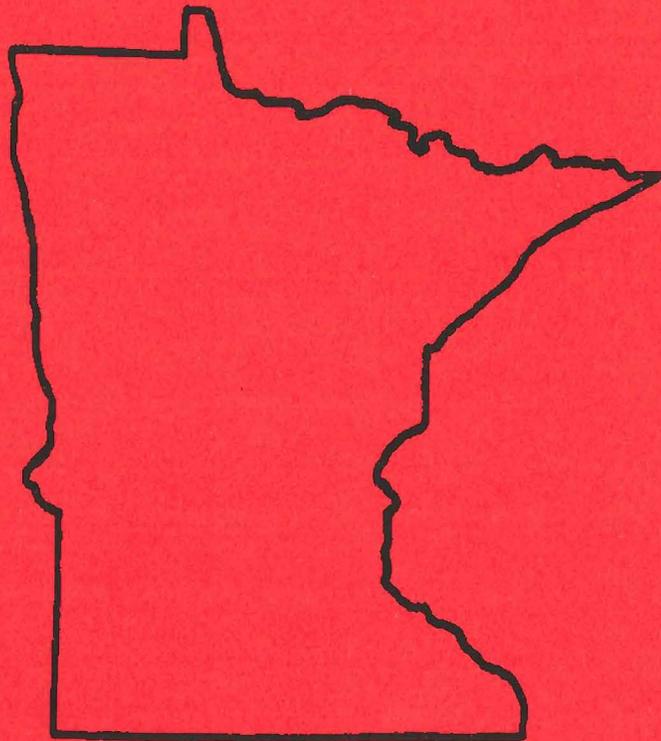




# *1989 Municipal State Aid Needs Report*



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M53b  
1989

*October 1989*

October 2, 1989

(612) 296-1662

TO : Municipal Engineers

Subject : 1989 Municipal State Aid Needs Report

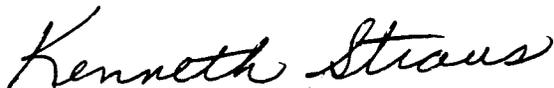
Gentlemen :

Enclosed is a copy of the 1989 Municipal State Aid Needs Report, which will be reviewed October 23 & 24 by the Screening Committee to make a final determination of the money needs.

This report has been compiled by the Municipal State Aid Needs Unit in conjunction with the Office of Finance. If you have any questions or suggestions concerning this data, please contact Ken Straus of the Needs Unit at the above number.

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

Sincerely,



Kenneth Straus  
Municipal State Aid Needs Unit

Enclosures:  
1989 Municipal State Aid Needs Report

## PREFACE

The "1989 Municipal State Aid Needs Report" is presented to the Municipal Screening Board for use in making their annual 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 money needs data contained in this publication has been compiled from reporting submitted by each individual municipality. Design is established by State Aid Standards based on traffic, and the money needs are calculated using the unit prices as determined by the Screening Board at their spring meeting in June, 1989.

The 1980 and Special Census data is combined with the Commissioner's final money needs determination and is the resulting 1990 allocation which will be reported in the "1990 Municipal State Aid Apportionment Data" to be published in January, 1990.

1989 MUNICIPAL SCREENING BOARD DATA

TABLE OF CONTENTS

-----

1989 Municipal Screening Committee.....	1
Subcommittees Appointed by the Screening Committee.....	2
Municipal Screening Board Representatives.....	3-4
Map of Highway Districts and Urban Municipalities.....	5
Minutes of the Spring Sreening Board Meeting.....	6-26
Mileage, Needs and Apportionment History.....	27-28
Maximum Mileage Record.....	29-32
Improved Mileage Record.....	33-34
Itemized Tabulation of Needs.....	35-36
Money Needs Recommendation to the Commissioner.....	37
Tentative Money Needs.....	38-39
Needs Study Update.....	40-44
Tentative Money Needs Apportionment Determination.....	45-49
Money Needs Apportionment.....	50-52
Rubberized Railroad Crossings.....	53
After-the-Fact Storm Sewer Ajustment.....	54-58
Unencumbered Construction Fund Balance.....	59-61
List of Cities Which Exceeded Balance.....	62
Expenditures Off the M.S.A.S. System.....	63-66
Unamortized Bond Account Balance.....	67-68
Non-Existent Bridge Construction.....	69
Right-of-Way Acquisition.....	70-72
Trunk Highway Turnback Allowance.....	73-74
Theoretical 1990 Population Apportionment.....	75-78
Total Tentative 1990 Apportionment.....	79-81
1989 to 1990 Total Tentative Apportionment Comparison.....	82-84
Variances.....	85-92
Research Account Motion.....	93
Administration Account.....	94
Needs Study Subcommittee Minutes.....	97-100
Screening Committee Resolutions.....	101-111

1989 MUNICIPAL SCREENING BOARD

OFFICERS

Chairman	Ronald Rudrud	Bloomington	(612) 881-5811
Vice Chairman	Bruce Bullert	Northfield	(507) 645-8832
Secretary	Jim Grube	St. Louis Park	(612) 924-2551

MEMBERS

District	Served	Representative		
1	1	Nick Dragisich	Virginia	(218) 741-2388
2	2	James Walker	Thief River Falls	(218) 751-3004
3	2	Terry Maurer	Elk River	(612) 774-6021
4	1	Alvin Moen	Alexandria	(612) 762-8149
5	3	William Ottensmann	Coon Rapids	(612) 755-2880
6	1	Tom Drake	Red Wing	(612) 227-6220
7	3	Dwayne Haffield	Worthington	(507) 376-3161
8	2	Joseph Bettendorf	Litchfield	(612) 252-4740
9	3	Charles Siggerud	Burnsville	(612) 890-4100
(Three Cities		Kenneth Larson	Duluth	(218) 723-3278
of the		Marvin Hoshaw	Minneapolis	(612) 348-2456
First Class)		Thomas Kuhfeld	St. Paul	(612) 292-6276

District	Alternates		
1	Jim Pruzak	Cloquet	(218) 879-6758
2	David Kildahl	Crookston	(218) 281-6522
3	Roger Larson	Sauk Rapids	(612) 253-1000
4	Herb Reimer	Moorhead	(612) 299-5390
5	Michael Eastling	Richfield	(612) 869-7521
6	Arnold Putnam	Owatonna	(612) 451-4541
7	Pete McClurg	New Ulm	(507) 359-8245
8	Dale Swanson	Willmar	(612) 235-4202
9	Ken Haider	Maplewood	(612) 770-4552

1989 SUBCOMMITTEES APPOINTED BY THE SCREENING BOARD

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NEEDS STUDY SUBCOMMITTEE

---

Chairman - Gerald Butcher  
Maple Grove  
(612) 420-4000  
Expires in 1989

Dan Edwards  
Fergus Falls  
(218) 739-2251  
Expires in 1990

Clyde Busby  
Hibbing  
(218) 262-3486  
Expires in 1991

UNENCUMBERED CONSTRUCTION FUNDS SUBCOMMITTEE

---

Chairman - Larry Anderson  
Prior Lake  
(612) 447-4230  
Expires in 1989

Kenneth Saffert  
Mankato  
(507) 625-3161  
Expires in 1990

Fred Moore  
Plymouth  
(612) 559-2800  
Expires in 1991

MUNICIPAL SCREENING COMMITTEE REPRESENTATIVES  
Districts and First Class Cities

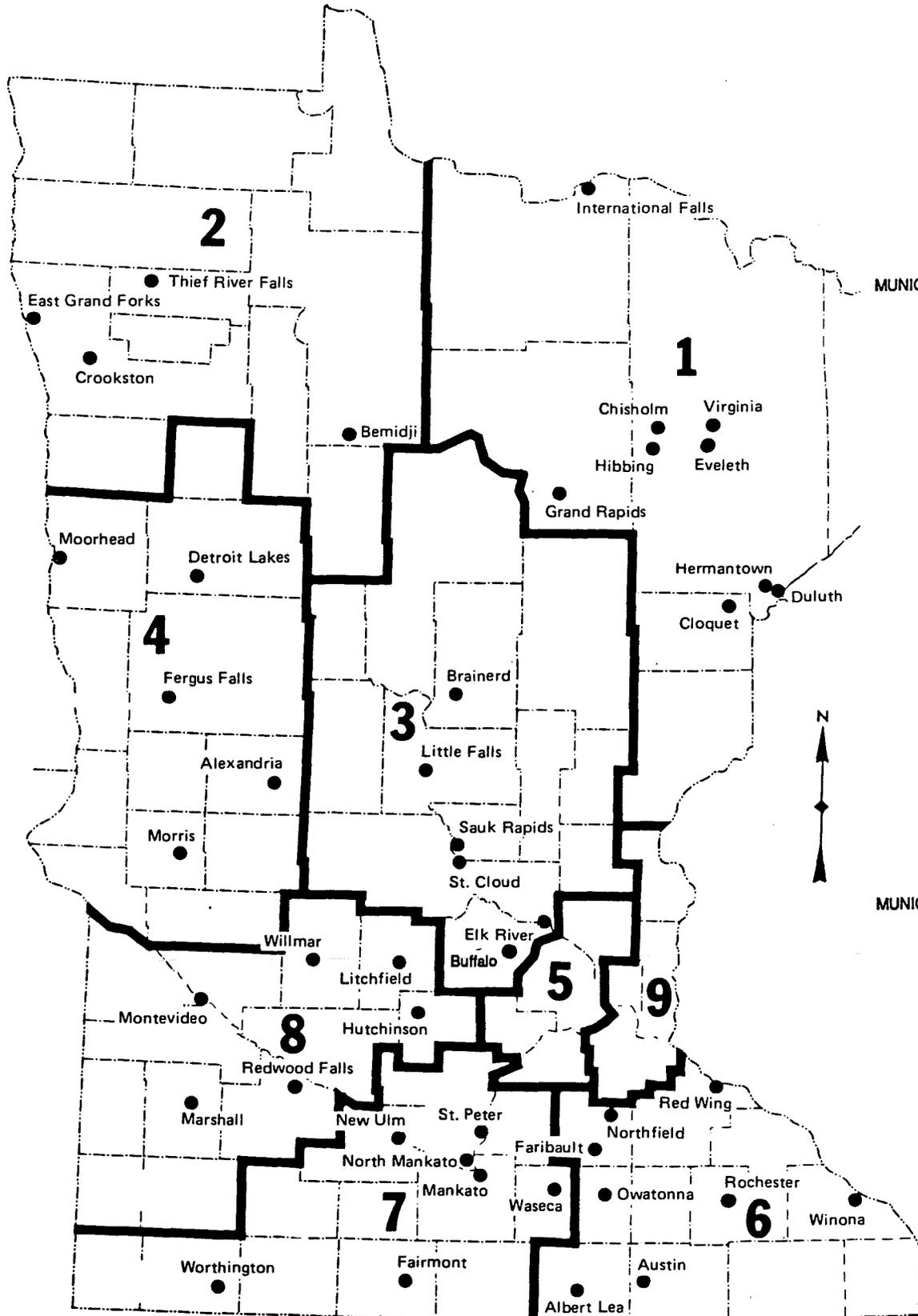
Year	1	2	3	4	5	6	7	8
----	---	---	---	---	---	---	---	---
1972	BOYER	WIDSETH	REED Brainerd	RONNING Fergus Falls	LANGSETH Bloomington	JOHNSON	OTHMAN	PRIEBE
1973	BOYER	WIDSETH	REED	LARSON Detroit Lakes	STROJAN	ARMSTRONG	OTHMAN	PRIEBE
1974	MADSEN Hibbing	SANDERS E. Gr. Forks	KNAPP	LARSON	STROJAN	BOLLANT Winona	OTHMAN	CARLSON
1975	MADSEN	SANDERS	KNAPP	REIMER Moorhead	ASMUS Minnetonka	BOLLANT	MENK St. Peter	CARLSON
1976	BOYER	WIDSETH	KRIHA Brainerd	REIMER	ODLAND	ANDERSON Red Wing	MENK	ADEN Marshall
1977	PFUTZENREUTER Virginia	WIDSETH	KRIHA	RONNING Fergus Falls	ODLAND	ANDERSON	MENK	ADEN
1978	PFUTZENREUTER	WIDSETH	KRIHA	RONNING	BUTCHER Maple Grove	ANDERSON	PUTNAM New Ulm	ADEN
1979	PFUTZENREUTER	VENCEL Bemidji	ENGSTRON Little Falls	RONNING	BUTCHER	ANDERSON	PUTNAM	CARLSON
1980	MADSEN	VENCEL	ENGSTRON	REIMER	BUTCHER	LEUTH Owatonna	PUTNAM	CARLSON
1981	PFUTZENREUTER	WIDSETH	ENGSTRON	REIMER	ASMUS	LEUTH	ORTLOFF Waseca	CARLSON
1982	PFUTZENREUTER Virginia	FREEBERG Bemidji	DOLENTZ St. Cloud	BAKKEN Detroit Lakes	ASMUS	LEUTH	ORTLOFF	ADEN
1983	PRUZAK Cloquet	FREEBERG	DOLENTZ	BAKKEN	ASMUS	PLUMB Rochester	ORTLOFF	ADEN
1984	PRUZAK	FREEBERG	DOLENTZ	BAKKEN	RUDRUD Bloomington	PLUMB	MENK	ADEN
1985	PRUZAK	SANDERS	SCHWENINGER Brainerd	BAKKEN	RUDRUD	PLUMB	MENK	RODEBERG Montevideo
1986	BUSBY Hibbing	SANDERS	SCHWENINGER	EDWARDS Fergus Falls	RUDRUD	MURPHY Austin	MENK	RODEBERG
1987	BUSBY	SANDERS	SCHWENINGER	EDWARDS	OTTENSMANN Coon Rapids	MURPHY	HAFFIELD Worthington	RODEBERG
1988	BUSBY	WALKER Th River Falls	MAURER Elk River	EDWARDS	OTTENSMANN	MURPHY	HAFFIELD	BETTENDORF Litchfield
1989	DRAGISICH Virginia	WALKER	MAURER	MOEN Alexandria	OTTENSMANN	DRAKE Red Wing	HAFFIELD	BETTENDORF

Year	9	Mpls.	St. Paul	Duluth	Chairman	Chairman	Secretary
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1971	PRICE W. St. Paul	SORENSEN	SCHNARR	DAVIDSON	ODLAND Golden Valley		SIMON N. St. Paul
1972	THENE White Bear Lk.	SORENSEN	SCHNARR	DAVIDSON	LANGSETH Bloomington		CARLSON Willmar
1973	THENE	SORENSEN	SCHNARR	DAVIDSON	STROJAN Hopkins		JOHNSON Albert Lea
1974	THENE	SORENSEN	SCHNARR	DAVIDSON	CARLSON Willmar		MERILA Brooklyn Park
1975	THENE	SORENSEN	SCHNARR	DAVIDSON	JOHNSON Anoka		COOK Faribault
1976	DAVIDSON Inver Gr. Hgts.	SORENSEN	SCHNARR	DAVIDSON	MERILA Brooklyn Park		ASMUS Minnetonka
1977	DAVIDSON	SORENSEN	SCHNARR	DAVIDSON	COOK Faribault	ASMUS Minnetonka	THENE Wt. Br. Lk.
1978	HONCHELL Roseville	SMITH	WHEELER	DAVIDSON	ASMUS Minnetonka	THENE Wt. Br. Lk.	PRIEBE Hutchinson
1979	HONCHELL	SMITH	WHEELER	DAVIDSON	PRIEBE Hutchinson	ADEN Marshall	BAKER Mankato
1980	SIMON S. St. Paul	SMITH	WHEELER	DAVIDSON	ADEN Marshall	BAKER Mankato	HONCHELL Roseville
1981	KLEINSCHMIDT Inver Gr. Hgts.	SMITH	PETERSON	DAVIDSON	BAKER Mankato	HONCHELL Roseville	SIMON S. St. Paul
1982	KLEINSCHMIDT	HOSHAW	PETERSON	DAVIDSON	HONCHELL Roseville	SIMON S. St. Paul	REIMER Moorhead
1983	KLEINSCHMIDT	HOSHAW	PETERSON	DAVIDSON	SIMON S. St. Paul	REIMER Moorhead	SPURRIER Shakopee
1984	GATLIN White Bear Lk.	HOSHAW	PETERSON	BERG	REIMER Moorhead	SPURRIER Shakopee	ANDERSON Prior Lake
1985	GATLIN	HOSHAW	PETERSON	CARLSON	SPURRIER Shakopee	ANDERSON Prior Lake	SAFFERT Mankato
1986	GATLIN	HOSHAW	PETERSON	CARLSON	ANDERSON Prior Lake	SAFFERT Mankato	MOORE Plymouth
1987	SIGGERUD Burnsville	HOSHAW	KUHFELD	CARLSON	SAFFERT Mankato	MOORE Plymouth	RUDRUD Bloomington
1988	SIGGERUD	HOSHAW	KUHFELD	CARLSON	MOORE Plymouth	RUDRUD Bloomington	BULLERT Northfield
1989	SIGGERUD	HOSHAW	KUHFELD	LARSON	RUDRUD Bloomington	BULLERT Northfield	GRUBE St. Louis Park

STATE OF MINNESOTA

HIGHWAY DISTRICTS AND URBAN MUNICIPALITIES

AS ESTABLISHED FOR STATE AID PURPOSES



MUNICIPALITIES IN DISTRICT NO. 5

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

MUNICIPALITIES IN DISTRICT NO. 9

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

**MINUTES  
SPRING  
MUNICIPAL SCREENING COMMITTEE  
JUNE 13-14, 1989**

The spring meeting of the Screening Committee was called to order by Chairman Rudrud at 1:02 p.m., Tuesday, June 13, 1989. Roll call was taken by the Secretary.

