



JOURNAL

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Can supply and demand economics relieve congestion on urban interstates?

Congestion pricing offers Minnesotans the most bang for their transportation buck

by Lee W. Munnich, Jr.

Bridges need expensive repairs; highways are clogged and unsafe; transit service in the Twin Cities metropolitan area isn't close to competitive with similar metropolitan areas. While new capacity is needed for all modes of travel, the Interstate 35W bridge collapse has caused us to put expansion projects on the back burner in favor of maintenance projects. To top it off, no one is anxious to raise taxes enough to pay for this long list of needs.

Friends, this is the spaghetti junction of transportation policy in Minnesota.

What's the solution? For one thing, we're going to have to get the most out of our current transportation assets because it is unlikely we'll get our entire transportation wish list fulfilled overnight.

That's where congestion pricing comes in. As noted in the Citizens League's January 2005 report, "Driving Blind," congestion pricing is an effective tool for getting more efficiency out of Minnesota's most congested freeways.

Congestion pricing is one of many terms that refer to charging drivers for road use relative to the level of congestion at a given time. Under congestion pricing, when the priced lane is less congested, the price for traveling in that lane is lower. When the lane is more congested, the price increases. The prices change every few minutes according to congestion conditions, and fees are collected electronically at full speed by electronic readers placed inside cars.

If that sounds familiar, it should. First, it's the concept behind the I-394 MnPASS project. That project has successfully moved more cars through that corridor and reduced congestion, while maintaining uncongested conditions for transit users and carpoolers.

It is also a basic principle of our free market economy: supply and demand. And just as free market economies are an efficient way to distribute scarce goods and services, congestion pricing is an efficient way to distribute scarce freeway space.

And one of the greatest benefits of congestion pricing is that it can actually move more traffic through a congested lane, giving us more bang for our transportation buck and reducing the high cost of congestion on our urban interstates.

For decades, state transportation leaders have considered congestion pricing too politically hot to handle,

but the success of the concept in other parts of the nation and extensive public education is bringing the idea of congestion pricing into Minnesota's mainstream.

Nowhere is this more evident than in the inclusion of congestion pricing in Minnesota's recently approved U.S. Department of Transportation Urban Partnership Agreement (UPA) grant.

Earlier this year, the Citizens League and the Humphrey Institute partnered to convene a large bipartisan group of state, local, and private leaders to build a consensus around the best way to reduce traffic congestion. One result of that process was to generate support for Minnesota entering the UPA competition with 25 other municipalities for \$1.1 billion worth of federal funding.

In August, state officials learned Minnesota was one of five metropolitan areas awarded UPA grants. The \$133 million in federal funding will be used to implement a plan to reduce road congestion in the



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CONNECTIONS

Building a League of Citizens



For the past few months, the Citizens League and Marnita's Table have been traveling the state to talk with Minnesotans about immigrants' access to higher education.

We've heard from people from many different backgrounds and experiences (immigrants and non-immigrants), but one message has been clear: The barriers that immigrant students face—and the things that help them surmount those barriers—are not very different from what non-immigrant students experience. Tuition and fees are high, students don't know where to get information about higher education, and nobody is sure exactly what kind of preparation they need.

The Immigration and Higher Education Study Committee is working to address these barriers in a report that will be released this winter. Go to www.citizensleague.org for more information about the study committee and to see more pictures from the events.

New members, recruiters, and volunteers

New and rejoining members

Jean Hammink	Office for Public Engagement, University of Minnesota
John Huston	Presbyterian Homes and Services
Robert Josephson	Spring Lake Park District 16
Tammy Lee	Target
Jan Parker	The Minneapolis Foundation
Aaron Pearson	Thrivent Financial for Lutherans
Steve Peterson	University Relations, University of Minnesota
Mary Rausch	
Missy Thompson	
Michael Troemel	

Firms and organizations

Decision Resources
F.R. Bigelow Foundation
Greater Twin Cities United Way, Marketing Office
Join Religious Legislative Coalition
League of Minnesota Cities

Recruiters

Lee Anderson
Elliot Jaffee
Ron Lattin
Mary Pickard

Volunteers

Kyle Cassano
Janna Caywood
Cal Clark

Minnesota Assistance Council for Veterans
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Signed, Sean Kershaw, publisher. September 25, 2007

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Talking 'bout our generations

Bridging our generation gaps to build new political and policy capacity

by Sean Kershaw

Since my Lego-crazed youth I've been inspired by builders and what they create. Unsuccessful in either construction or architecture, perhaps that's why I gravitated instead to public policy, politics, and institutional development—the architecture and the infrastructure of our public life.

In our post-bridge-collapse political and policy landscape we're flooded with building and infrastructure metaphors: "girders gone wild" you could say. Many of these references are clichéd or short-sighted. Most highlight the stresses and corrosion of our current political infrastructure, and our inability to design and build solutions to the policy issues that matter most to Minnesotans.

But it is not all bad news and pessimism. At the Citizens League we see growing evidence that there is a unique opportunity right now to create a new intergenerational infrastructure to help us address these policy issues. In fact, I think that working across generations is increasingly more important than working across traditional political party lines. We might not develop effective and sustainable strategies to our policy dilemmas until we do so.

Policy and political challenges

Most of our most important policy issues are generational at their core. For example, we can't afford to have baby boomers "retire" from public life. Literally. Who will pay the cost of their medical services and physically care for them? And in just 12 years, when there are more Minnesotans over age 65 than under age 18, how will we convince these older voters to invest in the education of younger generations—even if the economic benefits of that education will pay for seniors' retirement, medical services, transit, and overall quality of life?

Working across generations isn't easy either. Generation Y enters the adult world with a consumer appetite that may be hard to sustain and the predictable political naiveté. Generation X, my own, often sees public life as a choice between cynical political participation and a complete with-

Working across generations is increasingly more important than working across traditional political party lines.

drawal into private life. The baby boomers, having raised their own personal consciousness and rebelled against their generational predecessors, have created a political culture that is too elitist, individualistic, and polarized to solve complex problems like healthcare, education, and transportation. I imagine the "Silent" and WWII generations often look over their shoulders and wonder what their amazing military, economic, and cultural achievements actually accomplished.

A new generational opportunity

But I can't ignore the incredibly positive signs all around us in Minnesota and at the Citizens League—and what they mean for building a new intentional intergenerational infrastructure and a new type of generational politics to address these policy dilemmas.

- Through the Minnesota Active Citizenship Initiative, we have started working with the Vital Aging Network to explore how nonprofits can build new, multi-generational, civic leadership capacity in communities.
- Policy and a Pint® has become a multi-generational civic and policy showcase: a place where three generations in one family have sat down together to talk about public policy with old friends and new acquaintances.
- We're developing an exciting potential partnership with the Civic Caucus, a group of civic leaders who have been meeting to discuss public policy issues and solutions since before most baby-boomers were conscious.

- In partnership with Civics Connections, an active citizenship group of 20- and 30-somethings, we hope to test a new leadership strategy that combines cross-generational mentorship with intra-generational active citizenship skill and relationship building.

Despite their flaws and idiosyncrasies each generation brings invaluable information, perspectives, skills, energy, and vision to the table, all of which we desperately need right now.

Building a new politics

The past three months have been just another reminder that our political and policy infrastructure is, at best, "structurally deficient."

We need to repair and rebuild our civic infrastructure now more than ever, and building bridges between generations will help us to accomplish this goal. As a start, we need to create the civic places, spaces, and relationships to do this important work, and to develop shared goals that can lead to solutions. Perhaps most important, we need to find a common purpose as Minnesotans: something that holds us together despite our differences.

The Citizens League can be instrumental in forging this "new generation," and in building the bridges between generations that will allow us to find common purpose despite the differences in our years. (In fact, I think it's easy for these generations to identify a common purpose.)

This work is meaningful. It's necessary. And it's fun. It's also timely. And we don't have time to spare. As Minnesota celebrates its 150th anniversary, we have the chance to achieve—again—Daniel Webster's inspiring call to action, etched on the walls of our state Senate chamber: "to build...in our day and generation...something worthy to be remembered." ●

Sean Kershaw is the Executive Director of the Citizens League. He can be reached at skershaw@citizensleague.org. You can comment on this Viewpoint at: www.citizensleague.org/blogs/sean.



