

FAQs

Q. Is there still a 20 year Needs reinstatement in the new Needs program?

A. The Needs methodology has been revised to Continual Needs. For Needs purposes, all segments are now considered Deficient all the time.

Q. Why are all roadways considered Urban in the new program?

A. Over 95% of the MSAS roadway system is on urban streets, not rural. So it was determined to calculate all Needs at the higher cost per mile of an urban roadway.

Q. Why are so many fields auto filled in the new program?

A. The Municipal Screening Board has determined that the Needs application is not a roadway data collection/tracking system, but a method for the cities to generate dollars to spend on their MSAS system. Needs are now calculated based on the existing ADT. All segments within the same ADT group receive the same Needs per mile so there is no reason to input the characteristics of that roadway.

Q. Why will the needs dollar value decrease per \$1000?

A. The new Needs methodology is based on continual needs instead of the 20 year Needs reinstatement, which results in an increase in Needs. So the Needs increase while the cities still receive 9% share of the Highway Users Tax Fund. This results in a lower value for your Needs.

Q. Why do non-existing roads get minimal needs in the new program?

A. Non existing segments now receive Needs based on the lowest (narrowest) ADT group.

Q. Should I combine segments that have same traffic count?

A. We encourage you to combine your segments. The new Needs system does not require the segment to be split based on roadway characteristics. The basic reason to split segments is because the ADT changes.

Q. How do I input the length on a Common Boundary designation?

A. Both cities should input the total length of the segment in their Needs. The program automatically splits the length between the two cities.