Present were:

Officers and Screening Committee Members:

Chairman - Ron Rudrud, Bloomington  
Vice Chairman - Absent  
Secretary - Jim Grube, St. Louis Park

District 1 - Jim Pruzak	Cloquet
District 2 - James Walker	Thief River Falls
District 3 - Terry Maurer	Elk River
District 4 - Alvin Moen	Alexandria
District 5 - William Ottensmann	Coon Rapids
District 6 - Tom Drake	Red Wing
District 7 - Pete McClurg	New Ulm
District 8 - Joseph Bettendorf	Litchfield
District 9 - Charles Siggerud	Burnsville
First Class City - Dan Murphy	Duluth
First Class City - Marv Hoshaw	Minneapolis
First Class City - Thomas Kuhfeld	St. Paul
Chairman Needs Study Subcommittee - Gerald Butcher	Maple Grove

Others:

David Kreager	Duluth
Ramankutty Kannankutty	Minneapolis
Jon Ketokoski	Minneapolis
Greg Peterson	St. Paul
Gordon M. Fay	Mn/DOT Director, Office of State Aid
Roy L. Hanson	Mn/DOT Assistant State Aid Engineer
Ken Straus	Mn/DOT Municipal State Aid Needs Unit Manager
Ken Hoeschen	Mn/DOT County State Aid Needs Unit Manager
Bill Croke	Mn/DOT District 1 State Aid Engineer
Jack Isaacson	Mn/DOT District 2 State Aid Engineer
Dave Reed	Mn/DOT District 3 State Aid Engineer
Vern Korzendorfer	Mn/DOT District 4 State Aid Engineer
Chuck Weichselbaum	Mn/DOT District 5 State Aid Engineer
Earl Welshons	Mn/DOT District 6 State Aid Engineer
Larry Hoben	Mn/DOT District 7 State Aid Engineer
John Hoeke	Mn/DOT District 8 State Aid Engineer
Elmer Morris	Mn/DOT District 9 State Aid Engineer

## **I. MEETING PROCEDURE**

Chairman Ron Rudrud noted that all agenda items regarding the needs apportionment, adjustments and other business matters would be discussed during the June 13 afternoon session. Additional informal discussions will be held the evening of June 13, beginning at 8 p.m. Action on the items will be taken during the June 14 session, scheduled to begin at 9 a.m.

Rudrud noted that Dan Murphy has been appointed as Acting City Engineer of Duluth and is representing that City, while Pete McClurg is attending as the new alternate for District 7. Jim Walker was also identified (District 2 - Thief River Falls) and Tom Drake was welcomed as a late arrival.

## **II. MINUTES CONSIDERATION:**

Rudrud called for consideration of approval of the minutes of the October 18-19, 1988, Screening Committee meeting. The minutes are contained in pages 4 through 20 of the 1989 Municipal Screening Board Data Report, dated June, 1989. Bill Ottensmann (District 5) moved, seconded by Marv Hoshaw (Minneapolis), to approve the minutes. Motion carried.

Rudrud requested a change of the wording on page 17 of the minutes. Rudrud proposed that the words "needs to be" in the first line of the third paragraph of Section XIX. CONSTRUCTION ACCOMPLISHMENTS REVISED RESOLUTION should be changed to "should be". With the change noted, Rudrud accepted the minutes as approved.

## **III. NEEDS REPORT REVIEW**

Ken Straus presented the 1989 Municipal Screening Board Data Report, dated June, 1989. Straus directed the attendees' attention to page 26, a comparison of the 1987 and 1988 apportionment needs. It was noted that the more significant needs increases were contained in traffic signals and street lighting. The overall increase in apportionment needs was \$41,258,805. Straus noted the upcoming 1989 apportionment needs would show a greater increase due to a reinstatement of needs.

Attention was directed to page 44, the listing of unit prices recommended by the Needs Study Subcommittee. It was noted that the 1988 unit price for right of way was \$10,000 per acre and the suggested 1989 unit price remained the same. District 6 engineers considered a \$40,000 per acre cost to be more appropriate while District 5 engineers sought a \$1.50 per square foot unit price (\$65,340 per acre). Straus noted that although right of way is included in the needs computation, it is an after the fact needs appropriation.

Grading needs were computed at a unit rate of \$3.00 per cubic yard in 1988 and the suggested 1989 unit price remained at \$3.00 per cubic yard.

Curb and gutter removal prices were listed on page 27, with the 1988 rate established at \$1.75 per linear foot. The suggested unit rate for

1989 is \$1.75. The 5 year average was \$1.59 per linear foot, with the low district rate for 1988 experienced in District 3 (at \$0.75) while District 8 had the highest rate (at \$1.92).

Sidewalk removal rates were as follows: District 8 had the lowest rate at \$0.22 per square foot, and District 9 had the highest rate at \$0.51 (found on pages 75-77). Last year's price was \$4.00 per square yard, and the suggested rate remains at \$4.00 per square yard (5 year average - \$3.85).

Concrete pavement removal rates were as follows: District 3 had the lowest rate at \$0.22 per square foot, and District 5 had the highest rate at \$0.50 (pages 78-80). Last year's price was \$4.00 per square yard, and the recommended price is \$3.75 per square yard (5 year average - \$3.71 and needs study - \$3.24). Straus noted that the Needs Study Subcommittee used the 5 year average for 1989 prices more frequently than in the past.

Tree removal (pages 81-86) is separated under two categories - clearing and grubbing. The average price for clearing was \$80.41 and the average price for grubbing was \$57.67 (combined total \$138.08). The 5 year average was \$104.88, and the needs study from 1988 was \$135.00. The suggested rate is \$140.00 for 1989.

Class 4 subbase (pages 87-88) unit rates experienced in 1988: District 7 had the lowest rate at \$3.45 per ton, and District 8 had the highest rate at \$6.00. The unit rate for 1988 was \$4.75 per ton, and the suggested 1989 rate remains at \$4.75 (5 year average - \$4.65 and needs study - \$4.19).

Class 5 gravel base (pages 89-91) unit rates experienced in 1988: District 3 had the lowest rate at \$3.56 per ton, and District 9 had the highest rate at \$5.57. The Needs Study Subcommittee combined the three and five year averages to determine its suggested rate of \$5.75 per ton (last year's rate was \$6.00).

Bituminous base and surface 2331 mix designs had unit rates as follows: District 9 was low at \$16.10 per ton, and District 6 was high at \$22.01. Last year's rate was \$21.00 per ton, and the suggest 1989 rate is \$21.00 (five year average - \$19.87 per ton, and the needs study - \$18.31).

Bituminous surface 2341 mix design had unit rates as follows in 1988: District 2 was low at \$16.75 per ton, and District 8 was high at \$32.18. In 1988, the unit rate used for needs was \$24.00 per ton, and the suggested 1989 rate remains at \$24.00 (five year average - \$23.14 per ton, and the needs study - \$21.52).

Bituminous surface 2361 mix design (pages 88 and 89) had unit rates as follows: District 3 had the lowest rate at \$25.19 per ton, and District 6 had the highest rate at \$39.50. The suggested 1989 rate is the same as last year - \$34.00 per ton (five year average - \$31.81, and the needs study - \$30.57).

Curb and gutter construction (pages 102-104) had unit rates as follows: District 3 was low at \$4.41 per linear foot, and District 1 was high at

\$5.81. In 1988 the unit rate was \$6.00 per linear foot, and the suggested 1989 rate is \$5.50 (five year average - \$5.19 per linear foot, and needs study - \$4.95).

Sidewalk construction (pages 105-107) had unit rates as follows: District 9 had the lowest rate at \$1.36 per square foot, and District 8 had the highest rate \$1.66. In 1988, the unit rate was \$14.50 per square yard. The five year average was \$13.90 and the needs study rate was \$13.50. The suggested 1989 rate is \$14.00 per square yard.

Gravel shoulder (specification 2221) rates are generally based upon the counties' needs study. The counties' needs study was \$4.11 per ton (last year the rate was \$4.25). The suggested 1989 rate is \$4.25 per ton.

The traffic signal rate in 1988 was \$15,000 per mile. There was no needs study, so the Needs Study Subcommittee suggested \$15,000 per mile.

Street lighting had no needs study. Last year's rate was \$16,000 per mile, and the suggested rate remains unchanged at \$16,000 per mile. This rate applies to every mile designated.

The Mn/DOT hydraulics office submitted its recommendation for storm sewer rates (page 38) - \$196,000 per mile for installation and \$62,000 per mile for adjustments. The Needs Study Subcommittee suggests those rates be used for 1989. Storm sewer installation needs are after the fact, whereas storm sewer adjustment needs affect apportionment. Straus noted that the Needs Study Subcommittee recommended that storm sewer installation costs be placed back into the apportionment needs, doing away with after the fact needs.

Bridges 0-149 feet had a unit rate of \$41.50 per square foot in 1988, and it is suggested that a rate of \$45.00 be used in 1989. The Needs Study Subcommittee considered the costs of the two bridges reviewed to be inappropriate due to high cost.

Bridges 150-499 feet had a unit rate of \$47.00 per square foot in 1988, and it is recommended that the 1989 rate be \$50.00. Straus noted the Needs Study Subcommittee deleted the price of \$122.23 per square foot experienced in one bridge project from consideration because of the high rate.

Bridges 500 feet and over had a unit rate of \$56.00 per square foot in 1988, and it is recommended the 1989 rate be \$60.00.

Bridge widening had a unit rate of \$120.00 per square foot in 1988, and the suggested rate for 1989 is \$100.00.

For bridges 500 feet and over and bridge widening the Needs Study Subcommittee directed that Mn/DOT prices be provided for consideration. Mn/DOT's cost for bridges 500 feet and over was \$68.43 per square foot. For bridge widening, Mn/DOT had an average cost of \$199.88, but quite a deviation in costs is experienced depending on work elements involved.

Straus noted that some districts thought the suggested bridge prices were too low, and offered alternative rates.

Railroad bridges had little information available; however, the Needs Study Subcommittee recommended rates of \$2,250.00 per linear foot for 1 track and \$1,750.00 per linear foot for each additional track.

Railroad grade crossing unit rates were based upon the Mn/DOT Railroad Office recommendations. Signals at low speed crossings, were costing Mn/DOT approximately \$70,000, while signals and gates at multiple speed crossings were costing \$105,000. Signs cost \$300.00 each and rubberized crossings averaged \$700.00 per track foot. The Needs Study Subcommittee suggested rates were:

Signals (single track - low speed)	- \$70,000 per each
Signals and gates (multiple track, high and low speed)	\$99,000 per each
Signs	\$300.00 per each
Rubberized material	\$700.00 per linear foot

#### IV. OPEN DISCUSSION

Upon completion of the presentation, Rudrud open the floor for discussion.

##### Issue - Right of Way Needs

Chuck Siggerud (District 9) noted that District 9 engineers had many comments regarding right of way needs. He noted that undeveloped single family land may be purchased for less than \$1.00 per square foot; however, in developed areas the price exceeds \$1.00 per square foot. Straus reviewed the position of District 6 engineers - approximately \$1.00 per square foot, and District 5 engineers - \$1.50 per square foot.

##### Issue - Unencumbered Fund Balances

Rudrud directed the attendees attention to pages 21 to 25, the minutes of the April 25, 1989 Needs Study Subcommittee meeting, regarding unit rates and unencumbered fund balances.

Straus cited pages 45 and 46 regarding letters sent to communities with excess unencumbered construction fund balances (communities listed on page 46). Straus noted the Needs Study Subcommittee recommended a clarification of the resolution located on page 115 pertaining to the computation of adjustments. Straus noted he computes the adjustment as two times column B (page 46) after the 1989 construction allotment is subtracted out. The resolution states the total balance should be multiplied and then subtract the construction allotment for the adjustment. Straus called last year's Needs Study Subcommittee chairman who indicated the committee's intent was not accurately stated on page 115. Straus offered two options for the amendment of the resolution

- o refer to fourth line from bottom and amend to read (city's unencumbered . . . . allotment).

- o refer to the fifth line from the bottom, adding the words "amount available" at the end of the line, then amending the fourth line as noted above.

Straus closed his comments by noting that the present wording of the resolution does not meet the intent of the Screening Committee.

Siggerud referred to page 46, highlighting the potentially unfair adjustment to Northfield's balance because of a \$1,500 excess. District 9 engineers agreed the loss in estimated apportionment should not exceed the excess balance.

Hoshaw asked if the computations listed on page 46 reflect Straus' position on what the resolution intent was, not how it was drafted. Straus agreed they were based upon his interpretation.

Pete McClurg (District 7) presented a letter from Dwayne Haffield (Worthington) which confirmed the engineers of Districts 7 and 8 have concern regarding the adjustment of the unencumbered balance. The engineers believed that the adjustment should be appealable to the Unencumbered Construction Funds Subcommittee (as in the past), and the resolution is too strongly written. The engineers noted that there are a number of reasons why lettings are delayed, many of which the City may not control. Straus noted 1989 is the first year cities will not be able to appeal to the subcommittee. Further, Straus noted that if the excess was only \$100 or \$200, the adjustment would be made.

Siggerud questioned if the reason for the amendment was as a result of actions taken by the Unencumbered Construction Funds Subcommittee, wherein it approved nearly every appeal, regardless of validity. Rudrud noted the new ruling may have come out of frustration because some justifications were marginal.

Hoshaw noted the cities retain the right to appear before the Municipal Screening Committee in spite of the fact they cannot appeal to the Unencumbered Construction Funds Subcommittee. Straus noted that his interpretation was that if the excess balance remained as of September 1, an adjustment would be made and the city could appear before the subcommittee to explain the reason; however, the adjustment would be made.

McClurg asked if there was an appeal process, and Straus responded "No".

Ottensmann indicated District 5 engineers are concerned with the lack of an appeal process. The engineers agreed the past rules may have been too loose, and recommended more strict rules be followed, but that the appeal process be available.

Ottensmann noted that some District 5 engineers wish to provide a large balance for significant projects, but that is not possible because of present rules. Rudrud noted it may be advisable to have a pre-approval process where a city petitions to the Municipal Screening Committee for authorization to exceed its limit (use of a City Council resolution would confirm intent) for a given period to establish financing for a specific project.

### Issue - One-Way Street Pairs

Straus referred to page 47, which contained a letter from the City of St. Paul regarding one-way street pairs. The city has 4 one-way street pairs designated as MSA routes and requests the routes be treated as one-half mileage in the needs study. Straus summarized the information contained on pages 48 and 49, listing the pairs as M.S.A.S. 134 and 198; M.S.A.S. 198 and 236; M.S.A.S. 165 and 117; and M.S.A.S. 196, paired with Sibley Street, a C.S.A.H. The Needs Study Subcommittee recommended approval of the request. Page 50 contained a map depicting the route locations.

In response to Siggerud's question regarding the validity of the request, Straus noted that an enabling resolution is of record and was adopted in response to a request made by of the City of Hastings in 1983. It was noted that Mankato may have made a similar request in the past.

Gerry Butcher (Needs Study Subcommittee) noted the Needs Study Subcommittee recommended a full listing of all approved one-way pair designations be included in future reports to remind the engineers of the availability of the opportunity.

Siggerud questioned how the enabling resolution was developed. Butcher explained the issue's background, noting that cities with a one-way pair have twice the mileage to serve two directions of travel. If only one street is designated, funds cannot be expended to improve the other. From a needs perspective the width requirement may be less because of one-way traffic, but from an economic perspective it allows expenditure for the work contemplated on both streets.

Ottensmann questioned the issue of building one-way pair streets to proper widths. If a street gets needs for only half its area, how can a city be permitted to build a street width of half the allowable width? Butcher noted the Needs Study Subcommittee dealt with needs only, not construction. The subcommittee noted that if traffic counts indicate a certain conventional street width is required, the needs for the pair cannot exceed the width needs of the conventional street. For construction purposes, if the City proposes to construct one street of the pair to a width greater than half the width of the conventional street, it is not clear if MSA funds can be used to construct the excess width. This issue needs to be clarified.

### Issue - Maintenance Costs

Straus referred to pages 51 through 53 regarding the computation of maintenance costs. In 1988 it was requested that needs rates be reviewed and increased if supported. Straus completed a study of reported needs for 1985, 1986, and 1987, based upon responses received. The Needs Study Subcommittee recommended a doubling of all unit costs, except parking lanes, which provided for an increase from \$200 to \$1,200 per mile. A summary of the recommendations, based upon traffic volumes less than or greater than 1,000 ADT, is as follows:

- o Traffic lanes - \$1,200 or \$2,000 per lane mile
- o Median strip - \$400 or \$800 per mile
- o Parking lanes - \$1,200 per lane mile
- o Storm sewer - \$400 per mile
- o Traffic signal maintenance - \$400 per mile

This gives a total of \$7,200 per mile for a 2 lane street with 2 lanes of parking, whereas the actual average cost in 1988 was \$2,446 per mile.

It was noted that street maintenance does affect the apportionment.

The Needs Study Subcommittee noted that the minimum allowance for maintenance of MSA streets should be \$4,000 per mile and the minimum on a combined route (i.e. MSA/CSAH) should be \$2,000 per mile.

Straus noted one district had indicated a desire to standardize the accounting system for street maintenance. This may be easily accomplished via computer.

#### Issue - Interest on Bonds

Straus referred to page 57 regarding the payment of interest on bonds from maintenance accounts. Presently, communities must issue a special request for release of additional funds to the maintenance account for payment of interest. The Attorney General's office indicated the procedure may be amended to automatically include interest payments in addition to the minimum \$1,500 per mile amount to avoid the need for annual adjustments. The Needs Study Subcommittee recommends this procedure.

#### Issue - Maintenance Costs for Trunk Highway Turnbacks

The Needs Study Subcommittee suggested the unit rate for maintenance on trunk highway turnbacks be increased to \$8,000 per mile instead of the present \$1,500 per mile (refer to page 117).

#### Issue - Sidewalk Needs

Straus referred to page 60 which contained consideration of sidewalk needs. The Needs Study Subcommittee reviewed whether existing and proposed sidewalk needs should be included in apportionment needs. The subcommittee suggested all sidewalk needs be included in the apportionment needs. Presently a city does not receive sidewalk apportionment needs unless it also has sidewalk removal needs.

#### Issue - Reconstruction Needs

Regarding reconstruction needs, it was noted that the resolution on page 63 is no longer needed as a result of action taken in 1988 regarding the reinstatement of needs. Straus compared the drawing of needs for comparable streets constructed in 1966, one of which was reconstructed in 1986, the other which was reconstructed after 1990. The street that was reconstructed in 1986 draws needs for fifteen more years as a result of being reconstructed between 1983 (when the Municipal Screening Committee approved the appropriation of after the fact needs for 15

years) and 1989 (when the Municipal Screening Committee revised the appropriation needs computation further). The Needs Study Subcommittee suggests that every project now receiving after the fact needs should be removed for 20 years following the December 31, 1989 deadline for after the fact projects, with the exception of the Duluth aerial bridge (project 118-140-19). The bridge should be removed from the needs list for 35 years following the receipt of the last of the 15 years after the fact needs. It was noted that a similar condition should apply for bituminous resurfacing (i.e. Moorhead project 144-122-03 and St. Paul project 164-159-22), where such projects will not draw needs for 20 years following receipt of the last of 15 years after the fact needs.