Property taxes by the numbers

A closer look at the Citizens League 2007 Property Tax Survey

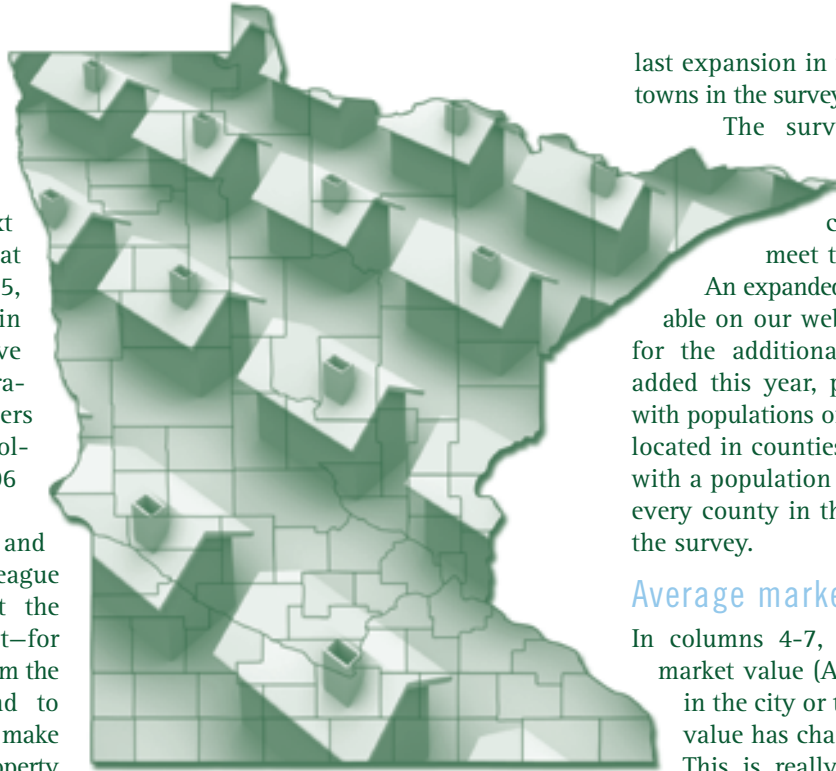
By Bob DeBoer

For the past four years (2003-2007) I have taken a close look at the property taxes homeowners pay around the state. Each year I have added some good data and, I hope, a little context to the public understanding of what drives property taxes. In 2005, we began to measure growth in property taxes in terms of effective tax rates. Last year I noted the extraordinary impact on homeowners of market value levies from school-referenda (see the December 2006 *Minnesota Journal*).

This year there are a lot of new and improved aspects to the Citizens League annual property tax survey, but the biggest change may be my attempt—for the first time—to look at the data from the perspective of a homeowner and to answer the question, “How do I make sense of all these numbers?” The property tax survey and its accompanying tables can be confusing, so in this issue of the *Minnesota Journal*, I’ve attempted to walk readers through the tables, explaining some of the calculations, the quirks, and the reasoning behind them. In addition, on our website you’ll find an individual tax profile for each community included in the 2006 and 2007 surveys.

One county more

The first thing to note is that Table 1 covers communities in the seven-county metropolitan area. If you live outside the metro, Table 2 is for you. Both tables are organized alphabetically by county, so there are seven counties in Table 1 and—oddly enough—81 counties in Table 2. Already we have an anomaly: 88 counties—one more county than the state has. That’s because Scott County is listed twice; once in Table 1 for the metro area and once in Table 2 because the city of New Prague has homes in both Le Sueur and Scott counties. Even though New Prague now has a majority of its residential homesteads in Scott County, it continues to be classified as a non-metro city because it is not under the jurisdiction of Metropolitan Council and it doesn’t take part in regional tax-base sharing.



Hey, where’s my school district?

Quite a few cities and towns are represented by more than one school district. So, just as I used the Scott County tax rate for New Prague because that’s where most of the city’s residential homesteads are located, in the school district listing in column 2, I’ve selected the school district where the greatest number of homes are located. In some cases, such as Burns Township in Anoka County, the numbers are close: school district 15 (the one I selected) has 427 homes, school district 728 has 411 homes, and school district 11 has 379 homes. In most other cases, school district boundaries include at least a majority, if not all, of the homes in a city or town.

Population limitations

Population is in column 3 because it is the threshold by which cities and towns are included in the survey. This year the survey includes cities and towns with a population of 2,000 or greater. Last year, the threshold was 2,300 for communities in the metro, and 3,500 for non-metro communities. The result is a great expansion in the number of non-metro communities included in the survey and the addition of four metro communities. I expect that this will be the

last expansion in the number of cities and towns in the survey (at least for a few years).

The survey now includes 117 metro cities and towns and 212 non-metro cities and towns that meet the population threshold.

An expanded version of Table 2, available on our website, shows calculations for the additional 106 non-metro cities added this year, plus 14 additional cities with populations of fewer than 2,000 people located in counties that do not have a city with a population greater than 2,000. Now every county in the state is represented in the survey.

Average market value

In columns 4-7, I calculate the average market value (AMV) of all of the homes in the city or town and how much that value has changed from 2006 to 2007. This is really important because the amount that a homeowner pays in property taxes is directed related to the market value of their home. Each year homeowners receive a property tax statement from the county. Take a look at the value of your home listed on your property tax statement for taxes payable in 2006 and 2007, and then look at the average value home for your community in Table 1 or Table 2 to see whether your home’s value is more or less. Next, look at the percentage the average market value went up in comparison to the change in your home’s value. If your home’s value went up more than the average, your tax increase was higher or your tax decrease was lower because a little bit more of the taxes were distributed to you compared to those who had below average market value increases (quick anomaly: not every city had an increase in average market value; Oak Park Heights in Washington County had a slight decrease in average market value from 2006 to 2007).

How does my community stack up?

Next I get to what everyone wants to know: How much are my taxes and how do they compare to taxes in other communities? The first thing to look at is the dollar amount of taxes paid on an average value

home, (listed in column 8 in 2006 and column 11 in 2007) because that is the best way to show what a significant number of people in that community are paying in property taxes and the change from last year to this year. Remember, however, that your taxes will be lower or higher depending on how close you are to the average value and whether or not you are in the school district with the greatest number of homes.

Effective tax rates

The effective tax rate (column 9 in 2006 and column 12 in 2007) is the measure that determines how your community compares to other communities. The effective tax rate is actually a very simple measure: it's the percent of your home's value (your asset) that you pay in property taxes. With the exception of one community just added in 2007 (Elbow Lake in Grant County), all cities and towns in the survey have effective tax rates of less than 2 percent, which means that they pay less than 2 percent of the value of their homes in property taxes. Some communities (typically those that receive the taconite credit) pay less than a half-percent of their homes' value in property taxes. By comparing the effective tax rate over time, you can see if your community is increasing or decreasing the percentage of market value paid in property taxes.

Columns 11 and 14 rank communities according to their effective tax rates. This is where it gets a little tricky. In both tables 1 and 2, I first show how the rankings compare for the exact same set of cities and towns from 2006 to 2007 (113 cities and towns), so that the changes in ranking are not distorted by the cities and towns added in 2007. In Table 1, I used parentheses in column 14 to show how the four additions in this year's survey (Lexington, Laketown Township, Empire Township and Elko New Market) rank out of 117 cities and towns in 2007. Because the survey

includes so many more Greater Minnesota cities and towns I've insert an extra column to show the 2007 rankings by themselves (226 total) next to the rankings that compare 2006 and 2007 (106 total).

It is important to note that the 2006 rankings include some minor corrections to last year's data. In the metro area, we have now started to calculate the application of



a higher state class rate for home values over \$500,000. The state sets a class rate of 1 percent for all home value up to \$500,000 and a class rate of 1.25 percent for home value over \$500,000. The state class rate is applied to the different local tax rates and tells the county how much to tax each property.

Some changes from last year

In 2007, nine metro cities show an average market value for homes greater than \$500,000. To accurately reflect changes from 2006 to 2007, I recalculated the taxes on the six cities with average market values greater than \$500,000 in 2006 (Orono, North Oaks, Wayzata, Minnetrista, Deephaven, and Medina).

For Greater Minnesota this year, I received a complete distribution of the taconite credit and found that it was distributed more broadly than I had realized. In 2006, I neglected to apply the credit to unorganized territories in Itasca and St. Louis counties and to the cities of Ely and Two Harbors.

In the end

In the last two columns you get the basic changes: the percent and dollars that taxes went up or down on an average value home. In general, if the taxes on an average value home went up less than the percentage increase in market value, the effective tax rate has gone down, even though homeowners are often paying more in property taxes.

If you don't really care about all the comparisons, I have found that the easiest way to look at property taxes from year to year in any community is to look at the market value change in column 7 and the tax change in the last column to get sense of the property tax change in the most straightforward terms. For example, the owner of an average value home in Detroit Lakes paid an additional \$68 in property taxes in 2007 compared to 2006 on a home that increased in value by \$18,500.

Is it really valid to compare Minneapolis and West Lakeland Township?

In many ways the answer is "no". When communities are so different, it is not necessarily helpful to compare homeowner property taxes because there is no parallel comparison of the services and the value of the services received by the taxpayer. That's why we are offering a new way to look at property taxes this year based on city clusters developed by the Minnesota House Research Department and the League of Minnesota Cities. These clusters are updated once every 10 years based on census data so they will change again in 2010, but they offer a helpful way to group cities (townships then become a separate group).

