78	1.46	0.73	0.00	2.51
Monticello	7.35	1.84	1.54	0.77	0.15	2.76
Moorhead	12.50	3.13	10.37	5.19	6.91	15.22
Morris	8.11	2.03	0.00	0.00	0.00	2.03
Mound	6.67	1.67	1.38	0.69	0.00	2.36
Mounds View	9.46	2.37	1.69	0.85	0.11	3.32
New Brighton	10.64	2.66	3.40	1.70	0.91	5.27
New Hope	5.75	1.44	3.34	1.67	3.61	6.72
New Ulm	8.97	2.24	6.36	3.18	0.00	5.42
North Branch	21.89	5.47	0.04	0.02	0.00	5.49
North Mankato	6.79	1.70	2.41	1.21	4.18	7.08
North Saint Paul	6.89	1.72	3.56	1.78	0.50	4.00
Northfield	8.82	2.21	2.67	1.34	0.57	4.11
Oak Grove	19.50	4.88	0.00	0.00	0.00	4.88
Oakdale	7.91	1.98	5.97	2.99	4.51	9.47
Orono	10.51	2.63	2.07	1.04	0.00	3.66
Otsego	18.03	4.51	0.73	0.37	0.00	4.87
Owatonna	12.70	3.18	3.93	1.97	0.93	6.07
Plymouth	16.22	4.06	20.72	10.36	17.78	32.20
Prior Lake	15.17	3.79	0.78	0.39	0.00	4.18
Ramsey	24.40	6.10	4.93	2.47	0.50	9.07
Red Wing	11.45	2.86	9.76	4.88	2.81	10.55

CITY NAME	Miles in Projected ADT group of 0 to 4,999	Signals generating Needs in ADT of 0 to 4,999 (0.25 X Mileage)	Miles in Projected ADT group of 5,000 to 9,999	Signals generating Needs in ADT of 0 to 4,999 (0.50 X Mileage)	Miles in Projected ADT group of 10,000 and over	TOTAL SIGNALS GENERATING NEEDS
Redwood Falls	7.87	1.97	0.00	0.00	0.00	1.97
Richfield	13.40	3.35	5.30	2.65	6.38	12.38
Robbinsdale	5.03	1.26	2.83	1.42	2.24	4.91
Rochester	22.10	5.53	16.75	8.38	26.48	40.38
Rosemount	18.31	4.58	5.13	2.57	1.23	8.37
Roseville	24.04	6.01	2.92	1.46	1.74	9.21
Saint Anthony	3.61	0.90	0.36	0.18	1.66	2.74
Saint Cloud	13.23	3.31	20.11	10.06	24.81	38.17
Saint Joseph	3.37	0.84	0.10	0.05	0.00	0.89
Saint Louis Park	14.97	3.74	9.83	4.92	11.23	19.89
Saint Michael	17.67	4.42	0.44	0.22	0.00	4.64
Saint Paul	61.39	15.35	49.36	24.68	54.41	94.44
Saint Paul Park	4.42	1.11	0.78	0.39	0.00	1.50
Saint Peter	11.64	2.91	1.72	0.86	0.52	4.29
Sartell	9.52	2.38	2.13	1.07	1.68	5.13
Sauk Rapids	7.51	1.88	2.90	1.45	1.02	4.35
Savage	14.13	3.53	6.76	3.38	4.03	10.94
Shakopee	12.68	3.17	6.68	3.34	4.25	10.76
Shoreview	14.78	3.70	3.79	1.90	0.00	5.59
Shorewood	6.08	1.52	2.16	1.08	0.00	2.60
South Saint Paul	11.52	2.88	2.90	1.45	2.40	6.73
Spring Lake Park	2.67	0.67	1.88	0.94	1.27	2.88
Stewartville	3.99	1.00	0.00	0.00	0.00	1.00
Stillwater	9.81	2.45	2.74	1.37	3.13	6.95
Thief River Falls	10.15	2.54	3.86	1.93	1.55	6.02
Vadnais Heights	6.24	1.56	2.08	1.04	0.00	2.60
Virginia	8.89	2.22	4.37	2.19	2.67	7.08
Waconia	4.61	1.15	0.92	0.46	0.00	1.61
Waite Park	1.54	0.39	2.52	1.26	2.42	4.07
Waseca	5.07	1.27	1.35	0.68	0.00	1.94
West Saint Paul	7.93	1.98	4.01	2.01	1.37	5.36
White Bear Lake	13.60	3.40	5.00	2.50	1.75	7.65
Willmar	14.85	3.71	4.59	2.30	4.47	10.48
Winona	8.97	2.24	3.06	1.53	9.72	13.49
Woodbury	15.26	3.82	12.40	6.20	17.67	27.69
Worthington	8.10	2.03	2.72	1.36	0.57	3.96
<b>Total</b>	<b>1705.49</b>	<b>426.37</b>	<b>742.30</b>	<b>371.15</b>	<b>645.19</b>	<b>1442.71</b>

## THEORETICAL 2003 M.S.A.S. POPULATION APPORTIONMENT

The 2000 Federal Census or the State Demographer's and Metropolitan Council's 2001 population estimate, whichever is greater, will be used to allocate 50% of the funds for the 2003 apportionment.

The following revision to the 1<sup>st</sup> Special Session 2001, Chapter 8, Article 2, Section 6 session law was passed during the 2002 legislative session:

### Sec. 6. [STATE AID FOR CITIES.]

A city that has previously been classified as having a population of 5,000 or more for the purposes of Minnesota Statutes, chapter 162, and that has a population greater than 4,900 but less than 5,000 according to the 2000 federal census, is deemed to have a population of 5,000 for purposes of Minnesota Statutes, chapter 162, ~~until June 30, 2004.~~

Chisholm, whose population fell to 4,960 in the 2000 federal census is the only city affected by this law change. Chisholm will be included in the State Aid allocation with a population of 5,000.

Fifty percent of the total sum is distributed on a prorated share that each city population bears to the total population. Each city will earn approximately \$17.45 per capita in apportionment from the 2003 population apportionment distribution. This projection will be somewhat revised when the actual revenue for the 2003 apportionment becomes available.

Any adjustments made to the 2001 population estimates will be presented in the January 2003 booklet. These adjustments could include population adjustments due to annexations and detachments and any revisions to the 2001 estimates.

The cities of Dayton and St. Joseph have disputed their 2000 federal census populations of 4,699 and 4,681. They have submitted all paperwork, including the Census Question Resolution, to the United States Census Bureau.

In accordance with the Screening Board motion and the determination of the Attorney Generals office, as explained in the following two letters, the allocations for Dayton and St. Joseph will be computed, but not released unless the adjusted 2000 federal census figures show their population to be above 4,900 by December 31, 2002.

La Crescent, located in Houston and Winona counties in District 6, will be added to the 2003 allocation with an estimated population of 5,011. St. Francis, located in Anoka county in Metro Division, with a population of 5,330 will also be added in 2003. Including Dayton, St. Joseph, and Chisholm this brings the number of cities sharing in the MSAS allocation to 132.



League of Minnesota Cities Building  
145 University Avenue West, St. Paul, Minnesota 55103-2044  
651-281-1200 • 800-925-1122 • fax: 651-281-1299

November 5, 2001

Mr. Carl Schmidt  
City Administrator / Clerk  
City of St. Joseph  
21 1<sup>st</sup> Avenue NW  
PO Box 668  
St. Joseph, MN 56374-0668

Subject: Municipal State Aid System  
2002 Allotment  
Census Information

Dear Mr. Schmidt:

I wish to thank you for the letter received from Joe Bettendorf, SEH, on your behalf and presented at the October 24 Municipal State Aid Screening Board meeting. I believe your letter helped clarify for the Board St. Joseph's understanding and position regarding the census data used for the Municipal State Aid allotment.

On October 25, the Board adopted the following motion providing administrative guidance on how the Minnesota Department of Transportation State Aid should administratively address the issue.

"If the official Federal census or the State Demographers or Met Council population estimates do not show the population of Dayton or St. Joseph to be above 4,900 before December 31, 2001, 2002 MSAS allotments for Dayton and St. Joseph should be allocated, but not distributed, based upon a population of 5,000. This allotment should not be released after December 31, 2001 unless amended census information provided by the U.S. Census Bureau shows the 2000 populations of Dayton or St. Joseph meets the minimum population threshold of 4,900 people as set forth by state statute. Unless previously distributed, these allotments should remain in place until the spring 2002 Municipal State Aid Screening Board meeting at which time they shall expire unless further action is taken by the Board. In the event the Dayton or St. Joseph populations do not meet the 4,900 minimum established by state statute, the undistributed allocation shall be reallocated as part of the 2003 allotment to all cities qualifying for MSAS funding."

The Board believes this motion provides the flexibility and time for the Cities of St. Joseph and Dayton to work with the Census Bureau in further refining, as appropriate, the 2000 census data. If you have questions regarding the motion adopted by the Board, please feel free to contact me at 651-714-3593. If you have questions regarding the administration of this motion, please contact Julie Skallman, State Aid Engineer, Minnesota Department of Transportation - Telephone Number 651-296-9872.

Sincerely,

David R. Jessup  
Chair, Municipal State Aid Screening Board  
Public Works Director, City of Woodbury

c: Julie Skallman, State Aid Engineer, Mn/DOT  
Marshal Johnston, Mn/DOT  
Tom Drake, Red Wing, Vice Chair/Screening Board  
Lee Gustafson, Secretary/Screening Board  
Joe Bettendorf, Short Elliott Hendrickson  
Duke Addicks, League of Minnesota Cities



**Minnesota Department of Transportation**

---

**State Aid for Local Transportation**

Mail Stop 500, 4th Floor  
395 John Ireland Boulevard  
St. Paul, MN 55155-1899

Office Tel.: 651 296-3011  
Fax: 651 282-2727

November 15, 2001

Ms Shirley Slater  
City Administrator  
City of Dayton  
12260 S. Diamond Lake Road  
Dayton, MN 55327-9655

Dear Ms Slater:

At its October 25 and 26, 2001 meeting, the Municipal Screening Board requested that I contact the Attorney General's office concerning the 2000 census figures for the cities of Dayton and St. Joseph.

At a November 13 meeting, the Attorney General's office determined that the administrative guidance given me by the Screening Board was within the confines of State Statute 162.09 subd. 4. This administrative guidance was explained to you in a letter from David Jessup dated November 5, 2001.

Therefore, unless the most recent figures show the population of Dayton and St. Joseph to be above 5000 on or before December 31, 2001, the population portion of their allocation will be based upon a population of 5000. The allocation will then be held, but not distributed, until the population of these cities is determined to be above 5000 or until the Municipal Screening Board recommends that it be redistributed.

Sincerely,

Julie Skallman  
State Aid Engineer

cc: David Jessup, Woodbury, Chair, Municipal Screening Board  
Joan Peters, State Aid Finance  
Mark Hanson, City Engineer  
Marshall Johnston, State Aid  
Bob Brown, District State Aid Engineer

# 2003 POPULATION SUMMARY

2001 Population is based on 1999 population estimates. The 2002 and 2003 populations are based on 2000 Federal Census or State Demographer and Met Council estimates, whichever is greater.

N:\MSAS\EXCEL\2001\OCTOBER 2002 BOOK\TENTATIVE POPULATION SUMMARY FALL 2002.XLS

Municipality	2000 Census	2001 Population Estimates	Difference between 01 estimate and 2000 Census	Population Used for 2002 Allocation	Population to be used for 2003 Allocation	Difference between Populations used in 2002 & 2003 Allocation
Albert Lea	18,366	18,364	(2)	18,366	18,366	0
Alexandria	9,115	9,247	132	9,115	9,247	132
Andover	26,588	27,446	858	26,588	27,446	858
Anoka	18,076	18,088	12	18,076	18,088	12
Apple Valley	45,527	46,600	1,073	45,527	46,600	1,073
Arden Hills	9,652	9,660	8	9,652	9,660	8
Austin	23,314	23,376	62	23,314	23,376	62
Baxter	5,555	5,815	260	5,555	5,815	260
Bemidji	11,931	12,073	142	11,931	12,073	142
Big Lake	6,063	6,895	832	6,063	6,895	832
Blaine	44,942	46,000	1,058	44,942	46,000	1,058
Bloomington	85,172	85,285	113	85,172	85,285	113
Brainerd	13,295	13,421	126	13,295	13,421	126
Brooklyn Center	29,172	29,180	8	29,172	29,180	8
Brooklyn Park	67,388	68,070	682	67,388	68,070	682
Buffalo	10,104	10,844	740	10,104	10,844	740
Burnsville	60,220	60,434	214	60,220	60,434	214
Cambridge	5,520	5,715	195	5,520	5,715	195
Champlin	22,193	22,482	289	22,193	22,482	289
Chanhassen	20,321	21,100	779	20,321	21,100	779
Chaska	17,449	18,380	931	17,449	18,380	931
Chisholm	4,960	4,929	(31)	5,000	5,000	0
Cloquet	11,201	11,370	169	11,201	11,370	169
Columbia Heights	18,520	18,529	9	18,520	18,529	9
Coon Rapids	61,607	61,800	193	61,607	61,800	193
Corcoran	5,630	5,665	35	5,630	5,665	35
Cottage Grove	30,582	30,753	171	30,582	30,753	171
Crookston	8,192	8,166	(26)	8,192	8,192	0
Crystal	22,698	22,748	50	22,698	22,748	50
Dayton	4,699	4,705	6	5,000	5,000	0
Detroit Lakes	7,425	7,483	58	7,425	7,483	58
Duluth	86,319	86,125	(194)	86,319	86,319	0
Eagan	63,557	64,300	743	63,557	64,300	743

<b>Municipality</b>	<b>2000 Census</b>	<b>2001 Population Estimates</b>	<b>Difference between 01 estimate and 2000 Census</b>	<b>Population Used for 2002 Allocation</b>	<b>Population to be used for 2003 Allocation</b>	<b>Difference between Populations used in 2002 &amp; 2003 Allocation</b>
East Bethel	10,941	11,079	138	10,941	11,079	138
East Grand Forks	7,501	7,535	34	7,501	7,535	34
Eden Prairie	54,901	55,660	759	54,901	55,660	759
Edina	47,425	47,465	40	47,425	47,465	40
Elk River	16,447	17,380	933	16,447	17,380	933
Fairmont	10,889	10,947	58	10,889	10,947	58
Falcon Heights	5,572	5,580	8	5,572	5,580	8
Faribault	20,835	21,166	331	20,835	21,166	331
Farmington	12,382	13,279	897	12,382	13,279	897
Fergus Falls	13,620	13,645	25	13,620	13,645	25
Forest Lake	14,440	14,719	279	14,440	14,719	279
Fridley	27,449	27,469	20	27,449	27,469	20
Glencoe	5,453	5,518	65	5,453	5,518	65
Golden Valley	20,281	20,391	110	20,281	20,391	110
Grand Rapids	7,892	7,824	(68)	7,892	7,892	0
Ham Lake	12,710	13,110	400	12,710	13,110	400
Hastings	18,204	18,503	299	18,204	18,503	299
Hermantown	8,047	8,099	52	8,047	8,099	52
Hibbing	17,071	17,020	(51)	17,071	17,071	0
Hopkins	17,145	17,250	105	17,145	17,250	105
Hugo	6,363	7,195	832	6,363	7,195	832
Hutchinson	13,081	13,185	104	13,081	13,185	104
International Falls	6,707	6,606	(101)	6,707	6,707	0
Inver Grove Heights	29,751	30,150	399	29,751	30,150	399
LaCrescent	0	5,011	5,011	0	5,011	5,011
Lake City	5,054	5,104	50	5,054	5,104	50
Lake Elmo	6,863	7,036	173	6,863	7,036	173
Lakeville	43,128	44,751	1,623	43,128	44,751	1,623
Lino Lakes	16,791	17,380	589	16,791	17,380	589
Litchfield	6,562	6,577	15	6,562	6,577	15
Little Canada	9,771	9,813	42	9,771	9,813	42
Little Falls	7,723	7,826	103	7,723	7,826	103
Mahtomedi	7,563	7,977	414	7,563	7,977	414
Mankato	32,427	32,698	271	32,427	32,698	271
Maple Grove	50,365	52,350	1,985	50,365	52,350	1,985
Maplewood	34,947	35,080	133	34,947	35,080	133
Marshall	12,737	12,828	91	12,737	12,828	91
Mendota Heights	11,434	11,470	36	11,434	11,470	36

<b>Municipality</b>	<b>2000 Census</b>	<b>2001 Population Estimates</b>	<b>Difference between 01 estimate and 2000 Census</b>	<b>Population Used for 2002 Allocation</b>	<b>Population to be used for 2003 Allocation</b>	<b>Difference between Populations used in 2002 &amp; 2003 Allocation</b>
Minneapolis	382,618	382,446	(172)	382,618	382,618	0
Minnnetonka	51,301	51,420	119	51,301	51,420	119
Montevideo	5,346	5,482	136	5,346	5,482	136
Monticello	7,868	8,397	529	7,868	8,397	529
Moorhead	32,179	32,376	197	32,179	32,376	197
Morris	5,068	5,081	13	5,068	5,081	13
Mound	9,435	9,454	19	9,435	9,454	19
Mounds View	12,738	12,750	12	12,738	12,750	12
New Brighton	22,206	22,215	9	22,206	22,215	9
New Hope	20,873	20,910	37	20,873	20,910	37
New Ulm	13,594	13,547	(47)	13,594	13,594	0
North Branch	8,023	8,574	551	8,023	8,574	551
North Mankato	11,800	12,054	254	11,800	12,054	254
North St. Paul	11,929	11,923	(6)	11,929	11,929	0
Northfield	17,147	17,509	362	17,147	17,509	362
Oak Grove	6,903	6,952	49	6,903	6,952	49
Oakdale	26,653	26,906	253	26,653	26,906	253
Orono	7,538	7,592	54	7,538	7,592	54
Otsego	6,389	6,970	581	6,389	6,970	581
Owatonna	22,436	22,780	344	22,436	22,780	344
Plymouth	65,894	66,675	781	65,894	66,675	781
Prior Lake	15,917	16,457	540	15,917	16,457	540
Ramsey	18,510	18,668	158	18,510	18,668	158
Red Wing	16,116	16,211	95	16,116	16,211	95
Redwood Falls	5,459	5,461	2	5,459	5,461	2
Richfield	34,439	34,876	437	34,439	34,876	437
Robbinsdale	14,123	14,070	(53)	14,123	14,123	0
Rochester	86,806	89,325	2,519	86,806	89,325	2,519
Rosemount	14,619	15,270	651	14,619	15,270	651
Roseville	33,690	33,949	259	33,690	33,949	259
Saint Anthony	8,102	8,012	(90)	8,102	8,102	0
Saint Cloud	59,709	60,269	560	59,709	60,269	560
Saint Francis	0	5,330	5,330	0	5,330	5,330
Saint Joseph	4,681	4,912	231	5,000	5,000	0
Saint Louis Park	44,126	44,576	450	44,126	44,576	450
Saint Michael	9,099	10,264	1,165	9,099	10,264	1,165
Saint Paul	287,151	287,260	109	287,151	287,260	109
Saint Paul Park	5,070	5,081	11	5,070	5,081	11

Municipality	2000 Census	2001 Population Estimates	Difference between 01 estimate and 2000 Census	Population Used for 2002 Allocation	Population to be used for 2003 Allocation	Difference between Populations used in 2002 & 2003 Allocation
Saint Peter	9,747	9,759	12	9,747	9,759	12
Sartell	9,666	10,333	667	9,666	10,333	667
Sauk Rapids	10,221	10,826	605	10,221	10,826	605
Savage	21,115	22,622	1,507	21,115	22,622	1,507
Shakopee	20,570	22,192	1,622	20,570	22,192	1,622
Shoreview	25,924	26,374	450	25,924	26,374	450
Shorewood	7,400	7,540	140	7,400	7,540	140
South St. Paul	20,167	20,174	7	20,167	20,174	7
Spring Lake Park	6,772	6,777	5	6,772	6,777	5
Stewartville	5,431	5,500	69	5,431	5,500	69
Stillwater	15,143	15,589	446	15,143	15,589	446
Thief River Falls	8,410	8,412	2	8,410	8,412	2
Vadnais Heights	13,069	13,151	82	13,069	13,151	82
Virginia	9,157	9,131	(26)	9,157	9,157	0
Waconia	6,821	7,300	479	6,821	7,300	479
Waite Park	6,568	6,644	76	6,568	6,644	76
Waseca	9,617	9,711	94	9,617	9,711	94
West St. Paul	19,405	19,624	219	19,405	19,624	219
White Bear Lake	24,325	24,606	281	24,325	24,606	281
Willmar	18,351	18,413	62	18,351	18,413	62
Winona	27,069	27,100	31	27,069	27,100	31
Woodbury	46,463	48,150	1,687	46,463	48,150	1,687
Worthington	11,287	11,272	(15)	11,287	11,287	0
<b>TOTAL</b>	<b>3,284,078</b>	<b>3,334,928</b>		<b>3,284,738</b>	<b>3,336,233</b>	<b>51,495</b>

## 2003 TENTATIVE POPULATION APPORTIONMENT

N:\MSAS\EXCEL\OCTOBER 2002 BOOK\TENTATIVE POPULATION APPORTIONMENT FOR 2003.XLS

Municipality	Population Used for 2002 Allocation	Population to be used for 2003 Allocation	2002 Appt. Using the 2000 Census	2003 Appt. Using 2000 Census or 01 Estimate	Difference Between 2002 & 03 Apport.	% Increase (Decrease)
Albert Lea	18,366	18,366	\$325,510	\$320,485	(\$5,025)	-1.5437
Alexandria	9,115	9,247	161,550	161,360	(190)	-0.1176
Andover	26,588	27,446	471,232	478,931	7,699	1.6338
Anoka	18,076	18,088	320,370	315,634	(4,736)	-1.4783
Apple Valley	45,527	46,600	806,898	813,167	6,269	0.7769
Arden Hills	9,652	9,660	171,067	168,566	(2,501)	-1.4620
Austin	23,314	23,376	413,206	407,910	(5,296)	-1.2817
Baxter	5,555	5,815	98,454	101,471	3,017	3.0644
Bemidji	11,931	12,073	211,459	210,673	(786)	-0.3717
Big Lake	6,063	6,895	107,458	120,317	12,859	11.9665
Blaine	44,942	46,000	796,529	802,697	6,168	0.7744
Bloomington	85,172	85,285	1,509,546	1,488,218	(21,328)	-1.4129
Brainerd	13,295	13,421	235,634	234,196	(1,438)	-0.6103
Brooklyn Center	29,172	29,180	517,030	509,189	(7,841)	-1.5165
Brooklyn Park	67,388	68,070	1,194,351	1,187,817	(6,534)	-0.5471
Buffalo	10,104	10,844	179,078	189,227	10,149	5.6674
Burnsville	60,220	60,434	1,067,309	1,054,569	(12,740)	-1.1937
Cambridge	5,520	5,715	97,834	99,726	1,892	1.9339
Champlin	22,193	22,482	393,338	392,309	(1,029)	-0.2616
Chanhassen	20,321	21,100	360,159	368,194	8,035	2.2310
Chaska	17,449	18,380	309,257	320,730	11,473	3.7099
Chisholm	5,000	5,000	88,617	87,250	(1,367)	-1.5426
Cloquet	11,201	11,370	198,521	198,406	(115)	-0.0579
Columbia Heights	18,520	18,529	328,239	323,330	(4,909)	-1.4956
Coon Rapids	61,607	61,800	1,091,891	1,078,406	(13,485)	-1.2350
Corcoran	5,630	5,665	99,783	98,854	(929)	-0.9310
Cottage Grove	30,582	30,753	542,020	536,638	(5,382)	-0.9930
Crookston	8,192	8,192	145,191	142,950	(2,241)	-1.5435
Crystal	22,698	22,748	402,288	396,951	(5,337)	-1.3267
Dayton	5,000	5,000	88,617	87,250	(1,367)	-1.5426
Detroit Lakes	7,425	7,483	131,597	130,578	(1,019)	-0.7743
Duluth	86,319	86,319	1,529,874	1,506,261	(23,613)	-1.5435
Eagan	63,557	64,300	1,126,452	1,122,031	(4,421)	-0.3925
East Bethel	10,941	11,079	193,913	193,328	(585)	-0.3017
East Grand Forks	7,501	7,535	132,944	131,485	(1,459)	-1.0975
Eden Prairie	54,901	55,660	973,038	971,263	(1,775)	-0.1824