In response to a question of Siggerud regarding the Needs Study Subcommittee's recommendation, Butcher noted that rule changes of 1983 and 1988 resulted in different projects drawing different needs, based upon time. The subcommittee recommendation reflected the concept that half a street's life is 20 years, and since some cities had reconstruction projects that had drawn after the fact needs for three to five years, the street segments should be removed from the needs computation for 20 years (to the year 2010).

#### Issue - Traffic Counting

Straus indicated that the status of municipal traffic counting was listed on page 68.

#### Issue - Traffic Signal Needs

Straus presented a handout regarding traffic signal costs. Straus indicated that in the past discussion was held as to how traffic signal costs should be computed. Straus noted that a study completed two or three years previously indicated the larger cities had a greater need than smaller cities (Minneapolis had a cost of approximately \$123,000 per mile while some smaller cities experienced costs of less than \$10,000 per mile). Presently, every city receives an assigned need of \$15,000 per mile. Straus' proposal for traffic signal needs computations was based on traffic volumes, where an ADT of 0-999 on a segment yields \$0 needs, an ADT of 1,000 - 4,999 yields a need of 20 percent of \$75,000 (cost of a signal) or \$15,000 per mile, an ADT of 5,000 - 9,999 yields a need of 40% of \$75,000 (\$30,000 per mile), and finally, an ADT of 10,000 and over yields a need of 60% of \$75,000 (\$45,000 per mile). Straus noted the percentages were somewhat arbitrary and open to amendment. Based upon the percentages provided, the traffic signal needs would increase from \$32,870,940 to \$49,255,500.

The Straus proposal was reviewed for both Minneapolis and Morris. While Minneapolis needs would increase from \$2,799,600 to \$5,603,550, Morris needs would drop from \$96,750 to \$76,800.

Thomas Kuhfeld (St. Paul) noted that traffic signal installations must meet warrants relating to traffic volumes at the intersection. He continued by asking how the Straus proposal of traffic volume grouping relates to actual volumes measured. Straus commented that his proposal is for needs computation purposes only, and does not have a bearing on

whether a signal is needed. In response to further questioning, Straus noted the proposal was based on projected traffic. Rudrud stressed that the result of the Straus proposal is promote equity amongst the cities.

The meeting was recessed at 2:16 p.m. and was reconvened at 2:28 p.m.

#### Issue - Storm Sewer Needs

Straus presented a handout regarding the affect of adding storm sewer to apportionment needs computations (by City and total). Also presented was a handout regarding the affect of adding non-existing bridges to apportionment needs computations. Straus noted the Needs Study Subcommittee suggested that storm sewer needs be added to the apportionment needs computation rather than adding costs as after the fact needs (present policy). Regarding non-existent bridges, the subcommittee recommended the policy be amended so the non-existent bridges draw needs in a manner identical to existing bridges, for a period of 15 years. Straus noted that since \$1,000 of needs yield \$65 of apportionment, it will take 15 years to accumulate adequate funding for construction. In addition, it will limit the extent to which a city can collect needs if it has no plans to construct the bridge. Butcher noted the 15 year limit pertains to existing bridges also. Regarding storm sewer, the recommended time limit was 15 years. Straus noted the subcommittee had concerns regarding cities placing non-existent elements on the needs computation to increase their allocation.

Hoshaw questioned if the counties and states include storm sewer in their needs computations, and Straus replied yes. It was noted they do not include non-existent bridges, and do not place a ceiling on the needs period (15 years, etc.).

Ottensmann indicated Coon Rapids has two overpasses it will construct within 5 years, meaning if the change is made, the city will draw needs for four years, then not draw needs. Perhaps a transitional policy is needed to insure equity. Ottensmann followed with a question of how needs are computed for embankment (it is not in the roadway, nor in the bridge). In response, Butcher stated that because of the many conditions which exist, it is advised that the District State Aid Engineer be approached regarding an amendment to grading costs. Ottensmann questioned how the embankment costs should be reported. In response, Straus indicated the cost could be reported as a lump sum grading cost on the Road Data Reporting Form.

Tom Drake (District 7) noted that District 7 engineers questioned the 15 year needs period for storm sewer.

#### Issue - Intercity Lending

Rudrud raised the issue of lending funds between cities. It was noted that some communities have large balances while some communities need funds. Although some engineers oppose the concept it is worth discussing. A second issue which needs further discussion is the

adjustment of unencumbered construction fund balances without the opportunity for the affected community to present an appeal. A third subject raised was the spending of funds off system without penalty. This issue is related to the community share of costs for county and state route improvements. Finally, the issue of maximum mileage was raised. Rudrud was concerned with how soon legislation is needed to increase the mileage. He indicated the present mileage is within 200 miles of the maximum. Straus indicated the mileage increase experienced by communities is approximately 50 miles per year. Further, Straus noted that more cities may be added as the 1990 census is taken and communities are found to have populations of 5,000 or more (Forest Lake appears to be one community).

#### Issue - Legislative Conference Calls

Hoshaw thanked Gordan Fay's office for the weekly legislative conference calls for city and county engineers. In addition, Hoshaw recognized the efforts of Rudrud and Vice Chairman Bruce Bullert during the last legislative session. In response Rudrud thanked Hoshaw for his efforts.

#### Issue - Variances From MSA Standards

Kuhfeld informed the attendees of a legislative proposal defeated in the last legislative session. The issue dealt with the exemption of cities of the first class from MSA standards, particularly width standards. The bill was supported by the St. Paul City Council; however, it did not get passed (probably) because the transportation committee was reluctant to treat some cities differently than others. As the legislators considered an amendment to include all cities, they realized the impact and voted it down. Kuhfeld noted many politicians are still considering the issue. Kuhfeld further noted that the State Aid Office may be setting up a rules committee to discuss this issue plus others; however, the logistics may take months. Accordingly, Kuhfeld recommended further discussion be held regarding the authorization of the State Aid Office to grant variances based on past precedent. Kuhfeld indicated program rules state the Commissioner of Transportation may appoint a variance committee to recommend action on requests, and time could be saved if the Commissioner would rule based on past practices.

Siggerud asked if City Councils would still be required to pass hold harmless resolutions under the Kuhfeld proposal. In response Kuhfeld said yes.

Drake noted that it would be helpful if the members of the Variance Committee were given summaries of past actions.

Rudrud indicated that when St. Paul representatives asked what happens if the City does not receive consideration by the State Aid Office or the Variance Committee, a legislator said the legislature would consider it at the next session.

It was noted that the issue was not necessarily the issue of variance procedures, rather it reflected dissatisfaction with the standards. Kuhfeld did not disagree, but noted much frustration has resulted because of timing.

Issue - Videotape of State Aid Procedures

Rudrud noted that minutes from a previous meeting indicated there was a desire to develop a videotape introducing State Aid procedures to new city engineers. Straus noted no action had been taken, but with the advent of computer usage for needs studies, State Aid sponsored computer courses could fill the void. Rudrud informed the attendees that a computer committee had been formed to review the state's proposal for the use of computers for reporting purposes.

The meeting was adjourned at 3:05 p.m.

## SECOND SESSION

Chairman Rudrud called the Municipal Screening Committee back into session at 9:02 a.m., June 14, 1989. Roll call was taken and the list of attendees was the same as the June 13 session, with the addition of Vice Chairman Bruce Bullert (Northfield).

### V. MISCELLANEOUS ITEMS

Rudrud reminded members of the executive committee and legislative committee that a meeting with the County Engineers Association counterparts had been scheduled to convene after the Municipal Screening Committee adjourned the June 14 session.

It was noted that the fall meeting of the Municipal Screening Committee had been scheduled for October 23 and 24, 1989. Breezy Point will be the site of the conference.

### VI. CONSIDERATION OF UNIT PRICES

Straus referred the attendees to page 44 of the 1989 Municipal Screening Board Data Report.

Item - Right of Way - Straus reviewed the Needs Study Subcommittee recommendation and alternate price considered during previous discussions.

MOTION: By Siggerud, seconded by Drake, to establish the unit price for Right of Way at \$60,000 per acre was passed.

Straus noted that the Screening Committee appeared to be in agreement with the Needs Study Subcommittee recommendations on all other items except bridges.

Item - Bridges - Straus reviewed the Needs Study Subcommittee recommendations and alternate prices considered during previous discussions.

MOTION: By Drake, seconded by Ottensmann, to establish the unit rates for bridges as follows was passed.

Bridge Length 0' - 149'	\$55 per square foot
Bridge Length 150' - 499'	\$60 per square foot
Bridge Length 500' and over	\$70 per square foot
Bridge Widening	\$200 per square foot

Item - Traffic Signals - Straus presented the proposed method for traffic signal needs computation initially introduced on June 13. The proposal provided for a change of unit price from \$15,000 per mile to a sliding scale unit rate per mile, based upon projected traffic volumes. Jim Pruzak (District 1) voiced concern regarding lower traffic volume streets and the relationship between intersections meeting signal warrants and receiving needs. Kuhfeld offered that crossing routes that have higher traffic volumes could contribute higher signal needs for

segments approaching a subject intersection. As discussion ensued regarding low volume streets and signal warrant thresholds, Butcher noted that traffic signals can be warranted on lower volume streets if the traffic that does exist fails to provide an adequate gap for pedestrians.

Kuhfeld also questioned whether the needs rate proposed by Straus for streets with high traffic volumes (ADT=10,000) was high enough. Hoshaw also indicated concern regarding the estimated cost of a traffic signal (\$75,000), noting the figure may be low. Accordingly, the sliding scale of unit prices may not adequately reflect a city's needs. Kuhfeld agreed, noting that much discussion was centered on the sliding scale of unit rates, yet little had been said regarding the accuracy of the estimated signal cost.

MOTION: By Siggerud, seconded by Pruzak, to establish traffic signal needs unit rates on the following sliding scale was passed.

<u>Projected Traffic Volume</u>	<u>Percentage Multiplier</u>	<u>Signal Cost</u>	<u>Rate Per Mile</u>
0 - 4,999	0.20	\$75,000	\$15,000
5,000 - 9,999	0.40	\$75,000	\$30,000
10,000 and over	0.60	\$75,000	\$45,000

MOTION: By Kuhfeld, seconded by Drake, providing for the acceptance of all other unit prices recommended by the Needs Study Subcommittee was passed. A summary of the unit prices is as follows:

- Grading - \$3.00 per cubic yard
- Curb and Gutter Removal - \$1.75 per linear foot
- Sidewalk Removal - \$4.00 per square yard
- Concrete Removal - \$3.75 per square yard
- Tree Removal - \$140.00 per each
- Class 4 Specification 2211 Base - \$4.75 per ton
- Class 5 Specification 2211 Base - \$5.75 per ton
- Bituminous Mix 2331 Base and Surface - \$21.00 per ton
- Bituminous Mix 2341 Surface - \$24.00 per ton
- Bituminous Mix 2361 Surface - \$34.00 per ton
- Gravel Shoulder Specification 2211 - \$4.25 per ton
- Street Lighting - \$16,000.00 per mile
- Curb and Gutter - \$5.50 per linear foot
- Sidewalk - \$14.00 per square yard
- Storm Sewer Adjustment - \$62,000.00 per mile
- Storm Sewer - \$196,000.00 per mile
- Railroad over Highway - 1 track - \$2,250.00 per linear foot
  - additional track - \$1,750.00 per linear foot
- Railroad Grade Crossing
  - Signals (Single Track - Low Speed) - \$70,000.00 per each
  - Signals and Gate (Multiple Track - High and Low Speed) - \$99,000.00 per each
- Sign Only - \$300.00 per unit
- Rubberized Material - \$700.00 per linear foot

## VII. AMENDMENT OF CURRENT RESOLUTIONS

Straus directed the attendees attention to the resolution entitled, "Excess Unencumbered Construction Fund Balance", (p.115) and sought an amendment to the resolution. Discussion ensued regarding the proposed amendment and reflected conversations of the previous session of June 13.

MOTION: By Ottensmann, seconded by Kuhfeld, calling for an amendment to the Excess Unencumbered Construction Fund Balance resolution was passed. The amendment read as follows:

Beginning 5 lines from the bottom of page 115 . . . an adjustment of twice the amount available (the City's unencumbered construction fund balance less the current year's construction allotment) will . . . .

MOTION: By Ottensmann, seconded by Drake to further amend the resolution passed. The amendment read as follows:

Beginning 2 lines from the bottom of page 115 . . . apportionment. The loss of apportionment for the first year only shall not exceed the excess balance.

Straus raised a question regarding concern raised by engineers over the lack of an appeal process. Straus noted that the passage of the previous amendments reduced the harshness of the penalty against communities whose unencumbered construction fund balance exceeds the maximum. Ottensmann noted that it was his understanding that the committee members agreed there would be no changes at this time regarding appeals, waiting perhaps until the fall meeting. Hoshaw noted that a letter should be sent to the city engineers regarding these actions.

## VIII. REQUEST TO CONSIDER ONE WAY PAIR MILEAGE DESIGNATIONS

Straus reviewed again the request of St. Paul to treat each street of a one way pair route as one half the actual mileage of the street, in keeping with the 1983 resolution establishing the policy.

MOTION: By Hoshaw, seconded by Pruzak to approve the request of St. Paul regarding the mileage designation for one way pair routes 134/198; 235/236; 165/117; and 196/county route was passed.

As a point of clarification, Rudrud stated that needs on a street of a one way pair are calculated on only half the required width.

## IX CONSIDERATION OF ANNUAL MAINTENANCE NEEDS COMPUTATION

Straus reintroduced the issue of needs computation for State Aid Street Maintenance (page 51). The Needs Study Subcommittee recommendation was presented for Screening Committee consideration, and it was noted that if the recommendations are approved, the needs computation will increase to \$7,200 per mile for a typical 2 lane street with 2 lanes of parking.

The minimum needs allowance for maintenance on MSA routes is presently \$2,000 and the Needs Study Subcommittee recommended an increase to \$4,000 per mile. The minimum needs allowance for combination routes is \$1,000 per mile and the subcommittee recommended it be increased to \$2,000 per mile.

Straus noted that a recent study of cities' reported expenditures for maintenance of streets averaged \$8,428 per mile, whereas needs averaged \$2,446 per mile. The total reported needs for street maintenance is approximately \$5 million. If the unit prices are approved as recommended, the apportionment needs will increase significantly.

**MOTION:** By Ottensmann, seconded by Siggerud, to accept the Needs Study Subcommittee's recommended unit prices was passed. The approved rates are as follows:

<u>Item</u>	<u>Under 1,000 VPD</u>	<u>Over 1,000 VPD</u>
Traffic Lanes (per lane mile)	\$1,200	\$2,000
Median Strip (miles)	\$ 400	\$ 800
Parking Lanes (per lane mile)	\$1,200	\$1,200
Storm Sewer (per mile)	\$ 400	\$ 400
Traffic Signals (per mile)	\$ 400	\$ 400
Minimum Allowance for Maintenance (per mile) - Normal MSA Street		\$4,000
		- Combination Route \$2,000

**X. CONSIDERATION OF ANNUAL MAINTENANCE NEEDS ON TRUNK HIGHWAY TURNBACKS**

Straus noted the Needs Study Subcommittee recommended an amendment to the Trunk Highway Turnback resolution wherein the maintenance needs apportionment was \$1,500 per mile. The recommendation proposed an increase to \$8,000 per mile, and it was noted that maintenance needs are the only needs being drawn on turnbacks. Straus also noted that previous discussions seemed to favor \$7,200 per mile instead of the \$8,000 per mile rate.

**MOTION:** By Drake, seconded by Ottensmann, providing for an increase in maintenance needs apportionment for trunk highway turnbacks from \$1,500 per mile to \$7,200 per mile was passed.

**XI. CONSIDERATION OF NEEDS COMPUTATION FOR SIDEWALK**

Straus noted the Needs Study Subcommittee suggested that sidewalk needs be included, regardless of whether or not sidewalk removal is required. In addition, the subcommittee suggested that the District State Aid Engineer approve the sidewalk needs of the communities in order to qualify for needs.

Rudrud questioned whether the Needs Study Subcommittee or State Aid office reviewed all the implications of sidewalk needs computation, and whether further discussion should be held in the fall. Hoshaw questioned whether the term sidewalk comprehended pedestrian ways such as trails, skyways, bridges, etc. In light of Hoshaw's comment, Rudrud

requested that additional interpretations regarding pedestrian ways and existent/non-existent sidewalks be reevaluated in the fall, and that the State Aid Office provide a clear picture of what the communities are asking. In addition, Rudrud asked Hoshaw to provide information the City of Minneapolis possesses regarding planned routes in the community and its use of skyways/bridges.

MOTION: By Jim Walker (District 2), seconded by Terry Maurer (District 3), providing for the inclusion of 5 foot concrete sidewalk in the needs computation was accepted, and it was noted the walk must be located in the right of way or an easement.

Although much discussion was held regarding width and surface treatment, it was agreed that needs computation based upon a five foot concrete width would be adequate for needs computation.

## XII. BOND INTEREST PAID FROM MAINTENANCE ACCOUNTS

Straus sought the Municipal Screening Committee's authorization to use the statement made by the Attorney General's Office relating to the automatic placement of interest payments on bond accounts into the communities' maintenance accounts without causing communities to make a special written request each year.

MOTION: By Drake, seconded by Walker, allowing for the automatic placement of interest payments on bond accounts into the affected community's maintenance account each year, instead of requiring a special letter of request annually, was passed.

## XIII. RECONSTRUCTION NEEDS

Straus reintroduced the issue of removing from needs listing those projects completed between 1983 and 1989 which were drawing after the fact reconstruction needs. This issue was discussed at length on June 13. Bullert offered that the subject projects should be allowed to draw needs as contemplated in the 1983 enabling resolution. Much discussion again ensued regarding the after the fact needs for reconstruction projects. Various motions were made and withdrawn as the attendees sought to clarify the issues and the impacts the affected communities will experience.

MOTION: By Pruzak, seconded by Walker to remove the following projects from the needs listing for a period of 20 years was passed:

<u>Municipality</u>	<u>Project No.</u>	<u>Municipality</u>	<u>Project No.</u>
Austin	104-120-01	Duluth	118-107-02
	104-121-04		118-109-09
Brainerd	108-103-07		118-129-14
	108-114-03		118-171-03
	108-114-04		118-129-17
	108-117-03		118-135-07
	108-118-02		118-136-07
	108-124-05		118-138-10

Burnsville	179-102-17	Duluth	118-139-06
Mendota Height	140-103-06		118-140-18
Minneapolis	141-165-13		118-141-10
	141-199-06		118-143-06
	141-370-02	St. Paul	164-113-17
			164-156-10
			164-108-14

Project No. 118-140-19 (Duluth) will continue to receive after the fact needs due to previous special action taken by the Municipal Screening Committee. The Needs Study Subcommittee recommended that the bridge be removed from receiving needs for 35 years after the last year of drawing apportionment needs; however, no action was taken by the Screening Committee.