To view these clusters, and to access our usual breakdowns by level of local government, visit our website at www.citizensleague.org. ●

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Property taxes

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TABLE 1: PROPERTY TAXES ON AVERAGE VALUE HOMES IN METROPOLITAN COMMUNITIES, 2006-2007

Cities and towns with populations greater than 2,300, ranked by effective tax rate (ETR)

Community	School District	2006 Est. Pop.	2006 Average MV	2007 Average MV	2006-07 %MV Change	2006-07 \$MV Change	2006 Final Tax	2006 Effective Tax Rate	2006 Tax Rank	2007 Final Tax	2007 Effective Tax Rate	2007 Tax Rank	2006-07 % Tax Change	2006-07 \$ Tax Change
ANOKA COUNTY														
ANDOVER	0011	30,207	\$256,035	\$274,697	7.3%	\$18,662	\$2,471	0.965%	85	\$2,580	0.939%	83	4.42%	\$109
ANOKA	0011	18,076	\$189,493	\$204,518	7.9%	\$15,025	\$1,910	1.008%	70	\$1,994	0.975%	73	4.43%	\$85
BLAINE	0011	54,927	\$216,347	\$234,508	8.4%	\$18,161	\$2,103	0.972%	82	\$2,200	0.938%	84	4.61%	\$97
BURNS TWP	0015	4,308	\$276,631	\$301,759	9.1%	\$25,128	\$2,234	0.807%	110	\$2,445	0.810%	107	9.47%	\$212
CENTERVILLE	0012	3,820	\$231,463	\$255,562	10.4%	\$24,099	\$3,225	1.394%	1	\$3,285	1.285%	3	1.85%	\$60
CIRCLE PINES	0012	5,153	\$195,139	\$216,829	11.1%	\$21,690	\$2,607	1.336%	3	\$2,729	1.258%	7	4.65%	\$121
COLUMBIA HEIGHTS	0013	18,288	\$168,931	\$185,256	9.7%	\$16,325	\$1,758	1.040%	64	\$1,798	0.970%	75	2.30%	\$40
COLUMBUS	0831	4,135	\$254,199	\$277,256	9.1%	\$23,057	\$2,391	0.941%	89	\$2,517	0.908%	94	5.27%	\$126
COON RAPIDS	0011	63,649	\$191,824	\$207,017	7.9%	\$15,192	\$1,787	0.932%	93	\$1,888	0.912%	93	5.64%	\$101
EAST BETHEL	0015	12,142	\$217,619	\$239,396	10.0%	\$21,778	\$2,060	0.947%	88	\$2,259	0.944%	81	9.67%	\$199
FRIDLEY	0014	26,603	\$195,433	\$209,186	7.0%	\$13,753	\$2,068	1.058%	59	\$2,210	1.056%	57	6.85%	\$142
HAM LAKE	0011	15,005	\$275,020	\$299,268	8.8%	\$24,248	\$2,536	0.922%	94	\$2,691	0.899%	95	6.09%	\$155
LEXINGTON	0012	2,062	\$173,742	\$193,638	11.5%	\$19,896	—	—	—	\$2,514	1.298%	(3)	—	—
LINO LAKES	0012	19,736	\$269,543	\$292,091	8.4%	\$22,548	\$3,537	1.312%	8	\$3,573	1.223%	14	1.02%	\$36
LINWOOD TWP	0831	5,190	\$221,733	\$246,643	11.2%	\$24,909	\$1,766	0.796%	111	\$1,961	0.795%	109	11.06%	\$195
OAK GROVE	0015	8,249	\$246,017	\$271,387	10.3%	\$25,370	\$2,294	0.932%	92	\$2,500	0.921%	90	9.00%	\$206
RAMSEY	0011	22,059	\$226,988	\$246,511	8.6%	\$19,524	\$2,380	1.048%	62	\$2,531	1.027%	60	6.35%	\$151
SPRING LAKE PARK*	0016	6,623	\$182,034	\$200,440	10.1%	\$18,406	\$2,012	1.105%	45	\$2,275	1.135%	38	13.10%	\$264
ST FRANCIS	0015	7,201	\$198,237	\$211,959	6.9%	\$13,722	\$1,923	0.970%	83	\$2,055	0.969%	76	6.83%	\$131
CARVER COUNTY														
CARVER	0112	2,568	\$255,228	\$276,917	8.5%	\$21,688	\$3,390	1.328%	4	\$3,852	1.391%	1	13.63%	\$462
CHANHASSEN	0112	22,017	\$325,183	\$355,056	9.2%	\$29,873	\$3,973	1.222%	14	\$4,432	1.248%	10	11.55%	\$459
CHASKA	0112	23,216	\$250,924	\$269,499	7.4%	\$18,575	\$2,710	1.080%	51	\$3,065	1.137%	35	13.11%	\$355
LAKETOWN TWP	0110	2,160	\$336,531	\$374,460	11.3%	\$37,929	—	—	—	\$3,685	0.984%	(73)	—	—
NORWOOD YOUNG AMERICA	0108	3,526	\$167,076	\$179,511	7.4%	\$12,435	\$1,643	0.983%	76	\$1,798	1.002%	68	9.47%	\$156
VICTORIA	0112	6,039	\$367,998	\$405,840	10.3%	\$37,842	\$4,745	1.289%	10	\$5,495	1.354%	2	15.81%	\$750
WACONIA	0110	9,557	\$234,885	\$251,488	7.1%	\$16,603	\$2,576	1.097%	46	\$2,808	1.117%	41	9.01%	\$232
WATERTOWN	0111	4,081	\$191,658	\$202,587	5.7%	\$10,929	\$2,212	1.154%	34	\$2,169	1.071%	51	-1.95%	-\$43
DAKOTA COUNTY														
APPLE VALLEY	0196	48,832	\$247,102	\$261,570	5.9%	\$14,467	\$2,806	1.136%	37	\$2,785	1.065%	54	-0.77%	-\$22
BURNSVILLE	0191	61,048	\$234,934	\$247,770	5.5%	\$12,836	\$2,254	0.960%	87	\$2,310	0.932%	86	2.45%	\$55
EAGAN	0196	66,508	\$260,751	\$276,429	6.0%	\$15,678	\$2,729	1.047%	63	\$2,676	0.968%	77	-1.92%	-\$52
EMPIRE TWP	0192	2,247	\$251,927	\$268,788	6.7%	\$16,861	—	—	—	\$2,760	1.027%	(63)	—	—
FARMINGTON	0192	17,495	\$223,693	\$238,829	6.8%	\$15,136	\$2,575	1.151%	36	\$2,736	1.146%	32	6.26%	\$161
HASTINGS*	0200	22,001	\$211,047	\$221,513	5.0%	\$10,466	\$2,462	1.166%	31	\$2,506	1.131%	39	1.80%	\$44
INVER GROVE HEIGHTS	0199	33,139	\$254,250	\$273,652	7.6%	\$19,402	\$2,390	0.940%	90	\$2,525	0.923%	89	5.61%	\$134
LAKEVILLE	0194	52,323	\$283,023	\$303,912	7.4%	\$20,889	\$2,879	1.017%	67	\$3,058	1.006%	65	6.20%	\$179
MENDOTA HEIGHTS	0197	11,566	\$353,588	\$380,940	7.7%	\$27,352	\$3,195	0.904%	99	\$3,194	0.838%	101	-0.05%	-\$2
RAVENNA TWP	0200	2,429	\$298,503	\$318,969	6.9%	\$20,467	\$2,535	0.849%	103	\$2,619	0.821%	106	3.31%	\$84
ROSEMOUNT	0196	20,207	\$260,652	\$282,029	8.2%	\$21,377	\$3,165	1.214%	17	\$3,217	1.141%	33	1.64%	\$52
SOUTH ST PAUL	0996	20,024	\$182,996	\$201,258	10.0%	\$18,261	\$1,787	0.976%	79	\$1,895	0.942%	82	6.05%	\$108
WEST ST PAUL	0197	18,816	\$205,959	\$221,972	7.8%	\$16,013	\$2,009	0.976%	81	\$2,054	0.925%	88	2.22%	\$45
HENNEPIN COUNTY														
BLOOMINGTON	0271	85,832	\$245,001	\$261,004	6.5%	\$16,002	\$2,614	1.067%	55	\$2,710	1.038%	59	3.68%	\$96
BROOKLYN CENTER	0279	27,901	\$168,682	\$186,019	10.3%	\$17,337	\$2,051	1.216%	16	\$2,330	1.253%	9	13.59%	\$279
BROOKLYN PARK	0279	71,942	\$209,818	\$229,011	9.1%	\$19,193	\$2,417	1.152%	35	\$2,727	1.191%	18	12.83%	\$310
CHAMPLIN	0011	23,860	\$233,286	\$250,889	7.5%	\$17,603	\$2,557	1.096%	47	\$2,698	1.075%	50	5.51%	\$141
CORCORAN	0877	5,800	\$315,488	\$349,104	10.7%	\$33,616	\$3,524	1.117%	43	\$4,093	1.173%	25	16.17%	\$570
CRYSTAL	0281	22,306	\$184,183	\$197,855	7.4%	\$13,672	\$2,225	1.208%	19	\$2,336	1.180%	21	4.99%	\$111
DAYTON*	0011	5,013	\$273,206	\$294,222	7.7%	\$21,016	\$3,252	1.190%	23	\$3,503	1.191%	19	7.74%	\$252
DEEPHAVEN	0276	3,767	\$610,444	\$679,107	11.2%	\$68,663	\$6,754	1.106%	44	\$7,507	1.105%	44	11.15%	\$753
EDEN PRAIRIE	0272	61,325	\$341,681	\$363,200	6.3%	\$21,519	\$4,039	1.182%	27	\$4,180	1.151%	30	3.48%	\$141
EDINA	0273	46,896	\$397,728	\$443,835	11.6%	\$46,107	\$4,245	1.067%	54	\$4,541	1.023%	61	6.96%	\$295
EXCELSIOR	0276	2,395	\$328,317	\$374,562	14.1%	\$46,244	\$3,930	1.197%	21	\$4,324	1.154%	29	10.02%	\$394
GOLDEN VALLEY	0281	20,355	\$265,367	\$290,236	9.4%	\$24,869	\$3,490	1.315%	7	\$3,687	1.270%	5	5.65%	\$197
GREENFIELD	0883	2,794	\$344,692	\$380,798	10.5%	\$36,106	\$4,078	1.183%	26	\$4,430	1.163%	27	8.64%	\$352
HASSAN TWP	0728	2,661	\$305,676	\$338,317	10.7%	\$32,641	\$3,652	1.196%	22	\$3,889	1.150%	31	6.49%	\$237
HOPKINS	0270	17,389	\$218,822	\$236,972	8.3%	\$18,150	\$2,758	1.260%	12	\$2,840	1.198%	16	2.97%	\$82
INDEPENDENCE	0879	3,715	\$451,262	\$504,364	11.8%	\$53,102	\$5,877	1.302%	9	\$6,277	1.244%	12	6.80%	\$400
MAPLE GROVE	0279	58,491	\$267,041	\$285,184	6.8%	\$18,144	\$3,022	1.132%	38	\$3,240	1.136%	36	7.23%	\$218
MEDINA	0284	4,811	\$607,691	\$641,056	5.5%	\$33,365	\$5,377	0.885%	102	\$6,443	1.005%	66	19.82%	\$1,066
MINNEAPOLIS	0991	387,970	\$208,714	\$236,556	13.3%	\$27,842	\$2,756	1.320%	6	\$3,034	1.282%	4	10.09%	\$278
MINNETONKA	0270	51,519	\$315,790	\$342,804	8.6%	\$27,014	\$3,563	1.128%	39	\$3,717	1.084%	49	4.31%	\$154
MINNETRISTA	0277	5,902	\$501,562	\$553,684	10.4%	\$52,122	\$5,106	1.018%	66	\$5,426	0.980%	71	6.27%	\$320