Municipality	Population Used for 2002 Allocation	Population to be used for 2003 Allocation	2002 Appt. Using the 2000 Census	2003 Appt. Using 2000 Census or 01 Estimate	Difference Between 2002 & 03 Apport.	% Increase (Decrease)
Edina	47,425	47,465	840,537	\$828,261	(\$12,276)	-1.460%
Elk River	16,447	17,380	291,498	303,280	11,782	4.041%
Fairmont	10,889	10,947	192,991	191,024	(1,967)	-1.019%
Falcon Heights	5,572	5,580	98,755	97,371	(1,384)	-1.401%
Faribault	20,835	21,166	369,269	369,345	76	0.020%
Farmington	12,382	13,279	219,452	231,718	12,266	5.589%
Fergus Falls	13,620	13,645	241,394	238,104	(3,290)	-1.362%
Forest Lake	14,440	14,719	255,927	256,846	919	0.359%
Fridley	27,449	27,469	486,492	479,332	(7,160)	-1.471%
Glencoe	5,453	5,518	96,646	96,289	(357)	-0.369%
Golden Valley	20,281	20,391	359,450	355,822	(3,628)	-1.009%
Grand Rapids	7,892	7,892	139,874	137,715	(2,159)	-1.543%
Ham Lake	12,710	13,110	225,266	228,769	3,503	1.555%
Hastings	18,204	18,503	322,639	322,876	237	0.073%
Hermantown	8,047	8,099	142,621	141,327	(1,294)	-0.907%
Hibbing	17,071	17,071	302,558	297,888	(4,670)	-1.543%
Hopkins	17,145	17,250	303,869	301,011	(2,858)	-0.940%
Hugo	6,363	7,195	112,775	125,552	12,777	11.329%
Hutchinson	13,081	13,185	231,841	230,077	(1,764)	-0.760%
International Falls	6,707	6,707	118,871	117,037	(1,834)	-1.542%
Inver Grove Heights	29,751	30,150	527,292	526,115	(1,177)	-0.223%
La Crescent	0	5,011	0	87,442	87,442	100.000%
Lake City	5,054	5,104	89,575	89,064	(511)	-0.570%
Lake Elmo	6,863	7,036	121,636	122,778	1,142	0.938%
Lakeville	43,128	44,751	764,379	780,902	16,523	2.161%
Lino Lakes	16,791	17,380	297,595	303,280	5,685	1.910%
Litchfield	6,562	6,577	116,302	114,768	(1,534)	-1.319%
Little Canada	9,771	9,813	173,176	171,236	(1,940)	-1.120%
Little Falls	7,723	7,826	136,879	136,563	(316)	-0.230%
Mahtomedi	7,563	7,977	134,043	139,198	5,155	3.845%
Mankato	32,427	32,698	574,720	570,578	(4,142)	-0.720%
Maple Grove	50,365	52,350	892,644	913,504	20,860	2.336%
Maplewood	34,947	35,080	619,383	612,144	(7,239)	-1.168%
Marshall	12,737	12,828	225,744	223,848	(1,896)	-0.839%
Mendota Heights	11,434	11,470	202,650	200,151	(2,499)	-1.233%
Minneapolis	382,618	382,618	6,781,329	6,676,658	(104,671)	-1.543%
Minnnetonka	51,301	51,420	909,233	897,276	(11,957)	-1.315%
Montevideo	5,346	5,482	94,750	95,661	911	0.961%
Monticello	7,868	8,397	139,448	146,527	7,079	5.076%
Moorhead	32,179	32,376	570,324	564,959	(5,365)	-0.940%
Morris	5,068	5,081	89,823	88,663	(1,160)	-1.291%
Mound	9,435	9,454	167,221	164,972	(2,249)	-1.344%
Mounds View	12,738	12,750	225,762	222,487	(3,275)	-1.450%
New Brighton	22,206	22,215	393,568	387,650	(5,918)	-1.503%

<b>Municipality</b>	<b>Population Used for 2002 Allocation</b>	<b>Population to be used for 2003 Allocation</b>	<b>2002 Appt. Using the 2000 Census</b>	<b>2003 Appt. Using 2000 Census or 01 Estimate</b>	<b>Difference Between 2002 &amp; 03 Apport.</b>	<b>% Increase (Decrease)</b>
New Hope	20,873	20,910	369,943	\$364,878	(\$5,065)	-1.3691
New Ulm	13,594	13,594	240,933	237,214	(3,719)	-1.5436
North Branch	8,023	8,574	142,196	149,616	7,420	5.2181
North Mankato	11,800	12,054	209,137	210,341	1,204	0.5757
North St. Paul	11,929	11,929	211,424	208,160	(3,264)	-1.5438
Northfield	17,147	17,509	303,905	305,531	1,626	0.5350
Oak Grove	6,903	6,952	122,345	121,312	(1,033)	-0.8443
Oakdale	26,653	26,906	472,384	469,508	(2,876)	-0.6088
Orono	7,538	7,592	133,600	132,480	(1,120)	-0.8383
Otsego	6,389	6,970	113,235	121,626	8,391	7.4103
Owatonna	22,436	22,780	397,644	397,509	(135)	-0.0339
Plymouth	65,894	66,675	1,167,872	1,163,474	(4,398)	-0.3766
Prior Lake	15,917	16,457	282,105	287,174	5,069	1.7968
Ramsey	18,510	18,668	328,062	325,755	(2,307)	-0.7032
Red Wing	16,116	16,211	285,632	282,881	(2,751)	-0.9631
Redwood Falls	5,459	5,461	96,753	95,294	(1,459)	-1.5080
Richfield	34,439	34,876	610,379	608,584	(1,795)	-0.2941
Robbinsdale	14,123	14,123	250,309	246,445	(3,864)	-1.5437
Rochester	86,806	89,325	1,538,506	1,558,715	20,209	1.3135
Rosemount	14,619	15,270	259,100	266,460	7,360	2.8406
Roseville	33,690	33,949	597,105	592,408	(4,697)	-0.7866
St. Anthony	8,102	8,102	143,596	141,379	(2,217)	-1.5439
St. Cloud	59,709	60,269	1,058,252	1,051,690	(6,562)	-0.6201
St. Francis	0	5,330	0	93,008	93,008	100.0000
St. Joseph	5,000	5,000	88,617	87,250	(1,367)	-1.5426
St. Louis Park	44,126	44,576	782,067	777,848	(4,219)	-0.5395
St. Michael	9,099	10,264	161,266	179,106	17,840	11.0625
St. Paul	287,151	287,260	5,089,320	5,012,668	(76,652)	-1.5061
St. Paul Park	5,070	5,081	89,858	88,663	(1,195)	-1.3299
St. Peter	9,747	9,759	172,751	170,294	(2,457)	-1.4223
Sartell	9,666	10,333	171,315	180,310	8,995	5.2506
Sauk Rapids	10,221	10,826	181,152	188,913	7,761	4.2842
Savage	21,115	22,622	374,232	394,752	20,520	5.4832
Shakopee	20,570	22,192	364,572	387,249	22,677	6.2202
Shoreview	25,924	26,374	459,464	460,225	761	0.1656
Shorewood	7,400	7,540	131,154	131,572	418	0.3187
South St. Paul	20,167	20,174	357,430	352,035	(5,395)	-1.5094
Spring Lake Park	6,772	6,777	120,024	118,258	(1,766)	-1.4714
Stewartville	5,431	5,500	96,256	95,975	(281)	-0.2919
Stillwater	15,143	15,589	268,387	272,027	3,640	1.3563
Thief River Falls	8,410	8,412	149,055	146,789	(2,266)	-1.5202
Vadnais Heights	13,069	13,151	231,628	229,484	(2,144)	-0.9256
Virginia	9,157	9,157	162,294	159,789	(2,505)	-1.5435
Waconia	6,821	7,300	120,892	127,385	6,493	5.3709

Municipality	Population Used for 2002 Allocation	Population to be used for 2003 Allocation	2002 Appt. Using the 2000 Census	2003 Appt. Using 2000 Census or 01 Estimate	Difference Between 2002 & 03 Apport.	% Increase (Decrease)
Waite Park	6,568	6,644	116,408	\$115,937	(\$471)	-0.4046
Waseca	9,617	9,711	170,447	169,456	(991)	-0.5814
West St. Paul	19,405	19,624	343,924	342,437	(1,487)	-0.4324
White Bear Lake	24,325	24,606	431,124	429,373	(1,751)	-0.4061
Willmar	18,351	18,413	325,244	321,306	(3,938)	-1.2108
Winona	27,069	27,100	479,757	472,893	(6,864)	-1.4307
Woodbury	46,463	48,150	823,487	840,214	16,727	2.0312
Worthington	11,287	11,287	200,044	196,956	(3,088)	-1.5437
<b>TOTAL</b>	<b>3,284,738</b>	<b>3,336,233</b>	<b>\$58,217,041</b>	<b>\$58,217,041</b>	<b>\$0</b>	<b>0.0000</b>

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

2002	$\frac{\$58,217,041}{3,284,738}$	Equals	17.7235 Per person
2003	$\frac{\$58,217,041}{3,336,233}$	Equals	17.4499 Per person

The population difference between 2002 and 2003 for allocation purposes is 51,495

## **Effects of the 2002 Needs Study Update**

The following tabulation reflects the total difference between the 2001 and the 2002 25-year construction (money) needs study. This update was accomplished in five phases to measure the effect each type of revision has to the total needs.

- 1. Accomplishments and system revisions -- Reflects need changes due to construction, the addition of 20 year reinstatement and the addition of needs for new street designations or a reduction for revocations. This is called the Normal Needs Update.**
- 2. 2002 Traffic Count Update -- is the result of the 2001 traffic counts updated in 2002. Traffic Data Management Services completed traffic maps of 82 municipalities whose traffic was counted in 2001.**
- 3. 2002 Roadway Unit Cost Revisions -- measures the effect on the needs between last year's unit prices to the unit prices approved by the Screening Board at the 2002 Spring Meeting.**
- 4. 2002 Structure and Railroad Cost Revisions -- measures the effect on the needs between last year's unit prices to the unit prices approved by the Screening Board at the 2002 Spring Meeting.**
- 5. 2002 Design Table Revisions -- measures the effect on the revisions to the Design Charts approved by the Screening Board at the 2002 Spring Meeting.**

The resulting 2002 25-year Construction Needs as adjusted in the "Tentative 2003 Adjusted Construction Needs Apportionment" spreadsheet in this booklet will be used in computing the 2003 Construction (money) needs apportionment.



Municipality	2001 Unadjusted Construction Needs	Effect of Normal Update	Percent change	Effect of Traffic Update	Percent change	Effect of Roadway Unit Price Update	Percent Change	Effect of Structure and Railroad Update	Percent Change	Effect of Design Chart Update	Percent Change	2002 Unadjusted Construction Needs	Net Change	Percent of change 2001 to 2002
Mahtomedi	4,356,200	31,260	0.72%	471	0.01%	83,628	1.92%			512,553	11.77%	4,984,112	627,912	14.41%
Mankato	24,362,397	37,082	0.15%	239,884	0.98%	539,250	2.21%	10,560	0.04%	1,227,977	5.04%	26,417,130	2,054,733	8.43%
Maple Grove	41,905,880	436,524	1.04%	447,706	1.07%	1,095,489	2.61%	19,680	0.05%	1,415,274	3.38%	45,320,533	3,414,653	8.15%
Maplewood	27,954,444	2,777,826	9.94%	(302,719)	-1.08%	896,235	2.49%			1,057,839	3.78%	32,183,525	4,229,081	15.13%
Marshall	9,839,619	4,241,635	43.11%	29,850	0.30%	326,110	3.31%	5,760	0.06%	584,444	5.94%	15,027,418	5,187,799	52.72%
Mendota Heights	7,054,867	(1,440)	-0.02%	80,360	0.86%	134,734	1.91%			839,355	11.90%	8,087,878	1,033,009	14.64%
Minneapolis	291,336,413	(15,127,779)	-5.19%			4,589,860	1.58%	590,520	0.20%	7,987,707	2.74%	289,376,721	(1,959,692)	-0.67%
Minnetonka	34,028,961	(147,208)	-0.43%			740,776	2.18%	15,360	0.05%	3,897,718	10.87%	38,333,609	4,306,648	12.66%
Montevideo	5,402,649	(1,139,309)	-21.09%			89,893	1.66%			529,828	9.81%	4,863,061	(519,588)	-9.62%
Monticello	5,395,239	1,027,240	19.04%			130,049	2.41%			607,784	11.27%	7,160,312	1,765,073	32.72%
Moorhead	27,759,107	2,060,565	7.42%			608,627	2.19%	37,440	0.13%	824,557	2.97%	31,290,296	3,531,189	12.72%
Morris	4,205,843	(291,952)	-6.94%	82,699	1.49%	91,815	2.18%			503,287	11.97%	4,571,472	336,629	8.70%
Mound	5,917,551	1,549,375	26.18%	(36,599)	-0.62%	167,604	2.83%			933,246	15.77%	8,531,177	2,613,626	44.47%
Mounds View	7,664,904	398,929	5.19%	(84,518)	-1.10%	161,552	2.11%			797,452	10.40%	8,936,318	1,271,415	16.59%
New Brighton	8,495,987	(197,426)	-2.32%	112,285	1.32%	161,763	1.90%			911,071	10.72%	9,483,689	987,693	11.63%
New Hope	13,928,985	(85,198)	-0.61%	(391,587)	-2.81%	269,576	1.94%	21,840	0.16%	(168,122)	-1.19%	14,184,114	255,149	1.83%
New Ulm	15,728,092	(262,721)	-1.67%	179,089	1.14%	279,788	1.78%	78,240	0.50%	867,096	5.51%	16,869,584	1,141,492	7.26%
North Branch	12,284,929	40,278	0.33%	387,865	3.16%	233,285	1.90%	15,840	0.13%	180,541	1.47%	13,142,738	857,809	6.98%
North Mankato	10,698,387	(1)	0.00%			281,325	2.44%			592,820	5.54%	11,552,531	854,144	7.98%
North Saint Paul	6,453,125	480,765	7.45%	(15,301)	-0.24%	161,307	2.50%			556,694	8.63%	7,036,590	1,183,465	18.34%
Northfield	9,923,158	33	0.00%	(56,896)	-0.57%	189,913	1.91%	83,760	0.84%	7,493	0.08%	10,147,461	224,303	2.26%
Oak Grove	8,885,839	(1,449,645)	-16.33%	2,541	0.03%	134,645	1.55%			(128,629)	-1.48%	7,224,551	(1,440,888)	-16.63%
Oakdale	8,803,050	(774,843)	-8.80%	98,137	1.11%	154,726	1.76%			1,082,989	12.30%	9,364,059	561,009	6.37%
Orono	11,910,811	4,732	0.04%	(144,349)	-1.21%	251,166	2.11%	8,840	0.07%	1,240,328	10.41%	13,271,328	1,360,517	11.42%
Osago	9,467,476	270,578	2.86%	3,629	0.04%	217,333	2.30%			1,270,736	13.42%	11,229,750	1,762,274	18.61%
Owatonna	15,542,187	(168,708)	-1.09%			258,093	1.68%	58,080	0.37%	1,180,438	7.47%	16,850,088	1,307,901	8.42%
Plymouth	43,221,544	310,099	0.72%	(505,531)	-1.17%	1,012,932	2.34%	21,600	0.05%	2,091,563	4.84%	46,152,207	2,930,663	6.78%
Prior Lake	10,119,342	784,032	7.75%	(45,302)	-0.45%	242,827	2.40%			1,458,879	14.41%	12,558,578	2,440,236	24.11%
Ramsey	17,351,965	241,654	1.39%	99,607	0.57%	312,071	1.80%			1,060,474	6.11%	19,065,771	1,713,806	9.88%
Red Wing	18,892,811	4,159,873	21.99%	489	0.00%	456,422	2.42%	12,480	0.07%	969,249	5.13%	21,491,124	2,598,313	13.75%
Redwood Falls	6,325,576	1	0.00%	148,898	2.35%	148,898	2.35%			984,759	15.57%	7,459,234	1,133,658	17.92%
Richfield	19,520,865	1,128,335	5.78%	197,448	1.01%	361,484	1.85%	20,880	0.11%	1,236,719	6.34%	22,465,739	2,944,874	15.09%
Robbinsdale	6,614,553	704,093	10.64%	92,514	1.40%	159,017	2.40%	8,160	0.12%	153,811	2.32%	7,731,948	1,117,395	16.89%
Rochester	47,129,780	2,847,549	6.04%	2,045	0.00%	995,745	2.11%	88,880	0.15%	2,399,627	5.09%	53,443,606	6,313,846	13.40%
Rosemount	16,330,140	(553,198)	-3.39%	(288,312)	-1.77%	279,103	1.71%	15,360	0.09%	1,779,083	10.89%	17,562,176	1,232,036	7.54%
Roseville	17,021,928	845,212	4.97%	(76,217)	-0.44%	348,988	2.05%			1,803,005	10.58%	19,943,914	2,921,986	17.17%
Saint Anthony	4,998,682	(3)	0.00%	(8,036)	-0.16%	99,336	1.99%			464,630	9.30%	5,554,809	555,927	11.12%
Saint Cloud	43,784,198	(849,175)	-1.94%	(523,263)	-1.19%	848,948	1.94%	66,720	0.15%	2,387,827	5.45%	45,725,053	1,930,857	4.41%
Saint Francis	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0	0.00%
Saint Joseph	2,627,848	11,247	0.43%			82,340	2.37%			412,789	15.71%	3,114,202	486,356	18.51%
Saint Louis Park	25,922,932	755,910	2.92%	(331,632)	-1.28%	518,881	2.00%	22,560	0.09%	1,327,734	5.12%	28,219,385	2,296,453	8.85%
Saint Michael	10,077,421	918,203	9.11%	26,669	0.26%	227,646	2.26%			591,985	5.87%	11,841,904	1,764,483	17.51%
Saint Paul	204,246,461	1,065,765	0.52%			3,476,041	1.70%	309,120	0.15%	5,556,847	2.72%	214,654,234	10,407,773	5.10%
Saint Paul Park	5,133,090	(265,930)	-5.18%	36,577	0.75%	120,536	2.35%			497,579	9.69%	5,523,252	390,762	7.61%
Saint Peter	11,949,233	322,553	2.70%	0	0.00%	301,569	2.52%			584,456	4.89%	13,157,811	1,208,578	10.11%
Sartell	7,926,281	785,218	9.91%	(86,042)	-1.09%	171,053	2.16%			988,022	12.59%	9,784,532	1,868,251	23.57%
Sauk Rapids	7,316,045	26,117	0.36%	1,549	0.02%	146,960	2.01%	11,520	0.16%	511,087	6.99%	8,013,278	697,233	9.53%
Savage	17,242,555	(1,473,648)	-8.55%	(106,250)	-0.61%	325,219	1.89%			631,825	3.68%	16,520,603	(721,952)	-4.19%
Shakopee	16,492,695	45,878	0.28%	(151,109)	-0.92%	328,231	1.99%	31,920	0.19%	860,039	5.21%	17,607,654	1,114,959	6.76%
Shoreview	7,910,579	(508,346)	-6.43%	(233,385)	-2.95%	130,861	1.65%			933,228	11.80%	8,232,937	322,358	4.08%
Shorewood	6,783,689	106,929	1.58%	0	0.00%	153,788	2.27%			724,495	10.68%	7,768,901	985,212	14.52%
South Saint Paul	\$10,978,263	177,338	1.62%	0	0.00%	280,593	2.37%			844,362	7.69%	12,260,544	\$1,282,281	11.68%
Spring Lake Park	2,384,334	1,762	0.07%	73,387	3.08%	41,707	1.75%			142,918	5.99%	2,644,108	259,774	10.90%
Stewartville	3,492,282	0	0.00%	0	0.00%	88,185	2.52%			495,431	14.19%	4,078,858	586,576	16.71%
Stillwater	9,001,500	75,251	0.84%	105,118	1.17%	199,542	2.22%			957,069	10.63%	10,338,480	1,336,980	14.85%
Thief River Falls	16,500,876	(134,768)	-0.82%			345,784	2.10%	41,280	0.25%	1,142,215	6.92%	17,895,399	1,394,523	8.45%
Vadnais Heights	4,816,845	4,710	0.10%	(20,245)	-0.42%	103,827	2.16%			559,260	11.61%	5,464,397	647,552	13.44%
Virginia	10,901,788	1,454,645	13.34%			252,832	2.32%	98,860	0.89%	800,012	7.34%	13,506,015	2,604,249	23.89%
Waconia	3,840,140	(1)	0.00%			91,969	2.39%			348,457	9.07%	4,280,565	440,425	11.47%
Waite Park	4,909,883	(817,145)	-16.65%	(46,582)	-0.95%	80,978	1.24%	11,520	0.23%	165,408	3.17%	4,473,660	(436,223)	-8.88%
Waseca	5,488,015	(104,286)	-1.90%			98,412	1.79%	20,040	0.37%	533,138	9.71%	6,035,319	547,304	9.97%
West Saint Paul	7,859,754	0	0.00%	82,855	0.89%	165,949	2.17%			703,318	9.18%	8,580,678	922,122	12.04%
White Bear Lake	11,824,852	(663,091)	-5.61%	106,756	0.90%	227,071	1.92%	7,680	0.06%	1,112,209	9.41%	12,615,477	790,625	6.69%
Willmar	14,562,133	1,038,911	7.13%			327,749	2.25%	79,200	0.54%	1,940,069	13.32%	17,948,082	3,385,929	23.26%
Winona	15,878,549	207,971	1.31%	3,399	0.02%	300,931	1.90%	18,720	0.12%	943,389	5.94%	17,352,959	1,474,410	9.29%
Woodbury	39,869,017	624,106	1.57%	274,583	0.69%	824,276	2.33%			1,229,187	3.10%	42,721,148	3,052,132	7.69%
Worthington	10,009,970	(2)	0.00%	1,872	0.02%	157,188	1.57%			908,371	9.07%	11,077,399	1,067,429	10.66%
STATE TOTAL	\$2,432,537,238	\$35,288,965	1.45%	(\$1,164,400)	-0.05%	\$48,518,803	1.99%	\$2,557,440	0.11%	\$146,127,275	6.01%	\$2,683,683,334	\$231,146,096	9.50%

## **MILEAGE, NEEDS AND APPORTIONMENT**

**The amount to be allocated in 2003 is unknown at this time so an estimated amount of \$ 116,434,082 is used in this report. This is the amount that was allocated for the 2002 apportionment. The actual amount will be announced in January 2003 when the Commissioner of Transportation makes a determination of the 2003 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 16 of their intention. Annually, a memo is sent prior to this date to each city engineer informing him or her of this option.**

**The continuous increase in M.S.A.S. mileage is due to the increase in the total improved local street mileage of which 20% is allowed for M.S.A. street designation, Trunk and County Turnbacks, and the growing number of cities over 5,000 population.**

# M.S.A.S. Mileage, Needs and Apportionment 1958 to 2003

MILEAGE NEEDS AND APPORT 1958 TO 2003

26-Sep-02

Appt. Year	Number of Municipalities	Needs Mileage	Actual 25 Year Construction Needs	Total Apportionment	Adjusted 25 Year Construction Needs	Total Apportionment Per Needs Mileage	Apportment Per \$1000 of Adjusted Needs
1958	58	920.40	\$190,373,337	\$7,286,074	\$190,373,337	\$7,916.20	\$19.1363
1959	59	938.36	195,749,800	8,108,428	195,749,800	8,641.06	20.7112
1960	59	968.82	214,494,178	8,370,596	197,971,488	8,639.99	21.1409
1961	77	1131.78	233,276,540	9,185,862	233,833,072	8,116.30	19.6419
1962	77	1140.83	223,014,549	9,037,698	225,687,087	7,922.04	20.0226
1963	77	1161.06	221,458,428	9,451,125	222,770,204	8,140.08	21.2127
1964	77	1177.11	218,487,546	10,967,128	221,441,346	9,317.00	24.7631
1965	77	1208.81	218,760,538	11,370,240	221,140,776	9,406.14	25.7081
1966	80	1271.87	221,992,032	11,662,274	218,982,273	9,169.39	26.6284
1967	80	1309.93	213,883,059	12,442,900	213,808,290	9,498.90	29.0983
1968	84	1372.36	215,390,936	14,287,775	215,206,878	10,411.10	33.1954
1969	86	1412.57	209,136,115	15,121,277	210,803,850	10,704.80	35.8658
1970	86	1427.59	205,103,671	16,490,064	206,350,399	11,550.98	39.9565
1971	90	1467.30	204,854,564	18,090,833	204,327,997	12,329.33	44.2691
1972	92	1521.41	217,915,457	18,338,440	217,235,062	12,053.58	42.2087
1973	94	1580.45	311,183,279	18,648,610	309,052,410	11,799.56	30.1706
1974	95	1608.06	324,787,253	21,728,373	321,833,693	13,512.17	33.7571
1975	99	1629.30	422,560,903	22,841,302	418,577,904	14,019.09	27.2844
1976	101	1718.92	449,383,835	22,793,386	444,038,715	13,260.29	25.6660
1977	101	1748.55	488,779,846	27,595,966	483,467,326	15,782.20	28.5396
1978	104	1807.94	494,433,948	27,865,892	490,165,460	15,413.06	28.3785
1979	106	1853.71	529,996,431	30,846,555	523,460,762	16,640.44	29.4188
1980	106	1889.03	623,880,689	34,012,618	609,591,579	18,005.34	27.8609
1981	109	1933.64	695,487,179	35,567,962	695,478,283	18,394.30	25.5442
1982	105*	1976.17	705,647,888	41,819,275	692,987,088	21,161.78	30.2978
1983	106*	2022.37	651,402,395	46,306,272	631,554,858	22,897.03	36.5498
1984	106*	2047.23	635,420,700	48,580,190	613,448,456	23,729.72	39.7013
1985	107*	2110.52	618,275,930	56,711,674	589,857,835	26,870.95	48.1983
1986	107	2139.42	552,944,830	59,097,819	543,890,225	27,623.29	54.3012
1987	107	2148.07	551,850,149	53,101,745	541,972,837	24,720.68	48.9738
1988	108	2171.89	545,457,364	58,381,022	529,946,820	26,880.28	55.0588
1989	109	2205.05	586,716,169	76,501,442	588,403,918	34,693.74	64.9777
1990	112	2265.64	969,735,729	81,517,107	969,162,426	35,979.73	41.9909
1991	113	2330.30	1,289,813,259	79,773,732	1,240,127,592	34,233.25	32.1058
1992	116**	2376.79	1,374,092,030	81,109,752	1,330,349,165	34,125.75	30.4150
1993	116	2410.53	1,458,214,849	82,954,222	1,385,096,428	34,413.27	29.8910
1994	117	2471.04	1,547,661,937	80,787,856	1,502,960,398	32,693.87	26.8269
1995	118	2526.39	1,582,491,280	81,718,700	1,541,396,875	32,346.04	26.4612
1996	119	2614.71	1,652,360,408	90,740,650	1,638,227,013	34,703.91	27.6275
1997	122	2740.46	1,722,973,258	90,608,066	1,738,998,615	33,063.09	25.9148
1998	125	2815.99	1,705,411,076	93,828,258	1,746,270,860	33,319.81	26.7316
1999	126	2859.05	1,927,808,456	97,457,150	1,981,933,166	34,087.25	24.4674
2000	127	2910.87	2,042,921,321	103,202,769	2,084,650,298	35,454.27	24.6423
2001	129	2972.16	2,212,783,436	108,558,171	2,228,893,216	36,525.01	24.2606
2002	130	3020.39	2,432,537,238	116,434,082	2,441,083,093	38,549.35	23.7741
2003	132	3068.60	2,663,883,334	116,434,082	2,651,184,106	37,943.71	21.8901

\* Excluded Ely, Luverne, Pipestone, St. Paul Park which dropped below 5,000 population but received a reduced allocation per legislative action.