The following bituminous overlay and bridge repair projects are to be removed from the needs listing. These segments can be reinstated into the regular needs when they meet the requirements of the construction accomplishment resolution.

<u>Municipality</u>	<u>Project No.</u>
Moorhead	144-122-03
Northfield	149-108-06
St. Paul	164-141-08
	164-159-23
	164-159-22

Rudrud called a recess of the June 14 meeting at 10:12 a.m. The meeting was called back to order at 10:22 a.m.

#### **XIV. BRIDGE NEEDS**

Straus noted the Needs Study Subcommittee suggested that non-existent bridges draw needs in the same manner as existing bridges. Straus went on to note that sentiment of the engineers favored the present system of establishing after the fact needs.

**MOTION:** Hoshaw, seconded by Ottensmann, to maintain the existing procedure was passed.

#### **XV. STORM SEWER NEEDS**

Straus noted that the Needs Study Subcommittee recommended that storm sewer needs be returned to needs computation, and that needs be drawn for 15 years. Questions were raised regarding the affect the Municipal Screening Committee action may have on communities now drawing after the fact needs. Kuhfeld noted there remains a question whether storm sewer needs should be reinstated with street costs after the 20 year period after street reconstruction expires. Rudrud noted that communities may have amended design criteria for storm sewers as a result of the July, 1987 super storm, and no special needs will be drawn on the new design criteria. Kuhfeld continued that St. Paul is undertaking an aggressive storm sewer construction program which, because of this consideration, will not draw after the fact needs, when over the last few years, it had

not drawn non-existent needs either. Straus noted that the after the fact needs was initiated in 1984. Therefore, prior to 1984, St. Paul was drawing needs.

**MOTION:** By Drake, seconded by Hoshaw, providing for reinstatement of storm sewer needs, effective December 31, 1989, at a unit rate of \$196,000 per mile was passed.

**MOTION:** By Drake, seconded by Hoshaw, to direct the Needs Study Subcommittee to review the status of cities presently collecting after the fact needs, and determine whether storm sewer reconstruction needs should be included/deleted from the needs computation was passed. The subcommittee is to report to the committee at the fall meeting.

#### **XVI. OFF SYSTEM EXPENDITURES**

Straus reintroduced the issue of expending State Aid funds off system, on C.S.A.H. and/or trunk highways with the 10 year adjustment of needs.

**MOTION:** By Siggerud, seconded by Walker providing for no change in the present policy providing for a 10 year needs adjustment for off system expenditure was passed.

#### **XVII. VARIANCES**

Straus reintroduced the issue considered June 13 regarding Kuhfeld's request that variances be processed administratively based upon precedence wherever possible. Gordon Fay indicated the Variance Committee meets quarterly, processing an average of 5 variance requests. Fay reported 34 requests have been denied, 9 have been contested, and 2 have gone to hearing, with the other 7 being negotiated to settlement. Much discussion ensued regarding the make up of the Variance Committee and standards. Rudrud offered that options available may be to use a facsimile (fax) machine to pass information and use a conference call for variance requests that need action taken over a short time period. Also, it was questioned whether the requesting City can pay costs related to a special variance hearing in order to speed up the process.

It was noted that most variances are different in some respects and that a hearing would be necessary. Further it was noted that the public is sometimes very interested in the variance subject, and it wants to be heard.

A motion by Kuhfeld that the State Aid Office begin granting variances based upon precedence of variances previously granted without the necessity of appointing a Variance Committee for those variance requests which have conditions similar to variances previously granted, died due to lack of a second. Hoshaw noted that time should be spent working on standards.

**MOTION:** By Drake, seconded by Siggerud, to request the State Aid Office review means by which the variance process could be sped up was passed. Two items included for comment included:

1. Can facsimile (fax) machines be used to transmit data and can conference calls be initiated to facilitate Variance Committee considerations?
2. Can a city seeking a variance outside the quarterly variance review calendar pay the cost of a special meeting to facilitate consideration of a variance request?

#### **XVIII. REVIEW OF NEEDS COMPUTATIONS PROCEDURES**

**MOTION:** By Ottensmann, seconded by Hoshaw, providing for the organization of a subcommittee to review methods Mn/DOT and the counties are using to determine their needs and recommend how the cities should develop their needs and present them to the legislature was passed. The subcommittee shall consist of:

- 1 representative of 1st class cities
- 3 representatives of the districts
- Needs Study Subcommittee
- Municipal Screening Committee Officers

Siggerud agreed to participate and Hoshaw indicated Minneapolis could provide assistance also. Rudrud noted it was his assumption that others could be added if interest is shown by nonmembers of the appointed subcommittee.

#### **XIV. REPORT OF GORDAN FAY, STATE AID DIRECTOR**

##### **A. Review of Funding**

It was noted that the cities must pay particular attention to legislative committees charged with responsibility of reviewing funding procedures related to route construction and maintenance. The legislature is looking for funding sources for many popular programs and cities need to be assured their street construction/maintenance needs are protected.

It was noted that the extension of vehicle depreciation schedules provided additional funding and an additional \$8.95 million was apportioned from the general revenue in 1989; however, it will not be available in 1990. A review of losses and gains indicates funding for 1989 is stable; however, this is not true of the future. After 1991, when the MVET transfers stop, cities will lose funds when compared to present rates.

It was noted the MVET is a fund source controlled by the legislature and it is nearly impossible to determine the future of that fund source.

B. Perception of Funding Use

It was reported that cities use their funds wisely, providing for the construction and maintenance of high quality streets. It was also acknowledged that cities subsidize state aid funding by special assessment, and other sources, providing for the use of funds over a greater number of projects.

C. Standards

The standards to which cities construct state aid streets has provided for the longevity of the system.

D. Accounting Procedures for Needs Tracking

The counties have a uniform system of tracking needs on their routes. Accordingly, they are able to correlate costs to traffic, etc.

E. Computer Equipment

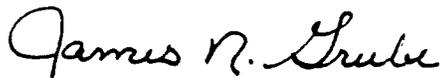
The State Aid Office is sponsoring a program of computerized reporting for bridge review, and subsequent needs reporting. The program has been introduced to the cities and more information will be submitted as it becomes available.

Rudrud requested that the State Aid Office compile information it now contains regarding the computation of needs, including costs per lane mile, breakdowns via traffic grouping, etc. to assist the cities as they begin to develop a position in defense of funding levels presently in place.

XX. ADJOURNMENT

A motion by Walker, seconded by Ottensmann, to adjourn the meeting was passed. The meeting adjourned at 11:17 a.m.

Respectfully submitted:



James N. Grube  
Secretary

GCEAM/mts61389

### M.S.A.S. NEEDS, MILAGE AND APPORTIONMENT

The continuous increase in M.S.A.S. milage is due to annexations, an increase in the improved local local street milage in the municipality of which 20% is allowed for M.S.A. street designation and the number of cities over 5,000 population. Forest Lake took a special census during 1989 with a population of 5,386 and became eligible to share in the highway users distribution.

The municipal share of the highway users fund is distributed 50% on population and 50% on the adjusted money needs. The apportionment amount in this summary, and the remainder of this report will use a projected amount of \$80,000,000. This approximate amount reflects an increase in revenue since the last apportionment. The tentative increase is largely due to higher interest on municipal balances and additional revenue generated by the Motor Vehicle Tax.

The actual income is not known at this time but will be announced in January 1990 when the Commissioner of Transportation makes a determination of the 1990 apportionment.

M.S.A.S. Mileage, Needs and Apportionment 1958 to 1990

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Appt. Year	Number of Municipalities	Mileage	Actual 25 Year Const. Needs	Apportionment	Accumulative Apportionment
1958	58	920.40	\$190,373,337	\$7,286,074	\$7,286,074
1959	59	938.36	195,749,800	8,108,428	15,394,502
1960	59	968.82	197,971,488	8,370,596	23,765,098
1961	77	1131.78	233,276,540	9,185,862	32,950,960
1962	77	1140.83	223,014,549	9,037,698	41,988,658
1963	77	1161.06	221,458,428	9,451,125	51,439,783
1964	77	1177.11	218,487,546	10,967,128	62,406,911
1965	77	1208.81	218,760,538	11,370,240	73,777,151
1966	80	1271.87	221,992,032	11,662,274	85,439,425
1967	80	1309.93	212,065,299	12,442,900	97,882,325
1968	84	1372.36	214,086,481	14,287,775	112,170,100
1969	85	1405.35	209,186,115	15,121,277	127,291,377
1970	86	1427.59	205,103,981	16,490,064	143,781,441
1971	85	1427.41	204,854,564	18,090,833	161,872,274
1972	92	1490.86	216,734,617	18,338,440	180,210,714
1973	92	1557.31	311,183,279	18,648,610	198,859,324
1974	92	1574.52	324,787,253	21,728,373	220,587,697
1975	99	1629.30	419,869,718	22,841,302	243,428,999
1976	99	1696.56	448,678,585	22,793,386	266,222,385
1977	101	1748.55	488,779,846	27,595,966	293,818,351
1978	101	1768.90	494,433,948	27,865,892	321,684,243
1979	104	1839.51	529,996,431	30,846,555	352,530,798
1980	106	1889.03	623,880,689	34,012,618	386,543,416
1981	106	1913.57	695,487,179	35,567,962	422,111,378
1982	109	1995.74	712,299,816	42,032,978	464,144,356
1983	109	2041.94	651,035,697	46,306,272	510,450,628
1984	109	2066.80	641,783,969	48,735,190	559,185,818
1985	110	2121.49	624,641,459	56,875,174	616,060,992
1986	107	2139.42	552,944,830	59,097,819	675,158,811
1987	107	2148.07	551,850,149	53,101,745	728,260,556
1988	108	2164.99	555,994,519	58,381,022	786,641,578
1989	109	2205.05	586,716,169	76,501,442	863,143,020
1990	110	2239.63	961,497,369	80,000,000	943,143,020

MUNICIPAL STATE AID NEEDS REPORT

Maximum Mileage Record

The maximum mileage eligible for designation in each municipality is based on the Engineer's "Annual Certification of Mileage" as of December 31, 1988

Mn/DOT TP 291/2-01 (10-79)

### ANNUAL CERTIFICATION OF MILEAGE

	Municipal Mileage as of Dec. 31, 19__				Revisions During Current Year (+ or -)				Municipal Mileage as of Dec. 31, 19__			
	Non-Existing	Unimproved	Improved	Total	Non-Existing	Unimproved	Improved	Total	Non-Existing	Unimproved	Improved	Total
	I	II	III	IV	V	VI	VII	VIII	IX	X	XI	XII
1. Trunk Highways												
2. County State-Aid Highways												
3. Co. Municipal State-Aid Streets												
4. Municipal State-Aid Streets												
5. County Roads												
6. Other Local Roads and Streets												
7. Total Improved Mileage												
	Previous =				Adjustment = (+ or -)				Current =			

#### MAXIMUM STATE-AID MILEAGE COMPUTATIONS

8. Trunk Highways (Line 1, Column XII).	_____
9. County State-Aid Highways (Line 2, Column XII).	_____
10. County Municipal State-Aid Streets (Line 3, Column XII).	_____
11. Total Deductions (Total of Lines 8, 9 and 10 above).	_____
<hr/>	
12. Basic Mileage For Computation (Line 7, Column XI, Minus Line 11).	_____
13. Percentage Limitation.	x .20
14. MAXIMUM MILES ALLOWED FOR M.S.A.S. DESIGNATIONS	_____
15. Total Municipal State-Aid Street Designations (Column XII - Line 3 Plus Line 4)	_____
16. Total Miles of T.H. Turnbacks Included in Line 15	_____
17. Municipal State-Aid Street Mileage Over/Under Maximum Allowed.	_____

I hereby certify that the total Improved Street Mileage in the Municipality  
of \_\_\_\_\_ as of December 31, 19\_\_ is \_\_\_\_\_ Miles. Signed \_\_\_\_\_ Title \_\_\_\_\_

After deducting the Trunk Highways and County State Aid Highway mileage from the total improved mileage, 20% of the remainder is the maximum mileage allowable for Municipal State Aid designation. The individual municipalities may not exceed this limitation except to the extent necessary to designate Trunk Highway Turnbacks.

Maximum Mileage Record  
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 (as of December 31, 1988)

Municipality	Mileage Allowed for Designation	1988 M.S.A.S. Mileage Designated	Mileage below Maximum	Trunk Highway Turnback Overage Designated
Albert Lea	18.00	17.51	0.49	
Alexandria	11.84	11.65	0.19	
Andover	28.96	26.76	2.20	
Anoka	12.14	11.19	0.95	
Apple Valley	27.61	22.56	5.05	
Arden Hills	6.11	4.57	1.54	
Austin	22.20	21.87	0.33	
Bemidji	14.02	14.41	-0.39	-0.39
Blaine	31.18	26.50	4.68	
Bloomington	73.51	72.93	0.58	
Brainerd	14.36	14.19	0.17	
Brooklyn Center	20.87	21.29	-0.42	-0.42
Brooklyn Park	37.41	34.34	3.07	
Buffalo	5.88	5.82	0.06	
Burnsville	42.08	37.97	4.11	
Champlin	15.22	13.26	1.96	
Chanhassen	16.97	13.36	3.61	
Chaska	10.92	8.59	2.33	
Chisholm	7.10	6.93	0.17	
Cloquet	18.00	17.75	0.25	
Columbia Heights	11.84	11.47	0.37	
Coon Rapids	39.54	36.89	2.65	
Cottage Grove	25.96	23.06	2.90	
Crookston	9.66	10.82	-1.16	-1.16
Crystal	17.94	17.40	0.54	
Detroit Lakes	9.07	8.95	0.12	
Duluth	86.26	89.66	-3.40	-3.40
Eagan	38.79	33.55	5.24	
East Bethel	22.34	22.34	0.00	
East Grand Forks	9.33	10.88	-1.55	-1.55
Eden Prairie	35.90	29.99	5.91	
Edina	39.76	38.83	0.93	
Elk River	21.78	20.18	1.60	
Eveleth	5.99	5.98	0.01	
Fairmont	14.69	17.08	-2.39	-2.39
Falcon Heights	2.64	2.54	0.10	

Municipality	Mileage Allowed for Designation	1988 M.S.A.S. Mileage Designated	Mileage below Maximum	Trunk Highway Turnback Overage Designated
Faribault	18.15	18.06	0.09	
Farmington	6.89	6.66	0.23	
Fergus Falls	13.24	12.27	0.97	
Fridley	25.02	23.94	1.08	
Golden Valley	23.88	23.40	0.48	
Grand Rapids	11.29	9.30	1.99	
Ham Lake	19.21	18.57	0.64	
Hastings	14.14	12.58	1.56	
Hermantown	13.31	12.99	0.32	
Hibbing	48.45	48.38	0.07	
Hopkins	9.55	8.99	0.56	
Hutchinson	10.08	9.73	0.35	
International Falls	7.90	4.74	3.16	
Inver Grove Heights	19.41	17.70	1.71	
Lake Elmo	9.68	9.02	0.66	
Lakeville	30.40	28.16	2.24	
Lino Lakes	14.69	14.16	0.53	
Litchfield	7.86	7.83	0.03	
Little Canada	5.59	5.10	0.49	
Little Falls	12.55	13.83	-1.28	-1.28
Mankato	22.50	23.60	-1.10	-1.10
Maple Grove	36.04	32.41	3.63	
Maplewood	20.07	15.26	4.81	
Marshall	10.28	9.74	0.54	
Mendota Heights	12.50	10.47	2.03	
Minneapolis	187.75	187.16	0.59	
Minnetonka	48.84	48.12	0.72	
Montevideo	8.12	7.54	0.58	
Moorhead	24.55	23.65	0.90	
Morris	6.50	6.45	0.05	
Mound	8.01	7.17	0.84	
Mounds View	8.79	7.42	1.37	
New Brighton	13.55	13.25	0.30	
New Hope	12.68	12.64	0.04	
New Ulm	14.39	12.51	1.88	
Northfield	10.11	9.57	0.54	
North Mankato	9.62	9.15	0.47	
North St. Paul	8.35	8.00	0.35	
Oakdale	13.24	12.06	1.18	

Municipality	Mileage Allowed for Designation	1988 M.S.A.S. Mileage Designated	Mileage below Maximum	Trunk Highway Turnback Overage Designated
Orono	12.01	10.94	1.07	
Owatonna	17.56	16.72	0.84	
Plymouth	43.30	38.40	4.90	
Prior Lake	12.58	11.49	1.09	
Ramsey	25.10	23.71	1.39	
Red Wing	20.66	20.45	0.21	
Redwood Falls	5.12	5.01	0.11	
Richfield	26.29	26.07	0.22	
Robbinsdale	10.01	10.33	-0.32	-0.32
Rochester	44.86	40.04	4.82	
Rosemount	15.63	13.54	2.09	
Roseville	23.19	21.99	1.20	
St. Anthony	5.48	5.21	0.27	
St. Cloud	33.32	33.60	-0.28	-0.28
St. Louis Park	26.27	25.27	1.00	
St. Paul	158.09	157.15	0.94	
St. Peter	8.48	8.12	0.36	
Sauk Rapids	8.09	7.70	0.39	
Savage	10.63	8.62	2.01	
Shakopee	15.15	12.71	2.44	
Shoreview	15.45	9.85	5.60	
South St. Paul	14.46	14.43	0.03	
Spring Lake Park	5.02	4.69	0.33	
Stillwater	12.74	11.98	0.76	
Thief River Falls	11.24	11.18	0.06	
Vadnais Heights	6.68	4.52	2.16	
Virginia	12.37	12.07	0.30	
Waseca	6.52	6.31	0.21	
West St. Paul	12.25	11.62	0.63	
White Bear Lake	18.08	17.82	0.26	
Willmar	20.72	22.78	-2.06	-2.06
Winona	19.59	19.06	0.53	
Woodbury	25.55	21.67	3.88	
Worthington	10.58	9.80	0.78	
TOTALS	2336.12	2219.50	116.62	-14.35
1987 Mileage	2296.31	2181.83	129.13	-14.65
Increase from 1987	39.81	37.67	-12.51	-0.30

Municipal State-Aid  
1989 Improved Mileage Record  
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(based on 1988 certification)