Community	School District	2006 Est. Pop.	2006 Average MV	2007 Average MV	2006-07 %MV Change	2006-07 \$MV Change	2006 Final Tax	2006 Effective Tax Rate	2006 Tax Rank	2007 Final Tax	2007 Effective Tax Rate	2007 Tax Rank	2006-07 % Tax Change	2006-07 \$ Tax Change
HENNEPIN COUNTY continued														
MOUND	0277	9,800	\$269,286	\$299,715	11.3%	\$30,429	\$2,860	1.062%	58	\$3,045	1.016%	64	6.47%	\$185
NEW HOPE	0281	20,904	\$207,221	\$217,736	5.1%	\$10,516	\$2,615	1.262%	11	\$2,692	1.236%	13	2.96%	\$77
ORONO	0278	7,842	\$683,011	\$773,616	13.3%	\$90,605	\$6,291	0.921%	95	\$7,114	0.920%	91	13.07%	\$822
OSSEO	0279	2,459	\$181,191	\$192,604	6.3%	\$11,413	\$1,910	1.054%	60	\$2,177	1.131%	40	13.99%	\$267
PLYMOUTH	0284	70,676	\$300,212	\$324,876	8.2%	\$24,665	\$3,246	1.081%	50	\$3,383	1.041%	58	4.24%	\$138
RICHFIELD	0280	33,099	\$199,278	\$216,592	8.7%	\$17,314	\$2,226	1.117%	42	\$2,366	1.092%	45	6.28%	\$140
ROBBINSDALE	0281	13,698	\$176,000	\$197,395	12.2%	\$21,394	\$2,118	1.203%	20	\$2,343	1.187%	20	10.63%	\$225
ROGERS	0728	6,570	\$250,010	\$268,036	7.2%	\$18,026	\$3,350	1.340%	2	\$3,389	1.264%	6	1.16%	\$39
SHOREWOOD	0276	7,499	\$468,436	\$520,175	11.0%	\$51,739	\$5,559	1.187%	24	\$6,068	1.166%	26	9.15%	\$509
ST ANTHONY*	0282	8,361	\$224,234	\$245,127	9.3%	\$20,893	\$2,974	1.326%	5	\$3,081	1.257%	8	3.59%	\$107
ST BONIFACIUS	0110	2,305	\$222,693	\$234,989	5.5%	\$12,297	\$2,511	1.128%	40	\$2,558	1.089%	47	1.89%	\$47
ST LOUIS PARK	0283	44,569	\$227,330	\$251,090	10.5%	\$23,760	\$2,659	1.169%	30	\$2,910	1.159%	28	9.45%	\$251
WAYZATA	0284	4,059	\$603,721	\$673,311	11.5%	\$69,590	\$6,988	1.158%	33	\$7,460	1.108%	43	6.75%	\$472

RAMSEY COUNTY

ARDEN HILLS	0621	9,903	\$291,706	\$312,683	7.2%	\$20,977	\$3,109	1.066%	56	\$3,490	1.116%	42	12.23%	\$380
FALCON HEIGHTS	0623	5,776	\$256,087	\$277,784	8.5%	\$21,697	\$2,519	0.984%	75	\$2,658	0.957%	78	5.51%	\$139
LAUDERDALE	0623	2,321	\$172,162	\$193,108	12.2%	\$20,947	\$1,685	0.979%	78	\$1,881	0.974%	74	11.66%	\$197
LITTLE CANADA	0623	10,082	\$219,428	\$244,490	11.4%	\$25,063	\$2,190	0.998%	71	\$2,397	0.980%	70	9.47%	\$207
MAPLEWOOD	0622	36,397	\$221,601	\$240,803	8.7%	\$19,201	\$2,580	1.164%	32	\$2,744	1.140%	34	6.37%	\$164
MOUNDS VIEW	0621	12,680	\$193,915	\$209,342	8.0%	\$15,427	\$2,353	1.213%	18	\$2,606	1.245%	11	10.78%	\$254
NEW BRIGHTON	0621	22,325	\$238,992	\$256,745	7.4%	\$17,753	\$2,814	1.177%	28	\$3,128	1.218%	15	11.17%	\$314
NORTH OAKS	0621	4,457	\$651,312	\$700,377	7.5%	\$49,065	\$6,588	1.011%	69	\$7,461	1.065%	53	13.25%	\$873
NORTH ST PAUL	0622	11,776	\$195,161	\$214,308	9.8%	\$19,147	\$2,096	1.074%	53	\$2,266	1.057%	56	8.10%	\$170
ROSEVILLE	0623	33,969	\$229,319	\$251,176	9.5%	\$21,857	\$2,358	1.028%	65	\$2,556	1.018%	63	8.41%	\$198
SHOREVIEW	0621	26,093	\$261,148	\$285,910	9.5%	\$24,762	\$2,844	1.089%	49	\$3,248	1.136%	37	14.21%	\$404
ST PAUL	0625	286,620	\$188,185	\$214,851	14.2%	\$26,666	\$2,029	1.078%	52	\$2,344	1.091%	46	15.53%	\$315
VADNAIS HEIGHTS	0624	13,019	\$242,291	\$262,495	8.3%	\$20,204	\$2,331	0.962%	86	\$2,444	0.931%	87	4.84%	\$113
WHITE BEAR LAKE*	0624	24,723	\$220,125	\$241,304	9.6%	\$21,179	\$2,128	0.967%	84	\$2,259	0.936%	85	6.13%	\$130
WHITE BEAR TWP	0624	11,752	\$265,628	\$292,574	10.1%	\$26,946	\$2,620	0.986%	74	\$2,783	0.951%	80	6.21%	\$163