\*\* Excluded Redwood Falls and Eveleth. Added Redwood Falls back in 1997 apportionment and St. Paul Park in 1998.

## MSAS NEEDS MILEAGE COMPARISON

54

N:\MSAS\EXCEL\2002\OCTOBER BOOK\NEEDS MILEAGE 2002 FINAL.XLS

CITY	2001 MSAS NEEDS MILEAGE	2002 MSAS NEEDS MILEAGE	DIFFERENCE IN MILEAGE	CITY	2001 MSAS NEEDS MILEAGE	2002 MSAS NEEDS MILEAGE	DIFFERENCE IN MILEAGE	CITY	2001 MSAS NEEDS MILEAGE	2002 MSAS NEEDS MILEAGE	DIFFERENCE IN MILEAGE
Albert Lea	18.74	18.74	0.00	Fridley	24.81	24.81	0.00	Orono	12.58	12.58	0.00
Alexandria	14.39	15.73	1.34	Glencoe	6.98	6.98	0.00	Otsego	15.01	15.93	0.92
Andover	36.72	36.72	0.00	Golden Valley	23.54	23.57	0.03	Owatonna	17.56	17.56	0.00
Anoka	12.64	12.64	0.00	Grand Rapids	11.40	11.40	0.00	Plymouth	54.12	54.72	0.60
Apple Valley	34.93	35.04	0.11	Ham Lake	26.06	26.51	0.45	Prior Lake	16.15	15.78	(0.37)
Arden Hills	7.41	7.41	0.00	Hastings	16.10	19.27	3.17	Ramsey	29.18	29.56	0.38
Austin	27.70	27.70	0.00	Hermantown	14.07	14.15	0.08	Red Wing	22.77	23.82	1.05
Baxter	12.70	12.77	0.07	Hibbing	51.31	51.31	0.00	Redwood Falls	7.87	7.87	0.00
Bemidji	16.04	16.24	0.20	Hopkins	9.32	9.32	0.00	Richfield	25.08	25.08	0.00
Big Lake	5.96	6.37	0.41	Hugo	16.79	16.79	0.00	Robbinsdale	10.10	10.10	0.00
Blaine	35.60	40.30	4.70	Hutchinson	16.49	16.65	0.16	Rochester	64.18	65.33	1.15
Bloomington	75.06	75.06	0.00	International Falls	8.06	8.06	0.00	Rosemount	24.67	24.67	0.00
Brainerd	14.30	16.12	1.82	Inver Grove Heights	24.87	23.86	(1.01)	Roseville	28.70	28.70	0.00
Brooklyn Center	21.56	21.56	0.00	La Crescent	0.00	0.00	0.00	Saint Anthony	5.63	5.63	0.00
Brooklyn Park	48.08	48.08	0.00	Lake City	6.50	6.50	0.00	Saint Cloud	58.10	58.15	0.05
Buffalo	12.10	13.87	1.77	Lake Elmo	11.52	11.42	(0.10)	Saint Francis	0.00	0.00	0.00
Burnsville	44.05	44.05	0.00	Lakeville	48.64	50.60	1.96	Saint Joseph	3.47	3.47	0.00
Cambridge	10.74	11.07	0.33	Lino Lakes	20.03	20.55	0.52	Saint Louis Park	28.68	31.19	2.51
Champlin	17.01	17.01	0.00	Litchfield	8.58	8.58	0.00	Saint Michael	16.88	17.60	0.72
Chanhassen	22.27	22.27	0.00	Little Canada	10.49	10.49	0.00	Saint Paul	164.98	165.16	0.18
Chaska	15.13	15.13	0.00	Little Falls	15.98	15.98	0.00	Saint Paul Park	5.30	4.96	(0.34)
Chisholm	7.99	7.99	0.00	Mahtomedi	8.62	8.62	0.00	Saint Peter	13.56	13.88	0.32
Cloquet	20.14	20.14	0.00	Mankato	30.57	30.57	0.00	Sartell	10.18	13.33	3.15
Columbia Heights	12.53	12.53	0.00	Maple Grove	47.35	48.62	1.27	Sauk Rapids	11.43	11.43	0.00
Coon Rapids	41.74	41.82	0.08	Maplewood	30.40	31.71	1.31	Savage	24.41	24.92	0.51
Corcoran	14.80	14.80	0.00	Marshall	14.88	15.48	0.60	Shakopee	23.29	23.61	0.32
Cottage Grove	30.24	31.43	1.19	Mendota Heights	14.16	14.16	0.00	Shoreview	18.49	18.57	0.08
Crookston	11.53	11.64	0.11	Minneapolis	204.05	203.35	(0.70)	Shorewood	8.24	8.24	0.00
Crystal	17.88	17.88	0.00	Minnetonka	49.89	49.89	0.00	South St. Paul	16.82	16.82	0.00
Dayton	9.28	9.28	0.00	Montevideo	8.58	8.25	(0.33)	Spring Lake Park	5.82	5.82	0.00
Detroit Lakes	12.41	12.41	0.00	Monticello	7.80	9.04	1.24	Stewartville	3.99	3.99	0.00
Duluth	111.38	112.18	0.80	Moorhead	29.71	29.74	0.03	Stillwater	14.07	15.45	1.38
Eagan	36.91	43.94	7.03	Morris	8.07	8.11	0.04	Thief River Falls	15.40	14.92	(0.48)
East Bethel	27.05	26.90	(0.15)	Mound	8.05	8.05	0.00	Vadnaia Heights	8.32	8.32	0.00
East Grand Forks	12.48	15.19	2.71	Mounds View	11.26	11.26	0.00	Virginia	15.93	15.93	0.00
Eden Prairie	42.66	42.66	0.00	New Brighton	14.95	14.92	(0.03)	Waconia	5.53	5.53	0.00
Edina	40.27	40.27	0.00	New Hope	12.70	12.70	0.00	Waite Park	6.48	6.48	0.00
Elk River	27.78	30.42	2.64	New Ulm	15.33	15.33	0.00	Waseca	6.42	6.42	0.00
Fairmont	19.49	19.49	0.00	North Branch	21.93	21.93	0.00	West St. Paul	13.31	13.31	0.00
Falcon Heights	2.54	2.54	0.00	North Mankato	13.38	13.38	0.00	White Bear Lake	20.35	20.35	0.00
Faribault	22.45	22.45	0.00	North St. Paul	10.68	10.95	0.27	Willmar	23.91	23.91	0.00
Farmington	13.05	13.85	0.80	Northfield	12.06	12.06	0.00	Winona	21.75	21.75	0.00
Fergus Falls	24.32	24.32	0.00	Oak Grove	19.50	19.50	0.00	Woodbury	43.80	44.96	1.16
Forest Lake	20.59	20.59	0.00	Oakdale	18.39	18.39	0.00	Worthington	11.39	11.39	0.00
								<b>TOTAL</b>	<b>3,020.39</b>	<b>3,068.60</b>	<b>48.21</b>

## **2002 Itemized Tabulation of Needs**

**The 2002 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 2002 needs computation.**

**The 2002 itemized tabulation of needs on the following page shows all the construction items except the "after the fact needs" used in the Municipal State Aid Needs Study. 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 cost per mile shown on this report does not include bridges and 20% of the engineering cost applied to the bridges because large bridges in some cities distort the average. The average is a more comparable cost for roadway construction cost per mile without bridges.**

**The overall average cost per mile is \$869,101. Oak Grove has the lowest cost per mile with \$370,490 while Crookston has the highest cost with \$1,590,639 per mile.**

**The nine cities that exceed \$1,100,000 per mile are listed alphabetically as follows: Crookston, Fairmont, Farmington, Minneapolis, New Hope, New Ulm, Saint Paul, Saint Paul Park and Thief River Falls.**



2002 Item By Item Tabulation Of Needs

PHASE: DESIGN UPDATE

MUNICIPALITY	CITY NUMBER	GRADING	COMPLETE STORM SEWER	PARTIAL STORM SEWER	BASE	SURFACE	SHOULDER	CURB AND GUTTER	SIDEWALK	SIGNALS	LIGHTING	RETAINING WALLS	STRUCTURES	RAILROAD CROSSINGS	ENGINEERING	MAINTENANCE	TOTAL NEEDS	TOTAL MILEAGE	COST PER MILE	MUNICIPALITY	
ALBERT LEA	101	\$2,053,332	\$218,612	\$79,280	\$3,512,833	\$1,423,530	\$16,848	\$813,253	\$1,053,484	\$822,600	\$946,020	\$39,000	\$626,530	\$1,855,500	\$2,832,247	\$137,895	\$17,131,964	18.74	\$914,192	ALBERT LEA	
ALEXANDRIA	102	996,029	683,798	389,232	2,330,401	1,244,970	22,087	613,273	1,056,858	862,200	646,620	179,550	0	0	1,805,006	114,517	10,944,541	15.73	695,775	ALEXANDRIA	
ANDOVER	198	1,648,748	3,828,252	0	3,000,497	2,447,674	0	1,248,894	3,748,200	1,249,800	0	0	160,750	0	3,784,662	195,123	22,903,055	36.72	623,722	ANDOVER	
ANOKA	103	1,123,662	1,939,546	62,832	1,895,169	1,074,240	0	691,946	987,405	556,800	665,340	13,000	0	0	1,801,986	91,316	10,903,242	12.64	862,598	ANOKA	
APPLE VALLEY	186	2,737,782	2,127,654	1,225,632	7,558,538	3,228,840	0	1,800,113	2,778,831	1,683,240	2,525,100	15,000	0	0	3,104,125	287,247	31,104,125	35.04	887,675	APPLE VALLEY	
ARDEN HILLS	187	460,897	958,334	58,752	1,169,247	540,450	0	294,834	495,654	318,000	319,800	78,590	0	0	232,750	985,462	5,960,498	7.41	804,386	ARDEN HILLS	
ARSHIN	104	5,878,698	1,916,668	571,200	4,314,638	2,120,654	0	1,056,664	1,680,554	1,394,400	1,111,800	0	0	5,791,520	666,236	28,888,571	23.89	1,088,365	ARSHIN		
BAXTER	230	520,584	99,552	0	1,381,124	966,510	0	230,584	409,552	0	0	0	0	1,344,774	0	638,190	12,777	81,120	638,190	BAXTER	
BEMIDJI	105	771,136	592,286	259,488	1,632,826	1,328,940	0	470,380	725,667	854,700	516,300	0	0	666,536	497,500	1,663,167	125,893	10,104,891	16.24	622,232	BEMIDJI
BIG LAKE	232	558,277	1,354,886	31,008	1,560,106	484,980	0	414,254	647,463	191,100	423,540	0	0	0	1,141,673	0	6,882,400	32.63	1,080,440	BIG LAKE	
BLAINE	106	1,456,864	4,293,438	219,504	3,940,773	2,896,500	15,379	5,535,952	3,180,811	2,113,500	1,190,280	0	0	0	4,168,443	254,916	25,265,540	40.30	626,937	BLAINE	
BLOOMINGTON	107	7,263,213	8,475,028	1,907,808	15,457,067	7,043,640	0	5,239,129	6,757,329	5,950,200	1,237,995	464,576	1,268,750	0	13,114,627	731,928	79,419,690	75.06	1,058,083	BLOOMINGTON	
BRAINERD	108	1,634,622	307,582	631,584	2,907,951	1,377,660	0	861,184	1,081,586	872,100	801,840	0	0	0	2,095,221	124,564	12,695,894	16.12	782,586	BRAINERD	
BROOKLYN CENTER	109	1,443,832	1,006,632	758,064	3,230,462	1,723,290	0	1,014,840	1,227,998	1,650,600	1,081,800	60,867	0	0	2,639,531	177,556	16,014,752	21.56	747,599	BROOKLYN CENTER	
BROOKLYN PARK	110	1,637,682	3,238,590	560,592	4,938,243	3,688,680	5,469	1,140,825	1,957,710	3,505,100	1,722,240	0	0	0	4,476,614	354,934	27,140,887	48.08	566,017	BROOKLYN PARK	
BUFFALO	213	1,176,014	2,048,852	95,472	2,538,073	1,032,000	0	869,138	1,379,394	545,400	444,600	0	0	0	1,669,000	2,982,443	15,779,131	13.87	955,449	BUFFALO	
BURNSVILLE	178	3,547,904	1,542,938	114,828	8,266,747	3,786,182	0	1,845,700	2,655,020	3,212,500	1,797,120	420,000	0	0	2,498,500	34,816,008	38,816,008	18.90	831,349	BURNSVILLE	
CAMBRIDGE	218	584,560	935,456	72,624	1,376,022	700,410	88,313	366,590	523,241	393,600	321,360	0	679,728	0	1,141,324	60,681	7,243,909	11.07	654,373	CAMBRIDGE	
CHAMPLIN	193	453,283	1,263,916	39,168	1,237,128	1,374,090	0	420,367	748,382	894,000	138,050	0	0	0	1,159,411	0	8,274,001	17.01	486,420	CHAMPLIN	
CHANHASSEN	194	1,068,715	1,456,566	212,976	2,866,528	1,791,030	0	845,561	867,467	1,200,900	690,300	180,000	864,064	0	2,412,820	143,173	14,620,100	22.27	656,493	CHANHASSEN	
CHASKA	196	969,223	1,311,672	1,311,672	2,177,291	1,138,950	19,799	530,437	1,045,721	690,000	636,480	0	0	170,250	1,781,842	104,008	10,795,649	15.13	713,486	CHASKA	
CHISHOLM	111	941,594	612,622	154,224	1,351,744	531,840	0	345,589	565,543	233,400	335,400	37,500	124,673	0	1,046,823	48,424	6,329,378	7.99	792,162	CHISHOLM	
CLOQUET	112	1,767,683	2,315,762	64,464	3,170,455	1,468,770	14,404	806,498	1,199,641	1,556,100	916,500	37,000	0	0	474,250	2,598,102	15,705,986	20.14	779,840	CLOQUET	
COLUMBIA HEIGHTS	113	1,415,957	952,792	366,384	3,286,896	1,032,070	0	799,271	194,829	564,000	792,260	338,000	0	0	2,012,819	93,670	12,170,573	12.53	971,315	COLUMBIA HEIGHTS	
COON RAPIDS	114	2,209,885	815,164	566,304	4,789,092	2,466,300	0	1,986,924	2,930,050	2,127,500	1,586,590	0	0	3,217,440	386,256	23,877,590	41.82	699,628	COON RAPIDS		
CORCORAN	215	1,417,710	271,994	0	1,714,960	679,980	0	444,100	870,100	144,233	814,320	26,750	0	0	1,144,625	68,528	468,668	14.80	468,668	CORCORAN	
COTTAGE GROVE	180	2,016,828	2,854,666	421,256	5,505,400	2,587,200	44,652	1,892,758	2,455,090	1,976,760	1,209,000	0	0	0	4,335,759	233,590	26,247,618	31.43	835,114	COTTAGE GROVE	
CROOKSTON	115	988,908	727,012	286,416	2,271,557	905,970	0	542,741	975,057	437,400	510,120	0	0	0	3,072,153	82,129	15,909,639	11.64	1,590,639	CROOKSTON	
CRYSTAL	116	1,152,617	1,466,734	306,000	2,802,673	1,337,850	0	886,531	1,616,563	697,800	846,300	48,100	0	0	2,260,389	105,866	13,668,173	17.88	764,439	CRYSTAL	
DAYTON	229	878,174	772,768	22,032	1,476,502	526,920	53,053	269,130	205,921	540,500	140,600	0	0	0	6,437,104	43,265	6,437,104	9.28	693,653	DAYTON	
DETROIT LAKES	117	683,970	1,304,046	33,856	1,637,176	956,220	637	492,100	431,150	492,900	523,380	0	0	0	1,381,140	83,867	8,370,692	12.41	674,512	DETROIT LAKES	
DULUTH	118	14,215,418	5,310,238	2,643,024	26,608,597	13,032,680	376,304	4,731,089	5,302,482	4,932,900	5,958,420	179,000	9,689,130	654,500	17,740,592	747,353	107,124,127	112.18	954,931	DULUTH	
EAGAN	198	1,350,771	1,121,022	681,360	4,003,448	3,623,730	0	682,120	2,135,084	3,027,600	881,400	120,000	0	0	3,379,099	354,955	21,829,339	45.94	496,803	EAGAN	
EAST BETHEL	203	705,252	2,737,734	3,264	2,018,815	1,181,890	105,638	846,525	1,645,948	828,200	131,691	0	0	0	2,529,778	125,828	15,569,603	26.20	504,257	EAST BETHEL	
EAST GRAND FORKS	119	1,321,588	939,832	75,888	2,348,808	1,083,800	15,888	1,318,888	1,848,888	1,043,500	52,560	0	0	0	1,445,000	162,500	11,609,600	15.19	768,209	EAST GRAND FORKS	
EDEN PRAIRIE	181	2,721,220	3,424,074	1,218,288	7,667,557	3,866,490	0	2,612,179	2,376,501	3,522,000	1,847,400	442,800	1,242,000	160,750	6,316,740	312,450	37,730,089	42.66	884,437	EDEN PRAIRIE	
EDINA	120	3,269,417	2,015,806	884,544	7,585,950	3,107,580	0	1,844,873	2,173,850	2,811,000	150,000	0	0	0	5,127,643	294,843	31,060,698	40.27	771,311	EDINA	
ELK RIVER	204	1,230,841	3,556,258	74,256	3,497,687	2,293,070	24,154	1,346,100	3,136,104	1,571,100	1,002,300	38,390	0	0	3,778,844	189,852	22,400,206	30.42	736,564	ELK RIVER	
FAIRMONT	123	3,201,434	3,342,730	41,616	5,046,970	1,623,720	0	1,095,119	1,802,624	1,074,600	1,031,940	50,498	130,560	0	3,816,966	149,149	23,680,926	19.49	1,182,705	FAIRMONT	
FALCON HEIGHTS	124	161,844	139,810	45,696	317,508	166,500	0	83,414	308,768	95,400	100,620	36,000	0	0	291,040	14,752	1,760,992	2.54	693,304	FALCON HEIGHTS	
FARIBAULT	125	2,261,189	1,607,552	334,560	4,864,476	1,838,860	0	1,195,739	2,369,947	1,206,600	1,131,000	10,000	2,089,886	929,250	3,983,818	170,267	24,073,155	22.45	1,072,501	FARIBAULT	
FARMINGTON	126	1,834,050	2,386,998	7,344	3,657,202	1,080,630	104,212	718,835	953,487	516,900	887,640	105,000	297,766	292,750	2,653,753	73,537	15,570,076	13.85	1,124,193	FARMINGTON	
FERTIGS FALLS	212	1,795,883	1,081,688	433,680	3,312,651	1,680,800	15,888	1,063,800	1,488,800	1,043,500	1,043,500	10,500	0	0	1,853,000	146,640	17,763,628	24.22	776,562	FERTIGS FALLS	
FOREST LAKE	214	1,650,071	4,585,768	83,040	5,184,722	1,333,590	0	359,253	727,700	727,700	1,237,740	0	0	0	3,084,167	108,129	18,613,145	20.59	903,990	FOREST LAKE	
FRIDLEY	127	1,054,008	610,080	761,328	2,320,743	1,899,240	0	460,993	1,147,380	0	0	0	0	0	1,165,800	182,723	12,094,546	24.81	487,487	FRIDLEY	
GLENCOE	226	577,739	892,242	124,848	1,500,404	553,110	0	334,083	413,893	251,100	392,340	31,000	0	0	1,600,000	1,040,101	6,287,				

## COMPARISON OF NEEDS BETWEEN 2001 AND 2002

N:\MSAS\EXCEL\OCTOBER BOOK 2002\COMPARISON OF NEEDS 2001 AND 2002.XLS

Needs Year	Grading	Complete Storm Sewer	Storm Sewer Adjustment	Base Needs	Surface Needs	Total Shoulder Needs	Curb & Gutter Construction
2001	\$266,897,104	\$217,052,080	\$58,275,528	\$422,536,031	\$215,702,040	\$1,835,360	\$136,194,186
2002	\$288,380,322	\$224,377,256	\$61,421,952	\$552,005,993	\$238,710,698	\$2,870,935	\$139,611,634
Difference	\$21,483,218	\$7,325,176	\$3,146,424	\$129,469,962	\$23,008,658	\$1,035,575	\$3,417,448
%	8.05%	3.37%	5.40%	30.64%	10.67%	56.42%	2.51%
Needs Year	Sidewalk Construction	Traffic Signal Construction	Street Lighting Construction	Retaining Walls	Total Bridge Needs	Railroad Crossing Needs	Engineering
2001	\$186,325,876	\$164,541,600	\$138,201,180	\$16,139,977	\$135,987,544	\$47,333,100	\$401,404,319
2002	\$194,188,193	\$169,584,000	\$138,307,260	\$18,627,530	\$120,618,730	\$48,610,750	\$441,953,598
Difference	\$7,862,317	\$5,042,400	\$106,080	\$2,487,553	(\$15,368,814)	\$1,277,650	\$40,549,279
%	4.22%	3.06%	0.08%	15.41%	-11.30%	2.70%	10.10%
Needs Year	Total Maintenance Needs	Total Money Needs	Total Mileage	After the fact Right of way Needs	After the fact Bridge Needs	Overall Apportionment Needs	Needs To Apport. Ratio
2001	\$21,541,141	\$2,432,537,238	3020.39	\$71,209,052	\$13,444,611	\$2,517,190,901	21.6190
2002	\$22,006,298	\$2,661,275,149	3062.10	\$76,927,844	\$13,444,611	\$2,751,647,604	23.6327
Difference	\$465,157	\$228,737,911	41.71	\$5,718,792	\$0	\$234,456,703	2.0136
%	2.16%	9.40%	1.38%	8.03%	0.00%	9.31%	