Municipality -----		Municipality -----	
Albert Lea	17.76	Faribault	18.06
Alexandria	11.42	Farmington	6.66
Andover	16.66	Fergus Falls	12.27
Anoka	11.19	Fridley	21.74
Apple Valley	16.27	Golden Valley	23.03
Arden Hills	2.57	Grand Rapids	9.04
Austin	21.74	Ham Lake	16.52
Bemidji	14.41	Hastings	12.26
Blaine	18.79	Hermantown	12.99
Bloomington	71.58	Hibbing	45.99
Brainerd	14.01	Hopkins	8.99
Brooklyn Center	21.29	Hutchinson	9.73
Brooklyn Park	26.39	International Falls	4.74
Buffalo	5.67	Inver Grove Heights	14.96
Burnsville	36.29	Lake Elmo	9.02
Champlin	13.06	Lakeville	22.90
Chanhassen	9.21	Lino Lakes	9.29
Chaska	8.59	Litchfield	7.83
Chisholm	6.93	Little Canada	5.10
Cloquet	17.58	Little Falls	13.57
Columbia Heights	11.47	Mankato	22.92
Coon Rapids	30.14	Maple Grove	26.19
Cottage Grove	23.06	Maplewood	12.13
Crookston	10.82	Marshall	9.74
Crystal	17.30	Mendota Heights	10.47
Detroit Lakes	8.95	Minneapolis	186.93
Duluth	88.60	Minnetonka	39.46
Eagan	32.01	Montevideo	7.54
East Bethel	18.87	Moorhead	23.52
East Grand Forks	10.09	Morris	6.45
Eden Prairie	24.52	Mound	6.67
Edina	38.47	Mounds View	6.94
Elk River	17.80	New Brighton	10.62
Eveleth	5.98	New Hope	12.58
Fairmont	16.85	New Ulm	12.51
Falcon Heights	2.54	Northfield	8.68

Municipality  
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North Mankato	9.15
North St. Paul	6.49
Oakdale	11.38
Orono	10.84
Owatonna	16.16
Plymouth	31.68
Prior Lake	6.77
Ramsey	14.27
Red Wing	18.39
Redwood Falls	4.32
Richfield	25.49
Robbinsdale	10.33
Rochester	36.79
Rosemount	10.84
Roseville	20.61
St. Anthony	5.21
St. Cloud	32.71
St. Louis Park	22.43
St. Paul	156.42
St. Peter	8.12
Sauk Rapids	7.39
Savage	5.78
Shakopee	10.72
Shoreview	6.93
South St. Paul	13.58
Spring Lake Park	4.21
Stillwater	11.28
Thief River Falls	10.64
Vadnais Heights	3.38
Virginia	11.79
Waseca	6.31
West St. Paul	11.62
White Bear Lake	16.57
Willmar	22.59
Winona	18.37
Woodbury	16.79
Worthington	9.80
TOTAL	2035.01

### 1989 Itemized Tabulation of Needs

The 1989 needs study reflects a substantial increase due to updating 11 years of segments affected by the 20 year reinstatement of needs and bridges after 35 years. An additional increase can be attributed to rubberized railroad crossings which were added to both the basic needs and apportionment needs. Engineerings was also added to be an apportionment need.

The needs for signals was changed from \$15,000 per mile to be computed based on the different traffic groupings. See the 1989 June minutes for details. Right-of way costs which is only a basic need was increased from \$10,000 to \$60,000 an acre.

An additional increase in apportionment needs is anticipated in 1990 due to the Screening Board action of adding storm sewer to the apportionment needs. See the 1989 June minutes for details. Another action approved by the Screening Board is to add sidewalks to the apportionment needs regardless of whether or not the sidewalk exists.

The 1989 itemized tabulation of needs on the following page shows all the construction items used in the Municipal State Aid Needs Study.

The tabulation is provided to give each municipality the opportunity to compare their needs of the individual construction items to that of other cities.

The cost per mile shown on this report does not include bridges because large bridges in some cities would distort the average. The average shown is more comparable cost based on roadway construction only.

You will notice the average cost per mile is \$429,311, while the lowest average recorded is East Bethel with \$151,022 per mile. The seven cities which exceed \$550,000 per mile are listed alphabetically as follows:

Austin	Minneapolis
Buffalo	Northfield
Duluth	St. Louis Park
Farmington	

The highest average is St. Louis Park with \$753,447 per mile.

MUNICIPAL NAME	GRADING	COMP SEWER	ADJ SEWER	BASE	SURFACE	SHOULDER	CURB&GUTTER	SIDEWALK	SIGNALS	LIGHTING	RET WALLS	BRIDGES	RR CROSSING	ENGINEERING	MAINT	NEEDS	MILEAGE	COST/HIL	MUNICIPAL NAME
ALBERT LEA	1,219,274		354,640	1,714,723	1,592,480		556,191	310,352	37,230	28,496	27,000			1,220,713	106,336	7,546,735	17.81	402,439	ALBERT LEA
ALEXANDRIA	444,002		70,680	697,536	903,464		296,405	140,266	252,300	186,400				614,583	67,316	3,675,819	11.65	315,521	ALEXANDRIA
ANDOVER	1,078,811			1,005,742	1,486,677	867	597,103		401,250	428,000				1,213,208	49,672	6,301,635	26.75	235,575	ANDOVER
ANOKA	507,077			539,465	953,836		407,044	76,664	211,200	192,320				725,348	55,014	3,667,970	12.11	302,888	ANOKA
APPLE VALLEY	384,152	133,300		1,154,452	1,769,624		523,072		691,050	357,600				1,191,550	108,136	6,312,936	22.35	282,458	APPLE VALLEY
ARDEN HILLS	152,633		620	301,719	312,124		137,319	7,700	109,650	73,120				267,638	16,064	1,378,587	4.57	301,660	ARDEN HILLS
AUSTIN	2,578,142	287,060		2,020,970	1,957,044		756,701	573,496	510,000	353,120		1,351,820	204,400	2,037,794	151,192	12,781,739	22.07	569,884	AUSTIN
BENIDJI	818,775	76,880		941,268	1,270,222		459,285	618,100	339,450	228,640	10,000			1,213,029	87,976	6,849,745	14.41	461,606	BENIDJI
BLAINE	529,327	1,240		1,390,448	2,037,723	21,422	637,112		582,300	424,000				1,348,753	96,752	7,069,777	26.50	266,758	BLAINE
BLOOMINGTON	4,551,423	285,820		8,212,145	10,124,766		2,192,490	2,061,906	2,433,150	1,166,240	16,000			7,615,337	535,048	40,060,085	72.89	542,874	BLOOMINGTON
BRAINERD	640,183	324,880		617,421	1,060,636		350,019	45,682	241,500	227,040				714,389	81,264	4,513,014	14.19	303,243	BRAINERD
BROOKLYN CENTER	526,816			1,131,169	1,838,274		589,368	17,780	654,750	340,800				1,383,212	122,480	7,063,596	21.30	331,624	BROOKLYN CENTER
BROOKLYN PARK	785,583	51,460		1,327,513	2,621,310		751,863	10,276	1,020,600	549,440				1,839,376	168,856	9,126,277	34.24	265,762	BROOKLYN PARK
BUFFALO	436,628	48,980		722,620	547,410		329,892	102,018	97,500	57,120	50,000			630,953	26,568	3,382,729	5.82	330,194	BUFFALO
BURNSVILLE	1,433,667	22,320		2,387,070	3,210,829		864,013	476,392	1,221,600	635,200				2,124,767	286,656	12,662,514	39.70	318,955	BURNSVILLE
CHANPLIN	117,608	13,020		218,316	732,864		159,133	2,800	207,450	194,880				363,383	54,376	2,063,830	12.18	169,444	CHANPLIN
CHANHASSEN	613,404			1,059,764	964,516	10,519	320,431		205,200	213,760		13,376	70,000	820,825	29,520	4,321,315	13.36	318,212	CHANHASSEN
CHASKA	249,471			629,516	762,348		334,043	79,324	153,150	137,280		68,310	140,000	696,220	39,620	3,289,282	8.58	367,049	CHASKA
CHISHOLM	731,547	19,220		574,847	494,184		259,376		103,950	110,880				596,302	30,336	3,196,596	6.93	461,269	CHISHOLM
CLOQUET	1,877,934			1,572,241	1,380,250	4,871	622,694	432,334	282,450	284,000	45,000			1,635,212	75,260	8,683,806	17.75	475,764	CLOQUET
COLUMBIA HEIGHTS	669,223			1,222,288	1,180,154		284,532	6,160	262,800	183,520	350,000			973,867	72,884	5,380,728	11.47	453,830	COLUMBIA HEIGHTS
COON RAPIDS	652,338	26,660		1,043,329	2,736,504		639,165	18,060	980,100	585,280				1,858,168	209,560	9,664,740	36.58	201,494	COON RAPIDS
COTTAGE GROVE	614,784	120,900		1,943,996	1,871,362	12,997	579,184		592,350	372,160				1,576,725	118,756	8,059,716	23.26	346,505	COTTAGE GROVE
CROOKSTON	584,839	118,420		851,765	786,832		295,331	113,316	163,500	153,120	5,000		300	1,124,083	51,680	4,222,251	10.99	384,163	CROOKSTON
CRYSTAL	635,413	298,220		1,264,970	1,373,495	106	524,245	8,400	556,050	278,400	32,900			1,272,359	81,821	6,678,879	17.40	363,585	CRYSTAL
DETROIT LAKES	311,753	113,460		462,997	712,554	72	209,314	31,500	173,250	144,160				434,642	52,384	2,681,616	9.01	297,627	DETROIT LAKES
DULUTH	9,686,507	1,212,100		8,489,255	7,019,643	46,598	2,406,740	2,116,450	2,046,300	1,420,960	294,000		6,094,740	8,192,097	510,008	49,835,398	89.16	555,579	DULUTH
EAGAN	735,457	114,080		1,753,220	3,000,334		946,388	16,800	1,062,900	606,080				1,985,088	206,496	10,426,843	37.88	275,260	EAGAN
EAST BETHEL	568,125			699,784	667,701	64,865			315,000	336,000				477,263	42,732	3,171,470	21.00	151,022	EAST BETHEL
EAST GRAND FORKS	387,215			499,902	745,431		197,963	57,862	191,850	170,080				574,822	55,136	3,276,561	10.88	264,730	EAST GRAND FORKS
EDEN PRAIRIE	1,208,297	70,680		2,431,450	2,937,970		975,054		943,500	496,800	250,000		303,750	2,528,727	140,136	12,286,364	31.05	395,696	EDEN PRAIRIE
EDINA	921,856	134,540		1,577,042	2,608,790		676,614	32,760	1,124,850	621,920	63,000			1,821,911	220,918	9,823,011	38.87	252,714	EDINA
ELK RIVER	691,425			1,032,882	1,163,670	24,821	398,962	51,366	381,150	335,360				1,292,534	71,652	6,462,922	20.96	303,622	ELK RIVER
EVELETH	464,520	48,360		524,953	431,488	225	206,172	146,972	108,450	95,600				472,384	28,872	2,528,076	5.98	422,755	EVELETH
FAIRMONT	1,224,014	188,480		1,884,943	1,736,706	2,427	619,266	86,072	431,400	275,040	3,000		448,800	1,377,882	106,220	8,454,552	17.19	487,740	FAIRMONT
FALCON HEIGHTS	50,088	3,720		91,557	152,972		45,623		42,000	40,640				102,972	12,184	541,756	2.54	213,290	FALCON HEIGHTS
FARIBAULT	806,787	70,680		1,187,530	1,468,666		424,387	200,466	443,400	289,120		1,322,780	140,300	1,235,823	108,588	7,698,527	18.10	417,582	FARIBAULT
FARMINGTON	664,483			1,413,871	977,084		386,812	35,420	169,500	106,560				1,001,247	11,672	4,766,649	6.66	715,713	FARMINGTON
FERGUS FALLS	397,108	26,660		568,246	781,853	1,619	200,395	193,004	270,000	196,480	10,500		298,760	804,412	65,084	4,746,421	12.28	310,596	FERGUS FALLS
FRIDLEY	858,389	140,120		1,280,298	2,044,760	4,429	748,514		482,700	383,840				1,424,982	127,988	7,863,020	23.99	312,464	FRIDLEY
GOLDEN VALLEY	1,599,364	311,860		2,408,571	2,146,262		852,221		538,500	372,800	10,000		213,750	1,987,151	126,712	11,052,991	23.30	453,528	GOLDEN VALLEY
GRAND RAPIDS	603,977	51,460		781,754	1,025,516	666	336,702	222,712	221,850	169,120			210,000	1,121,868	63,676	4,809,281	10.57	435,126	GRAND RAPIDS
HAN LAKE	402,561	18,600		577,692	704,673	42,906	92,939		279,600	298,240				439,332	46,664	2,903,207	18.64	155,751	HAN LAKE
HASTINGS	196,974	13,640		285,408	796,140	867	255,933	58,800	229,200	201,280	9,000			505,417	71,156	2,623,815	12.58	208,570	HASTINGS
HERMANTOWN	743,256			1,207,688	760,270	17,065	83,056		226,500	207,840	25,000			629,858	54,856	4,069,649	12.99	313,291	HERMANTOWN
HIBBING	1,937,197	261,020		2,638,713	2,396,174	60,718	595,863	117,516	772,800	773,760			106,260	1,958,523	175,068	11,971,672	48.36	242,011	HIBBING
HOPKINS	665,311	74,400		1,200,656	1,076,382		319,833	174,258	349,050	154,400				804,775	57,012	4,876,077	9.65	505,293	HOPKINS
HUTCHINSON	169,659	16,120		313,048	457,036		87,886	168	163,950	155,680			867,320	508,279	56,972	3,096,018	9.73	307,924	HUTCHINSON
INTERNATIONAL FALLS	749,935	230,640		916,440	711,972		360,571	269,878	121,500	126,240				745,789	35,484	4,270,449	7.89	541,248	INTERNATIONAL FALLS
INVER GROVE HEIGHTS	282,619	18,600		914,144	1,341,485		584,812		310,300	278,080				1,128,666	75,616	4,942,322	17.38	284,368	INVER GROVE HEIGHTS
LAKE ELMO	179,405	27,900		778,566	412,683	26,869	111,931		142,800	152,320				398,339	27,104	2,257,917	9.52	237,176	LAKE ELMO
LAKEVILLE	1,072,693			2,366,879	2,379,224	1,981	956,073		519,600	450,560			210,600	2,110,406	96,096	10,164,112	28.16	353,463	LAKEVILLE
LINO LAKES	850,784			1,564,112	921,273	22,744	372,191		212,250	262,400		39,270		1,034,499	24,092	5,267,615	14.15	372,270	LINO LAKES
LITCHFIELD	457,255	75,020		704,040	637,832		333,586	65,730	120,600	125,280				592,484	34,464	3,146,291	7.83	401,825	LITCHFIELD
LITTLE CANADA	75,763																		

October 24, 1989

Leonard W. Levine, Commissioner  
Minnesota Department of Transportation  
Room 411  
State Transportation Building  
St. Paul, Minnesota 55155

Dear Commissioner Levine:

We, the undersigned, as members of the 1989 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 or annexation 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 1990 Apportionment Sum as provided by Minnesota Statutes, Chapter 162.13, Subdivision 1.

Respectfully submitted,

Ronald Rudrud  
Chairman

Bruce Bullert  
Vice Chairman

James Grube  
Secretary

Approved:

Nick Dragisich  
District 1

James Walker  
District 2

Terry Maurer  
District 3

Alvin Moen  
District 4

William Ottensmann  
District 5

Thomas Drake  
District 6

Dwayne Haffield  
District 7

Joseph Bettendorf  
District 8

Charles Siggerud  
District 9

Kenneth Larson  
Duluth

Marvin Hoshaw  
Minneapolis

Thomas Kuhfeld  
St. Paul

Attachment: Money Needs Listing

1989 Money Needs Recommendations  
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Municipality	Money Needs	Municipality	Money Needs
Albert Lea	\$7,546,735	Faribault	7,698,527
Alexandria	3,675,819	Farmington	4,766,649
Andover	6,301,635	Fergus Falls	4,746,421
Anoka	3,667,970	Forest Lake	688,660
Apple Valley	6,312,936	Fridley	7,863,020
Arden Hills	1,378,587	Golden Valley	11,052,991
Austin	12,843,139	Grand Rapids	4,809,281
Bemidji	7,045,745	Ham Lake	2,903,207
Blaine	7,069,077	Hastings	2,623,815
Bloomington	40,060,085	Hermantown	4,069,649
Brainerd	4,513,014	Hibbing	11,971,672
Brooklyn Center	7,063,596	Hopkins	4,876,077
Brooklyn Park	9,126,277	Hutchinson	3,096,018
Buffalo	3,575,929	International Falls	4,270,449
Burnsville	12,662,514	Inver Grove Heights	4,942,322
Champlin	2,063,830	Lake Elmo	2,257,917
Chanhassen	4,321,315	Lakeville	10,164,112
Chaska	3,289,282	Lino Lakes	5,267,615
Chisholm	3,196,596	Litchfield	3,146,291
Cloquet	8,683,806	Little Canada	1,015,624
Columbia Heights	5,380,728	Little Falls	5,520,686
Coon Rapids	9,695,540	Mankato	8,123,858
Cottage Grove	8,059,716	Maple Grove	13,739,921
Crookston	4,222,251	Maplewood	7,623,281
Crystal	6,678,879	Marshall	2,704,747
Detroit Lakes	2,681,616	Mendota Heights	2,706,173
Duluth	49,835,398	Minneapolis	137,889,565
Eagan	10,426,843	Minnetonka	18,005,688
East Bethel	3,171,470	Montevideo	2,388,322
East Grand Forks	3,276,561	Moorhead	11,396,285
Eden Prairie	12,286,364	Morris	2,061,624
Edina	9,823,011	Mound	2,234,980
Elk River	6,462,922	Mounds View	2,255,539
Eveleth	2,528,076	New Brighton	5,317,168
Fairmont	8,454,552	New Hope	3,109,139
Falcon Heights	541,756	New Ulm	5,284,744

Municipality	Money Needs
Northfield	5,793,468
North Mankato	2,603,977
North St. Paul	2,795,411
Oakdale	4,318,008
Orono	3,607,388
Owatonna	7,937,384
Plymouth	11,110,206
Prior Lake	3,899,788
Ramsey	6,091,146
Red Wing	10,288,517
Redwood Falls	1,672,332
Richfield	9,466,428
Robbinsdale	2,998,380
Rochester	21,742,731
Rosemount	5,369,150
Roseville	5,494,987
St. Anthony	935,016
St. Cloud	10,519,690
St. Louis Park	8,541,226
St. Paul	118,773,082
St. Peter	2,718,825
Sauk Rapids	3,225,970
Savage	5,015,127
Shakopee	5,228,989
Shoreview	2,570,652
South St. Paul	6,580,475
Spring Lake Park	1,150,183
Stillwater	4,644,420
Thief River Falls	5,750,765
Vadnais Heights	1,640,838
Virginia	4,483,296
Waseca	1,538,564
West St. Paul	4,158,297
White Bear Lake	6,913,687
Willmar	7,599,182
Winona	7,396,232
Woodbury	11,584,740
Worthington	4,823,205
STATE TOTAL	\$961,497,369

## 1989 Needs Study Update

The following tabulation reflects the total difference between the 1988 and the 1989 25-year Construction Needs Studies. This update was accomplished in three individual steps to measure the effect each type or revision has to the total needs.