SCOTT COUNTY

BELLE PLAINE	0716	6,595	\$181,538	\$196,263	8.1%	\$14,725	\$2,255	1.242%	13	\$2,311	1.177%	22	2.47%	\$56
CEDAR LAKE TWP	0721	2,741	\$358,738	\$409,392	14.1%	\$50,654	\$3,291	0.917%	96	\$3,652	0.892%	97	10.96%	\$361
CREDIT RIVER TWP	0194	4,814	\$386,851	\$445,620	15.2%	\$58,769	\$3,775	0.976%	80	\$3,983	0.894%	96	5.50%	\$208
ELKO NEW MARKET	0721	3,305	\$238,348	\$265,049	11.2%	\$26,701	—	—	—	\$2,911	1.098%	(46)	—	—
JORDAN	0717	5,146	\$216,589	\$230,062	6.2%	\$13,473	\$2,277	1.121%	41	\$2,446	1.063%	55	7.41%	\$169
NEW MARKET TWP	0194	3,491	\$377,264	\$424,148	12.4%	\$46,884	\$3,200	0.848%	104	\$3,881	0.915%	92	21.27%	\$681
PRIOR LAKE	0719	21,542	\$272,645	\$302,713	11.0%	\$30,068	\$3,317	1.217%	15	\$3,559	1.176%	23	7.30%	\$242
SAVAGE	0191	25,065	\$251,635	\$265,781	5.6%	\$14,146	\$2,962	1.177%	29	\$3,173	1.194%	17	7.12%	\$211
SHAKOPEE	0720	30,971	\$219,716	\$239,754	9.1%	\$20,039	\$2,226	1.013%	68	\$2,448	1.021%	62	9.98%	\$222
SPRING LAKE TWP	0719	3,786	\$344,331	\$385,619	12.0%	\$41,288	\$3,436	0.998%	72	\$3,775	0.979%	72	9.85%	\$338

WASHINGTON COUNTY

AFTON	0834	2,923	\$406,934	\$450,970	10.8%	\$44,036	\$3,672	0.902%	100	\$3,706	0.822%	105	0.91%	\$34
BAYPORT	0834	3,245	\$229,300	\$249,687	8.9%	\$20,387	\$2,033	0.887%	101	\$2,066	0.827%	103	1.59%	\$32
COTTAGE GROVE	0833	33,529	\$218,921	\$235,101	7.4%	\$16,180	\$2,389	1.091%	48	\$2,554	1.087%	48	6.93%	\$166
FOREST LAKE	0831	17,424	\$252,756	\$279,118	10.4%	\$26,362	\$2,097	0.830%	106	\$2,306	0.826%	104	9.97%	\$209
GRANT	0832	4,236	\$474,593	\$501,207	5.6%	\$26,615	\$3,891	0.820%	107	\$4,162	0.830%	102	6.97%	\$271
HUGO	0624	10,361	\$262,139	\$274,448	4.7%	\$12,310	\$2,446	0.933%	91	\$2,427	0.884%	98	-0.77%	-\$19
LAKE ELMO	0834	7,695	\$392,097	\$421,516	7.5%	\$29,418	\$3,301	0.842%	105	\$3,386	0.803%	108	2.59%	\$85
MAHTOMEDI	0832	8,039	\$324,192	\$362,051	11.7%	\$37,859	\$3,222	0.994%	73	\$3,457	0.955%	79	7.28%	\$234
MAY TWP	0834	3,251	\$416,838	\$464,672	11.5%	\$47,834	\$3,235	0.776%	112	\$3,366	0.724%	112	4.04%	\$131
NEWPORT	0833	3,565	\$199,647	\$215,356	7.9%	\$15,708	\$2,365	1.184%	25	\$2,527	1.173%	24	6.85%	\$162
OAK PARK HEIGHTS	0834	4,676	\$218,592	\$217,443	-0.5%	-\$1,149	\$2,004	0.917%	97	\$1,900	0.874%	99	-5.20%	-\$104
OAKDALE	0622	27,249	\$209,877	\$223,992	6.7%	\$14,115	\$1,920	0.915%	98	\$1,901	0.849%	100	-0.99%	-\$19
SCANDIA	0831	4,189	\$319,132	\$353,247	10.7%	\$34,115	\$2,607	0.817%	108	\$2,746	0.777%	110	5.34%	\$139
ST PAUL PARK	0833	5,323	\$173,829	\$189,057	8.8%	\$15,227	\$1,709	0.983%	77	\$1,900	1.005%	67	11.18%	\$191
STILLWATER	0834	17,929	\$259,758	\$274,866	5.8%	\$15,108	\$2,735	1.053%	61	\$2,737	0.996%	69	0.07%	\$2
STILLWATER TWP	0834	2,612	\$416,046	\$463,580	11.4%	\$47,535	\$3,392	0.815%	109	\$3,565	0.769%	111	5.12%	\$174
WEST LAKELAND TWP	0834	3,907	\$431,208	\$469,587	8.9%	\$38,379	\$2,929	0.679%	113	\$2,831	0.603%	113	-3.35%	-\$98
WOODBURY	0833	55,395	\$286,187	\$302,442	5.7%	\$16,255	\$3,045	1.064%	57	\$3,234	1.069%	52	6.21%	\$189

Number of Rankings 2006-2007

113

Number of Rankings 2007

(117)

Metro Average

\$249,448

\$272,261

9.1%

\$22,812

Property taxes

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TABLE 2: PROPERTY TAXES ON AVERAGE VALUE HOMES IN GREATER MINNESOTA COMMUNITIES, 2006-2007

Cities and towns with populations greater than 3,500, ranked by effective tax rate (ETR)