## **TENTATIVE 2003 CONSTRUCTION NEEDS APPORTIONMENT**

**This tabulation shows each municipality's tentative construction (money) needs apportionment 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 2003.**

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

**The 25-year construction needs or money needs shown on this report are those computed from the "2002 Needs Study Update". The adjusted 25 year construction needs are the result of subtracting for the Unencumbered Construction Fund and adding or subtracting for Bond Accounts, adding Non-existing Bridge Adjustments and Right-of-Way "After the fact needs", and adding or subtracting Individual Adjustments. These adjustments to the actual needs are made as directed by the Screening Board.**

**The September 1, 2002 unencumbered construction fund balance was used as the adjustment in this report for estimating purposes. The unencumbered balance as of December 31, 2002 will be used for the 2003 January apportionment.**

**This summary provides specific data and shows the impact of the adjustment to each municipality for the Screening Board's use in establishing the 2003 Tentative Construction Needs Apportionment Determination.**

**The adjustments are listed individually following the tentative summary of adjustments to the 25 year actual 2002 Construction Needs.**

**TENTATIVE 2003 ADJUSTED CONSTRUCTION NEEDS APPORTIONMENT**  
 Needs Value: \$1,000 in construction needs = approximately \$21.89 in apportionment  
 The Needs for Lake City are based upon the lowest Needs cost per mile of any other city

N:\MSAS\FIN\2003\10\14\TUMBER 2003\DATA\WORK FILE TENTATIVE 2003.XLS

Municipality	2002 Actual 25-Year Construction Needs	(-) Unencumbered Construction Fund Balance Adjustment	(+ or -) Bond Account Adjustment	(+) Non- Existing Bridge Adjustment	(+) R/W Acquisition Adjustment	(+ or -) Individual Adjustments	Total Affect Of Adjustments	2002 Adjusted Construction Needs	Construction Needs Apportion- ment Minus Turnback Maintenance	(+) TH Turnback Main- tenance Allowance	Tentative 2002 Construction Needs Apportion- ment	% Of Total Dist.
Albert Lea	\$17,131,964	(\$971,817)			\$6,827		(\$964,990)	\$16,166,974	\$353,941		\$353,941	0.6080
Alexandria	10,944,541	(393,749)					(393,749)	10,550,792	230,987		230,987	0.3968
Andover	22,903,055	(857,415)			152,490		(704,925)	22,198,130	485,980		485,980	0.8348
Anoka	10,903,242	(517,976)	\$2,755,000		192,181		2,429,205	13,332,447	291,885		291,885	0.5014
Apple Valley	31,104,125	(1,246,934)	910,000		103,229		(233,705)	30,870,420	675,841		675,841	1.1609
Arden Hills	5,960,498	(805,510)										
Austin	29,508,955	(1,002,277)			301,895		(700,382)	28,808,573	630,701		630,701	1.0834
Baxter	8,149,680	(543,071)					(543,071)	7,606,609	166,530		166,530	0.2861
Bemidji	10,104,891	(803,249)			276,323		(526,926)	9,577,965	209,689		209,689	0.3602
Big Lake	6,882,400	(264,349)					(264,349)	6,618,051	144,888		144,888	0.2489
Blaine	25,265,560	0			491,019		491,019	25,756,579	563,885		563,885	0.9686
Bloomington	79,419,690	(5,041,365)		\$1,263,411	11,366,632		7,588,678	87,008,368	1,904,860		1,904,860	3.2720
Brainerd	12,695,894	(1,887,700)			567,219		(1,320,481)	11,375,413	249,040		249,040	0.4278
Brooklyn Center	16,014,752	(97,840)	1,556,000		2,539,911		3,998,271	20,013,023	438,142		438,142	0.7526
Brooklyn Park	27,214,087	0			725,843		725,843	27,939,930	611,684	\$21,168	632,852	1.0871
Buffalo	13,779,131	(608,573)					(608,573)	13,170,558	288,341		288,341	0.4953
Burnsville	34,681,208	(499,368)			999,669		500,301	35,181,509	770,223		770,223	1.3230
Cambridge	7,243,909	(208,231)	438,142				227,911	7,471,820	163,579	13,392	176,971	0.3040
Champlin	8,274,001	(1,788,970)			133,275		(1,655,695)	6,618,306	144,893		144,893	0.2489
Chanassen	14,620,100	(2,033,691)			65,000		(1,968,691)	12,651,409	276,975	4,320	281,295	0.4832
Chaska	10,795,049	(410,614)		408,699	9,901		7,986	10,803,035	236,509		236,509	0.4063
Chisholm	6,329,378	(450,527)					(450,527)	5,878,851	128,705		128,705	0.2211
Cloquet	15,705,986	(716,800)	170,000				(546,800)	15,159,186	331,878		331,878	0.5701
Columbia Heights	12,170,573	0			136,330		136,330	12,306,903	269,433		269,433	0.4628
Coon Rapids	29,177,790	(565,065)		1,050,431	1,060,488		1,545,854	30,723,644	672,628		672,628	1.1554
Corcoran	6,936,287	(97,247)			25,058		(72,189)	6,864,098	150,275		150,275	0.2581
Cottage Grove	26,247,618	(2,016,055)		51,603	458,865		(1,505,587)	24,742,031	541,673		541,673	0.9304
Crookston	18,515,037	(1,082,462)			959,364		(123,098)	18,391,939	402,652		402,652	0.6916
Crystal	13,668,173	(763,688)			2,235,725		1,472,037	15,140,210	331,462		331,462	0.5694
Dayton	6,437,104	(273,004)			5,281		(267,723)	6,169,381	135,065		135,065	0.2320
Detroit Lakes	8,370,692	(643,873)					(643,873)	7,726,819	169,162		169,162	0.2906
Duluth	107,124,127	(2,162,596)			417,655		(1,744,941)	105,379,186	2,307,049	83,088	2,390,137	4.1056
Eagan	21,829,539	0	597,000		416,729		1,013,729	22,843,268	500,104		500,104	0.8590
East Bethel	13,564,503	(1,185,659)			25,200		(1,160,459)	12,404,044	271,560		271,560	0.4665
East Grand Forks	11,669,090	(125,815)			121,700		(4,115)	11,664,975	255,379		255,379	0.4387
Eden Prairie	37,730,089	(2,929,610)	(37,303)	336,529			(2,630,384)	35,099,705	768,432		768,432	1.3199
Edina	31,060,698	(3,590,968)		1,107,123	415,100		(2,068,745)	28,991,953	634,716		634,716	1.0903
Elk River	22,400,206	(751,708)			300,052		(451,656)	21,948,550	480,516		480,516	0.8254
Fairmont	23,050,926	(149,443)			73,163		(76,280)	22,974,646	502,980		502,980	0.8640
Falcon Heights	1,760,992	(176,208)	(27,988)				(204,196)	1,556,796	34,083		34,083	0.0585
Faribault	24,073,155	(1,084,453)			273,000		(811,453)	23,261,702	509,265		509,265	0.8748
Farmington	15,570,076	(477,095)			83,865		(393,230)	15,176,846	332,264		332,264	0.5707
Fergus Falls	18,905,442	(964,541)			128,373		(836,168)	18,069,274	395,588	28,152	423,740	0.7279
Forest Lake	18,813,145	0			72,816		72,816	18,885,961	409,089		409,089	0.7027
Fridley	12,094,546	(882,818)			95,081		(787,537)	11,307,009	247,542		247,542	0.4252
Glencoe	6,287,255	(158,297)	884,000				727,703	7,014,958	153,577		153,577	0.2638
Golden Valley	19,315,168	(248,651)			61,248		(187,403)	19,127,765	418,761		418,761	0.7193
Grand Rapids	11,266,306	(488,327)					(488,327)	10,777,979	235,961		235,961	0.4053
Ham Lake	19,123,583	(440,168)	75,000		230,161		(135,007)	18,988,576	415,714		415,714	0.7141
Hastings	11,924,965	(576,088)					(576,088)	11,348,877	248,459		248,459	0.4268
Hermantown	11,568,270	(579,197)			211,100		(368,097)	11,200,173	245,204		245,204	0.4212
Hibbing	33,395,061	0			198,025		198,025	33,593,086	735,448		735,448	1.2633

Municipality	2002 Actual 25-Year Construction Needs	(-) Unencumbered Construction Fund Balance Adjustment	(+ or -) Bond Account Adjustment	(+) Non- Existing Bridge Adjustment	(+) R/W Acquisition Adjustment	(+ or -) Individual Adjustments	Total Affect Of Adjustments	2002 Adjusted Construction Needs	Construction Needs Apportion- ment Minus Turnback Maintenance	(+) TH Turnback Main- tenance Allowance	Tentative 2002 Construction Needs Apportion- ment	% Of Total Dist.
Hopkins	9,396,837	(\$508,276)			\$1,000		(\$507,276)	\$8,889,561	\$194,618		\$194,618	0.3343
Hugo	9,921,284	(448,712)			125,690		(323,022)	9,598,262	210,133		210,133	0.3609
Hutchinson	14,103,754	(505,842)		\$829,686	341,250		665,094	14,768,848	323,332		323,332	0.5554
International Falls	6,624,832	(105,029)			--		(105,029)	6,519,803	142,737		142,737	0.2452
Inver Grove Heights	20,588,305	(752,714)			530,332		(222,382)	20,365,923	445,868		445,868	0.7659
La Crescent	0	0			--		0	0				
Lake City	2,408,185	(140,929)			--		(140,929)	2,267,256	49,637		49,637	0.0853
Lake Elmo	4,569,995	0			87,245		87,245	4,657,240	101,960		101,960	0.1751
Lakeville	42,832,180	(1,796,886)	\$4,290,000	959,382	2,933,851		6,386,347	49,218,527	1,077,533		1,077,533	1.8509
Lino Lakes	18,195,369	(2,009,541)			116,502		(1,893,039)	16,302,330	358,904	\$2,016	358,920	0.6165
Litchfield	8,040,782	(714,249)			--		(714,249)	7,326,533	160,399		160,399	0.2755
Little Canada	11,386,524	(569,390)			--		(569,390)	10,817,134	236,818		236,818	0.4068
Little Falls	15,201,221	(1,329,809)			412,999		(916,810)	14,284,411	312,728		312,728	0.5372
Mahtomedi	4,984,112	(11,921)			--		(11,921)	4,972,191	108,855		108,855	0.1870
Mankato	26,417,130	0			209,796		209,796	26,626,926	582,939		582,939	1.0013
Maple Grove	45,320,533	(41,549)	1,255,000	1,224,446	3,023,409		5,461,306	50,781,839	1,111,758		1,111,758	1.9097
Maplewood	32,183,525	0			--		0	32,183,525	704,589		704,589	1.2103
Marshall	15,027,418	(1,598,663)			14,443		(1,584,220)	13,443,198	294,310		294,310	0.5055
Mendota Heights	8,087,676	(796,718)			8,970		(787,748)	7,299,928	159,816		159,816	0.2745
Minneapolis	289,376,721	(12,259,329)		1,918,503	7,974,804		(2,366,022)	287,010,699	6,283,478		6,283,478	10.7932
Minnetonka	38,333,609	(802,113)			2,094,013		1,291,900	39,625,509	867,515		867,515	1.4901
Montevideo	4,883,061	(210,730)			17,121		(193,609)	4,689,452	102,665		102,665	0.1763
Monticello	7,160,312	(689,108)			149,510		(539,598)	6,620,714	144,946		144,946	0.2490
Moorhead	31,290,296	(2,869,868)		1,149,085	484,589		(1,236,194)	30,054,102	657,970		657,970	1.1302
Morris	4,571,472	(50,199)			12,879		(37,320)	4,534,152	99,265		99,265	0.1705
Mound	8,531,177	(924,892)			1,309,579		384,687	8,915,864	195,194		195,194	0.3353
Mounds View	8,936,319	(1,128,459)			--		(1,128,459)	7,807,860	170,936		170,936	0.2936
New Brighton	9,483,680	(497,709)			--		(497,709)	8,985,971	196,728		196,728	0.3379
New Hope	14,184,114	0			183,000		183,000	14,367,114	314,537		314,537	0.5403
New Ulm	16,869,584	(1,086,778)			--		(1,086,778)	15,782,806	345,530		345,530	0.5935
North Branch	13,142,738	(484,207)	320,000		--		(164,207)	12,978,531	284,137		284,137	0.4881
North Mankato	11,552,531	(178,048)	1,520,000		--		1,341,952	12,894,483	282,297		282,297	0.4849
North St. Paul	7,636,590	(361,058)			91,135		(269,923)	7,366,667	161,277		161,277	0.2770
Northfield	10,147,461	(1,214,753)			--		(1,214,753)	8,932,708	195,562		195,562	0.3359
Oak Grove	7,224,551	(823,454)			46,880		(776,574)	6,447,977	141,164		141,164	0.2425
Oakdale	9,364,059	(148,659)	244,683		664,083		760,107	10,124,166	221,647		221,647	0.3807
Orono	13,271,328	(778,691)			41,351		(737,340)	12,533,988	274,405		274,405	0.4713
Otsego	11,229,750	(444,273)			162,734		(281,539)	10,948,211	239,687		239,687	0.4117
Owatonna	16,850,088	(351,073)			--		(351,073)	16,499,015	361,210		361,210	0.6205
Plymouth	46,152,207	(2,736,452)		1,124,050	202,411		(1,409,991)	44,742,216	979,534		979,534	1.6826
Prior Lake	12,559,578	(1,719,308)			281,658		(1,437,648)	11,121,930	243,491		243,491	0.4182
Ramsey	19,065,771	(1,396,641)		357,631	98,548		(940,462)	18,125,309	396,814		396,814	0.6816
Red Wing	21,491,124	(762,256)			40,329		(721,927)	20,769,197	454,697		454,697	0.7810
Redwood Falls	7,459,234	(297,656)	(190,000)		--		(487,656)	6,971,578	152,628		152,628	0.2622
Richfield	22,465,739	(852,163)			2,799,067		1,946,904	24,412,643	534,462		534,462	0.9181
Robbinsdale	7,731,948	(1,179,332)			--	(\$763,925)	(1,943,257)	5,788,691	126,731		126,731	0.2177
Rochester	53,443,606	(3,011,604)			2,956,452		(55,152)	53,388,454	1,168,825		1,168,825	2.0077
Rosemount	17,562,176	(974,570)	(460,000)		--		(1,434,570)	16,127,606	353,079		353,079	0.6065
Roseville	19,943,914	0			368,730		368,730	20,312,644	444,701		444,701	0.7639
Saint Anthony	5,554,609	0			--		0	5,554,609	121,606		121,606	0.2089
Saint Cloud	45,725,053	(2,487,530)	(75,000)		2,233,553		(328,977)	45,396,076	993,949	4,968	998,917	1.7157
Saint Francis	0	0			--		0	0				
Saint Joseph	3,114,202	(284,071)			--		(284,071)	2,830,131	61,980		61,980	0.1064
Saint Louis Park	28,216,385	(1,112,593)			521,530		(591,063)	27,625,322	604,797		604,797	1.0389
Saint Michael	11,841,904	(108,401)			86,132		(22,269)	11,819,635	258,765		258,765	0.4445
Saint Paul	214,654,234	(5,794,037)			11,566,087		5,772,050	220,426,284	4,825,756		4,825,756	8.2892
Saint Paul Park	5,523,852	(878,713)			--		(878,713)	4,645,139	101,695		101,695	0.1747
Saint Peter	13,157,811	(714,164)			26,182		(687,982)	12,469,829	273,000		273,000	0.4688

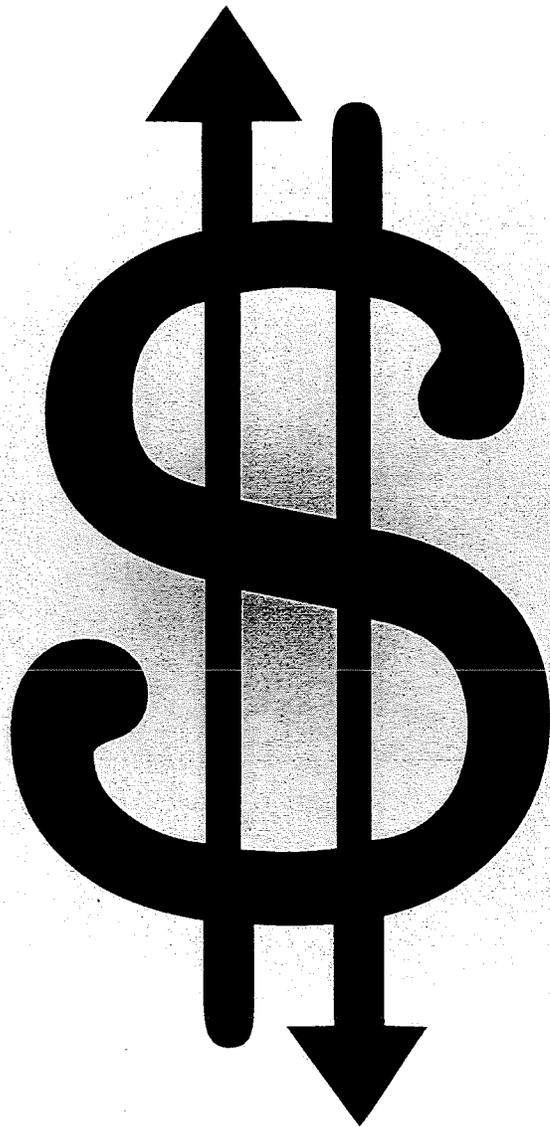
Municipality	2002 Actual 25-Year Construction Needs	(-) Unencumbered Construction Fund Balance Adjustment	(+ or -) Bond Account Adjustment	(+) Non- Existing Bridge Adjustment	(+) R/W Acquisition Adjustment	(+ or -) Individual Adjustments	Total Affect Of Adjustments	2002 Adjusted Construction Needs	Construction Needs Apportion- ment Minus Turnback Maintenance	(+) TH Turnback Main- tenance Allowance	Tentative 2002 Construction Needs Apportion- ment	% Of Total Dist.
Sartell	9,794,532	\$0	\$1,650,000		121,584		1,771,584	11,566,116	253,215		253,215	0.4349
Sauk Rapids	8,013,278	(920,878)			37,569		(883,309)	7,129,969	156,095		156,095	0.2681
Savage	16,520,603	(817,463)	1,168,665		--		351,202	16,871,805	369,372		369,372	0.6345
Shakopee	17,607,654	(510,237)			--		(\$510,237)	\$17,097,417	\$374,311		\$374,311	0.6430
Shoreview	8,232,937	(3,849)			\$25,232		21,383	8,254,320	180,710		180,710	0.3104
Shorewood	7,768,901	(1,926,362)			--		(1,926,362)	5,842,539	127,910		127,910	0.2197
South St. Paul	12,260,544	(416,856)			--		(416,856)	11,843,688	259,292		259,292	0.4454
Spring Lake Park	2,644,108	(160,721)			188,005		27,284	2,671,392	58,484		58,484	0.1005
Stewartville	4,075,858	(19,544)			--		(19,544)	4,056,314	88,804		88,804	0.1525
Stillwater	10,338,480	(939,108)			19,061		(920,047)	9,418,433	206,196		206,196	0.3542
Thief River Falls	17,895,399	(64,449)			92,358		27,909	17,923,308	392,392		392,392	0.6740
Vadnais Heights	5,464,397	0			--		0	5,464,397	119,631		119,631	0.2055
Virginia	13,506,015	(700,553)			--		(700,553)	12,805,462	280,348	\$18,000	298,348	0.5125
Waconia	4,280,565	(538,499)			--		(538,499)	3,742,066	81,924		81,924	0.1407
Waite Park	4,473,860	(330,224)			30,278		(299,946)	4,173,914	91,379		91,379	0.1570
Waseca	6,035,319	(341,228)			--		(341,228)	5,694,091	124,660		124,660	0.2141
West St. Paul	8,580,876	(798,010)			--		(798,010)	7,782,866	170,389		170,389	0.2927
White Bear Lake	12,615,477	(192,374)			102,250		(90,124)	12,525,353	274,215		274,215	0.4710
Willmar	17,948,062	(2,139,997)			297,616		(1,842,381)	16,105,681	352,599		352,599	0.6057
Winona	17,352,959	(2,358,979)			--		(2,358,979)	14,993,980	328,261		328,261	0.5639
Woodbury	42,721,149	0	425,000	\$1,664,032	7,860,254		9,949,286	52,670,435	1,153,105		1,153,105	1.9807
Worthington	11,077,399	(1,357,144)			--		(1,357,144)	9,720,255	212,803		212,803	0.3655
<b>STATE TOTAL</b>	<b>\$2,663,683,334</b>	<b>(\$119,040,255)</b>	<b>\$17,466,199</b>	<b>\$13,444,811</b>	<b>\$76,927,844</b>	<b>(\$1,297,627)</b>	<b>(\$12,499,228)</b>	<b>\$2,651,184,106</b>	<b>\$58,041,937</b>	<b>\$175,104</b>	<b>\$58,217,041</b>	<b>100.0000</b>

Construction Needs Apportionment = \$58,041,937 / \$2,651,184,106=0.021893

x City's Adjusted Construction Needs + TH Turnback Maintenance Adjustment



# **Adjustments to the 20 Year**



# **Construction Needs**



**UNENCUMBERED CONSTRUCTION FUND BALANCE ADJUSTMENT**

The unencumbered amount available as of December 31, 2001 will be used as a deduction from each city's total needs adjustment for the 2002 apportionment. The September 1, 2001 balance was used in this booklet for estimation purposes.

The total fund balance decreased by \$32,934,492 between September 1, 2001 and December 31, 2001. The total fund balance increased \$1,522,131 between September 1, 2001 and 2002 from \$117,518,123 to \$119,040,254. The September 1, 2002 unencumbered amount available includes the 2002 total construction apportionment amount of \$90,646,885. Just like State Aid advances, the remaining bond principal of \$17,841,138 will be deducted from future allocations and can be considered as spent. State Aid advances included have been released as of September 4, 2002.