1. The 1988 Construction Accomplishments and system revisions, corporate limit revisions and other miscellaneous changes.
2. 1988 Unit Cost Revisions -- measures the effect of the unit prices approved by this committee at the 1989 Spring Meeting.
3. 1988 traffic update -- shows the change in needs for the municipalities that had their traffic counted in 1988 and were entered in the update.

Revisions were made in the following apportionment items:

Concrete pavement removal	- \$	.25 per. sq. yd.
Tree removal	+ \$	5.00 per. tree
Class 5 base	- \$	.25 per. ton
Curb and gutter construction	- \$	.50 per. lin. ft.
Sidewalk construction	- \$	.50 per. sq. yd.
Bridge 0 - 149 ft.	+ \$	13.50 per. sq. ft.
Bridge 150 - 499 ft.	+ \$	13.00 per. sq. ft.
Bridge 500 ft. and over	+ \$	14.00 per. sq. ft.
Bridge widening	+ \$	80.00 per. sq. ft.
Railroad Signals - low speed	+ \$	5000.00 per. signal
Railroad Signals and Gates	+ \$	4000.00 per. signal
Rubberized railroad crossings	+ \$	700.00 per. ft. of track

Traffic Signal needs were computed using a new method whereby needs are received by the proposed traffic in the different traffic grouping. See the June Screening Board minutes for details.

Needs for maintenance costs were increased as shown on page 51 of the June book. See the June Screening Board minutes for details.

The Screening Board, during the fall 1988 meeting made a motion to include engineering as an apportionment item based at 18%.

The resulting 1989 25-year Construction Needs as adjusted in the following "Tentative Money Needs Apportionment Determination" will be used in computing the 1990 money needs allotment.

These change are discussed in more detail in the minutes of the June Screening Board.

## 1989 M.S.A.S. NEEDS STUDY UPDATE

Municipality	1988 M.S.A.S. Needs	Accomplish. & System Revisions	Unit Cost Update	Traffic Update	1989 M.S.A.S. Needs	Net Change	% Change 1988 to 1989
Albert Lea	\$3,862,177	\$4,011,138	(\$326,580)		\$7,546,735	\$3,684,558	95.4%
Alexandria	2,039,510	2,154,163	(517,854)		3,675,819	1,636,309	80.2%
Andover	5,400,523	2,351,606	(1,450,494)		6,301,635	901,112	16.7%
Anoka	2,664,441	1,619,204	(615,675)		3,667,970	1,003,529	37.7%
Apple Valley	4,445,728	2,617,837	(750,629)		6,312,936	1,867,208	42.0%
Arden Hills	1,159,211	417,748	(198,372)		1,378,587	219,376	18.9%
Austin	6,036,508	7,601,273	(794,642)		12,843,139	6,806,631	112.8%
Bemidji	2,423,771	4,905,963	(283,989)		7,045,745	4,621,974	190.7%
Blaine	5,330,054	2,940,906	(1,201,883)		7,069,077	1,739,023	32.6%
Bloomington	15,836,215	26,475,429	(2,251,559)		40,060,085	24,223,870	153.0%
Brainerd	2,258,879	2,963,396	(709,261)		4,513,014	2,254,135	99.8%
Brooklyn Center	5,135,012	2,581,511	(652,927)		7,063,596	1,928,584	37.6%
Brooklyn Park	6,778,207	3,545,805	(1,197,735)		9,126,277	2,348,070	34.6%
Buffalo	3,092,281	665,024	(132,096)	(49,280)	3,575,929	483,648	15.6%
Burnsville	5,828,499	7,782,710	(948,695)		12,662,514	6,834,015	117.3%
Champlin	1,640,985	1,015,807	(592,962)		2,063,830	422,845	25.8%
Chanhassen	3,787,396	1,284,417	(750,498)		4,321,315	533,919	14.1%
Chaska	2,641,661	1,010,383	(362,762)		3,289,282	647,621	24.5%
Chisholm	1,838,187	1,763,980	(405,571)		3,196,596	1,358,409	73.9%
Cloquet	6,510,759	2,874,086	(701,039)		8,683,806	2,173,047	33.4%
Columbia Heights	1,726,448	4,151,256	(496,976)		5,380,728	3,654,280	211.7%
Coon Rapids	6,855,603	4,227,802	(1,387,865)		9,695,540	2,839,937	41.4%
Cottage Grove	5,255,406	3,750,069	(945,759)		8,059,716	2,804,310	53.4%
Crookston	3,090,282	1,625,756	(493,787)		4,222,251	1,131,969	36.6%
Crystal	4,510,908	2,739,845	(571,874)		6,678,879	2,167,971	48.1%
Detroit Lakes	1,366,330	1,739,592	(422,841)	(1,465)	2,681,616	1,315,286	96.3%
Duluth	24,556,336	28,145,121	(2,952,142)	86,083	49,835,398	25,279,062	102.9%

Municipality	1988 M.S.A.S. Needs	Accomplish. & System Revisions	Unit Cost Update	Traffic Update	1989 M.S.A.S. Needs	1988	% Change 1987 to 1988
Eagan	7,389,651	4,434,262	(1,397,070)		10,426,843	3,037,192	41.1%
East Bethel	3,032,377	1,226,476	(1,087,383)		3,171,470	139,093	4.6%
East Grand Forks	2,098,248	1,686,231	(507,918)		3,276,561	1,178,313	56.2%
Eden Prairie	9,443,402	3,960,259	(1,117,297)		12,286,364	2,842,962	30.1%
Edina	6,998,823	4,180,048	(1,355,860)		9,823,011	2,824,188	40.4%
Elk River	5,104,597	2,094,773	(736,448)		6,462,922	1,358,325	26.6%
Eveleth	1,067,900	1,769,984	(309,808)		2,528,076	1,460,176	136.7%
Fairmont	4,255,651	4,812,404	(613,503)		8,454,552	4,198,901	98.7%
Falcon Heights	388,972	279,052	(126,268)		541,756	152,784	39.3%
Faribault	4,547,423	3,600,402	(449,298)		7,698,527	3,151,104	69.3%
Farmington	3,757,769	1,327,279	(318,399)		4,766,649	1,008,880	26.8%
Fergus Falls	2,405,597	2,785,950	(445,126)		4,746,421	2,340,824	97.3%
Forest Lake	0	0	688,660		688,660	688,660	0.0%
Fridley	4,308,513	4,668,312	(1,113,805)		7,863,020	3,554,507	82.5%
Golden Valley	5,968,995	6,274,895	(1,190,899)		11,052,991	5,083,996	85.2%
Grand Rapids	2,027,109	3,029,305	(360,106)	112,973	4,809,281	2,782,172	137.2%
Ham Lake	2,541,948	1,328,099	(966,840)		2,903,207	361,259	14.2%
Hastings	2,119,969	1,100,879	(597,033)		2,623,815	503,846	23.8%
Hermantown	3,973,497	694,026	(597,874)		4,069,649	96,152	2.4%
Hibbing	9,883,172	4,528,613	(2,440,113)		11,971,672	2,088,500	21.1%
Hopkins	3,342,120	1,817,583	(283,626)		4,876,077	1,533,957	45.9%
Hutchinson	2,539,801	785,119	(228,902)		3,096,018	556,217	21.9%
International Falls	1,937,125	2,783,896	(452,713)	2,141	4,270,449	2,333,324	120.5%
Inver Grove Heights	3,616,093	2,195,265	(869,036)		4,942,322	1,326,229	36.7%
Lake Elmo	1,869,463	891,846	(503,392)		2,257,917	388,454	20.8%
Lakeville	8,794,678	2,797,878	(1,428,444)		10,164,112	1,369,434	15.6%
Lino Lakes	3,723,193	2,296,575	(752,153)		5,267,615	1,544,422	41.5%

Municipality	1988 M.S.A.S. Needs	Accomplish. & System Revisions	Unit Cost Update	Traffic Update	1989 M.S.A.S. Needs	Net Change	% Change 1988 to 1989
Litchfield	1,987,668	1,587,565	(428,942)		3,146,291	1,158,623	58.3%
Little Canada	1,349,811	(116,999)	(217,188)		1,015,624	(334,187)	-24.8%
Little Falls	2,487,660	3,741,019	(707,993)		5,520,686	3,033,026	121.9%
Mankato	5,080,834	3,796,431	(753,407)		8,123,858	3,043,024	59.9%
Maple Grove	11,341,806	4,023,047	(1,624,932)		13,739,921	2,398,115	21.1%
Maplewood	6,218,939	2,107,796	(703,454)		7,623,281	1,404,342	22.6%
Marshall	1,834,811	1,309,422	(439,486)		2,704,747	869,936	47.4%
Mendota Heights	1,850,092	1,356,081	(500,000)		2,706,173	856,081	46.3%
Minneapolis	79,756,059	63,623,024	(5,231,861)	(257,657)	137,889,565	58,133,506	72.9%
Minnetonka	12,338,710	7,939,401	(2,272,423)		18,005,688	5,666,978	45.9%
Montevideo	1,879,436	903,540	(383,386)	(11,268)	2,388,322	508,886	27.1%
Moorhead	6,505,093	5,871,049	(979,857)		11,396,285	4,891,192	75.2%
Morris	1,845,569	506,438	(290,383)		2,061,624	216,055	11.7%
Mound	1,416,657	1,181,836	(363,513)		2,234,980	818,323	57.8%
Mounds View	1,292,495	1,341,438	(378,394)		2,255,539	963,044	74.5%
New Brighton	2,995,714	2,974,944	(653,490)		5,317,168	2,321,454	77.5%
New Hope	2,076,493	1,448,715	(416,069)		3,109,139	1,032,646	49.7%
New Ulm	3,064,388	2,865,130	(644,774)		5,284,744	2,220,356	72.5%
Northfield	3,742,706	2,079,708	(28,946)		5,793,468	2,050,762	54.8%
North Mankato	1,249,194	1,714,462	(359,679)		2,603,977	1,354,783	108.5%
North St. Paul	2,078,322	1,104,986	(387,897)		2,795,411	717,089	34.5%
Oakdale	2,668,270	2,280,968	(631,230)		4,318,008	1,649,738	61.8%
Orono	2,365,771	1,842,074	(600,457)		3,607,388	1,241,617	52.5%
Owatonna	4,792,508	3,968,914	(824,038)		7,937,384	3,144,876	65.6%
Plymouth	8,218,333	4,382,453	(1,490,580)		11,110,206	2,891,873	35.2%
Prior Lake	3,139,731	1,361,012	(600,955)		3,899,788	760,057	24.2%
Ramsey	5,174,563	2,191,922	(1,275,339)		6,091,146	916,583	17.7%

Municipality	1988 M.S.A.S. Needs	Accomplish. & System Revisions	Unit Cost Update	Traffic Update	1989 M.S.A.S. Needs	Net Change	% Change 1988 to 1989
Red Wing	5,951,101	5,221,630	(884,214)		10,288,517	4,337,416	72.9%
Redwood Falls	1,394,483	548,559	(270,710)		1,672,332	277,849	19.9%
Richfield	3,369,179	6,947,097	(849,848)		9,466,428	6,097,249	181.0%
Robbinsdale	1,096,171	2,227,622	(325,413)		2,998,380	1,902,209	173.5%
Rochester	11,317,802	11,476,233	(1,051,304)		21,742,731	10,424,929	92.1%
Rosemount	3,536,696	2,405,528	(573,074)		5,369,150	1,832,454	51.8%
Roseville	4,286,173	2,217,844	(1,009,030)		5,494,987	1,208,814	28.2%
St. Anthony	855,433	275,513	(195,930)		935,016	79,583	9.3%
St. Cloud	8,342,712	3,089,213	(912,235)		10,519,690	2,176,978	26.1%
St. Louis Park	10,373,408	780,574	(2,612,756)		8,541,226	(1,832,182)	-17.7%
St. Paul	63,416,998	55,638,329	(282,245)		118,773,082	55,356,084	87.3%
St. Peter	1,268,444	1,877,469	(427,088)		2,718,825	1,450,381	114.3%
Sauk Rapids	2,053,148	1,529,763	(356,941)		3,225,970	1,172,822	57.1%
Savage	2,815,979	2,818,309	(592,282)	(26,879)	5,015,127	2,199,148	78.1%
Shakopee	3,574,715	2,294,487	(640,213)		5,228,989	1,654,274	46.3%
Shoreview	2,014,003	1,089,342	(532,693)		2,570,652	556,649	27.6%
South St. Paul	2,595,449	4,698,390	(713,364)		6,580,475	3,985,026	153.5%
Spring Lake Park	895,672	479,715	(225,204)		1,150,183	254,511	28.4%
Stillwater	2,938,266	2,234,278	(528,124)		4,644,420	1,706,154	58.1%
Thief River Falls	2,589,064	3,452,267	(290,566)		5,750,765	3,161,701	122.1%
Vadnais Heights	861,446	1,082,483	(303,091)		1,640,838	779,392	90.5%
Virginia	1,859,640	3,183,671	(560,015)		4,483,296	2,623,656	141.1%
Waseca	925,074	935,368	(321,878)		1,538,564	613,490	66.3%
West St. Paul	2,570,932	2,135,720	(548,355)		4,158,297	1,587,365	61.7%
White Bear Lake	5,158,343	2,650,467	(895,123)		6,913,687	1,755,344	34.0%
Willmar	3,241,814	5,290,288	(932,920)		7,599,182	4,357,368	134.4%
Winona	3,682,286	4,362,925	(648,979)		7,396,232	3,713,946	100.9%
Woodbury	9,258,738	3,214,653	(888,651)		11,584,740	2,326,002	25.1%
Worthington	2,513,964	2,703,734	(394,493)		4,823,205	2,309,241	91.9%
TOTAL	\$586,716,169	\$458,559,085	(\$83,632,533)	(\$145,352)	\$961,497,369	\$374,781,200	63.9%

## 1989 MUNICIPAL STATE AID NEEDS REPORT

### Tentative 1990 Money Needs Apportionment Determination

This tabulation shows each municipality's tentative 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 1990.

The Needs shown on this report are those computed on the "1989 Needs Study Update". The 1990 apportionment needs are the result of subtracting for the Unencumbered Construction Fund deduction and Expenditures Off the Municipal State Aid System, and adding or subtracting for Bond Accounts, Non-existing Bridge Adjustments, Right-of-Way "After the fact needs", Storm Sewer "After the fact Needs", and Trunk Highway Turnback Adjustments. These adjustments to the actual needs are made as directed by the Engineers Screening Board.

This summary provides specific data and shows the impact of the adjustment to each municipality for the boards use in establishing the 1990 Money Needs Apportionment Determination.

The adjustments are listed individually following the tentative summary of adjustments to the 1989 Construction Needs.

1989 MUNICIPAL STATE AID APPORTIONMENT DATA

Determination of the 1989 Construction Needs

Municipality	Rubberized RR. X-ing	1989 Actual 25-Year Const. Needs	Tentative Screening Board Adjustment	+ Storm Sewer Adjustment	Unencumbered Const. Fund Deduction	(-) Expend. Off State Aid System	(+ or -) Bond Account Adjustment	+ Non- Existing Bridge Adjustment	+ R/W Acquisitio Adjustmen	Adjusted 25-Year Const. Needs
Albert Lea	--	\$7,546,735		\$28,817	(\$538,185)	(\$247,705)	--	\$245,320	--	\$7,034,982
Alexandria	--	3,675,819		41,257	(21,338)	(161,571)	--	--	--	3,534,167
Andover	--	6,301,635		19,426	--	(113,955)	192,547	--	--	6,399,653
Anoka	--	3,667,970		278,076	(105,802)	(142,975)	(160,000)	--	28,974	3,566,243
Apple Valley	--	6,312,936		63,491	(1,368,210)	(138,909)	765,000	--	--	5,634,308
Arden Hills	--	1,378,587		125,200	--	(80,983)	--	--	--	1,422,804
Austin	\$61,400	12,843,139		0	(612,372)	(582,597)	--	--	--	11,648,170
Bemidji	196,000	7,045,745		182,588	(182,211)	(152,964)	--	--	--	6,893,158
Blaine	--	7,069,077		332,255	(993,292)	(115,615)	--	--	--	6,292,425
Bloomington	--	40,060,085		150,772	--	(2,712,463)	--	2,326,375	832,491	40,657,260
Brainerd	--	4,513,014		221,028	(121,782)	(40,806)	495,000	576,113	--	5,642,567
Brooklyn Center	--	7,063,596		229,332	(1,371,518)	--	180,000	197,709	23,875	6,322,994
Brooklyn Park	--	9,126,277		195,589	(845,565)	(13,156)	--	--	--	8,463,145
Buffalo	193,200	3,575,929		--	--	--	--	--	--	3,575,929
Burnsville	--	12,662,514		1,271,721	--	(13,763)	--	349,684	519,647	14,789,803
Champlin	--	2,063,830		213,295	(6,633)	(15,512)	--	--	--	2,254,980
Chanhassen	--	4,321,315		180,999	--	--	--	--	--	4,502,314
Chaska	--	3,289,282		31,784	(231,217)	(411,966)	--	28,800	82,566	2,789,249
Chisholm	--	3,196,596		51,874	(132,662)	(32,143)	--	--	--	3,083,665
Cloquet	--	8,683,806		396,442	(447,131)	(30,745)	--	--	73,539	8,675,911
Columbia Heights	--	5,380,728		27,044	(402,270)	--	--	--	61,000	5,066,502
Coon Rapids	30,800	9,695,540		801,524	--	(55,069)	--	--	133,522	10,575,517
Cottage Grove	--	8,059,716		189,109	(181,426)	--	(218,814)	--	--	7,848,585
Crookston	--	4,222,251		42,118	--	--	--	--	2,067,902	6,332,271
Crystal	--	6,678,879		304,624	(144,604)	(31,134)	--	--	4,307,416	11,115,181
Detroit Lakes	--	2,681,616		59,866	--	--	--	--	--	2,741,482
Duluth	--	49,835,398		821,829	(125,137)	(118,308)	433,750	--	175,250	51,022,782