County	Community	School District	2006 Est. Pop.	2006 Average MV	2007 Average MV	2006-07 %MV Change	2006-07 \$MV Change	2006 Final Tax	2006 Effective Tax Rate	2006 Tax Rank	2007 Property Tax	2007 Effective Tax Rate	2007 Tax Rank	2006-07 % Tax Change	2006-07 \$ Tax Change
BECKER	DETROIT LAKES	0022	8,195	\$134,101	\$152,607	13.8%	\$18,507	\$1,258	0.938%	78	\$1,326	0.869%	82	5.4%	\$68
BELTRAMI	BEMIDJI	0031	13,074	\$100,510	\$114,198	13.6%	\$13,688	\$1,138	1.132%	38	\$1,216	1.065%	50	6.9%	\$78
	NORTHERN TWP	0031	4,295	\$156,202	\$178,636	14.4%	\$22,434	\$1,656	1.060%	49	\$1,753	0.981%	66	5.8%	\$96
BENTON		0047	12,679	\$148,571	\$156,094	5.1%	\$7,523	\$2,005	1.349%	10	\$2,078	1.331%	8	3.7%	\$74
BLUE EARTH	MANKATO	0077	35,493	\$152,381	\$161,801	6.2%	\$9,421	\$1,339	0.878%	82	\$1,449	0.896%	80	8.3%	\$111
BROWN	NEW ULM	0088	13,610	\$114,476	\$119,225	4.1%	\$4,749	\$1,393	1.217%	27	\$1,444	1.211%	26	3.6%	\$51
	SLEEPY EYE	0084	3,584	\$82,496	\$85,756	4.0%	\$3,260	\$706	0.856%	84	\$744	0.868%	84	5.5%	\$39
CARLTON	CLOQUET	0094	11,714	\$115,193	\$131,243	13.9%	\$16,050	\$1,471	1.277%	17	\$1,603	1.221%	22	9.0%	\$132
	THOMSON TWP	0099	4,857	\$156,939	\$176,909	12.7%	\$19,970	\$2,092	1.333%	12	\$2,192	1.239%	19	4.7%	\$99
CHIPPEWA	MONTEVIDEO	0129	5,463	\$73,322	\$75,907	3.5%	\$2,585	\$936	1.277%	18	\$966	1.273%	15	3.2%	\$30
CHISAGO	CHISAGO CITY	2144	4,307	\$222,692	\$249,224	11.9%	\$26,533	\$2,748	1.234%	23	\$3,041	1.220%	23	10.7%	\$293
	CHISAGO LAKE TWP	2144	3,703	\$259,717	\$290,925	12.0%	\$31,208	\$2,701	1.040%	56	\$3,046	1.047%	54	12.8%	\$345
	LINDSTROM	2144	3,966	\$209,679	\$225,395	7.5%	\$15,715	\$2,446	1.167%	34	\$2,743	1.217%	24	12.1%	\$297
	NORTH BRANCH	0138	10,468	\$188,838	\$207,435	9.8%	\$18,597	\$2,275	1.204%	29	\$2,491	1.201%	27	9.5%	\$217
	WYOMING	0831	3,760	\$204,505	\$216,472	5.9%	\$11,967	\$2,441	1.194%	31	\$2,598	1.200%	28	6.4%	\$157
	WYOMING TWP	0831	3,562	\$264,842	\$288,764	9.0%	\$23,922	\$2,632	0.994%	68	\$2,780	0.963%	71	5.6%	\$147
CLAY	MOORHEAD	0152	35,225	\$124,864	\$131,532	5.3%	\$6,668	\$1,405	1.126%	39	\$1,418	1.078%	48	0.9%	\$13
COTTONWOOD	WINDOM	0177	4,436	\$77,720	\$80,428	3.5%	\$2,708	\$958	1.233%	25	\$1,018	1.266%	16	6.3%	\$60
CROW WING	1ST UNORGANIZED	0181	5,483	\$190,853	\$215,583	13.0%	\$24,730	\$1,255	0.658%	102	\$1,358	0.630%	101	8.2%	\$103
	BAXTER	0181	7,594	\$175,178	\$191,252	9.2%	\$16,075	\$1,674	0.955%	74	\$1,788	0.935%	77	6.8%	\$114
	BRAINERD	0181	13,947	\$108,865	\$116,521	7.0%	\$7,656	\$924	0.849%	86	\$963	0.826%	92	4.2%	\$39
DODGE	KASSON	0204	5,504	\$139,564	\$143,256	2.6%	\$3,693	\$1,653	1.185%	32	\$1,692	1.181%	31	2.3%	\$38
DOUGLAS	ALEXANDRIA	0206	11,323	\$142,755	\$156,109	9.4%	\$13,353	\$1,206	0.845%	87	\$1,305	0.836%	90	8.2%	\$99
	ALEXANDRIA TWP	0206	4,139	\$212,776	\$236,462	11.1%	\$23,686	\$1,660	0.780%	96	\$1,772	0.750%	98	6.8%	\$112
	LAGRAND TWP	0206	4,374	\$215,453	\$233,336	8.3%	\$17,883	\$1,751	0.813%	90	\$1,832	0.785%	94	4.6%	\$81
FARIBAUT	BLUE EARTH	2860	3,463	\$72,778	\$77,736	6.8%	\$4,957	\$749	1.029%	59	\$805	1.035%	57	7.5%	\$56
FREEBORN	ALBERT LEA	0241	18,184	\$92,594	\$99,777	7.8%	\$7,182	\$1,030	1.112%	41	\$1,087	1.089%	45	5.6%	\$57
GOODHUE	CANNON FALLS	0252	4,109	\$167,984	\$183,403	9.2%	\$15,418	\$2,309	1.375%	8	\$2,245	1.224%	21	-2.8%	-\$65
	RED WING	0256	16,329	\$159,963	\$172,742	8.0%	\$12,779	\$1,926	1.204%	30	\$2,030	1.175%	34	5.4%	\$104
HOUSTON ISANTI	LACRESCENT*	0300	5,158	\$152,837	\$163,209	6.8%	\$10,372	\$1,805	1.181%	33	\$1,955	1.198%	29	8.3%	\$150
	BRADFORD TWP	0911	3,717	\$187,254	\$209,885	12.1%	\$22,631	\$1,597	0.853%	85	\$1,579	0.752%	97	-1.2%	-\$18
	CAMBRIDGE	0911	7,382	\$157,628	\$169,392	7.5%	\$11,763	\$2,040	1.294%	16	\$1,995	1.178%	32	-2.2%	-\$45
	ISANTI	0911	5,206	\$150,020	\$160,970	7.3%	\$10,950	\$1,959	1.306%	15	\$1,901	1.181%	30	-3.0%	-\$58
ITASCA	GRAND RAPIDS+	0318	8,790	\$114,065	\$128,517	12.7%	\$14,453	\$1,135	0.995%	67	\$1,237	0.962%	72	8.9%	\$101
	UNORGANIZED+	0318	6,311	\$168,355	\$190,662	13.2%	\$22,306	\$1,053	0.625%	104	\$1,167	0.612%	102	10.9%	\$114
KANABEC	MORA	0332	3,568	\$122,265	\$129,613	6.0%	\$7,348	\$1,257	1.028%	60	\$1,313	1.013%	61	4.4%	\$56
KANDIYOHI	WILLMAR	0347	18,948	\$109,804	\$120,442	9.7%	\$10,638	\$1,128	1.027%	61	\$1,234	1.024%	59	9.4%	\$106
KOOCHICING	INTERNATIONAL FALLS	0361	6,335	\$61,616	\$67,158	9.0%	\$5,542	\$495	0.803%	93	\$546	0.813%	93	10.3%	\$51
	UNORGANIZED	0361	5,830	\$104,272	\$113,308	8.7%	\$9,036	\$498	0.477%	105	\$536	0.473%	104	7.6%	\$38
LAKE	TWO HARBORS+	0381	3,673	\$73,316	\$76,118	3.8%	\$2,802	\$735	0.694%	99	\$330	0.434%	106	-55.1%	-\$405
LE SUEUR	LE SUEUR	2397	4,297	\$133,995	\$141,105	5.3%	\$7,110	\$1,774	1.324%	14	\$1,817	1.288%	12	2.4%	\$43
LYON	MARSHALL	0413	13,031	\$131,303	\$140,982	7.4%	\$9,679	\$1,599	1.218%	26	\$1,660	1.178%	33	3.8%	\$61
MARTIN	FAIRMONT	2752	10,720	\$91,636	\$102,764	12.1%	\$11,127	\$762	0.832%	89	\$906	0.881%	81	18.8%	\$143
MCLEOD	GLENCOE	2859	5,758	\$132,191	\$143,053	8.2%	\$10,862	\$1,667	1.261%	20	\$1,792	1.253%	18	7.5%	\$125
	HUTCHINSON	0423	13,977	\$140,830	\$145,412	3.3%	\$4,582	\$1,958	1.390%	6	\$2,026	1.394%	4	3.5%	\$69
MEEKER	LITCHFIELD	0465	6,869	\$108,554	\$116,714	7.5%	\$8,160	\$1,182	1.088%	46	\$1,298	1.112%	42	9.8%	\$116
MILLE LACS	PRINCETON*	0477	4,535	\$140,715	\$147,422	4.8%	\$6,707	\$2,016	1.433%	4	\$2,024	1.373%	6	0.4%	\$7
MORRISON	LITTLE FALLS	0482	8,407	\$110,520	\$117,782	6.6%	\$7,261	\$1,407	1.273%	19	\$1,455	1.235%	20	3.4%	\$48
MOWER	AUSTIN	0492	23,702	\$96,921	\$99,603	2.8%	\$2,682	\$768	0.792%	95	\$825	0.829%	91	7.5%	\$57
NICOLLET	NORTH MANKATO	0077	12,817	\$169,417	\$171,483	1.2%	\$2,066	\$1,728	1.020%	62	\$1,824	1.063%	52	5.5%	\$96
	ST PETER	0508	10,887	\$145,191	\$156,382	7.7%	\$11,191	\$1,519	1.046%	53	\$1,695	1.084%	47	11.6%	\$176
NOBLES	WORTHINGTON	0518	11,349	\$89,373	\$91,649	2.5%	\$2,275	\$992	1.110%	43	\$1,212	1.322%	9	22.1%	\$220