Municipalities	Unencumbered Balance Available 12-31-2001	Unencumbered Balance Available 9-01-2002	Difference Between 09-01-2002 and 12-31-2001	State Aid Advance To be Paid From Future Allocations	Percentage of Total Amount in 2002 Account	Ratio bet Balance & City's 2002 Construction Allotment
Albert Lea	\$1,304,846	\$971,817	(\$333,029)		0.8164	1.9540
Alexandria	0	393,749	393,749	\$350,000	0.3308	1.4857
Andover	277,908	857,415	579,507		0.7203	1.4796
Anoka	469,749	517,976	48,227		0.4351	1.2787
Apple Valley	1,604,242	1,246,934	(357,308)		1.0475	0.8927
Arden Hills	601,063	805,510	204,447		0.6767	3.9399
Austin	1,303,576	1,002,277	(301,299)		0.8420	1.0518
Baxter	300,164	543,071	242,907		0.4562	2.2357
Bemidji	0	803,249	803,249	650,000	0.6748	2.3806
Big Lake	105,636	264,349	158,713		0.0000	1.6656
Blaine	1,565,429	0	(1,565,429)	433,710	0.0000	0.0000
Bloomington	3,487,787	5,041,365	1,553,578		4.2350	2.2301
Brainerd	1,982,813	1,887,700	(95,113)		1.5858	6.0670
Brooklyn Center	455,392	97,640	(357,752)		0.0820	0.1207
Brooklyn Park	53,303	0	(53,303)		0.0000	0.0000
Buffalo	175,929	608,573	432,644		0.5112	1.4066
Burnsville	78,532	499,368	420,836	1,000,000	0.4195	0.3650
Cambridge	0	208,231	208,231		0.1749	1.0000
Champlin	1,380,424	1,788,970	408,546		1.5028	4.3789
Chanhassen	1,415,049	2,033,691	618,642		1.7084	3.2873
Chaska	0	410,614	410,614		0.3449	1.0000
Chisholm	62,498	450,527	388,029		0.3785	2.7469
Cloquet	372,180	716,800	344,620		0.6021	2.0800
Columbia Heights	1,052,535	0	(1,052,535)		0.0000	0.0000
Coon Rapids	0	565,065	565,065	1,500,000	0.4747	0.3293
Corcoran	0	97,247	97,247		0.0817	0.5573
Cottage Grove	1,006,273	2,016,055	1,009,782		1.6936	1.9965
Crookston	888,547	1,082,462	193,915		0.9093	2.1742
Crystal	206,624	763,688	557,064		0.6415	1.3709
Dayton	81,238	273,004	191,766		0.2293	1.4236
Detroit Lakes	344,642	643,873	299,231		0.5409	2.1459
Duluth	895,456	2,162,596	1,267,140		1.8167	0.8093
Eagan	0	0	0		0.0000	0.0000
East Bethel	852,432	1,185,659	333,227		0.9960	3.3675
East Grand Forks	236,432	125,815	(110,617)		0.1057	0.5677
Eden Prairie	1,218,855	2,929,610	1,710,755		2.4610	1.7125
Edina	2,746,405	3,590,968	844,563		3.0166	3.2822
Elk River	55,290	751,708	696,418		0.6315	1.0794

Municipalities	Unencumbered Balance Available 12-31-2001	Unencumbered Balance Available 9-01-2002	Difference Between 09-01-2002 and 12-31-2001	State Aid Advance To be Paid From Future Allocations	Percentage of Total Amount in 2002 Account	Ratio bet Balance & City's 2002 Construction Allotment
Fairmont	\$337,166	\$149,443	(\$187,723)		0.1255	0.2237
Falcon Heights	89,900	176,208	86,308		0.1480	2.0416
Faribault	403,701	1,084,453	680,752		0.9110	1.5930
Farmington	58,474	477,095	418,621		0.4008	1.1397
Fergus Falls	534,418	964,541	430,123		0.8103	2.0625
Forest Lake	0	0	0		0.0000	0.0000
Fridley	715,669	882,618	166,949		0.7414	1.7568
Glencoe	42,124	156,297	114,173		0.1313	1.3689
Golden Valley	1,966,230	248,651	(1,717,579)		0.2089	0.4582
Grand Rapids	496,076	488,327	(7,749)		0.4102	1.8467
Ham Lake	52,603	440,168	387,565		0.3698	0.9516
Hastings	224,602	576,088	351,486		0.4839	1.6390
Hermantown	483,402	579,197	95,795		0.4866	1.6097
Hibbing	0	0	0		0.0000	0.0000
Hopkins	100,124	508,276	408,152		0.4270	1.2453
Hugo	239,174	448,712	209,538		0.3769	1.7492
Hutchinson	1,001,680	505,842	(495,838)		0.4249	0.9729
International Falls	0	105,029	105,029		0.0882	0.4233
Inver Grove Heights	1,231,347	752,714	(478,633)		0.6323	1.0588
La Crescent	0	0	0		0.0000	0.0000
Lake City	0	140,929	140,929		0.1184	1.0000
Lake Elmo	0	0	0		0.0000	0.0000
Lakeville	463,244	1,796,886	1,333,642		1.5095	1.1911
Lino Lakes	1,535,938	2,009,541	473,603		1.6881	4.2431
Litchfield	605,642	714,249	108,607		0.6000	3.5694
Little Canada	260,515	569,390	308,875		0.4783	1.8434
Little Falls	933,257	1,329,809	396,552		1.1171	3.3534
Mahtomedi	0	11,921	11,921		0.0100	0.0530
Mankato	0	0	0		0.0000	0.0000
Maple Grove	0	41,549	41,549	718,671	0.0349	0.0274
Maplewood	70,923	0	(70,923)	897,600	0.0000	0.0000
Marshall	1,441,629	1,598,663	157,034		1.3430	3.9457
Mendota Heights	528,200	796,718	268,518		0.6693	2.9671
Minneapolis	10,094,352	12,259,329	2,164,977		10.2985	1.3764
Minnetonka	0	802,113	802,113	1,115,000	0.6738	0.4735
Montevideo	0	210,730	210,730		0.1770	1.0000
Monticello	494,473	689,108	194,635		0.5789	3.5405
Moorhead	2,051,287	2,869,868	818,581		2.4108	3.0969
Morris	0	50,199	50,199		0.0422	0.3525
Mound	682,494	924,892	242,398		0.7770	3.8156
Mounds View	837,399	1,128,459	291,060		0.9480	3.8771
New Brighton	51,971	497,709	445,738		0.4181	1.1166
New Hope	940,390	0	(940,390)		0.0000	0.0000
New Ulm	576,580	1,086,778	510,198		0.9129	1.8720
North Branch	338,547	484,207	145,660		0.4068	1.5649
North Mankato	0	178,048	178,048		0.1496	0.4503
North St. Paul	96,093	361,058	264,965		0.3033	1.3199
Northfield	824,592	1,214,753	390,161		1.0205	3.1135
Oak Grove	598,303	823,454	225,151		0.6917	2.8257
Oakdale	0	148,659	148,659	400,000	0.1249	0.2865
Orono	473,826	778,691	304,865		0.6541	2.5542
Otsego	191,041	444,273	253,232		0.3732	1.7544
Owatonna	443,482	351,073	(92,409)	500,000	0.2949	0.4807

Municipalities	Unencumbered Balance Available 12-31-2001	Unencumbered Balance Available 9-01-2002	Difference Between 09-01-2002 and 12-31-2001	State Aid Advance To be Paid From Future Allocations	Percentage of Total Amount in 2002 Account	Ratio bet Balance & City's 2002 Construction Allotment
Plymouth	\$2,027,128	\$2,736,452	\$709,324		2.2988	1.2988
Prior Lake	1,346,276	1,719,306	373,030		1.4443	4.6090
Ramsey	1,713,333	1,396,641	(316,692)		1.1733	2.2501
Red Wing	288,476	762,256	473,780		0.6403	1.6089
Redwood Falls	153,972	297,656	143,684		0.2500	1.6608
Richfield	0	852,163	852,163		0.7159	0.9958
Robbinsdale	822,774	1,179,332	356,558		0.9907	3.3075
Rochester	604,193	3,011,604	2,407,411		2.5299	1.2294
Rosemount	462,558	974,570	512,012		0.8187	1.6602
Roseville	0	0	0		0.0000	0.0000
St. Anthony	0	0	0		0.0000	0.0000
St. Cloud	2,471,854	2,487,530	15,676		2.0897	1.2326
St. Francis	0	0	0		0.0000	0.0000
St. Joseph	140,781	284,071	143,290		0.0000	1.9825
St. Louis Park	198,668	1,112,593	913,925		0.9346	1.2174
St. Michael	64,174	108,401	44,227		0.0911	0.3601
St. Paul	0	5,794,037	5,794,037		4.8673	0.8255
St. Paul Park	732,861	878,713	145,852		0.0000	6.0247
St. Peter	437,804	714,164	276,360		0.5999	1.6705
Sartell	0	0	0		0.0000	0.0000
Sauk Rapids	596,220	920,878	324,658		0.7736	2.8365
Savage	1,109,223	817,463	(291,760)		0.6867	1.2441
Shakopee	812,723	510,237	(302,486)		0.4286	0.9227
Shoreview	0	3,849	3,849		0.0032	0.0062
Shorewood	1,806,429	1,926,362	119,933		1.6182	10.2952
South St. Paul	1,846,666	416,856	(1,429,810)		0.3502	0.9674
Spring Lake Park	176,794	160,721	(16,073)		0.1350	1.2109
Stewartville	0	19,544	19,544		0.0164	0.1454
Stillwater	570,519	939,108	368,589		0.7889	2.6682
Thief River Falls	379,933	64,449	(315,484)		0.0541	0.1608
Vadnais Heights	329,413	0	(329,413)		0.0000	0.0000
Virginia	391,427	700,553	309,126		0.5885	2.2662
Waconia	342,616	538,499	195,883		0.4524	2.7491
Waite Park	299,206	330,224	31,018		0.2774	1.5216
Waseca	117,636	341,228	223,592		0.2866	1.5261
West St. Paul	392,730	798,010	405,280		0.6704	1.8925
White Bear Lake	0	192,374	192,374	500,000	0.1616	0.3589
Willmar	1,713,858	2,139,997	426,139		1.7977	4.4739
Winona	1,748,421	2,358,979	610,558		1.9817	3.8560
Woodbury	0	0	0	1,521,805	0.0000	0.0000
Worthington	1,392,848	1,357,144	(35,704)		1.1401	3.4994
<b>TOTAL</b>	<b>\$84,583,631</b>	<b>\$119,040,255</b>	<b>\$34,456,624</b>	<b>\$9,586,786</b>	<b>100.0000</b>	<b>1.3132</b>

## UNAMORTIZED BOND ACCOUNT BALANCE

(Amount as of December 31, 2001)

(For Reference, see Bond Adjustment Resolution)

The average principal and interest on all Bond sales cannot exceed 50 percent of the last construction apportionment preceding the Bond sale.

COLUMN B: Total Disbursements and Obligations: The amount of bond applied toward State Aid projects. A Report Of State Contract must be submitted by December 31 of the previous year to get credit for the expenditure.

COLUMN C: Unencumbered Bond Balance Available: The amount of the bond not applied toward a State Aid project.

COLUMN D: Unamortized Bond Balance: The remaining bond principal to be paid on the issue. This payment is made from the city's construction account. Interest payments are made from the maintenance account and are not reflected in this chart.

The bond account adjustment is computed by using two steps.

Step 1: (A minus B) Amount of issue minus disbursements = unencumbered balance.

Step 2: (D minus C minus E) Unamortized bond balance minus unencumbered balance = bond account adjustment.

Municipality	Date of Issue	(A)	(B)	(C)	(D)	(E)	(D minus C minus E)
		Amount of Issue	Total Amount Applied Toward State Aid Projects	(A Minus B) Amount Not Applied Toward State Aid Projects	Remaining Amount of Principal To Be Paid	Off System Disbursement	Bond Account Adjustment
Apple Valley	9-09-91	\$1,730,000	\$1,730,000	\$0	\$910,000		\$910,000
Cambridge	8-01-94	650,000	641,142	8,858 *	445,000		436,142
Cloquet	12-01-93	835,000	835,000	0	170,000		170,000
Eden Prairie	11-10-91	370,000	370,000	0	0		0
Eden Prairie	7-01-92	1,940,000	1,902,697	37,303	0		(37,303)
Falcon Heights	4-21-80	170,000	142,012	27,988	0		(27,988)
Ham Lake	9-01-94	530,000	530,000	0	75,000		75,000
Maple Grove	11-01-94	3,620,000	3,620,000	0	1,255,000		1,255,000
Oakdale	11-10-92	453,181	453,181	0	52,635		52,635
Oakdale	11-23-93	887,640	887,640	0	192,048		192,048
Redwood Falls	12-01-82	215,000	25,000	190,000	0		(190,000)
Rosemount	7-05-94	700,000	0	700,000	240,000		(460,000)
Roseville	12-01-85	2,225,000	2,225,000	0	0		0
Saint Cloud	11-01-92	1,940,000	1,755,000	185,000	110,000		(75,000)
Woodbury	10-01-94	2,465,000	2,465,000	0	425,000		425,000
<b>TOTAL</b>		<b>\$18,730,821</b>	<b>\$17,581,672</b>	<b>\$1,149,149</b>	<b>\$3,874,683</b>	<b>\$0</b>	<b>\$2,725,534</b>

\* Overhead costs

## UNAMORTIZED BOND ACCOUNT BALANCE

(Amount as of December 31, 2001)  
(For Reference, see Bond Adjustment Resolution)

At the Spring, 1995 meeting of the Municipal Screening Board, the following resolution was passed:

### Effective January 1, 1996

The money needs shall be annually reduced by 10% of the total bond issue amount. The computation of needs shall be started in the year that bond principal payments are made to the city.

Municipality	Date of Issue	Amount of Issue	Total Amount Applied Toward State Aid Projects	Amount Not Applied Toward State Aid Projects	Remaining Amount of Principal To Be Paid	Off System Disbursement	Year of First Bond Principal Payment	Percentage of issue Applied to Adjustment	Bond Account Adjustment
Anoka	6-28-01	\$2,755,000	\$0	\$2,755,000	\$2,595,000		2001	100%	\$2,755,000
Brooklyn Center	12-01-98	1,945,000	1,945,000	0	1,320,000		1999	80%	1,556,000
Eagan	12-01-96	995,000	205,078	789,922	0		1997	60%	597,000
Glencoe	08-01-98	1,105,000	0	\$1,105,000	990,000		1999	80%	884,000
Lakeville	08-21-00	4,290,000	0	\$4,290,000	4,185,000		2001	100%	4,290,000
Lakeville	12-01-01	1,080,000	0	\$1,080,000	1,080,000				0
North Branch	10-23-00	320,000	161,790	\$158,210	255,000		2001	100%	320,000
North Mankato	08-01-98	1,900,000	1,900,000	0	1,625,000		1999	80%	1,520,000
St. Anthony	07-01-00	950,000	0	950,000	950,000			0%	0
Sartell	07-24-00	1,650,000	1,650,000	0	1,565,000		2001	100%	1,650,000
Savage	06-17-96	717,775	8,051	709,724	557,775		1997	60%	430,665
Savage	10-01-97	820,000	820,000	0	735,000		2001	90%	738,000
Savage	04-02-00	800,000	0	800,000	800,000			0%	0
<b>TOTAL</b>		<b>\$16,572,775</b>	<b>\$6,689,919</b>	<b>\$9,882,856</b>	<b>\$16,657,775</b>	<b>\$0</b>			<b>\$14,740,665</b>

## NON-EXISTING BRIDGE CONSTRUCTION

To compensate for not allowing needs for non-existing structures in the 25-year needs study, the Municipal Screening Board passed in the following resolution:

**BE IT RESOLVED:**

"The money needs for all "non-existing" bridges and grade separations be removed from the Needs Study until such time that a construction project is awarded. At that time a money needs adjustment shall be made by annually adding the total amount of the structure cost, project development and construction engineering that is eligible for State Aid reimbursement for a 15-year period."

This directive to exclude all Federal or State grants.

N:\msas\excel\2001\October 2001 book\Non Existing Bridge Adjustment for 2002 appor.ds

26-Sep-02

Municipality	MSAS Number	Structure Number	First Year of Adjustment	Year of Apportionment Expiration	15 Years Amount Expired	Type of Funds	Project Development & Constuction Engineering	Project Needs	Total Needs Adjustment	
Bloomington	399		1990	2004			\$192,724	\$1,070,687	\$1,263,411	
Chaska	107		1997	2011			62,344	346,355	408,699	
Coon Rapids	120		1999	2013			160,235	890,196	1,050,431	
Cottage Grove	111		1997	2011			7,872	43,731	51,603	
Eden Prairie	107		1997	2011			51,335	285,194	336,529	
Edina	174		1997	2011			168,883	938,240	1,107,123	
Hutchinson	108		1998	2012			212,207	617,479	829,686	
Lakeville	122		1996	2010			146,346	813,036	959,382	
Maple Grove	127	97986	2000	2014		MSAS	17,926	99,588		
	135	27A49	2002	2016		Local Funds	112,919	627,329		
	134	27A40	2002	2016		MSAS	55,935	310,749	1,224,446	
Minneapolis	419		1996	2010			292,653	1,625,850	1,918,503	
Moorhead	135		1998	2012			175,284	973,801	1,149,085	
Plymouth	153		1999	2013			171,465	952,585	1,124,050	
Ramsey	104		1998	2012			54,554	303,077	357,631	
Woodbury	108		1996	2010			253,835	1,410,197	1,664,032	
<b>TOTAL</b>							<b>\$0</b>	<b>\$2,136,518</b>	<b>\$11,308,094</b>	<b>\$13,444,611</b>

## PROJECT LISTING OF RIGHT-OF-WAY ACQUISITION

EXCEL2002\OCTOBER 2002 Book\Right of Way Projects 2002.xls

MUNICIPALITY	PROJECT	PROJECT AMOUNT	TOTAL ADJUSTMENT
Apple Valley	186-111-002	\$103,229	\$103,229
Bemidji	105-129-001	56,122	56,122
Blaine	106-107-003	4,505	4,505
Bloomington	107-131-023	47,069	
	107-132-016	17,816	
	107-132-019	(142,000)	
	107-385-010	615,096	
	107-399-014	(1,421,121)	
	107-399-027	2,898,631	
	107-415-008	44,199	
	107-419-012	(1,237,600)	
	107-433-005	(1,266,628)	(444,538)
Brooklyn Park	110-124-003	928	
	110-124-004	1,641	2,569
Eagan	203-106-002	190,644	190,644
Edina	120-136-013	109,707	109,707
Faribault	125-137-001	273,000	273,000
Forest Lake	214-102-002	8,033	8,033
Ham Lake	197-105-003	25,728	25,728
Hermantown	202-101-005	2,465	2,465
Mankato	137-108-014	(12,427)	(12,427)
Maple Grove	MSAS 106 Local Funds	242,962	242,962
Minnetonka	142-153-004	172,463	172,463
Morris	190-116-001	10,500	10,500
Plymouth	155-158-004	12,910	
	155-158-005	8,600	21,510
Saint Paul	164-267-002	2,039,369	2,039,369
Woodbury	192-030-002	5,626,200	5,626,200
			<b>\$8,432,041</b>

**NEEDS ADJUSTMENT FOR RIGHT-OF-WAY ACQUISITION**  
(For reference, see Right-of-Way Resolution)

MUNICIPALITY	1986-2000 RIGHT-OF-WAY EXPENDITURES	+	2001 RIGHT-OF-WAY EXPENDITURES	-	1986 EXPIRED RIGHT-OF-WAY EXPENDITURES	=	TOTAL RIGHT-OF-WAY ADJUSTMENT FOR 2003 APPORTIONMENT
Albert Lea	\$6,827		--		--		\$6,827
Alexandria	--		--		--		--
Andover	152,490		--		--		152,490
Anoka	192,181		--		--		192,181
Apple Valley	--		103,229		--		103,229
Arden Hills	--		--		--		--
Austin	301,895		--		--		301,895
Baxter	--		--		--		--
Bemidji	220,201		56,122		--		276,323
Big Lake	--		--		--		--
Blaine	486,514		4,505		--		491,019
Bloomington	11,811,170		(444,538)		--		11,366,632
Brainerd	567,219		--		--		567,219
Brooklyn Center	2,539,911		--		--		2,539,911
Brooklyn Park	723,274		2,569		--		725,843
Buffalo	--		--		--		--
Burnsville	1,029,669		--		(30,000)		999,669
Cambridge	--		--		--		--
Champlin	133,275		--		--		133,275
Chanhassen	65,000		--		--		65,000
Chaska	92,467		--		(82,566)		9,901
Chisholm	--		--		--		--
Cloquet	--		--		--		--
Columbia Heights	136,330		--		--		136,330
Coon Rapids	1,060,488		--		--		1,060,488
Corcoran	25,058		--		--		25,058
Cottage Grove	458,865		--		--		458,865
Crookston	959,364		--		--		959,364
Crystal	2,235,725		--		--		2,235,725
Dayton	5,281		--		--		5,281
Detroit Lakes	--		--		--		--
Duluth	417,655		--		--		417,655
Eagan	226,085		190,644		--		416,729
East Bethel	25,200		--		--		25,200
East Grand Forks	121,700		--		--		121,700
Eden Prairie	--		--		--		--
Edina	305,393		109,707		--		415,100
Elk River	300,052		--		--		300,052
Fairmont	73,163		--		--		73,163
Falcon Heights	--		--		--		--
Faribault	--		273,000		--		273,000

MUNICIPALITY	1986-2000	2001	1986	=	TOTAL
	RIGHT-OF-WAY EXPENDITURES	RIGHT-OF-WAY EXPENDITURES	EXPIRED RIGHT-OF-WAY EXPENDITURES		RIGHT-OF-WAY ADJUSTMENT FOR 2003 APPORTIONMENT
Farmington	\$83,865	--	--		\$83,865
Fergus Falls	128,373	--	--		128,373
Forest Lake	64,783	8,033	--		72,816
Fridley	95,081	--	--		95,081
Glencoe	--	--	--		--
Golden Valley	220,173	--	(158,925)		61,248
Grand Rapids	--	--	--		--
Ham Lake	204,433	25,728	--		230,161
Hastings	--	--	--		--
Hermantown	232,385	2,465	(23,750)		211,100
Hibbing	198,025	--	--		198,025
Hopkins	1,000	--	--		1,000
Hugo	125,690	--	--		125,690
Hutchinson	341,250	--	--		341,250
International Falls	--	--	--		--
Inver Grove Heights	1,127,132	--	(596,800)		530,332
La Crescent	--	--	--		--
Lake City	--	--	--		--
Lake Elmo	87,245	--	--		87,245
Lakeville	2,933,851	--	--		2,933,851
Lino Lakes	116,502	--	--		116,502
Litchfield	--	--	--		--
Little Canada	--	--	--		--
Little Falls	412,999	--	--		412,999
Mahtomedi	--	--	--		--
Mankato	315,463	(12,427)	(93,240)		209,796
Maple Grove	2,780,447	242,962	--		3,023,409
Maplewood	--	--	--		--
Marshall	14,443	--	--		14,443
Mendota Heights	8,970	--	--		8,970
Minneapolis	7,974,804	--	--		7,974,804
Minnetonka	1,921,550	172,463	--		2,094,013
Montevideo	17,121	--	--		17,121
Monticello	149,510	--	--		149,510
Moorhead	484,589	--	--		484,589
Morris	2,379	10,500	--		12,879
Mound	1,325,734	--	(16,155)		1,309,579
Mounds View	--	--	--		--
New Brighton	--	--	--		--
New Hope	183,000	--	--		183,000
New Ulm	--	--	--		--
North Branch	--	--	--		--
North Mankato	--	--	--		--
North St. Paul	91,135	--	--		91,135
Northfield	--	--	--		--
Oak Grove	46,880	--	--		46,880
Oakdale	664,083	--	--		664,083

MUNICIPALITY	1986-2000 RIGHT-OF-WAY EXPENDITURES	+	2001 RIGHT-OF-WAY EXPENDITURES	-	1986 EXPIRED RIGHT-OF-WAY EXPENDITURES	=	TOTAL RIGHT-OF-WAY ADJUSTMENT FOR 2003 APPORTIONMENT
Orono	\$41,351		--		--		\$41,351
Otsego	162,734		--		--		162,734
Owatonna	--		--		--		--
Plymouth	200,901		21,510		(\$20,000)		202,411
Prior Lake	281,658		--		--		281,658
Ramsey	98,548		--		--		98,548
Red Wing	40,329		--		--		40,329
Redwood Falls	--		--		--		--
Richfield	2,799,067		--		--		2,799,067
Robbinsdale	--		--		--		--
Rochester	3,250,642		--		(294,190)		2,956,452
Rosemount	--		--		--		--
Roseville	1,751,735		--		(1,383,005)		368,730
Saint Anthony	--		--		--		--
Saint Cloud	2,233,553		--		--		2,233,553
Saint Francis	--		--		--		--
Saint Joseph	--		--		--		--
Saint Louis Park	521,530		--		--		521,530
Saint Michael	86,132		--		--		86,132
Saint Paul	9,577,432		2,039,369		(50,714)		11,566,087
Saint Paul Park	--		--		--		--
Saint Peter	26,182		--		--		26,182
Sartell	121,584		--		--		121,584
Sauk Rapids	37,569		--		--		37,569
Savage	--		--		--		--
Shakopee	--		--		--		--
Shoreview	25,232		--		--		25,232
Shorewood	--		--		--		--
South St. Paul	--		--		--		--
Spring Lake Park	188,005		--		--		188,005
Stewartville	--		--		--		--
Stillwater	19,061		--		--		19,061
Thief River Falls	92,358		--		--		92,358
Vadnais Heights	--		--		--		--
Virginia	--		--		--		--
Waconia	--		--		--		--
Waite Park	30,278		--		--		30,278
Waseca	--		--		--		--
West St. Paul	--		--		--		--
White Bear Lake	102,250		--		--		102,250
Willmar	297,616		--		--		297,616
Winona	--		--		--		--
Woodbury	2,203,239		5,626,200		30,815		7,860,254
Worthington	--		--		--		--
<b>TOTAL</b>	<b>\$71,214,333</b>		<b>\$8,432,041</b>		<b>(\$2,718,530)</b>		<b>76,927,844</b>

## *Arden Hills Construction Needs Adjustment*

The following is taken from page 58 of the January 2001 booklet:

**Mn/DOT Cartographics Unit notified State Aid this spring that Arden Hills had a private road on their MSAS system. Metro District State Aid notified the Arden Hills city engineer and he agreed that Fernwood St. was a private road and it had been on the MSAS system since 1997. He agreed to revoke the mileage and he also agreed to a one-time Needs adjustment from 1997 to the present. The Needs adjustment is:**

1997	\$314,904	January 1998 allocation
1998	\$356,660	January 1999 allocation
1999	\$377,310	January 2000 allocation
2000	\$396,569	January 2001 allocation

**TOTAL \$1,445,443 Needs adjustment**

**If the request to revoke the roadway is not received by the District State Aid Engineer by March 1, 2001, the needs will be adjusted again next year.**

The request to revoke control section 110, Fernwood St., was not received by the District State Aid Engineer before March 1, 2001. Therefore, the needs will be adjusted again in 2002.