Municipality	Rubberized RR. X-ing	1989 Actual 25-Year Const. Needs	Tentative Screening Board Adjustments	+ Storm Sewer Adjustment	Unencumbered Const. Fund Deduction	(-) Expend. Off State Aid System	(+ or -) Bond Account Adjustment	+ Non- Existing Bridge Adjustment	+ R/W Acquisition Adjustment	Adjusted 25-Year Const. Needs
Eagan	--	\$10,426,843		\$311,403	--	(\$231)	\$61,183	--	\$271,918	\$11,071,116
East Bethel	--	3,171,470		4,736	--	--	--	--	14,000	3,190,206
East Grand Forks	--	3,276,561		219,968	--	--	105,000	--	121,700	3,723,229
Eden Prairie	--	12,286,364		216,216	--	(155,330)	561,663	974,299	--	13,883,212
Edina	--	9,823,011		132,943	(641,267)	(1,088,398)	--	--	45,296	8,271,585
Elk River	--	6,462,922		203,021	--	--	--	--	--	6,665,943
Eveleth	--	2,528,076		20,331	--	(33,271)	--	--	--	2,515,136
Fairmont	--	8,454,552		103,010	(774)	--	--	--	23,732	8,580,520
Falcon Heights	--	541,756		--	(27,025)	--	(27,988)	--	--	486,743
Faribault	--	7,698,527		55,446	(104,954)	(40,753)	75,000	--	2,346	7,685,612
Farmington	--	4,766,649		--	(12,789)	--	--	--	--	4,753,860
Fergus Falls	--	4,746,421		29,454	(116,906)	(128,635)	--	--	100,800	4,631,134
Forest Lake	--	688,660		--	--	--	--	--	--	688,660
Fridley	--	7,863,020		90,957	(717,407)	(59,491)	--	--	5,853	7,182,932
Golden Valley	--	11,052,991		491,699	(734,689)	--	--	--	1,201,873	12,011,874
Grand Rapids	--	4,809,281		--	(82,259)	--	20,000	553,858	--	5,300,880
Ham Lake	--	2,903,207		--	(122,055)	--	40,000	--	--	2,821,152
Hastings	--	2,623,815		170,309	(44,419)	(251,582)	--	233,038	17,620	2,748,781
Hermantown	--	4,069,649		78,920	(513,276)	--	--	--	23,750	3,659,043
Hibbing	--	11,971,672		40,550	--	--	48,867	--	17,000	12,078,089
Hopkins	--	4,876,077		9,499	--	(232,192)	--	--	--	4,653,384
Hutchinson	--	3,096,018		70,295	--	--	--	570,793	--	3,737,106
International Falls	--	4,270,449		--	(286,979)	--	--	--	--	3,983,470
Inver Grove Heights	--	4,942,322		111,735	(278,501)	(103,772)	--	--	617,797	5,289,581
Lake Elmo	--	2,257,917		--	(259,967)	--	--	--	24,551	2,022,501
Lakeville	--	10,164,112		229,286	--	(1,011,676)	--	--	--	9,381,722
Lino Lakes	--	5,267,615		85,929	(569,033)	--	--	--	129,900	4,914,411
Litchfield	--	3,146,291		355,205	(335,444)	(69,612)	--	--	--	3,096,440
Little Canada	--	1,015,624		166,020	(65,522)	--	304,032	--	43,300	1,463,454
Little Falls	--	5,520,686		46,437	(450,483)	--	--	--	43,316	5,159,956

Municipality	Rubberized RR. X-ing	1989 Actual 25-Year Const. Needs	Tentative Screening Board Adjustments	+ Storm Sewer Adjustment	Unencumbered Const. Fund Deduction	(-) Expend. Off State Aid System	(+ or -) Bond Account Adjustment	+ Non- Existing Bridge Adjustment	+ R/W Acquisition Adjustment	Adjusted 25-Year Const. Needs
Mankato	--	\$8,123,858		\$334,714	(\$587,726)	(\$1,334,983)	--	--	\$323,285	\$6,859,148
Maple Grove	--	13,739,921		673,570	--	(896)	140,299	--	50,038	14,602,932
Maplewood *	--	7,623,281	(7,047,102)	--	(2,349,034)	--	130,000	55,736	--	0
Marshall	--	2,704,747		22,101	(191,395)	(12,703)	(74,504)	--	58,320	2,506,566
Mendota Heights	--	2,706,173		96,557	(166,150)	(7,351)	200,000	--	8,970	2,838,199
Minneapolis **	--	137,889,565	(1,140,184)	1,730,497	(9,659,017)	(2,291,958)	--	1,493,191	9,786,320	137,808,414
Minnetonka	--	18,005,688		9,499	(876,410)	(3,647,166)	--	--	1,243,568	14,735,179
Montevideo	--	2,388,322		28,890	(30,172)	--	--	--	--	2,387,040
Moorhead	--	11,396,285		123,848	(279,167)	(36,692)	--	7,530	63,500	11,275,304
Morris	--	2,061,624		81,702	--	(187,741)	--	--	17,855	1,973,440
Mound	--	2,234,980		22,358	(60,151)	(322,986)	--	--	107,446	1,981,647
Mounds View	--	2,255,539		58,444	(205,388)	(260,896)	--	--	--	1,847,699
New Brighton	--	5,317,168		42,051	(530,329)	(968,418)	--	--	--	3,860,472
New Hope	--	3,109,139		42,096	--	(259,468)	--	--	--	2,891,767
New Ulm	--	5,284,744		325,938	(400,846)	(144,326)	--	--	--	5,065,510
Northfield	434,000	5,793,468		114,917	(465,549)	(237,827)	(57,582)	--	8,850	5,156,277
North Mankato	--	2,603,977		186,024	(125,039)	(22,792)	(550,000)	--	395,146	2,487,316
North St. Paul	--	2,795,411		53,413	(116,131)	(215,237)	--	--	24,744	2,542,200
Oakdale	--	4,318,008		227,013	(54,941)	--	--	--	--	4,490,080
Orono	--	3,607,388		--	(237,074)	(28,516)	(65,253)	--	--	3,276,545
Owatonna	36,400	7,937,384		64,275	(325,023)	(955,390)	--	--	113,638	6,834,884
Plymouth	--	11,110,206		71,758	(809,143)	(37,837)	--	--	45,208	10,380,192
Prior Lake	--	3,899,788		161,177	(454,987)	--	--	--	--	3,605,978
Ramsey	44,800	6,091,146		229,077	(139,514)	--	--	--	95,811	6,276,520
Red Wing	148,400	10,288,517		54,790	(310,879)	--	125,000	1,145,475	76,176	11,379,079
Redwood Falls	--	1,672,332		--	(194,979)	(196,334)	(130,000)	--	--	1,151,019
Richfield	--	9,466,428		46,951	(1,143,486)	(35,576)	--	--	1,728,205	10,062,522
Robbinsdale	--	2,998,380		98,888	(203,536)	(73,487)	--	--	--	2,820,245
Rochester	--	21,742,731		570,970	(2,541,684)	(43,384)	--	84,378	773,111	20,586,122
Rosemount	--	5,369,150		255,366	--	(46,989)	--	--	--	5,577,527

Municipality	Rubberized RR. X-ing	1989 Actual 25-Year Const. Needs	Tentative Screening Board Adjustments	+ Storm Sewer Adjustment	Unencumbered Const. Fund Deduction	(-) Expend. Off State Aid System	(+ or -) Bond Account Adjustment	+ Non- Existing Bridge Adjustment	+ R/W Acquisition Adjustment	Adjusted 25-Year Const. Needs
Roseville	--	\$5,494,987		\$202,398	(\$158,562)	--	\$2,075,000	\$2,814,714	\$1,383,005	\$11,811,542
St. Anthony	--	935,016		39,301	(99,070)	(223,789)	--	--	--	651,458
St. Cloud	--	10,519,690		1,039,799	(56,611)	(317,406)	1,566,139	--	793,413	13,545,024
St. Louis Park	--	8,541,226		--	(1,277,825)	(1,440,449)	--	1,356,666	363,912	7,543,530
St. Paul **	399,000	118,773,082	(1,225,420)	8,015,151	(5,856,446)	(3,013,219)	402,739	1,221,432	2,542,624	120,859,943
St. Peter	--	2,718,825		88,645	--	(10,829)	--	--	--	2,796,641
Sauk Rapids	--	3,225,970		291,193	(91,933)	(135,926)	--	--	9,834	3,299,138
Savage	--	5,015,127		222,984	(123,362)	--	--	--	--	5,114,749
Shakopee	30,800	5,228,989		207,933	(134,417)	(106,906)	--	--	--	5,195,599
Shoreview	--	2,570,652		78,494	(71,824)	(122,675)	--	--	--	2,454,647
South St. Paul	--	6,580,475		158,924	(193,262)	(2,139)	--	--	--	6,543,998
Spring Lake Park	--	1,150,183		--	(266,344)	(7,532)	(13,893)	--	--	862,414
Stillwater	--	4,644,420		179,053	(566,525)	(8,993)	--	--	104,442	4,352,397
Thief River Falls	145,600	5,750,765		29,506	--	(400,557)	--	--	4,538	5,384,252
Vadnais Heights	--	1,640,838		25,761	(406,713)	--	--	--	--	1,259,886
Virginia	--	4,483,296		33,107	--	(38,403)	125,000	--	--	4,603,000
Waseca	--	1,538,564		23,639	(104,893)	--	--	--	5,000	1,462,310
West St. Paul	--	4,158,297		174,858	(13,673)	(190,000)	--	--	--	4,129,482
White Bear Lake	--	6,913,687		250,355	(231,534)	(99,420)	--	--	279,823	7,112,911
Willmar	--	7,599,182		69,368	(212,700)	(391,721)	--	--	22,500	7,086,629
Winona	--	7,396,232		83,668	(375,054)	--	--	--	340,950	7,445,796
Woodbury	--	11,584,740		14,224	(1,253,910)	(71,559)	10,853	--	129,293	10,413,641
Worthington	--	4,823,205		54,463	(8,523)	(31,113)	--	--	26,842	4,864,874
STATE TOTAL	\$1,720,400	\$961,497,369	(\$9,412,706)	\$26,513,137	(\$47,156,035)	(\$26,368,871)	\$6,759,038	\$14,235,111	\$31,937,301	\$959,591,463

\* SCREENING BOARD ADJUSTMENT - EXCESS UNENCUMBERED CONSTRUCTION FUND BALANCE ADJUSTMENT.  
MAPLEWOOD \$7,047,102 NEGATIVE ADJUSTED MONEY NEEDS - ADJUSTED CONSTRUCTION NEEDS CANNOT BE LESS THAN ZERO.

\*\* SCREENING BOARD ADJUSTMENT - VARIANCE ADJUSTMENT

Tenative 1990 Money Needs Apportionment

Pursuant to Minnesota Statutes Chapter 162.13, Subdivision 1 (1) which reads as follows: "An amount equal to 50 percent of such apportionment sum shall be apportioned among the cities having a population of 5,000 or more so that each such city shall receive of such amount the percentage that its money needs bears to the total money needs of all such cities."

Municipalities	Adjusted 25-Year Const. Needs	Money Needs Apport. (- THTB Adj.)	+ Turnback Maint. Adjust.	1990 Money Needs Apport.	Dist. %
Albert Lea	\$7,034,982	\$292,785	--	\$292,785	0.732%
Alexandria	3,534,167	147,087	--	147,087	0.368%
Andover	6,399,653	266,344	--	266,344	0.666%
Anoka	3,566,243	148,422	--	148,422	0.371%
Apple Valley	5,634,308	234,491	--	234,491	0.586%
Arden Hills	1,422,804	59,215	--	59,215	0.148%
Austin	11,648,170	484,779	--	484,779	1.212%
Bemidji	6,893,158	286,883	--	286,883	0.717%
Blaine	6,292,425	261,881	--	261,881	0.655%
Bloomington	40,657,260	1,692,093	--	1,692,093	4.230%
Brainerd	5,642,567	234,835	--	234,835	0.587%
Brooklyn Center	6,322,994	263,153	--	263,153	0.658%
Brooklyn Park	8,463,145	352,223	11,016	363,239	0.908%
Buffalo	3,575,929	148,825	--	148,825	0.372%
Burnsville	14,789,803	615,529	--	615,529	1.539%
Champlin	2,254,980	93,849	4,608	98,457	0.246%
Chanhassen	4,502,314	187,380	--	187,380	0.468%
Chaska	2,789,249	116,084	--	116,084	0.290%
Chisholm	3,083,665	128,338	--	128,338	0.321%
Cloquet	8,675,911	361,078	--	361,078	0.903%
Columbia Heights	5,066,502	210,860	--	210,860	0.527%
Coon Rapids	10,575,517	440,137	--	440,137	1.100%
Cottage Grove	7,848,585	326,646	--	326,646	0.817%
Crookston	6,332,271	263,539	11,376	274,915	0.687%
Crystal	11,115,181	462,597	--	462,597	1.156%
Detroit Lakes	2,741,482	114,096	--	114,096	0.285%
Duluth	51,022,782	2,123,491	--	2,123,491	5.309%
Eagan	11,071,116	460,763	--	460,763	1.152%
East Bethel	3,190,206	132,772	--	132,772	0.332%
East Grand Forks	3,723,229	154,955	--	154,955	0.387%
Eden Prairie	13,883,212	577,798	--	577,798	1.444%
Edina	8,271,585	344,251	--	344,251	0.861%
Elk River	6,665,943	277,426	--	277,426	0.694%

Municipalities	Adjusted 25-Year Const. Needs	Money Needs Apport. (- THTB Adj.)	+ Turnback Maint. Adjust.	1990 Money Needs Apport.	Dist. %
Eveleth	2,515,136	\$104,676	--	104,676	0.262%
Fairmont	8,580,520	357,108	--	357,108	0.893%
Falcon Heights	486,743	20,258	--	20,258	0.051%
Faribault	7,685,612	319,863	--	319,863	0.800%
Farmington	4,753,860	197,848	--	197,848	0.495%
Fergus Falls	4,631,134	192,741	--	192,741	0.482%
Forest Lake	688,660	28,661	--	28,661	0.072%
Fridley	7,182,932	298,943	--	298,943	0.747%
Golden Valley	12,011,874	499,916	--	499,916	1.250%
Grand Rapids	5,300,880	220,615	--	220,615	0.552%
Ham Lake	2,821,152	117,412	--	117,412	0.294%
Hastings	2,748,781	114,400	--	114,400	0.286%
Hermantown	3,659,043	152,284	--	152,284	0.381%
Hibbing	12,078,089	502,672	--	502,672	1.257%
Hopkins	4,653,384	193,667	--	193,667	0.484%
Hutchinson	3,737,106	155,533	--	155,533	0.389%
International Falls	3,983,470	165,786	--	165,786	0.414%
Inver Grove Heights	5,289,581	220,144	--	220,144	0.550%
Lake Elmo	2,022,501	84,173	--	84,173	0.210%
Lakeville	9,381,722	390,453	--	390,453	0.976%
Lino Lakes	4,914,411	204,530	--	204,530	0.511%
Litchfield	3,096,440	128,869	--	128,869	0.322%
Little Canada	1,463,454	60,907	--	60,907	0.152%
Little Falls	5,159,956	214,750	--	214,750	0.537%
Mankato	6,859,148	285,467	3,288	288,755	0.722%
Maple Grove	14,602,932	607,752	3,600	611,352	1.528%
Maplewood	0	0	--	0	0.000%
Marshall	2,506,566	104,319	--	104,319	0.261%
Mendota Heights	2,838,199	118,122	--	118,122	0.295%
Minneapolis	137,808,414	5,735,376	--	5,735,376	14.338%
Minnetonka	14,735,179	613,256	--	613,256	1.533%
Montevideo	2,387,040	99,345	--	99,345	0.248%
Moorhead	11,275,304	469,261	--	469,261	1.173%
Morris	1,973,440	82,132	--	82,132	0.205%
Mound	1,981,647	82,473	--	82,473	0.206%
Mounds View	1,847,699	76,898	--	76,898	0.192%
New Brighton	3,860,472	160,667	--	160,667	0.402%
New Hope	2,891,767	120,351	--	120,351	0.301%
New Ulm	5,065,510	210,819	--	210,819	0.527%
Northfield	5,156,277	214,596	--	214,596	0.536%
North Mankato	2,487,316	103,518	--	103,518	0.259%
North St. Paul	2,542,200	105,802	--	105,802	0.265%

Municipalities	Adjusted 25-Year Const. Needs	Money Needs Apport. (- THTB Adj.)	+ Turnback Maint. Adjust.	1990 Money Needs Apport.	Dist. %
Oakdale	4,490,080	\$186,870	--	186,870	0.467%
Orono	3,276,545	136,365	--	136,365	0.341%
Owatonna	6,834,884	284,457	--	284,457	0.711%
Plymouth	10,380,192	432,008	--	432,008	1.080%
Prior Lake	3,605,978	150,075	--	150,075	0.375%
Ramsey	6,276,520	261,219	--	261,219	0.653%
Red Wing	11,379,079	473,580	--	473,580	1.184%
Redwood Falls	1,151,019	47,904	--	47,904	0.120%
Richfield	10,062,522	418,787	--	418,787	1.047%
Robbinsdale	2,820,245	117,374	--	117,374	0.293%
Rochester	20,586,122	856,763	--	856,763	2.142%
Rosemount	5,577,527	232,128	--	232,128	0.580%
Roseville	11,811,542	491,578	--	491,578	1.229%
St. Anthony	651,458	27,113	--	27,113	0.068%
St. Cloud	13,545,024	563,723	6,192	569,915	1.425%
St. Louis Park	7,543,530	313,950	--	313,950	0.785%
St. Paul	120,859,943	5,030,007	--	5,030,007	12.575%
St. Peter	2,796,641	116,392	--	116,392	0.291%
Sauk Rapids	3,299,138	137,305	--	137,305	0.343%
Savage	5,114,749	212,868	--	212,868	0.532%
Shakopee	5,195,599	216,233	--	216,233	0.541%
Shoreview	2,454,647	102,159	--	102,159	0.255%
South St. Paul	6,543,998	272,351	--	272,351	0.681%
Spring Lake Park	862,414	35,892	--	35,892	0.090%
Stillwater	4,352,397	181,140	--	181,140	0.453%
Thief River Falls	5,384,252	224,084	--	224,084	0.560%
Vadnais Heights	1,259,886	52,435	--	52,435	0.131%
Virginia	4,603,000	191,570	--	191,570	0.479%
Waseca	1,462,310	60,859	--	60,859	0.152%
West St. Paul	4,129,482	171,863	--	171,863	0.430%
White Bear Lake	7,112,911	296,029	--	296,029	0.740%
Willmar	7,086,629	294,935	23,184	318,119	0.795%
Winona	7,445,796	309,883	--	309,883	0.775%
Woodbury	10,413,641	433,400	--	433,400	1.084%
Worthington	4,864,874	202,469	--	202,469	0.506%
TOTAL	\$959,591,463	\$39,936,736	\$63,264	\$40,000,000	100.000%

Money Needs Apportionment (less THTB Adj) =  $\frac{\$39,936,736}{\$959,591,463}$  equals 0.04161848 X Adj. 25 Yr. Constr. Needs

\$1,000 in Adjusted Money Needs earns \$41.61848 in Money Needs Apportionment.