County	Community	School District	2006 Est. Pop.	2006 Average MV	2007 Average MV	2006-07 %MV Change	2006-07 \$MV Change	2006 Final Tax	2006 Effective Tax Rate	2006 Tax Rank	2007 Property Tax	2007 Effective Tax Rate	2007 Tax Rank	2006-07 % Tax Change	2006-07 \$ Tax Change
OLMSTED	BYRON	0531	4,716	\$154,900	\$164,067	5.9%	\$9,167	\$2,075	1.339%	11	\$2,268	1.382%	5	9.3%	\$193
	MARION TWP	0535	5,782	\$168,895	\$185,226	9.7%	\$16,330	\$1,535	0.909%	80	\$1,683	0.909%	79	9.6%	\$148
	ROCHESTER	0535	98,649	\$161,264	\$169,387	5.0%	\$8,123	\$1,846	1.144%	36	\$1,941	1.146%	38	5.2%	\$96
	STEWARTVILLE	0534	5,759	\$145,061	\$153,803	6.0%	\$8,742	\$1,790	1.234%	24	\$1,966	1.278%	14	9.8%	\$176
OTTER TAIL	FERGUS FALLS	0544	13,949	\$107,291	\$113,563	5.8%	\$6,271	\$863	0.804%	92	\$952	0.838%	89	10.4%	\$90
PENNINGTON	THIEF RIVER FALLS	0564	8,509	\$75,058	\$77,428	3.2%	\$2,371	\$1,256	1.674%	1	\$1,247	1.610%	1	-0.8%	-\$10
PIPESTONE POLK	PIPESTONE	2689	4,342	\$58,151	\$59,868	3.0%	\$1,717	\$592	1.018%	63	\$619	1.035%	58	4.7%	\$28
	CROOKSTON	0593	7,950	\$66,470	\$73,733	10.9%	\$7,263	\$1,039	1.563%	2	\$1,078	1.462%	3	3.8%	\$39
	EAST GRAND FORKS	0595	7,934	\$116,231	\$124,227	6.9%	\$7,995	\$1,731	1.490%	3	\$1,638	1.318%	10	-5.4%	-\$94
REDWOOD	REDWOOD FALLS	2897	5,307	\$91,398	\$99,410	8.8%	\$8,012	\$1,285	1.406%	5	\$1,463	1.471%	2	13.8%	\$178
RICE	FARIBAULT	0656	22,733	\$158,521	\$166,483	5.0%	\$7,961	\$1,282	0.809%	91	\$1,418	0.852%	87	10.6%	\$136
	NORTHFIELD	0659	18,476	\$214,145	\$227,112	6.1%	\$12,967	\$2,277	1.065%	48	\$2,662	1.172%	35	16.9%	\$384
ROCK	LUVERNE	2184	4,597	\$80,618	\$85,726	6.3%	\$5,109	\$778	0.965%	73	\$826	0.963%	70	6.2%	\$48
SCOTT	NEW PRAGUE*	0721	6,787	\$185,095	\$199,237	7.6%	\$14,142	\$2,249	1.215%	28	\$2,415	1.212%	25	7.4%	\$166
SHERBURNE	BALDWIN TWP	0477	6,488	\$206,543	\$222,419	7.7%	\$15,876	\$1,651	0.800%	94	\$1,707	0.767%	95	3.3%	\$55
	BECKER	0726	4,105	\$185,957	\$199,891	7.5%	\$13,934	\$1,915	1.030%	58	\$2,025	1.013%	62	5.7%	\$110
	BECKER TWP	0726	4,362	\$234,451	\$254,988	8.8%	\$20,537	\$2,056	0.877%	83	\$2,192	0.860%	85	6.6%	\$136
	BIG LAKE	0727	9,035	\$177,009	\$192,057	8.5%	\$15,048	\$2,051	1.159%	35	\$2,203	1.147%	37	7.4%	\$152
	BIG LAKE TWP	0727	7,760	\$227,671	\$248,404	9.1%	\$20,732	\$2,243	0.985%	70	\$2,420	0.974%	67	7.9%	\$176
	ELK RIVER	0728	22,550	\$215,057	\$227,981	6.0%	\$12,923	\$2,853	1.327%	13	\$2,916	1.279%	13	2.2%	\$63
	LIVONIA TWP	0728	5,567	\$230,203	\$251,916	9.4%	\$21,713	\$2,373	1.031%	57	\$2,503	0.993%	65	5.4%	\$129
	ZIMMERMAN	0728	4,775	\$156,214	\$169,064	8.2%	\$12,851	\$1,961	1.255%	21	\$1,838	1.087%	46	-6.3%	-\$123
	ST. LOUIS	CHISHOLM+	0695	4,676	\$58,314	\$60,684	4.1%	\$2,370	\$586	1.005%	66	\$590	0.973%	68	0.8%
DULUTH	0709	85,170	\$146,308	\$154,762	5.8%	\$8,454	\$1,393	0.952%	75	\$1,505	0.973%	69	8.1%	\$113	
ELY+	0696	3,544	\$80,961	\$87,283	7.8%	\$6,321	\$518	0.639%	103	\$758	0.869%	83	46.5%	\$241	
EVELETH+	2154	3,631	\$53,628	\$56,646	5.6%	\$3,018	\$225	0.420%	106	\$258	0.456%	105	14.5%	\$33	
HERMANTOWN	0700	9,192	\$184,261	\$197,392	7.1%	\$13,131	\$1,927	1.046%	54	\$2,055	1.041%	55	6.6%	\$128	
HIBBING+	0701	16,283	\$77,786	\$81,921	5.3%	\$4,135	\$548	0.704%	98	\$597	0.729%	99	9.0%	\$49	
RICE LAKE TWP	0709	4,257	\$153,120	\$160,543	4.8%	\$7,423	\$1,617	1.056%	50	\$1,708	1.064%	51	5.6%	\$91	
UNORGANIZED+	2142	4,833	\$148,603	\$162,793	9.5%	\$14,190	\$1,127	0.766%	97	\$831	0.510%	103	-26.3%	-\$296	
VIRGINIA+	0706	8,776	\$68,309	\$70,117	2.6%	\$1,808	\$469	0.687%	100	\$529	0.755%	96	12.8%	\$60	
STEARNS	COLD SPRING	0750	3,738	\$143,165	\$152,039	6.2%	\$8,874	\$1,349	0.942%	76	\$1,306	0.859%	86	-3.1%	-\$42
	SARTELL*	0748	13,917	\$179,046	\$192,995	7.8%	\$13,949	\$2,034	1.136%	37	\$2,164	1.121%	39	6.4%	\$130
	SAUK CENTRE	0743	4,203	\$119,687	\$129,598	8.3%	\$9,910	\$1,648	1.377%	7	\$1,629	1.257%	17	-1.1%	-\$19
	ST CLOUD*	0742	64,711	\$150,842	\$159,747	5.9%	\$8,905	\$1,488	0.986%	69	\$1,608	1.006%	63	8.1%	\$120
	ST JOSEPH	0742	5,873	\$140,140	\$151,091	7.8%	\$10,951	\$1,476	1.053%	51	\$1,647	1.090%	44	11.6%	\$171
	WAITE PARK	0742	6,738	\$141,574	\$152,799	7.9%	\$11,225	\$1,556	1.099%	44	\$1,771	1.159%	36	13.8%	\$215
STEELE	OWATONNA	0761	24,725	\$149,552	\$161,612	8.1%	\$12,061	\$1,677	1.122%	40	\$1,786	1.105%	43	6.5%	\$109
STEVENS	MORRIS	0769	5,184	\$93,987	\$99,593	6.0%	\$5,606	\$1,278	1.360%	9	\$1,367	1.373%	7	7.0%	\$89
WABASHA	LAKE CITY*	0813	5,339	\$145,504	\$157,694	8.4%	\$12,190	\$1,419	0.975%	72	\$1,640	1.040%	56	15.6%	\$221
WADENA	WADENA*	2155	4,227	\$75,170	\$83,387	10.9%	\$8,217	\$727	0.985%	71	\$848	1.017%	60	16.6%	\$121
WASECA	WASECA	0829	9,828	\$110,525	\$119,264	7.9%	\$8,738	\$1,380	1.249%	22	\$1,572	1.318%	11	13.9%	\$192
WATONWAN	ST JAMES	0840	4,634	\$74,977	\$78,540	4.8%	\$3,563	\$692	0.923%	79	\$749	0.953%	74	8.2%	\$56
WILKIN	BRECKENRIDGE	0846	3,539	\$85,134	\$88,662	4.1%	\$3,528	\$799	0.939%	77	\$836	0.943%	75	4.6%	\$37
WINONA	ST CHARLES	0858	3,561	\$146,073	\$153,868	5.3%	\$7,795	\$1,230	0.842%	88	\$1,309	0.851%	88	6.4%	\$79
	WINONA	0861	27,324	\$136,218	\$141,023	3.5%	\$4,805	\$1,380	1.013%	64	\$1,487	1.055%	53	7.8%	\$107
WRIGHT	ALBERTVILLE	0885	5,856	\$208,983	\$224,534	7.4%	\$15,551	\$2,284	1.093%	45	\$2,502	1.115%	41	9.6%	\$218
	BUFFALO	0877	13,776	\$197,105	\$211,256	7.2%	\$14,151	\$1,752	0.889%	81	\$1,949	0.923%	78	11.3%	\$198
	DELANO	0879	5,050	\$197,980	\$212,320	7.2%	\$14,340	\$1,994	1.007%	65	\$2,033	0.958%	73	1.9%	\$39
	MONTICELLO	0882	11,136	\$171,268	\$182,828	6.7%	\$11,560	\$1,785	1.042%	55	\$1,724	0.943%	76	-3.4%	-\$61
	MONTICELLO TWP	0882	3,558	\$220,443	\$237,802	7.9%	\$17,359	\$1,467	0.665%	101	\$1,536	0.646%	100	4.7%	\$70
	OTSEGO	0728	11,660	\$203,931	\$219,871	7.8%	\$15,940	\$2,136	1.047%	52	\$2,198	1.000%	64	2.9%	\$63
	ROCKFORD*	0883	3,903	\$205,632	\$216,015	5.0%	\$10,383	\$2,202	1.071%	47	\$2,320	1.074%	49	5.3%	\$117
	ST MICHAEL	0885	14,698	\$231,310	\$250,025	8.1%	\$18,715	\$2,570	1.111%	42	\$2,795	1.118%	40	8.7%	\$225
	Number of Rankings										106			106	
Non-Metro Average					\$139,940	\$152,313	8.8%	\$12,374							

Source: Minnesota Department of Revenue, Calculations by the Citizens League * city has residential property in more than one county + city or town receives the taconite credit



We asked and you told us

What Citizens League membership means

By Annie Levenson-Falk

Members are the lifeblood of the Citizens League. Our members accomplish the Citizens League's mission - they build civic capacity in Minnesota. There is no other organization in the country that does quite what the Citizens League does.

Over the past several months, the Citizens League has been re-examining what membership really means, and how to ensure that those values are reflected in our work. The membership and engagement committee, the board, and the 400 people who contributed to our recent survey and focus groups have provided many insights into the value of membership, both for the organization and for members. We offer our sincerest thanks to all of you for taking the time to share your thoughts and ideas—they will be instrumental in shaping the Citizens League in the coming years.