**The needs adjustment for January 2002 was \$449,912.**

The request to revoke control section 110, Fernwood St., was not received by the District State Aid Engineer before March 1, 2002. Therefore, the needs will be adjusted again in 2003.

**Unless other action is taken by the Screening Board, the Needs adjustment for January 2003 will be \$533,702.**

## Combination Routes

The following paragraphs are taken from the minutes of the June, 1998 Screening Board meeting:

The recommendation of the Needs Study Subcommittee is to not give needs for combination routes after January 1, 2000. There are only a few combination routes on the system. Virginia and New Ulm are eliminating theirs. Robbinsdale has been eliminating the ones they have. Edina may be the only one left with combination routes. David Jessup indicated that the metro area is in support of eliminating needs as recommended.

And

David Jessup made a motion to approve the recommendation of the Needs Study Subcommittee which is to allow needs this year and next year and to disallow needs on combination routes after that. Terry Wotzka seconded the motion. The motion carried.

Edina revoked its combination routes before May 1, 2002 so it will not receive an adjustment this year.

Robbinsdale revoked segment 158-516-010 in 2000 but concurrence was never received from Hennepin County. MSAS combination routes cannot be revoked without county concurrence. Therefore, 158-516-010 was reinstated on Robbinsdale's MSAS system as 158-416-010. (The new data collector does not allow route numbers greater than 499.)

Per Screening Board resolution, the needs for the following segments have been removed from this year's Needs Study.

CITY	SEGMENT	LENGTH	2002 NEEDS ADJUSTMENT
Robbinsdale	158-416-010	0.74 miles	\$763,925
<b>Total</b>		<b>0.74 miles</b>	<b>\$763,925</b>

**Robbinsdale's 2003 needs adjustment is \$763,925.**

**TRUNK HIGHWAY TURNBACK MAINTENANCE ALLOWANCE**

The following tabulation shows the Trunk Highway Turnback Maintenance allowance for the 2003 Apportionment. All turnbacks eligible for maintenance payments are included in this tabulation as of December 31, 2001. The total turnback maintenance apportionment has been computed in accordance with the 1967 Screening Board Resolution. (See Trunk Highway Turnback resolution.) Maintenance allowance was computed for streets that had turnback projects let in 2001.

Msas Route No.	Date of Release	Project Number	Plan Approved	Total Mileage	Miles Const.	Miles Eligible for TB Maint.	Date of MSAS Designation	Maintenance Allowance Eligible Miles X \$7,200	Total Turnback Maintenance Allocation
<b>Brooklyn Park</b>									
139 (TH 252)	7-15-94		No	2.94	0.00	2.94	12-94	\$21,168	\$21,168
<b>Cambridge</b>									
113 (TH 65)	11-1-94	218-113-02	Yes	2.15	0.29	1.86	12-94	13,392	13,392
<b>Chanhassen</b>									
113 & 119 (TH101)	10-31-97		No	0.60	0.00	0.60	7-98	4,320	4,320
<b>Chisholm</b>									
248 (TH 169)	12-30-94	111-248-01	Yes	0.72	0.72	0.00	12-94	0	0
<b>Duluth</b>									
126 (TH 23)	12-15-95	118-126-08	Yes	14.61	2.36		2-1-96		
152 (TH 23)	12-15-95	118-152-13	Yes		0.21		2-1-96		
147 (TH 23)	12-15-95	118-147-015	Yes		1.12		2-1-96		
		118-147-016	Yes		0.46				
194 (TH 23)	12-15-95	118-194-001	Yes		0.71	9.75	2-1-96	70,200	
(TH 61)	12-15-95		No	<u>1.79</u>	<u>0.00</u>	<u>1.79</u>	2-1-96	<u>12,888</u>	
				16.40	4.86	11.54		83,088	83,088
<b>Fergus Falls</b>									
104 (TH 59)	11-1-94		No	1.76	0.00	1.76		12,672	
109 (TH 210)	11-1-94	126-109-11	Yes	1.96	1.21	0.75		5,400	
132 (TH 59)	11-1-94		No	<u>1.40</u>	<u>0.00</u>	<u>1.40</u>	11-94	<u>10,080</u>	
				5.12	1.21	3.91		28,152	28,152
<b>Lino Lakes</b>									
103 (TH 49)	11-1-96		No	0.28	0.00	0.28	01-97	2,016	2,016
<b>St. Cloud</b>									
115,131,145 (TH15)	10-90	162-145-01	Yes	1.80	1.11	0.69	12-90	4,968	4,968
<b>Virginia</b>									
225 (TH 135)	6-1-96		No	2.50	0.00	2.50	08-96	18,000	18,000
<b>TOTAL</b>				<b>61.73</b>	<b>12.91</b>	<b>24.32</b>			<b>\$175,104</b>

October 30, 2002

Commissioner of Transportation  
Mail Stop 100  
395 John Ireland Blvd.  
St. Paul, MN 55155

Dear Commissioner:

We, the undersigned, as members of the 2002 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 2003 Apportionment Sum as provided by Minnesota Statutes, Chapter 162.13, Subdivision 1.

<b>Tom Drake</b> Red Wing Chair	<b>Lee Gustafson</b> Minnetonka Vice Chair	<b>Mike Metso</b> Duluth Secretary
<b>John Suihkonen</b> Hibbing District 1	<b>Gary Sanders</b> East Grand Forks District 2	<b>Brett Weiss</b> Monticello District 3
<b>Dan Edwards</b> Fergus Falls District 4	<b>Shelly Pederson</b> Bloomington Metro West	<b>Tim Murray</b> Faribault District 6
<b>Tim Loose</b> St. Peter District 7	<b>Melvin Odens</b> Willmar District 8	<b>Chuck Ahl</b> Maplewood Metro East
<b>Mike Metso</b> Duluth	<b>Paul Ogren</b> Minneapolis	<b>Paul Kurtz</b> Saint Paul

**Attachment: Money Needs Listing**

An equal opportunity employer

N:\MSAS\Word Documents\2002\OCTOBER 2002 BOOK\Money Needs Approval Letter 2002.doc

# 2002 ADJUSTED CONSTRUCTION NEEDS RECOMMENDATIONS

*Based on the 2001 Needs Study*

N:\MSAS\EXCEL\2002\OCTOBER\_2002 BOOK\2002 Adjusted Construction Needs Recommendations.xls

26-Sep-02

Municipality	Adjusted Construction Needs	Municipality	Adjusted Construction Needs
Albert Lea	\$16,166,974	Forest Lake	18,685,961
Alexandria	10,550,792	Fridley	11,307,009
Andover	22,198,130	Glencoe	7,014,958
Anoka	13,332,447	Golden Valley	19,127,765
Apple Valley	30,870,420	Grand Rapids	10,777,979
Arden Hills	4,621,286	Ham Lake	18,988,576
Austin	28,808,573	Hastings	11,348,877
Baxter	7,606,609	Hermantown	11,200,173
Bemidji	9,577,965	Hibbing	33,593,086
Big Lake	6,618,051	Hopkins	8,889,561
Blaine	25,756,579	Hugo	9,598,262
Bloomington	87,008,368	Hutchinson	14,768,848
Brainerd	11,375,413	International Falls	6,519,803
Brooklyn Center	20,013,023	Inver Grove Heights	20,365,923
Brooklyn Park	27,939,930	La Crescent	0
Buffalo	13,170,558	Lake City	2,267,256
Burnsville	35,181,509	Lake Elmo	4,657,240
Cambridge	7,471,820	Lakeville	49,218,527
Champlin	6,618,306	Lino Lakes	16,302,330
Chanhassen	12,651,409	Litchfield	7,326,533
Chaska	10,803,035	Little Canada	10,817,134
Chisholm	5,878,851	Little Falls	14,284,411
Cloquet	15,159,186	Mahtomedi	4,972,191
Columbia Heights	12,306,903	Mankato	26,626,926
Coon Rapids	30,723,644	Maple Grove	50,781,839
Corcoran	6,864,098	Maplewood	32,183,525
Cottage Grove	24,742,031	Marshall	13,443,198
Crookston	18,391,939	Mendota Heights	7,299,928
Crystal	15,140,210	Minneapolis	287,010,699
Dayton	6,169,381	Minnnetonka	39,625,509
Detroit Lakes	7,726,819	Montevideo	4,689,452
Duluth	105,379,186	Monticello	6,620,714
Eagan	22,843,268	Moorhead	30,054,102
East Bethel	12,404,044	Morris	4,534,152
East Grand Forks	11,664,975	Mound	8,915,864
Eden Prairie	35,099,705	Mounds View	7,807,860
Edina	28,991,953	New Brighton	8,985,971
Elk River	21,948,550	New Hope	14,367,114
Fairmont	22,974,646	New Ulm	15,782,806
Falcon Heights	1,556,796	North Branch	12,978,531
Faribault	23,261,702	North Mankato	12,894,483
Farmington	15,176,846	North St. Paul	7,366,667
Fergus Falls	\$18,069,274	Northfield	8,932,708

<b>Municipality</b>	<b>Adjusted Construction Needs</b>	<b>Municipality</b>	<b>Adjusted Construction Needs</b>
Oak Grove	6,447,977	St. Peter	12,469,829
Oakdale	10,124,166	Sartell	11,566,116
Orono	12,533,988	Sauk Rapids	7,129,969
Otsego	10,948,211	Savage	16,871,805
Owatonna	16,499,015	Shakopee	17,097,417
Plymouth	44,742,216	Shoreview	8,254,320
Prior Lake	11,121,930	Shorewood	5,842,539
Ramsey	18,125,309	South St. Paul	11,843,688
Red Wing	20,769,197	Spring Lake Park	2,671,392
Redwood Falls	6,971,578	Stewartville	4,056,314
Richfield	24,412,643	Stillwater	9,418,433
Robbinsdale	5,788,691	Thief River Falls	17,923,308
Rochester	53,388,454	Vadnais Heights	5,464,397
Rosemount	16,127,606	Virginia	12,805,462
Roseville	20,312,644	Waconia	3,742,066
St. Anthony	5,554,609	Waite Park	4,173,914
St. Cloud	45,396,076	Waseca	5,694,091
Saint Francis	0	West St. Paul	7,782,866
St. Joseph	2,830,131	White Bear Lake	12,525,353
St. Louis Park	27,625,322	Willmar	16,105,681
St. Michael	11,819,635	Winona	14,993,980
St. Paul	220,426,284	Woodbury	52,670,435
St. Paul Park	4,645,139	Worthington	9,720,255
		<b>STATE TOTAL</b>	<b>\$2,651,184,106</b>

## THEORETICAL 2003 M.S.A.S. TOTAL APPORTIONMENT

The following tabulation shows each municipality's tentative construction (money) needs and population apportionment amounts for 2003. The tentative apportionment shown in this summary is for informational purposes only. The actual revenue will be announced in January 2002, when the Commissioner of Transportation determines the annual allotments.

Municipality	Tentative 2003 Apportionment using the 2000 Census or the 2001 Estimate	Tentative Construction Needs Apportionment	Theoretical 2003 Total Apportionment	Distribution Percentage
Albert Lea	\$320,485	\$353,941	\$674,426	0.5792
Alexandria	161,360	230,987	392,347	0.3370
Andover	478,931	485,980	964,911	0.8287
Anoka	315,634	291,885	607,519	0.5218
Apple Valley	813,167	675,841	1,489,008	1.2788
Arden Hills	168,566	101,173	269,739	0.2317
Austin	407,910	630,701	1,038,611	0.8920
Baxter	101,471	166,530	268,001	0.2302
Bemidji	210,673	209,689	420,362	0.3610
Big Lake	120,317	144,888	265,205	0.2278
Blaine	802,697	563,885	1,366,582	1.1737
Bloomington	1,488,218	1,904,860	3,393,078	2.9142
Brainerd	234,196	249,040	483,236	0.4150
Brooklyn Center	509,189	438,142	947,331	0.8136
Brooklyn Park	1,187,817	632,852	1,820,669	1.5637
Buffalo	189,227	288,341	477,568	0.4102
Burnsville	1,054,569	770,223	1,824,792	1.5672
Cambridge	99,726	176,971	276,697	0.2376
Champlin	392,309	144,893	537,202	0.4614
Chanhassen	368,194	281,295	649,489	0.5578
Chaska	320,730	236,509	557,239	0.4786
Chisholm	87,250	128,705	215,955	0.1855
Cloquet	198,406	331,878	530,284	0.4554
Columbia Heights	323,330	269,433	592,763	0.5091
Coon Rapids	1,078,406	672,628	1,751,034	1.5039
Corcoran	98,854	150,275	249,129	0.2140
Cottage Grove	536,638	541,673	1,078,311	0.9261
Crookston	142,950	402,652	545,602	0.4686
Crystal	396,951	331,462	728,413	0.6256
Dayton	87,250	135,065	222,315	0.1909
Detroit Lakes	130,578	169,162	299,740	0.2574
Duluth	1,506,261	2,390,137	3,896,398	3.3464
Eagan	1,122,031	500,104	1,622,135	1.3932
East Bethel	193,328	271,560	464,888	0.3993
East Grand Forks	131,485	255,379	386,864	0.3323
Eden Prairie	971,263	768,432	1,739,695	1.4941
Edina	828,261	634,716	1,462,977	1.2565
Elk River	303,280	480,516	783,796	0.6732
Fairmont	191,024	502,980	694,004	0.5960
Falcon Heights	97,371	34,083	131,454	0.1129
Faribault	369,345	509,265	878,610	0.7546

Municipality	Tentative 2003 Apportionment using the 2000 Census or the 2001 Estimate	Tentative Construction Needs Apportionment	Theoretical 2003 Total Apportionment	Distribution Percentage
Farmington	\$231,718	\$332,264	\$563,982	0.4844
Fergus Falls	238,104	423,740	661,844	0.5684
Forest Lake	256,846	409,089	665,935	0.5719
Fridley	479,332	247,542	726,874	0.6243
Glencoe	96,289	153,577	249,866	0.2146
Golden Valley	355,822	418,761	774,583	0.6653
Grand Rapids	137,715	235,961	373,676	0.3209
Ham Lake	228,769	415,714	644,483	0.5535
Hastings	322,876	248,459	571,335	0.4907
Hermantown	141,327	245,204	386,531	0.3320
Hibbing	297,888	735,448	1,033,336	0.8875
Hopkins	301,011	194,618	495,629	0.4257
Hugo	125,552	210,133	335,685	0.2883
Hutchinson	230,077	323,332	553,409	0.4753
International Falls	117,037	142,737	259,774	0.2231
Inver Grove Heights	526,115	445,868	971,983	0.8348
La Crescent	87,442	0	87,442	0.0751
Lake City	89,064	49,637	138,701	0.1191
Lake Elmo	122,778	101,960	224,738	0.1930
Lakeville	780,902	1,077,533	1,858,435	1.5961
Lino Lakes	303,280	358,920	662,200	0.5687
Litchfield	114,768	160,399	275,167	0.2363
Little Canada	171,236	236,818	408,054	0.3505
Little Falls	136,563	312,726	449,289	0.3859
Mahtomedi	139,198	108,855	248,053	0.2130
Mankato	570,578	582,939	1,153,517	0.9907
Maple Grove	913,504	1,111,758	2,025,262	1.7394
Maplewood	612,144	704,589	1,316,733	1.1309
Marshall	223,848	294,310	518,158	0.4450
Mendota Heights	200,151	159,816	359,967	0.3092
Minneapolis	6,676,658	6,283,478	12,960,136	11.1309
Minnetonka	897,276	867,515	1,764,791	1.5157
Montevideo	95,661	102,665	198,326	0.1703
Monticello	146,527	144,946	291,473	0.2503
Moorhead	564,959	657,970	1,222,929	1.0503
Morris	88,663	99,265	187,928	0.1614
Mound	164,972	195,194	360,166	0.3093
Mounds View	222,487	170,936	393,423	0.3379
New Brighton	387,650	196,728	584,378	0.5019
New Hope	364,878	314,537	679,415	0.5835
New Ulm	237,214	345,530	582,744	0.5005
North Branch	149,616	284,137	433,753	0.3725
North Mankato	210,341	282,297	492,638	0.4231
North St. Paul	208,160	161,277	369,437	0.3173
Northfield	305,531	195,562	501,093	0.4304
Oak Grove	121,312	141,164	262,476	0.2254
Oakdale	469,508	221,647	691,155	0.5936
Orono	132,480	274,405	406,885	0.3495
Otsego	121,626	239,687	361,313	0.3103
Owatonna	397,509	361,210	758,719	0.6516

<b>Municipality</b>	<b>Tentative 2003 Apportionment using the 2000 Census or the 2001 Estimate</b>	<b>Tentative Construction Needs Apportionment</b>	<b>Theoretical 2003 Total Apportionment</b>	<b>Distribution Percentage</b>
Plymouth	\$1,163,474	\$979,534	\$2,143,008	1.8405
Prior Lake	287,174	243,491	530,665	0.4558
Ramsey	325,755	396,814	722,569	0.6206
Red Wing	282,881	454,697	737,578	0.6335
Redwood Falls	95,294	152,628	247,922	0.2129
Richfield	608,584	534,462	1,143,046	0.9817
Robbinsdale	246,445	126,731	373,176	0.3205
Rochester	1,558,715	1,168,825	2,727,540	2.3426
Rosemount	266,460	353,079	619,539	0.5321
Roseville	592,408	444,701	1,037,109	0.8907
St. Anthony	141,379	121,606	262,985	0.2259
St. Cloud	1,051,690	998,817	2,050,507	1.7611
St. Francis	93,008	0	93,008	0.0799
St. Joseph	87,250	61,960	149,210	0.1281
St. Louis Park	777,848	604,797	1,382,645	1.1875
St. Michael	179,106	258,765	437,871	0.3761
St. Paul	5,012,668	4,825,756	9,838,424	8.4498
St. Paul Park	88,663	101,695	190,358	0.1635
St. Peter	170,294	273,000	443,294	0.3807
Sartell	180,310	253,215	433,525	0.3723
Sauk Rapids	188,913	156,095	345,008	0.2963
Savage	394,752	369,372	764,124	0.6563
Shakopee	387,249	374,311	761,560	0.6541
Shoreview	460,225	180,710	640,935	0.5505
Shorewood	131,572	127,910	259,482	0.2229
South St. Paul	352,035	259,292	611,327	0.5250
Spring Lake Park	118,258	58,484	176,742	0.1518
Stewartville	95,975	88,804	184,779	0.1587
Stillwater	272,027	206,196	478,223	0.4107
Thief River Falls	146,789	392,392	539,181	0.4631
Vadnais Heights	229,484	119,631	349,115	0.2998
Virginia	159,789	298,348	458,137	0.3935
Waconia	127,385	81,924	209,309	0.1798
Waite Park	115,937	91,379	207,316	0.1781
Waseca	169,456	124,660	294,116	0.2526
West St. Paul	342,437	170,389	512,826	0.4404
White Bear Lake	429,373	274,215	703,588	0.6043
Willmar	321,306	352,599	673,905	0.5788
Winona	472,893	328,261	801,154	0.6881
Woodbury	840,214	1,153,105	1,993,319	1.7120
Worthington	196,956	212,803	409,759	0.3519
<b>TOTAL</b>	<b>\$58,217,041</b>	<b>\$58,217,041</b>	<b>\$116,434,082</b>	<b>100.0000</b>

## COMPARISON OF THE 2002 TO ESTIMATED 2003 APPORTIONMENT

N:\MSAS\Excel\Fall Book 2002\Comparison to the 2002 to Estimated 2003 Apportionment

Municipality	2002 Total Apportionment	Estimated 2003 Total Apportionment	Increase (Decrease) Amount	% Increase Decrease
Albert Lea	\$663,121	\$674,426	\$11,305	1.7048
Alexandria	353,368	392,347	38,979	11.0307
Andover	989,338	964,911	(24,427)	-2.4690
Anoka	540,118	607,519	67,401	12.4789
Apple Valley	1,499,143	1,489,008	(10,135)	-0.6761
Arden Hills	272,596	269,739	(2,857)	-1.0481
Austin	1,044,228	1,038,611	(5,617)	-0.5379
Baxter	260,412	268,001	7,589	2.9142
Bemidji	449,887	420,362	(29,525)	-6.5628
Big Lake	167,128	265,205	98,077	58.6838
Blaine	1,353,865	1,366,582	12,717	0.9393
Bloomington	3,477,818	3,393,078	(84,740)	-2.4366
Brainerd	414,856	483,236	68,380	16.4828
Brooklyn Center	960,689	947,331	(13,358)	-1.3905
Brooklyn Park	1,834,417	1,820,669	(13,748)	-0.7494
Buffalo	446,204	477,568	31,364	7.0291
Burnsville	1,824,283	1,824,792	509	0.0279
Cambridge	275,456	276,697	1,241	0.4505
Champlin	544,728	537,202	(7,526)	-1.3816
Chanhassen	652,197	649,489	(2,708)	-0.4152
Chaska	547,486	557,239	9,753	1.7814
Chisholm	220,626	215,955	(4,671)	-2.1172
Cloquet	530,185	530,284	99	0.0187
Columbia Heights	563,617	592,763	29,146	5.1712
Coon Rapids	1,776,346	1,751,034	(25,312)	-1.4249
Corcoran	268,434	249,129	(19,305)	-7.1917
Cottage Grove	1,048,032	1,078,311	30,279	2.8891
Crookston	552,876	545,602	(7,274)	-1.3157
Crystal	742,752	728,413	(14,339)	-1.9305
Dayton	255,688	222,315	(33,373)	-13.0522
Detroit Lakes	318,665	299,740	(18,925)	-5.9388
Duluth	3,903,601	3,896,398	(7,203)	-0.1845
Eagan	1,615,457	1,622,135	6,678	0.4134
East Bethel	469,455	464,888	(4,567)	-0.9728
East Grand Forks	295,480	386,864	91,384	30.9273
Eden Prairie	1,771,085	1,739,695	(31,390)	-1.7724
Edina	1,458,757	1,462,977	4,220	0.2893
Elk River	731,443	783,796	52,353	7.1575
Fairmont	696,081	694,004	(2,077)	-0.2984
Falcon Heights	132,782	131,454	(1,328)	-1.0001
Faribault	907,669	878,610	(29,059)	-3.2015
Farmington	558,162	563,982	5,820	1.0427
Fergus Falls	651,695	661,844	10,149	1.5573
Forest Lake	650,728	665,935	15,207	2.3369
Fridley	717,717	726,874	9,157	1.2759
Glencoe	246,556	249,866	3,310	1.3425
Golden Valley	723,596	774,583	50,987	7.0463
Grand Rapids	352,577	373,676	21,099	5.9842