Here's what we have heard:

Why members belong to the Citizens League

"I believe in a nonpartisan approach to solving civic issues. I trust that my involvement in the Citizens League gives me a better understanding of how others feel about such issues, how to engage others and find solutions and to 'turn down the volume' when finding solutions is difficult."

We heard loud and clear that members value the Citizens League's nonpartisan approach to public policy issues. Eighty percent of survey participants rated opportunities to create nonpartisan policy solutions as an important benefit of membership.

"To learn more about current issues and events in my community and to obtain objective, nonpartisan information about those issues."

Because members believe in the nonpartisan approach, they trust the Citizens League as a source of unbiased information about the policy issues that are most meaningful to Minnesotans. More than 90 percent of survey participants rated opportunities to learn about key policy issues as an important membership benefit.

"I believe in the public of public policy."

Citizens League processes are based on the belief that we can only achieve meaningful policy outcomes by involving citizens in defining the problem, and by holding everyone accountable for putting a solution in place.

"The Citizens League is a great way to meet interesting people and become involved in public policy issues important to this community."

Finally, we consistently heard that members come to Citizens League meetings and events because they offer great opportunities to meet lots of different types of people who also believe in nonpartisan, citizen-based public policy.

We also heard what members don't value. When we suggested offering Citizens League merchandise as an additional membership benefit, the response was, as one member so eloquently put it: "Don't waste my money on that junk." More than 80 percent of those surveyed agreed that such incentives are not important—that the intrinsic benefits of membership outweigh any hard goods we could offer.

That said, we are likely to offer people the chance to purchase Citizens League hard goods in the future; T-shirts and coffee mugs raise the organization's visibility and spark conversations that encourage new people to get involved.

Changes ahead

A better understanding of the value of membership has given us the opportunity to rethink the actual membership structure. How one becomes a member and the benefits of joining should reflect the organization's values. Membership should help to build the civic capacity of citizens through their participation in nonpartisan, citizen-based public policy work. Taking a deeper look at these values will lead to some changes in the way the Citizens League does membership.

Lower dues

"If you'd like to get more folks involved, you could have levels of membership that reduce that initial barrier."

"The fees are high enough that some, particularly younger people, are discouraged from joining."

We understand that the \$70 annual dues can be a barrier for many people, and we do not want price prevent anyone from participating. At the same time, we heard from many members that they would like to continue to support the Citizens League at the same level, or increase their giving. So the Citizens League is lowering the basic price of membership and offering more options for members who wish to support the organization at higher levels of giving.

Increase opportunities for participation

"Thanks for asking me to participate. Sometimes that's all it takes."

Many members want to become more involved, and the Citizens League depends on member participation in our policy and engagement work. We have begun to offer more opportunities for members to engage on a variety of topics and with a variety of time commitments, from short-term policy working groups to ongoing groups like the membership and engagement committee. "Just ask," members said, so we will.

Members are creating more informal opportunities to get together, too. The after parties following Policy and a Pint® events, for example, give members (and other interested folks) a chance to get to know each other a little better.

Thank you to the hundreds of contributors who have helped the Citizens League understand why membership benefits the organization and the individuals who participate—and how to make membership better. We hope you will like the changes you see over the next few months. Please continue to let us know what you think. Contact us any time, or go to www.citizensleague.org now to join the discussion. ●

Annie Levenson-Falk is the Citizens League membership and policy assistant.

Congestion

continued from page 1

Twin Cities by bringing Bus Rapid Transit (BRT) to the I-35W corridor much sooner than planned; reconfiguring downtown bus lanes to move buses in and out much more quickly; decreasing bus fares during rush hours to lure riders; and by aggressively encouraging telecommuting, tapping into an innovative approach developed by Best Buy.

But the part of the proposal that has grabbed the imagination of transportation officials around the nation is the use of a type of congestion pricing called “priced dynamic shoulders.”

With priced dynamic shoulders, road shoulders are fortified and converted into an extra lane of traffic. This extra capacity will be used to create a dedicated MnPASS lane that is free for transit and carpoolers and available to solo drivers for a price. On these shoulderless roads, safety and free-flowing conditions will be maintained by creating pull-off areas for stalled vehicles, and by installing instantaneously changeable electronic overhead signs, which can quickly and temporarily close a lane(s) when emergency access is needed. Such signs have been used with great success in England and Germany.

Why are priced dynamic shoulders so enticing to transportation planners? Well, the construction of new freeway lanes is

extremely expensive and increasingly rare during times of fiscal constraint. But freeway shoulders are plentiful, and shoulder-to-freeway lane conversions are much more affordable than new lanes. If priced dynamic shoulders work well on I-35W, it's safe to say the concept will be replicated around the world.

Minnesota's expansion of congestion pricing from I-394 to I-35W should spark a larger discussion of other locations where congestion pricing can make Minnesota's freeways more efficient. The original UPA application identified corridors as near term (Tier 1) and longer term (Tier 2) opportunities (see Figure 1) for congestion pricing. Identified Tier 1 and Tier 2 corridors include:

Tier 1

- I-35W from downtown Minneapolis to Burnsville,
- Highway 77 from the Crosstown to I-494, and
- I-35W north of downtown Minneapolis to Blaine.

Tier 2

- I-35W from Burnsville to Lakeville,
- Highway 77 from I-494 to Apple Valley,
- I-394 MnPASS Phase 2,
- Highway 169 from I-394 to the Minnesota River,
- Highway 36 between I-35W and I-35E, and
- I-94 from downtown Minneapolis to the Wisconsin border.

Charging solo drivers makes driving seem less “free” and bus fare seem less onerous.

Not only does congestion pricing make more efficient use of roads, it also encourages transit use. Charging solo drivers makes driving seem less “free” and bus fare seem less onerous. Moreover, in many areas congestion pricing revenues are used to significantly improve the quality and quantity of transit services.

So what lessons can Minnesota take away from the UPA process? Well, the process proves that we can do bold things as a community. We can act quickly. We can build bipartisan coalitions. We can approach public problems in a comprehensive rather than piecemeal way. And we can get more use out of congested roads without breaking the bank. ●

Lee W. Munnich, Jr. is a member of the Citizens League, and a Senior Fellow at the University of Minnesota Humphrey Institute of Public Affairs, and Director of the Institute's State and Local Policy Program.

Paying to reduce congestion = free-flow pricing

Free flow is what solo drivers purchase every time they use MnPass on I-394

By Bob DeBoer

Putting a price on traffic congestion and its expensive effects sounds good, but what do we really get out of it? In addition to reduced pollution, fewer crashes, and less time wasted, what we are really buying is “free flow.”

That's why the Citizens League thinks that the appropriate term to describe paying for congestion reduction is “free-flow pricing,” not “congestion pricing.” Why the distinction? Because people want to know what they are getting when they pay for something, and free flow is what solo drivers purchase every time they use the MnPASS system on Interstate 394.

Free-flow pricing is not a toll

Policymakers tend to lump all forms of road pricing under one word: toll. This is not an accurate term to describe free-flow pricing. People understand that when they drive on a toll road, the toll pays for construction and maintenance of the road itself. Free-flow pricing, however, should only be used as an incentive to reduce congestion during peak drive times, and the revenue raised should not be used to pay for road building and maintenance.

Free-flow pricing pays for more than free flow

So if free-flow pricing doesn't pay for road construction or maintenance, how should we use the revenue generated by free-flow pricing? Once operating costs are covered, revenue from free-flow pricing should support choices other than driving alone in a congested corridor. The most obvious

and appropriate use is transit, and that is exactly what is planned as part of the recently announced \$133 million Urban Partnership Agreement (UPA) between Minnesota and the federal government. Revenue from the free-flow pricing on I-35W will help to pay for Bus Rapid Transit operations in the same corridor.

Free-flow pricing should always be coupled with better, or additional, transit options. In fact, the congested corridors best suited to implement free-flow pricing can provide an effective roadmap, helping to determine where future transit options should be built and how they can be funded.

Paying for infrastructure

Free-flow pricing is just one way that we at the Citizens League think we can make the cost of our transportation system more transparent to the user, but free-flow pricing doesn't directly address funding the infrastructure needs highlighted by the collapse of the I-35W bridge over the Mississippi River.

That is why on September 13 the Citizens League offered to convene policy makers, citizens, and vested interests for a series of policy discussions on transportation funding—based on principles set forth in the 2005 Citizen League report “Driving Blind”—to take us beyond the current political stalemate. For more information on this initiative or to read the report, visit the website at www.citizensleague.org.

Get Involved!

Join one of these Citizens League working committees:

The **Policy Advisory Committee** deepens the capacity of Citizens League members to be effective contributors in the development of policy, develops the policy leadership skills of its members, and leverages those skills in identifying, framing, and proposing solutions to public policy problems.

The **Membership and Engagement Committee** works to increase individual and institutional membership in the Citizens League, plans and oversees activities to achieve membership goals, increases the engagement and involvement of members in Citizens League activities, and develops community partnerships that help to achieve our membership and engagement goals.

PERIODICALS



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