Municipality	2002 Total Apportionment	Estimated 2003 Total Apportionment	Increase (Decrease) Amount	% Increase Decrease
Ham Lake	\$501,490	\$644,483	\$142,993	28.5136
Hastings	468,648	571,335	102,687	21.9113
Hermantown	399,823	386,531	(13,292)	-3.3245
Hibbing	1,045,704	1,033,336	(12,368)	-1.1827
Hopkins	544,203	495,629	(48,574)	-8.9257
Hugo	342,038	335,685	(6,353)	-1.8574
Hutchinson	543,144	553,409	10,265	1.8899
International Falls	260,188	259,774	(414)	-0.1591
Inver Grove Heights	947,883	971,983	24,100	2.5425
La Crescent	0	87,442	87,442	100.0000
Lake City	150,679	138,701	(11,978)	-7.9493
Lake Elmo	235,377	224,738	(10,639)	-4.5200
Lakeville	1,797,896	1,858,435	60,539	3.3672
Lino Lakes	633,487	662,200	28,713	4.5325
Litchfield	266,807	275,167	8,360	3.1334
Little Canada	411,833	408,054	(3,779)	-0.9176
Little Falls	418,002	449,289	31,287	7.4849
Mahtomedi	237,608	248,053	10,445	4.3959
Mankato	1,161,414	1,153,517	(7,897)	-0.6799
Maple Grove	2,023,122	2,025,262	2,140	0.1058
Maplewood	1,282,289	1,316,733	34,444	2.6861
Marshall	425,742	518,158	92,416	21.7070
Mendota Heights	358,024	359,967	1,943	0.5427
Minneapolis	13,702,815	12,960,136	(742,679)	-5.4199
Minnetonka	1,763,877	1,764,791	914	0.0518
Montevideo	223,600	198,326	(25,274)	-11.3032
Monticello	259,514	291,473	31,959	12.3149
Moorhead	1,220,344	1,222,929	2,585	0.2118
Morris	189,865	187,928	(1,937)	-1.0202
Mound	323,198	360,166	36,968	11.4382
Mounds View	388,080	393,423	5,343	1.3768
New Brighton	594,317	584,378	(9,939)	-1.6723
New Hope	683,086	679,415	(3,671)	-0.5374
New Ulm	601,147	582,744	(18,403)	-3.0613
North Branch	426,211	433,753	7,542	1.7695
North Mankato	504,135	492,638	(11,497)	-2.2805
North St. Paul	364,723	369,437	4,714	1.2925
Northfield	520,215	501,093	(19,122)	-3.6758
Oak Grove	315,251	262,476	(52,775)	-16.7406
Oakdale	706,726	691,155	(15,571)	-2.2033
Orono	406,487	406,885	398	0.0979
Otsego	337,643	361,313	23,670	7.0104
Owatonna	756,602	758,719	2,117	0.2798
Plymouth	2,178,732	2,143,008	(35,724)	-1.6397
Prior Lake	497,373	530,665	33,292	6.6936
Ramsey	710,702	722,569	11,867	1.6698
Red Wing	728,892	737,578	8,686	1.1917
Redwood Falls	238,960	247,922	8,962	3.7504
Richfield	1,141,016	1,143,046	2,030	0.1779
Robbinsdale	371,648	373,176	1,528	0.4111
Rochester	2,721,891	2,727,540	5,649	0.2075
Rosemount	627,185	619,539	(7,646)	-1.2191
Roseville	1,049,614	1,037,109	(12,505)	-1.1914
St. Anthony	262,435	262,985	550	0.2096
St. Cloud	2,099,198	2,050,507	(48,691)	-2.3195

Municipality	2002 Total Apportionment	Estimated 2003 Total Apportionment	Increase (Decrease) Amount	% Increase Decrease
St. Francis	\$0	\$93,008	\$93,008	100.0000
St. Joseph	147,745	149,210	1,465	0.9916
St. Louis Park	1,406,038	1,382,645	(23,393)	-1.6638
St. Michael	401,370	437,871	36,501	9.0941
St. Paul	10,172,794	9,838,424	(334,370)	-3.2869
St. Paul Park	194,470	190,358	(4,112)	0.0000
St. Peter	447,048	443,294	(3,754)	-0.8397
Sartell	362,646	433,525	70,879	19.5450
Sauk Rapids	341,803	345,008	3,205	0.9377
Savage	789,228	764,124	(25,104)	-3.1808
Shakopee	737,349	761,560	24,211	3.2835
Shoreview	648,131	640,935	(7,196)	-1.1103
Shorewood	249,484	259,482	9,998	4.0075
South St. Paul	574,525	611,327	36,802	6.4056
Spring Lake Park	176,976	176,742	(234)	-0.1322
Stewartville	179,281	184,779	5,498	0.0000
Stillwater	469,279	478,223	8,944	1.9059
Thief River Falls	534,512	539,181	4,669	0.8735
Vadnais Heights	338,313	349,115	10,802	3.1929
Virginia	430,168	458,137	27,969	6.5019
Waconia	204,043	209,309	5,266	2.5808
Waite Park	226,738	207,316	(19,422)	-8.5658
Waseca	298,123	294,116	(4,007)	-1.3441
West St. Paul	516,667	512,826	(3,841)	-0.7434
White Bear Lake	714,680	703,588	(11,092)	-1.5520
Willmar	637,776	673,905	36,129	5.6648
Winona	815,688	801,154	(14,534)	-1.7818
Woodbury	1,912,016	1,993,319	81,303	4.2522
Worthington	404,908	409,759	4,851	1.1980
<b>TOTAL</b>	<b>\$116,434,082</b>	<b>\$116,434,082</b>	<b>\$0</b>	<b>0.0000</b>

**TENTATIVE 2003 APPORTIONMENT RANKINGS**

Rankings are from highest apportionment per Needs mile to lowest. Bridges in some cities increases the costs.  
Big Lake's and St. Joseph's mileage is not certified

Municipality	2002 Total Needs Mileage	2003 Tentative Population Apportionment Per Need Mile	Municipality	2002 Total Needs Mileage	2003 Tentative Money Needs Apportionment Per Need Mile	Municipality	2002 Total Needs Mileage	2003 Tentative Total Apportionment Per Need Mile
Falcon Heights	2.54	\$38,335	Crookston	11.64	\$34,592	Minneapolis	203.35	\$63,733
Minneapolis	203.35	32,833	Minneapolis	203.35	30,900	Saint Paul	165.16	59,569
Hopkins	9.32	32,297	Saint Paul	165.16	29,219	New Hope	12.70	53,497
Saint Paul	165.16	30,350	Thief River Falls	14.92	26,300	Hopkins	9.32	53,179
New Hope	12.70	28,731	Fairmont	19.49	25,807	Falcon Heights	2.54	51,754
Vadnais Heights	8.32	27,582	Woodbury	44.96	25,647	Anoka	12.64	48,063
Waseca	6.42	26,395	Bloomington	75.06	25,378	Columbia Heights	12.53	47,308
New Brighton	14.92	25,982	New Hope	12.70	24,767	Crookston	11.64	46,873
Columbia Heights	12.53	25,804	Mound	8.05	24,248	Saint Anthony	5.63	46,711
Coon Rapids	41.82	25,787	Farmington	13.85	23,990	Stewartville	3.99	46,311
West St. Paul	13.31	25,728	Anoka	12.64	23,092	Waseca	6.42	45,812
Eagan	43.94	25,536	Maple Grove	48.62	22,866	Richfield	25.08	45,576
Oakdale	18.39	25,531	Austin	27.70	22,769	Bloomington	75.06	45,205
Northfield	12.06	25,334	Big Lake	6.37	22,745	Mound	8.05	44,741
Saint Joseph	3.47	25,144	Faribault	22.45	22,684	Woodbury	44.96	44,335
Saint Anthony	5.63	25,112	Little Canada	10.49	22,576	Saint Louis Park	31.19	44,330
Anoka	12.64	24,971	New Ulm	15.33	22,539	Brooklyn Center	21.56	43,939
Saint Louis Park	31.19	24,939	Stewartville	3.99	22,257	Owatonna	17.56	43,207
Shoreview	18.57	24,783	Maplewood	31.71	22,220	Saint Joseph	3.47	43,000
Brooklyn Park	48.08	24,705	Moorhead	29.74	22,124	Apple Valley	35.04	42,495
Robbinsdale	10.10	24,400	Glencoe	6.98	22,002	Vadnais Heights	8.32	41,961
Richfield	25.08	24,266	Orono	12.58	21,813	Coon Rapids	41.82	41,871
Stewartville	3.99	24,054	Saint Anthony	5.63	21,600	Rochester	65.33	41,750
Burnsville	44.05	23,940	Columbia Heights	12.53	21,503	Maple Grove	48.62	41,655
Rochester	65.33	23,859	Richfield	25.08	21,310	Big Lake	6.37	41,633
Brooklyn Center	21.56	23,617	Duluth	112.18	21,306	Northfield	12.06	41,550
Apple Valley	35.04	23,207	Lakeville	50.60	21,295	Maplewood	31.71	41,524
Champlin	17.01	23,063	North Mankato	13.38	21,098	Burnsville	44.05	41,425
Waconia	5.53	23,035	Hopkins	9.32	20,882	Moorhead	29.74	41,121
Eden Prairie	42.66	22,768	Buffalo	13.87	20,789	Eden Prairie	42.66	40,780
Arden Hills	7.41	22,748	Grand Rapids	11.40	20,698	Crystal	17.88	40,739

Municipality	2002	2003
	Total Needs Mileage	Tentative Population Apportionment Per Need Mile
Owatonna	17.56	\$22,637
Crystal	17.88	22,201
Inver Grove Heights	23.86	22,050
Winona	21.75	21,742
Plymouth	54.72	21,262
Chaska	15.13	21,198
White Bear Lake	20.35	21,099
South St. Paul	16.82	20,930
Roseville	28.70	20,641
Edina	40.27	20,568
Mound	8.05	20,493
Spring Lake Park	5.82	20,319
Blaine	40.30	19,918
Bloomington	75.06	19,827
Mounds View	11.26	19,759
Fridley	24.81	19,320
Maplewood	31.71	19,304
North St. Paul	10.95	19,010
Moorhead	29.74	18,997
Big Lake	6.37	18,888
Maple Grove	48.62	18,789
Woodbury	44.96	18,688
Mankato	30.57	18,665
Prior Lake	15.78	18,199
Saint Cloud	58.15	18,086
Minnetonka	49.89	17,985
Waite Park	6.48	17,892
Saint Paul Park	4.96	17,876
Stillwater	15.45	17,607
Worthington	11.39	17,292
Albert Lea	18.74	17,102
Cottage Grove	31.43	17,074
Hastings	19.27	16,755
Farmington	13.85	16,731
Chanhassen	22.27	16,533
Sauk Rapids	11.43	16,528
Faribault	22.45	16,452
Shakopee	23.61	16,402

Municipality	2002	2003
	Total Needs Mileage	Tentative Money Needs Apportionment Per Need Mile
Owatonna	17.56	\$20,570
Saint Paul Park	4.96	20,503
Brooklyn Center	21.56	20,322
Forest Lake	20.59	19,868
Saint Peter	13.88	19,669
Little Falls	15.98	19,570
Hutchinson	16.65	19,419
Waseca	6.42	19,417
Redwood Falls	7.87	19,394
Saint Louis Park	31.19	19,391
Apple Valley	35.04	19,288
Red Wing	23.82	19,089
Mankato	30.57	19,069
Marshall	15.48	19,012
Sartell	13.33	18,996
Albert Lea	18.74	18,887
Virginia	15.93	18,729
Litchfield	8.58	18,695
Inver Grove Heights	23.86	18,687
Worthington	11.39	18,683
Crystal	17.88	18,538
Eden Prairie	42.66	18,013
Plymouth	54.72	17,901
Rochester	65.33	17,891
Saint Joseph	3.47	17,856
Golden Valley	23.57	17,767
International Falls	8.06	17,709
Burnsville	44.05	17,485
Lino Lakes	20.55	17,466
Fergus Falls	24.32	17,424
Minnetonka	49.89	17,389
Hermantown	14.15	17,329
Cottage Grove	31.43	17,234
Saint Cloud	58.15	17,177
East Grand Forks	15.19	16,812
Cloquet	20.14	16,479
Northfield	12.06	16,216
Chisholm	7.99	16,108

Municipality	2002	2003
	Total Needs Mileage	Tentative Total Apportionment Per Need Mile
Inver Grove Heights	23.86	\$40,737
Farmington	13.85	40,721
New Brighton	14.92	39,167
Plymouth	54.72	39,163
Faribault	22.45	39,136
Little Canada	10.49	38,899
West St. Paul	13.31	38,529
Saint Paul Park	4.96	38,379
New Ulm	15.33	38,013
Brooklyn Park	48.08	37,867
Waconia	5.53	37,850
Mankato	30.57	37,734
Oakdale	18.39	37,583
Austin	27.70	37,495
Robbinsdale	10.10	36,948
Eagan	43.94	36,917
Winona	21.75	36,835
Chaska	15.13	36,830
North Mankato	13.38	36,819
Lakeville	50.60	36,728
Arden Hills	7.41	36,402
South St. Paul	16.82	36,345
Edina	40.27	36,329
Thief River Falls	14.92	36,138
Roseville	28.70	36,136
Albert Lea	18.74	35,989
Worthington	11.39	35,975
Glencoe	6.98	35,797
Fairmont	19.49	35,608
Minnetonka	49.89	35,374
Saint Cloud	58.15	35,262
Mounds View	11.26	34,940
Duluth	112.18	34,733
White Bear Lake	20.35	34,574
Shoreview	18.57	34,515
Buffalo	13.87	34,432
Cottage Grove	31.43	34,308
Blaine	40.30	33,910

Municipality	2002	2003
	Total Needs Mileage	Tentative Population Apportionment Per Need Mile
Little Canada	10.49	\$16,324
Monticello	9.04	16,209
Mahtomedi	8.62	16,148
Shorewood	8.24	15,967
Savage	24.92	15,841
North Mankato	13.38	15,721
New Ulm	15.33	15,474
Lakeville	50.60	15,433
Golden Valley	23.57	15,096
Lino Lakes	20.55	14,758
Austin	27.70	14,726
Brainerd	16.12	14,528
International Falls	8.06	14,521
Marshall	15.48	14,460
Mendota Heights	14.16	14,135
Hutchinson	16.65	13,818
Glencoe	6.98	13,795
Lake City	6.50	13,702
Buffalo	13.87	13,643
Sartell	13.33	13,527
Willmar	23.91	13,438
Duluth	112.18	13,427
Litchfield	8.58	13,376
Andover	36.72	13,043
Bemidji	16.24	12,972
Forest Lake	20.59	12,474
Crookston	11.64	12,281
Saint Peter	13.88	12,269
Redwood Falls	7.87	12,109
Grand Rapids	11.40	12,080
Red Wing	23.82	11,876
Montevideo	8.25	11,595
Ramsey	29.56	11,020
Morris	8.11	10,933
Chisholm	7.99	10,920
Rosemount	24.67	10,801
Lake Elmo	11.42	10,751
Orono	12.58	10,531

Municipality	2002	2003
	Total Needs Mileage	Tentative Money Needs Apportionment Per Need Mile
Coon Rapids	41.82	\$16,084
Monticello	9.04	16,034
Cambridge	11.07	15,987
Shakopee	23.61	15,854
Elk River	30.42	15,796
Edina	40.27	15,762
Ham Lake	26.51	15,681
Chaska	15.13	15,632
Shorewood	8.24	15,523
Roseville	28.70	15,495
Brainerd	16.12	15,449
Prior Lake	15.78	15,430
South St. Paul	16.82	15,416
Mounds View	11.26	15,181
Winona	21.75	15,092
Otsego	15.93	15,046
Savage	24.92	14,822
Waconia	5.53	14,814
Willmar	23.91	14,747
North St. Paul	10.95	14,728
Saint Michael	17.60	14,703
Alexandria	15.73	14,684
Dayton	9.28	14,554
Vadnais Heights	8.32	14,379
Hibbing	51.31	14,333
Rosemount	24.67	14,312
Waite Park	6.48	14,102
Blaine	40.30	13,992
Sauk Rapids	11.43	13,657
Arden Hills	7.41	13,654
Detroit Lakes	12.41	13,631
White Bear Lake	20.35	13,475
Ramsey	29.56	13,424
Falcon Heights	2.54	13,419
Stillwater	15.45	13,346
Andover	36.72	13,235
New Brighton	14.92	13,186
Brooklyn Park	48.08	13,162

Municipality	2002	2003
	Total Needs Mileage	Tentative Total Apportionment Per Need Mile
North St. Paul	10.95	\$33,739
Prior Lake	15.78	33,629
Marshall	15.48	33,473
Hutchinson	16.65	33,238
Golden Valley	23.57	32,863
Grand Rapids	11.40	32,779
Sartell	13.33	32,523
Orono	12.58	32,344
Forest Lake	20.59	32,343
Shakopee	23.61	32,256
Monticello	9.04	32,243
International Falls	8.06	32,230
Lino Lakes	20.55	32,224
Litchfield	8.58	32,071
Waite Park	6.48	31,993
Saint Peter	13.88	31,938
Champlin	17.01	31,582
Redwood Falls	7.87	31,502
Shorewood	8.24	31,491
Red Wing	23.82	30,965
Stillwater	15.45	30,953
Savage	24.92	30,663
Spring Lake Park	5.82	30,368
Sauk Rapids	11.43	30,184
Brainerd	16.12	29,977
Hastings	19.27	29,649
Fridley	24.81	29,298
Chanhassen	22.27	29,164
Mahtomedi	8.62	28,776
Virginia	15.93	28,759
Willmar	23.91	28,185
Little Falls	15.98	28,116
Hermantown	14.15	27,317
Fergus Falls	24.32	27,214
Chisholm	7.99	27,028
Cloquet	20.14	26,330
Andover	36.72	26,278
Bemidji	16.24	25,884

Municipality	2002	2003
	Total Needs Mileage	Tentative Population Apportionment Per Need Mile
Detroit Lakes	12.41	\$10,522
Alexandria	15.73	10,258
Saint Michael	17.60	10,176
Virginia	15.93	10,031
Hermantown	14.15	9,988
Elk River	30.42	9,970
Cloquet	20.14	9,851
Thief River Falls	14.92	9,838
Fairmont	19.49	9,801
Fergus Falls	24.32	9,790
Dayton	9.28	9,402
Cambridge	11.07	9,009
East Grand Forks	15.19	8,656
Ham Lake	26.51	8,630
Little Falls	15.98	8,546
Baxter	12.77	7,946
Otsego	15.93	7,635
Hugo	16.79	7,478
East Bethel	26.90	7,187
North Branch	21.93	6,822
Corcoran	14.80	6,679
Oak Grove	19.50	6,221
Hibbing	51.31	5,806
La Crescent	-	0
Saint Francis	-	0
<b>Average</b>		<b>\$17,807</b>

Municipality	2002	2003
	Total Needs Mileage	Tentative Money Needs Apportionment Per Need Mile
Baxter	12.77	\$13,041
North Branch	21.93	12,957
Bemidji	16.24	12,912
Hastings	19.27	12,894
West St. Paul	13.31	12,802
Chanhassen	22.27	12,631
Mahtomedi	8.62	12,628
Robbinsdale	10.10	12,548
Hugo	16.79	12,515
Montevideo	8.25	12,444
Morris	8.11	12,240
Oakdale	18.39	12,053
Eagan	43.94	11,382
Mendota Heights	14.16	11,286
Corcoran	14.80	10,154
East Bethel	26.90	10,095
Spring Lake Park	5.82	10,049
Fridley	24.81	9,978
Shoreview	18.57	9,731
Lake Elmo	11.42	8,928
Champlin	17.01	8,518
Lake City	6.50	7,636
Oak Grove	19.50	7,239
La Crescent	0.00	0
Saint Francis	0.00	0
<b>Average</b>		<b>\$17,822</b>

Municipality	2002	2003
	Total Needs Mileage	Tentative Total Apportionment Per Need Mile
Elk River	30.42	\$25,766
East Grand Forks	15.19	25,468
Mendota Heights	14.16	25,421
Rosemount	24.67	25,113
Cambridge	11.07	24,995
Alexandria	15.73	24,943
Saint Michael	17.60	24,879
Ramsey	29.56	24,444
Ham Lake	26.51	24,311
Detroit Lakes	12.41	24,153
Montevideo	8.25	24,040
Dayton	9.28	23,956
Morris	8.11	23,172
Otsego	15.93	22,681
Lake City	6.50	21,339
Baxter	12.77	20,987
Hibbing	51.31	20,139
Hugo	16.79	19,993
North Branch	21.93	19,779
Lake Elmo	11.42	19,679
East Bethel	26.90	17,282
Corcoran	14.80	16,833
Oak Grove	19.50	13,460
La Crescent	0.00	0
Saint Francis	0.00	0
<b>Average</b>		<b>\$35,628</b>

# OTHER



# TOPICS



**Certification of MSAS System as Complete**

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

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

When a system is certified as complete, the certification shall be good for two years. The dollar amount eligible for use on local streets will be based on the population portion of the annual construction apportionment. The beginning construction account figure for this calculation shall be the construction account balance from December 31 of the year preceding certification plus the amount of the current years construction account which is not generated by construction needs.

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

Determine what percentage the population apportionment is of the total apportionment. This percent is then multiplied times the construction allotment. This is the amount of the construction allotment that is generated from the population apportionment. Only its construction allotment is used because the city has already received its maintenance allotment. This is done for each year that there is less money in the city's unencumbered construction fund account than was generated by its population apportionment.

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

This formula is used in each preceding year until the balance remaining in the construction account is less than the construction allocation. Then the balance remaining replaces the construction allocation in the above formula.

**CERTIFIED COMPLETE MSAS SYSTEM**

Through 8/31/02

YEAR	CITY	YEAR CERTIFIED	YEAR RECERTIFIED	BEGINNING LOCAL AMOUNT AVAILABLE	POPULATION PORTION OF ANNUAL ALLOCATION*	TOTAL LOCAL AMOUNT AVAILABLE	LOCAL AMOUNT RELEASED
1998	Fridley	1998		\$778,401			\$393,027
1999	Fridley	1998		\$385,374			
	Columbia Heights	1999		\$1,023,216			
2000	Fridley	1998	2000	\$608,479			\$608,479
	Columbia Heights	1999		1,256,475			190,000
	Falcon Heights	2000		318,325			
2001	Fridley	2000		\$0	\$337,065	\$337,065	
	Columbia Heights	1999	2001	1,066,475	238,590	1,305,065	\$189,000
	Falcon Heights	2000		318,325	58,983	377,308	350,947
	South St. Paul	2001				1,287,810	
2002	Fridley	2000		\$337,065	\$340,544	\$677,609	\$335,000
	Columbia Heights	2001		1,052,535	246,179	1,298,714	
	Falcon Heights	2000	2002	26,361	64,191	90,552	
	South St. Paul	2001		1,287,810	268,073	1,555,883	1,555,883

\* The POPULATION PORTION OF ANNUAL ALLOCATION column does not include the maintenance allocation.

Falcon Heights has been recertified this year. Fridley's recertification is presently being processed and the final determination will be made by the end of the year and will be updated in the January booklet.

**Fund 250**

2001 MSAS year end construction balance available	\$ 75,278,512.16
2002 Allotment	\$ 90,646,885.00
Total available	\$ 165,925,397.16
Less: Estimated CY 2002 expenditures (updated quarterly)	\$ 70,000,000.00
Balance	\$ 95,925,397.16
Less: amount required in account	\$ (20,000,000.00)
Maximum amount for advance in CY 2002	\$ 75,925,397.16
Amount advanced to date (listed below)	\$ 11,332,418.00
Balance available to advance	\$ 64,592,979.16

<u>CITY NAME</u>	<u>RESOLUTION AMOUNT</u>	<u>YEAR</u>	<u>REQUEST TO RESERVE ADV FUNDING</u>	<u>ADVANCE AMOUNT</u>	<u>REPAID AMOUNT</u>	<u>BALANCE</u>	<u>COMMENTS</u>
Alexandria	\$350,000.00	2002	350,000.00	350,000.00		350,000.00	
Bemidji	\$650,000.00	2002	650,000.00	650,000.00		650,000.00	
Blaine	\$970,000.00	2002	433,710.00	433,710.00		433,710.00	
Burnsville	\$1,100,000.00	2002	1,000,000.00	1,000,000.00		1,000,000.00	
Coon Rapids	\$ 1,500,000.00	2002	1,500,000.00	1,500,000.00		1,500,000.00	
Corcoran	\$ 160,000.00	2001		196,560.00	174,482.00	22,078.00	
Forest Lake	\$ 500,000.00	2001	500,000.00	500,000.00	488,046.00	11,954.00	
International Falls	\$ 400,000.00	2001	400,000.00	400,000.00	248,098.00	151,902.00	
Mahtomedi	\$ 500,000.00	2000	500,000.00	500,000.00	440,504.00	59,496.00	
Maplewood	\$ 897,600.00	2002	897,600.00	897,600.00		897,600.00	
Maple Grove	\$ 718,671.00	2002		718,671.00		718,671.00	for DCP 189-020-06 to cover adv const
Mnetonka	\$ 1,115,000.00	2002	1,115,000.00	1,115,000.00		1,115,000.00	
Morris	\$ 300,000.00	2001	300,000.00	300,000.00	142,399.00	157,601.00	
Oakdale	\$ 400,000.00	2002	400,000.00	400,000.00		400,000.00	
Owatonna	\$ 500,000.00	2002	500,000.00	500,000.00		500,000.00	
Sartell	\$ 750,000.00	2001	625,599.00	625,599.00	188,346.00	437,253.00	
St. Anthony	\$ 500,000.00	2000	500,000.00	500,000.00	222,110.00	277,890.00	
White Bear Lake	\$ 500,000.00	2002	500,000.00	500,000.00		500,000.00	
Woodbury	\$ 1,724,161.00	2001		1,724,263.00	1,096,805.00	627,458.00	
Woodbury	\$ 1,700,000.00	2002		1,521,805.00		1,521,805.00	
<b>TOTAL</b>	<b>\$15,235,432.00</b>		<b>\$ 10,171,909.00</b>	<b>\$ 14,333,208.00</b>	<b>\$ 3,000,790.00</b>	<b>\$ 11,332,418.00</b>	

## GENERAL FUND ADVANCES

Revised June, 1999 November 2000

### Guidelines

The October, 2000 Screening Board discussed the possibility of revising the limits that a smaller city may advance. It was explained that any changes were ultimately an administrative decision by the State Aid Engineer with any input and discussion by the Screening Board being taken into consideration. The Screening Board recommended that the limits that a smaller city can advance be raised to \$750,000.

After discussing it with State Aid Finance, the following revisions will go into effect for advances from the 2002 allocation:

Cities with a construction allotment of \$750,000 or less can now advance up to three times its previous years construction allotment or \$750,000, whichever is less.

Cities with a construction allotment of more than \$750,000 can now advance up to its previous years construction allotment up to a maximum of \$3,000,000.

### Clarification of Guidelines

The maximum Municipal State Aid construction dollars that can be advanced in any one year shall be the difference between the Municipal State Aid construction fund balance at the end of the preceding calendar year, current year projected disbursements, and \$20 million.

A City Council Resolution is required to advance funds. The City Council Resolution can be passed at any time, but must be submitted with, or prior to, any payment requests. It need not be project specific, but must include the maximum amount of advance the City Council is authorizing for financing approved Municipal State Aid Street projects in that year. The resolution should be mailed directly to State Aid Finance. **The resolution does not reserve the funds.** The funds are paid on a first come first served basis established by payment requests. As payment requests are submitted by the city, the amount required to process the payment (up to the

resolution/allowable amount) will be added to the city's account. The payment request is verified by the form 'Report of State Aid Contract'.

To "reserve" the funds, the City Engineer may submit a "Request to Reserve Advanced Funding" form (Fig. G 5-892.563) up to 8 weeks prior to anticipating or incurring an obligation where advanced funding is required. This form "reserves" the funds in the city's account. Once the request has been approved by State Aid and the funds added to the city's account, a copy of the approved request will be returned to the City Engineer. The "Request to Reserve Advanced Funding" form should be mailed to Diane McCabe in State Aid. This form is not required, but will allow the funds to be set aside up to eight weeks in advance of the payment request.

General Fund Advance repayments may be relaxed to accommodate the payment on the principal of State Aid bonds.

If the General Fund runs out of funds to advance, a city has to submit a new city council resolution if more funds don't come available until the following year.

Advances will always be processed on a 'first come first served' basis.

## PAST HISTORY OF ADMINISTRATIVE ACCOUNT

1 1/2 % of the total funds available are set aside for the administration of State Aid. The account is used for expenses of Screening Board meetings, Variances meetings, printing of State Aid material etc.

N:\MSAS\EXCEL\OCTOBER 2002 BOOK\PAST HISTORY OF ADMINISTRATIVE ACCOUNT 2002.XLS

Year	Allotment	Balance	Spent
1958	\$113,220	\$48,310	\$64,910
1959	125,999	55,370	70,629
1960	129,466	58,933	70,533
1961	140,825	75,036	65,789
1962	137,980	70,875	67,105
1963	144,585	75,094	69,491
1964	168,526	102,385	66,141
1965	173,875	96,136	77,739
1966	178,253	85,079	93,174
1967	190,524	122,185	68,339
1968	219,458	117,878	101,580
1969	231,452	134,416	97,036
1970	252,736	147,968	104,768
1971	279,357	165,927	113,430
1972	280,143	167,410	112,733
1973	284,923	160,533	124,390
1974	333,944	130,460	203,484
1975	349,512	158,851	190,661
1976	347,940	264,874	83,066
1977	424,767	160,365	264,402
1978	426,786	139,580	287,206
1979	473,075	257,782	215,293
1980	521,544	171,544	350,000
1981	544,123	222,062	322,061
1982	646,373	251,781	394,592
1983	710,025	297,847	412,178
1984	745,773	322,730	423,043
1985	874,173	421,719	452,454
1986	903,824	427,562	476,262
1987	806,340	331,589	474,751
1988	895,092	387,171	507,921
1989	1,111,120	582,918	528,202
1990	1,248,109	218,586	1,029,523
1991	1,216,604	502,044	714,560
1992	1,239,228	493,170	746,058
1993	1,274,377	466,634	807,743
1994	1,231,781	417,972	813,809
1995	1,251,307	153,996	1,097,311
1996	1,394,929	225,105	1,169,824
1997	1,386,626	111,442	1,275,184
1998	1,442,625	161,000	1,281,625
1999	1,511,148	0	1,511,148
2000	1,583,411	1,230,268	353,143
2001	1,667,638	59,228	1,608,410
2002	1,751,908		

The unexpended balance of the administration account at the end of the year is transferred back to the state aid fund from which it was obtained for distribution.

## RESEARCH ACCOUNT MOTION

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 the 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 \$582,170 (not to exceed 1/2 of 1% of the 2002 M.S.A.S. Apportionment sum of \$116,434,082) shall be set aside from the 2003 Apportionment fund and be credited to the research account.

MOTION BY:  
SECONDED BY:

N:\MSAS\EXCEL\OCTOBER 2001 BOOK\RESEARCH ACCOUNT MOTION 2001.XLS

<b>PAST HISTORY OF RESEARCH ACCOUNT</b>			
	<b>Allotment</b>	<b>Balance</b>	<b>Spent</b>
1958	\$0	\$0	\$0
1959	0	0	0
1960	20,271	10,911	9,360
1961	20,926	18,468	2,458
1962	22,965	21,661	1,304
1963	22,594	18,535	4,059
1964	23,627	24,513	0
1965	27,418	15,763	11,655
1966	28,426	17,782	10,644
1967	29,155	31,944	0
1968	31,057	28,433	2,624
1969	35,719	34,241	1,478
1970	37,803	35,652	2,151
1971	41,225	37,914	3,311
1972	45,227	44,468	759
1973	45,846	36,861	8,985
1974	46,622	19,268	27,354
1975	54,321	35,755	18,566
1976	57,103	33,901	23,202
1977	56,983	33,674	23,309
1978	68,990	70,787	0
1979	69,665	0	69,665
1980	77,116	36,352	40,764
1981	85,031	33,940	51,091
1982	88,920	47,990	40,930
1983	105,082	37,656	67,426
1984	115,766	57,879	57,887
1985	121,838	73,118	48,720
1986	142,188	98,607	43,581
1987	147,745	82,479	65,266
1988	132,754	72,201	60,553
1989	145,953	42,379	103,574
1990	191,254	40,960	150,294
1991	203,793	3,445	200,348
1992	202,774	19,247	183,527
1993	207,386	18,150	189,236
1994	403,939	0	403,939
1995	403,415	0	403,415
1996	408,593	0	408,593
1997	453,703	0	453,703
1998	452,040	0	452,040
1999	469,141	0	469,141
2000	487,286	0	487,286
2001	516,013	0	516,013
2002	542,790		
2003	582,170		

## **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.

## **SCREENING BOARD RESOLUTIONS**

At the Spring District meetings and the Spring Screening Board meeting, the following revisions to the Screening Board resolutions were presented. The purpose of these revisions was to update and clarify the language in the resolutions. The intent is not to change the meaning of the resolutions.

The Screening Board did not vote on these changes at their Spring meeting, but they were discussed and there was no opposition.

The resolutions with the revisions shown are presented in this booklet. If the Screening Board makes a motion to pass the revisions, they will be changed. Otherwise, the old version will be in the future books.

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

October, 2002

**BE IT RESOLVED:**

**ADMINISTRATION**

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

That annually the Commissioner of Mn/DOT will be requested to appoint three (3) new members, upon recommendation of the City Engineers Association of Minnesota, to serve three (3) year terms as voting members of the Municipal Screening Board. These appointees are selected from the Nine Construction Districts together with one representative from each of the three (3) major cities of the first class.

**Screening Board Chair and Vice Chair** - June 1987

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

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

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

**Appointment to Unencumbered Construction Funds Subcommittee** - Revised June 1979

**That ~~T~~**the Screening Board past Chair~~man~~ be appointed to serve a three-year term on the Unencumbered Construction Fund Subcommittee. This will continue to maintain an experienced group to follow a program of accomplishments.

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

That any individual or delegation having items of concern regarding the study of State Aid Needs or State Aid Apportionment amounts, and wishing to have consideration given to these items, shall, in a written report, communicate with the State Aid Engineer. The State Aid Engineer with concurrence of the Chair~~man~~ of the Screening Board shall determine which requests are to be referred to the Screening Board for their consideration. This resolution does not abrogate the right of the Screening Board to call any person or persons before the Board for discussion purposes.

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

That the Screening Board Chair~~man~~, with the assistance of ~~the~~ State Aid ~~personnel~~ Engineer, determine the dates and locations for that year's Screening Board meetings.

**Research Account** - Oct. 1961

That an annual resolution be considered for setting aside a reasonable amount of money for the Research Account to continue municipal street research activity.

**Be it resolved ~~T~~**that an amount of \$487,286 (not to exceed 1/2 of 1% of the 2002 MSAS Apportionment sum of \$116,434,082) shall be set aside from the 2003 Apportionment fund and be credited to the research account.

**Soil Type** - Oct. 1961

That the soil type classification as approved by the 1961 Municipal Screening Board, for all municipalities under Municipal State Aid be adopted for the 1962 Needs Study and 1963 apportionment on all streets in the respective municipalities. Said classifications are to be continued in use until subsequently amended or revised by Municipal Screening Board action.

**That when a new municipality becomes eligible to participate in the MSAS allocation, the soil type to be used for Needs purposes shall be based upon the City Engineer's recommendation with the concurrence of the District State Engineer.**

**Improper Needs Report** - Oct. 1961

That the ~~Office of State Aid~~ State Aid Engineer and the District State Aid Engineer ~~is~~ are requested to recommend an adjustment of the Needs ~~R~~ 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

**That A** any new city ~~which has having~~ determined ~~their~~ its eligible mileage, but does not have an approved State Aid Street System, ~~their money needs will be~~ will have its money Needs determined at the cost per mile of the lowest other city.

**Construction Cut Off Date** - Oct. 1962 (Revised 1967)

That for the purpose of measuring the Needs of the Municipal State Aid ~~Highway~~ Street System, the annual cut off date for recording construction accomplishments **shall be** based upon the project award date **and** shall be December 31st of the preceding year.

**Construction Accomplishments** - Oct. 1988 (Revised June 1993, October 2001)

~~That W~~ when a Municipal State Aid Street is constructed to State Aid Standards, said street shall be considered adequate for a period of 20 years from the date of project letting or encumbrance of force account funds.

~~That I~~ in the event sidewalk or curb and gutter is constructed for the total length of the segment, ~~then~~ those items shall be removed from the Nneeds for a period of 20 years.

All segments considered deficient for Needs purposes and receiving complete Needs shall receive street lighting Needs at the current unit cost per mile.

~~That I~~ if the construction of ~~the~~ a Municipal State Aid Street is accomplished with local funds, only the Ceonstruction Nneeds necessary to bring the roadway up to State Aid Standards will be permitted in subsequent Nneeds for 20 years from the date of the letting or encumbrance of force account funds. **For the purposes of the Needs Study, these shall be called Widening Needs.** At the end of the 20 year period, reinstatement for complete Ceonstruction Nneeds shall be initiated by the Municipality.

That Needs for resurfacing, and traffic signals shall be allowed on all Municipal State Aid Streets at all times.

That any bridge construction project shall cause the Nneeds of the affected bridge to be removed for a period of 35 years from the project letting date or date of force account agreement. At the end of the 35 year period, Nneeds for complete reconstruction of the bridge will be reinstated in the Nneeds Sstudy at the initiative of the Municipal Engineer. ~~If, during the period that complete bridge needs are being received the bridge is improved with a bituminous overlay, the municipality will continue to receive complete needs but shall have the non-local cost of the overlay deducted from its total needs for a period of ten (10) years.~~

~~That F~~ the adjustments above will apply regardless of the source of funding for the road or bridge project. Needs may be granted as an exception to this resolution upon request by the Municipal Engineer and ~~justification~~ **justified** to the satisfaction of the State Aid Engineer (e.g., a deficiency due to changing standards, projected traffic, or other verifiable causes).

~~That I~~ in the event that an M.S.A.S. route earning "After the Fact" Nneeds is removed from the M.S.A.S. system, then, the "After the Fact" Nneeds shall be removed from the Nneeds Sstudy, except if transferred to another state system. No adjustment will be required on Nneeds earned prior to the revocation.

**Population Apportionment** - October 1994, 1996

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

**DESIGN**

**Design Limitation on Non-Existing Streets** - Oct. 1965

That non-existing streets shall not have their Needs computed on the basis of urban design unless justified to the satisfaction of the ~~Commissioner~~. **State Aid Engineer.**

**Less Than Minimum Width** - Oct. 1961 (Revised 1986)

~~That in the event that~~ if a Municipal State Aid Street is constructed with State Aid funds to a width less than the ~~standard~~ design width in the quantity tables for Needs purposes ~~as reported in the Needs Study~~, the total Needs shall be taken off such constructed street other than ~~the surface replacement need~~. **Additional Surfacing Needs. Surface replacement Additional surfacing** and other future Needs shall be limited to the constructed width as reported in the Needs Study, unless exception is justified to the satisfaction of the ~~Commissioner~~. **State Aid Engineer.**

**Greater Than Minimum Width** (Revised June 1993)

~~That if~~ if a Municipal State Aid Street is constructed to a width wider than required, ~~Resurfacing~~ Needs will be allowed on the constructed width.

**Miscellaneous Limitations** - Oct. 1961

That miscellaneous items such as fence removal, bituminous surface removal, manhole adjustment, and relocation of street lights are not permitted in the Municipal State Aid Street Needs Study. The item of retaining walls, however, shall be included in the Needs Study.

**MILEAGE** - Feb. 1959 (Revised Oct. 1994. 1998)

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

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

However, the maximum mileage for State Aid designation may be exceeded to designate trunk highway turnbacks after July 1, 1965 and county highway turnbacks after May 11, 1994 subject to State Aid Operations Rules.

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

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

~~That~~ ~~A~~all mileage on the MSAS system shall accrue ~~N~~needs in accordance with current rules and resolutions.

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

~~That~~ ~~A~~all requests for ~~additional mileage or~~ revisions to the Municipal State Aid System must be received by the District State Aid Engineer by March first. ~~and a~~ A City Council resolution ~~of approved mileage 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. Any requests for ~~additional mileage or~~ revisions to the Municipal State Aid Systems received by the District State Aid Engineer after March first will be included in the following year's Needs Study.

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

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

Treat all **approved** one-way streets as one-half of the mileage and allow one-half complete ~~N~~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~~ **provided for in the preceding paragraph approved one-way mileage.**

**NEEDS COSTS**

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

<b>Roadway Item Unit Prices (Revised Reviewed Annually)</b>			
Right of Way (Needs Only)			\$90,000 per Acre
Grading (Excavation)			\$3.67 per Cu. Yd.
Base:			
	Class 5	Spec. #2211	\$7.05 per Ton
Surface:			
	<b>Gravel</b>	<b>Spec. #2118</b>	<b>\$5.23 per Ton</b>
	Bituminous	<b>Spec. #2350</b>	\$30.00 per Ton
Shoulders:			
	Gravel	Spec. #2221	\$13.00 per Ton
Miscellaneous:			
	Storm Sewer Construction		\$254,200 per Mile
	Storm Sewer Adjustment		\$81,600 per Mile
	Special Drainage (rural segments only)		\$37,400 per Mile
	Street Lighting (every segment)		\$78,000 per Mile
	Curb & Gutter Construction		\$7.70 per Lineal Foot
	Sidewalk Construction		\$22.50 per Sq. Yd.
	<b>Engineering Project Development</b>		20%
Removal Items:			
	Curb & Gutter		\$2.52 per Lineal Foot
	Sidewalk		\$5.35 per Sq. Yd.

	Concrete Pavement		\$5.25 per Sq. Yd.
	Tree Removal		\$220.00 per Unit

**Traffic Signal Needs Based On Projected Traffic (every segment)**

Projected Traffic	Percentage X	Unit Price =	Needs Per Mile
0 - 4,999	25%	\$120,000	\$30,000 per Mile
5,000 - 9,999	50%	\$120,000	\$60,000 per Mile
10,000 and Over	100%	\$120,000	\$120,000 per Mile

**Bridge Width & Costs - (Revised Reviewed Annually)**

That after conferring with the Bridge Section of Mn/DOT and using the criteria as set forth by this Department as to the standard design for railroad structures, that the following costs based on number of tracks be used for the Needs Study:

<b>Bridge Unit Costs</b>	
Bridges 0 to 149 Feet long	\$68.00 per Sq. Ft.
Bridges 150 to 499 Feet long	\$68.00 per Sq. Ft.
Bridges 500 Feet and Over	\$68.00 per Sq. Ft.

<b>Railroad Over Highway</b>	
One Track	\$9,000 per Linear Foot
Each Additional Track	\$7,500 per Linear Foot

**"Non-existing" bridge costs - Revised October 1997**

**That** ~~the money~~ Construction Needs for all "non-existing" bridges and grade separations be removed from the Needs Study until such time that a construction project is awarded. At that time a ~~money~~ **Construction Needs** adjustment shall be made by annually adding the total amount of the structure cost, project development cost and construction engineering that is eligible for State Aid reimbursement for a 15-year period excluding all Federal or State grants. ~~The addition of 18% project development costs shall be added to the present list of non-existing bridges.~~ Project Development costs, at the current percentage, shall be included with all Non Existing Bridge Needs..

**RAILROAD CROSSINGS**

**Railroad Crossing Costs - (Revised Reviewed Annually)**

That for the study of Needs on the Municipal State Aid Street System, the following costs shall be used in computing the Needs of the proposed Railroad Protection Devices:

<b>Railroad Grade Crossings</b>	
Signals - (Single track - low speed)	\$120,000 per Unit
Signals and Gates (Multiple Track – high speed)	\$160,000 per Unit
Signs Only & (low speed)	\$1,000 per Unit
<b>Concrete Crossing Material</b> Railroad Crossings (Per Track)	\$1,000 per Linear Foot
Pavement Marking	\$750 per Unit

**Maintenance Needs Costs - June 1992 (Revised 1993)**

That for the study of Needs on the Municipal State Aid Street System, the following costs shall be used in determining the Maintenance Apportionment Needs cost for existing facilities segments only.

<b>Maintenance Needs Costs</b>	<b>Cost For Under 1000 Vehicles Per Day</b>	<b>Cost For Over 1000 Vehicles Per Day</b>
Traffic Lanes Segment length times number of Traffic lanes times cost per mile	\$1,450 per Mile	\$2,400 per Mile
Parking Lanes: Segment length times number of parking lanes times cost per mile	\$1,450 per Mile	\$1,450 per Mile
Median Strip: Segment length times cost per mile	\$480 per Mile	\$950 per Mile
Storm Sewer: Segment length times cost per mile	\$480 per Mile	\$480 per Mile
Traffic Signals: Number of traffic signals times cost per signal	\$480 per Unit	\$480 per Unit
<b>Unlimited Segments: Normal M.S.A.S. Streets</b>		
Minimum allowance per mile is determined by segment length times cost per mile.	\$4,800 per Mile	\$4,800 per Mile

<b>Limited Segments: Combination Routes</b>		
<b>Minimum allowance per mile is determined by segment length times cost per mile.</b>	<b>\$2,300 per Mile</b>	<b>\$2,300 per Mile</b>

**NEEDS ADJUSTMENTS**

**Bond Adjustment** - Oct. 1961 (Revised 1976, 1979, 1995)

That a separate annual adjustment shall be made in total money Needs of a municipality that has sold and issued bonds pursuant to Minnesota Statutes, Section 162.18, for use on State Aid projects.

That this adjustment, which covers the amortization (payment) period, and which annually reflects the net unamortized bonded debt (remaining principal payments due) shall be accomplished by adding said net unamortized (principal) amount to the computed ~~money~~ **Construction** needs of the municipality.

~~That~~ **F**or the purpose of this adjustment, the net unamortized bonded debt (remaining principal) shall be the total unamortized bonded indebtedness (deducted from the amount of projects applied against the bond) less the unexpended bond amount (less the amount of projects not encumbered) as of December 31st of the preceding year. The charges for selling the bond issue shall be deducted from the amount that projects are applied against.

"Bond account money spent off State Aid System would not be eligible for Bond Account Adjustment. This action would not be retroactive, but would be in effect for the remaining term of the Bond issue."

**Effective January 1, 1996**

The ~~money~~ **Construction** ~~N~~needs shall be annually reduced by 10% of the total bond issue amount. The computation of ~~N~~needs shall be started in the year that bond principal payments are made to the city.

**Unencumbered Construction Fund Balance Adjustment** - Oct. 1961 (Revised October 1991, 1996, October, 1999)

That for the determination of Apportionment Needs, the amount of the unencumbered construction fund balance as of December 31st of the current year shall be deducted from the 25-year total Needs of each individual municipality.

~~That~~ **F**funding Requests ~~that have been~~ received before December 1st by the District State Aid Engineer for payment shall be considered as being encumbered and the construction balances shall be so adjusted.

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

The Right of Way ~~N~~needs shall be included in the ~~T~~total ~~N~~needs based on the unit price per acre until such time that the right of way is acquired and the actual cost established. At that time a ~~money~~ **Construction** ~~N~~needs adjustment shall be made by annually adding the local cost (which is the total cost less county or trunk highway participation) for a 15-year period. Only right of way acquisition costs that are eligible for State-Aid reimbursement shall be included in the right-of-way ~~money~~ **Construction** ~~N~~needs adjustment. This Directive to exclude all Federal or State grants. ~~Right of way projects that are funded with State Aid Funds will be compiled by the State Aid Office.~~ **The State Aid Engineer shall compile right-of-way projects that are funded with State Aid funds**

When "After the Fact" **N**needs are requested for right-of-way projects that have been funded with local funds, but qualify for State Aid reimbursement, documentation (copies of warrants and description of acquisition) must be submitted to the State Aid **Office Engineer**.

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

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

**~~Initial Turnback Maintenance Adjustment—Fractional Year Reimbursement:~~**

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

**That** ~~T~~o provide an advance payment for the coming year's additional maintenance obligation, a **N**needs adjustment per mile shall be added to the annual **money Construction N**needs. This **N**needs adjustment per mile shall produce sufficient apportionment funds so that at least \$7,200 in apportionment shall be earned for each mile of trunk highway turnback on Municipal State Aid Street System.

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

**TRAFFIC** - June 1971

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

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

**Traffic Manual** - Oct. 1962

That for the 1965 and all future Municipal State Aid Street Needs Studies, the Needs Study procedure shall utilize traffic data developed according to the Traffic Estimating **section of the State Aid Manual (section 700) —M.S.A.S. #5-892.700**. This manual shall be prepared and kept current under the direction of the Screening Board regarding methods of counting traffic and computing average daily traffic. The manner and scope of reporting is detailed in the above mentioned manual.

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

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

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