SEGMENT LISTING OF RUBBERIZED RAILROAD  
 CROSSING THAT EXCEEDED \$100,000.  
 (COMPUTER PROGRAM COULD NOT EXCEED \$100,000)

SEGMENT -----	NEEDS AMOUNT -----	TOTAL -----
104-101-010	\$30,800	
104-131-030	30,800	
	-----	
	61,400	61,400
105-115-004	112,000	
105-115-004	84,000	
	-----	
	196,000	196,000
114-119-045	30,800	30,800
149-111-030	33,600	
149-115-010	30,800	
149-117-005	33,600	
149-117-005	336,000	
	-----	
	434,000	434,000
153-109-040	36,400	36,400
156-122-020	92,400	
156-123-010	56,000	
	-----	
	148,400	148,400
164-132-110	100,800	
164-180-030	30,800	
164-217-015	100,800	
164-245-020	37,800	
164-249-010	92,400	
164-252-010	36,400	
	-----	
	399,000	399,000
166-103-040	30,800	30,800
170-108-005	84,000	
170-111-020	61,600	
	-----	
	145,600	145,600
199-112-010	44,800	44,800
213-102-040	30,800	
213-106-050	61,600	
213-104-060	100,800	
	-----	
	193,200	193,200
		-----
		1,720,400

PROJECT LISTING OF MUNICIPAL STORM SEWER EXPENDITURES IN 1988

(For Reference, see Storm Sewer Resolution)

MUNICIPALITY	PROJECT	PROJECT AMOUNT	TOTAL MONEY NEEDS ADJUSTMENT
Albert Lea	101-112-04	\$16,362	
	101-133-01	12,455	
		-----	
		\$28,817	\$28,817
Bemidji	105-127-01	51,283	51,283
Blaine	106-120-02	16,904	16,904
Brooklyn Center	109-104-01	23,415	
	109-105-01	16,094	
	109-106-02	154,303	
		-----	
		193,812	193,812
Burnsville	179-113-15	1,334	1,334
Champlin	193-111-01	184,975	
	193-112-01	5,942	
	193-113-01	22,378	
		-----	
		213,295	213,295
Chanhassen	194-104-01	59,322	59,322
Chisholm	111-241-09	36,715	36,715
Cloquet	112-116-01	28,865	
	112-122-01	45,338	
		-----	
		74,203	74,203
Coon Rapids	114-128-02	27,438	27,438
Cottage Grove	180-102-10	107,168	107,168
Crookston	115-135-03	24,064	
	115-140-01	18,054	
		-----	
		42,118	42,118
Duluth	118-142-06	10,320	
	118-157-15	86,277	
		-----	
		96,597	96,597
Eden Prairie	181-107-04	216,216	216,216
Edina	120-136-06	21,367	21,367

MUNICIPALITY -----	PROJECT -----	PROJECT AMOUNT -----	TOTAL MONEY NEEDS ADJUSTMENT -----
Elk River	204-101-01	\$19,660	
	204-104-02	4,693	
	204-113-04	75,371	
		-----	
		\$99,724	\$99,724
Faribault	125-102-05	10,646	10,646
Fergus Falls	126-105-06	29,454	29,454
Golden Valley	128-331-02	12,744	
	128-406-08	86,821	
		-----	
		99,565	99,565
Hermantown	202-104-03	78,920	78,920
Hibbing	131-196-02	17,843	17,843
Hutchinson	133-120-01	70,295	70,295
Lakeville	188-101-04	42,512	
	188-102-02	62,151	
	188-112-02	41,169	
		-----	
		145,832	145,832
Mankato	137-113-07	175,675	175,675
Maple Grove	189-112-01	131,321	131,321
Mendota Heights	140-103-08	55,402	
	140-104-02	16,307	
		-----	
		71,709	71,709
Minneapolis	141-203-05	34,170	
	141-281-06	43,456	
	141-289-02	198,279	
	141-332-01	39,419	
		-----	
		315,324	315,324
Moorhead	144-123-04	14,807	
	144-129-02	32,182	
	144-129-03	26,819	
		-----	
		73,808	73,808
New Ulm	148-115-01	134,864	134,864
Northfield	149-118-02	29,238	29,238
North St. Paul	151-245-01	39,352	39,352
Oakdale	185-231-01	\$66,812	\$66,812

MUNICIPALITY -----	PROJECT -----	PROJECT AMOUNT -----	TOTAL MONEY NEEDS ADJUSTMENT -----
Ramsey	199-108-02	65,642	
	199-110-04	12,792	
	199-113-01	28,293	
		-----	
		106,727	106,727
Robbinsdale	158-124-01	34,015	34,015
Rochester	159-133-01	49,680	49,680
Rosemont	208-106-02	169,914	169,914
St. Cloud	162-120-02	40,601	
	162-124-02	59,648	
		-----	
		100,249	100,249
St. Paul	164-124-12	19,578	
	164-159-25	63,425	
		-----	
		83,003	83,003
Sauk Rapids	191-103-02	128,177	
	191-109-04	118,792	
		-----	
		246,969	246,969
Shakopee	166-105-10	41,348	
	166-112-01	46,346	
	166-112-02	96,747	
		-----	
		184,441	184,441
Shoreview	167-245-02	21,675	
	167-246-01	35,941	
	167-256-05	4,433	
		-----	
		62,049	62,049
South St. Paul	168-105-11	16,210	
	168-109-10	30,237	
		-----	
		46,447	46,447
West St. Paul	173-119-04	65,571	
	173-123-02	61,408	
		-----	
		126,979	126,979
White Bear Lake	174-108-04	74,358	74,358
Worthington	177-101-02	34,385	34,385
		-----	
TOTAL			4,096,187

NEEDS ADJUSTMENT FOR STORM SEWER CONSTRUCTION

(For reference, see Storm Sewer Resolution)

MUNICIPALITY	1984-1987 EXPENDITURES FOR THE 1989 APPORT.	(+)	1988 EXPENDITURES	(=)	TOTAL NEEDS FOR 1990 APPORTIONMENT ADJUSTMENT
Albert Lea	0		28,817		28,817
Alexandria	41,257		0		41,257
Andover	19,426		0		19,426
Anoka	278,076		0		278,076
Apple Valley	63,491		0		63,491
Arden Hills	125,200		0		125,200
Austin	0		0		0
Bemidji	131,305		51,283		182,588
Blaine	315,351		16,904		332,255
Bloomington	150,772		0		150,772
Brainerd	221,028		0		221,028
Brooklyn Center	35,520		193,812		229,332
Brooklyn Park	195,589		0		195,589
Buffalo	0		0		0
Burnsville	1,270,387		1,334		1,271,721
Champlin	0		213,295		213,295
Chanhassen	121,677		59,322		180,999
Chaska	31,784		0		31,784
Chisholm	15,159		36,715		51,874
Cloquet	322,239		74,203		396,442
Columbia Heights	27,044		0		27,044
Coon Rapids	774,086		27,438		801,524
Cottage Grove	81,941		107,168		189,109
Crookston	0		42,118		42,118
Crystal	304,624		0		304,624
Detroit Lakes	59,866		0		59,866
Duluth	725,232		96,597		821,829
Eagan	311,403		0		311,403
East Bethel	4,736		0		4,736
East Grand Forks	219,968		0		219,968
Eden Prairie	0		216,216		216,216
Edina	111,576		21,367		132,943
Elk River	103,297		99,724		203,021
Eveleth	20,331		0		20,331
Fairmont	103,010		0		103,010
Falcon Heights	0		0		0
Faribault	44,800		10,646		55,446
Farmington	0		0		0
Fergus Falls	0		29,454		29,454
Fridley	90,957		0		90,957
Golden Valley	392,134		99,565		491,699
Grand Rapids	0		0		0
Ham Lake	0		0		0
Hastings	170,309		0		170,309
Hermantown	0		78,920		78,920
Hibbing	22,707		17,843		40,550
Hopkins	9,499		0		9,499
Hutchinson	0		70,295		70,295
International Falls	0		0		0
Inver Grove Heights	111,735		0		111,735
Lake Elmo	0		0		0

Lakeville	83,454	145,832	229,286
Lino Lakes	85,929	0	85,929
Litchfield	355,205	0	355,205
Little Canada	166,020	0	166,020
Little Falls	46,437	0	46,437
Mankato	159,039	175,675	334,714
Maple Grove	542,249	131,321	673,570
Maplewood	0	0	0
Marshall	22,101	0	22,101
Mendota Heights	24,848	71,709	96,557
Minneapolis	1,415,173	315,324	1,730,497
Minnetonka	9,499	0	9,499
Montevideo	28,890	0	28,890
Moorhead	50,040	73,808	123,848
Morris	81,702	0	81,702
Mound	22,358	0	22,358
Mounds View	58,444	0	58,444
New Brighton	42,051	0	42,051
New Hope	42,096	0	42,096
New Ulm	191,074	134,864	325,938
Northfield	85,679	29,238	114,917
North Mankato	186,024	0	186,024
North St. Paul	14,061	39,352	53,413
Oakdale	160,201	66,812	227,013
Orono	0	0	0
Owatonna	64,275	0	64,275
Plymouth	71,758	0	71,758
Prior Lake	161,177	0	161,177
Ramsey	122,350	106,727	229,077
Red Wing	54,790	0	54,790
Redwood Falls	0	0	0
Richfield	46,951	0	46,951
Robbinsdale	64,873	34,015	98,888
Rochester	521,290	49,680	570,970
Rosemount	85,452	169,914	255,366
Roseville	202,398	0	202,398
St. Anthony	39,301	0	39,301
St. Cloud	939,550	100,249	1,039,799
St. Louis Park	0	0	0
St. Paul	7,932,148	83,003	8,015,151
St. Peter	88,645	0	88,645
Sauk Rapids	44,224	246,969	291,193
Savage	222,984	0	222,984
Shakopee	23,492	184,441	207,933
Shoreview	16,445	62,049	78,494
South St. Paul	112,477	46,447	158,924
Spring Lake Park	0	0	0
Stillwater	179,053	0	179,053
Thief River Falls	29,506	0	29,506
Vadnais Heights	25,761	0	25,761
Virginia	33,107	0	33,107
Waseca	23,639	0	23,639
West St. Paul	47,879	126,979	174,858
White Bear Lake	175,997	74,358	250,355
Willmar	69,368	0	69,368
Winona	83,668	0	83,668
Woodbury	14,224	0	14,224
Worthington	20,078	34,385	54,463
TOTAL	22,416,950	4,096,187	26,513,137

UNENCUMBERED CONSTRUCTION FUND BALANCE

(Amount as of September 1, 1989)

Municipality	A ----- Amount Available 9-1-89	B ----- 1989 Construction Allotment	C ----- Construction Fund Balance	D ----- Column C ----- Column B
Albert Lea	\$1,027,633	\$489,448	\$538,185	1.10
Alexandria	244,747	223,409	21,338	0.10
Andover	250,776	365,573	---	0.00
Anoka	484,921	379,119	105,802	0.28
Apple Valley	2,117,620	749,410	1,368,210	1.83
Arden Hills	195,227	195,227	---	0.00
Austin	1,270,116	657,744	612,372	0.93
Bemidji	465,855	283,644	182,211	0.64
Blaine	1,803,142	809,850	993,292	1.23
Bloomington	---	1,678,829	---	0.00
Brainerd	507,612	385,830	121,782	0.32
Brooklyn Center	2,112,286	740,768	1,371,518	1.85
Brooklyn Park	1,906,414	1,060,849	845,565	0.80
Buffalo	282,892	282,893	---	0.00
Burnsville	1,117,559	1,133,381	---	0.00
Champlin	233,197	226,564	6,633	0.03
Chanassen	---	329,149	---	0.00
Chaska	465,760	234,543	231,217	0.99
Chisholm	330,078	197,416	132,662	0.67
Cloquet	1,025,596	578,465	447,131	0.77
Columbia Heights	715,592	313,322	402,270	1.28
Coon Rapids	339,821	1,076,424	---	0.00
Cottage Grove	771,665	590,239	181,426	0.31
Crookston	312,601	385,682	---	0.00
Crystal	823,454	678,850	144,604	0.21
Detroit Lakes	150,503	183,269	---	0.00
Duluth	2,528,790	2,403,653	125,137	0.05
Eagan	180,726	929,831	---	0.00
East Bethel	113,960	269,923	---	0.00
East Grand Forks	---	246,631	---	0.00
Eden Prairie	831,711	1,019,930	---	0.00
Edina	1,498,937	857,670	641,267	0.75
Elk River	---	406,954	---	0.00
Eveleth	8,628	135,654	---	0.00
Fairmont	414,737	413,963	774	0.00
Falcon Heights	124,560	97,535	27,025	0.28

Municipality	A	B	C	D
	Amount Available 9-1-89	1989 Construction Allotment	Construction Fund Balance	Column C ----- Column B
Faribault	\$515,310	\$410,356	\$104,954	0.26
Farmington	328,003	315,214	12,789	0.04
Fergus Falls	432,339	315,433	116,906	0.37
Fridley	1,240,744	523,337	717,407	1.37
Golden Valley	1,445,070	710,381	734,689	1.03
Grand Rapids	331,375	249,116	82,259	0.33
Ham Lake	373,012	250,957	122,055	0.49
Hastings	376,834	332,415	44,419	0.13
Hermantown	814,713	301,437	513,276	1.70
Hibbing	261,686	735,452	---	0.00
Hopkins	409,259	409,259	---	0.00
Hutchinson	78,896	323,478	---	0.00
International Falls	479,815	192,836	286,979	1.49
Inver Grove Heights	790,766	512,265	278,501	0.54
Lake Elmo	392,263	132,296	259,967	1.97
Lakeville	195,893	678,970	---	0.00
Lino Lakes	891,124	322,091	569,033	1.77
Litchfield	537,233	201,789	335,444	1.66
Little Canada	237,906	172,384	65,522	0.38
Little Falls	681,082	230,599	450,483	1.95
Mankato	1,271,216	683,490	587,726	0.86
Maple Grove	46,960	1,009,549	---	0.00
Maplewood	2,738,069	389,035	2,349,034	6.04
Marshall	466,249	274,854	191,395	0.70
Mendota Heights	400,833	234,683	166,150	0.71
Minneapolis	17,809,643	8,150,626	9,659,017	1.19
Minnetonka	1,897,028	1,020,618	876,410	0.86
Montevideo	231,610	201,438	30,172	0.15
Moorhead	1,104,736	825,569	279,167	0.34
Morris	141,491	185,619	---	0.00
Mound	259,977	199,826	60,151	0.30
Mounds View	398,142	192,754	205,388	1.07
New Brighton	848,828	318,499	530,329	1.67
New Hope	77,019	336,169	---	0.00
New Ulm	792,808	391,962	400,846	1.02
Northfield	783,516	317,967	465,549	1.46
North Mankato	322,596	197,557	125,039	0.63
North St. Paul	384,751	268,620	116,131	0.43
Oakdale	320,853	265,912	54,941	0.21

Municipality	A ----- Amount Available 9-1-89	B ----- 1989 Construction Allotment	C ----- Construction Fund Balance	D ----- Column C ----- Column B
Orono	\$426,960	\$189,886	\$237,074	1.25
Owatonna	868,373	543,350	325,023	0.60
Plymouth	1,768,923	959,780	809,143	0.84
Prior Lake	749,448	294,461	454,987	1.55
Ramsey	606,687	467,173	139,514	0.30
Red Wing	828,644	517,765	310,879	0.60
Redwood Falls	349,921	154,942	194,979	1.26
Richfield	1,747,498	604,012	1,143,486	1.89
Robbinsdale	465,397	261,861	203,536	0.78
Rochester	4,033,022	1,491,338	2,541,684	1.70
Rosemount	237,216	295,409	---	0.00
Roseville	1,214,654	1,056,092	158,562	0.15
St. Anthony	254,856	155,786	99,070	0.64
St. Cloud	1,176,003	1,119,392	56,611	0.05
St. Louis Park	2,488,568	1,210,743	1,277,825	1.06
St. Paul	12,236,996	6,380,550	5,856,446	0.92
St. Peter	102,328	187,109	---	0.00
Sauk Rapids	297,097	205,164	91,933	0.45
Savage	336,074	212,712	123,362	0.58
Shakopee	494,990	360,573	134,417	0.37
Shoreview	416,515	344,691	71,824	0.21
South St. Paul	563,219	369,957	193,262	0.52
Spring Lake Park	373,331	106,987	266,344	2.49
Stillwater	919,115	352,591	566,524	1.61
Thief River Falls	---	265,687	---	0.00
Vadnais Heights	516,080	109,367	406,713	3.72
Virginia	136,779	262,000	---	0.00
Waseca	281,234	176,341	104,893	0.59
West St. Paul	416,137	402,464	13,673	0.03
White Bear Lake	743,375	511,841	231,534	0.45
Willmar	590,633	377,933	212,700	0.56
Winona	846,696	471,642	375,054	0.80
Woodbury	2,010,522	756,612	1,253,910	1.66
Worthington	302,976	294,453	8,523	0.03
TOTAL	\$104,567,031	\$65,267,117	\$47,156,035	0.72

Excess Unencumbered Construction Fund Balance

Maplewood was the only city with an excess balance as of September 1, 1989. The city declined the opportunity to appear before the Subcommittee.

	(A)		(B)
Balance as of <u>9-1-89</u>	1989 Construction Allotment	(=)	Amount available <u>9-1-89</u>
\$2,738,069	\$389,035		\$2,349,034
(C)	(D)		(E)
** Allowable <u>Balance</u>	(B-C) Excess <u>Balance</u>	(=)	(3 X B) (Negative) <u>Needs</u>
\$778,070	\$1,570,964		\$7,047,102

By following the guidelines outlined in the Screening Committee resolution, the Subcommittee recommendation to the Screening Committee is to deduct three times the amount available (city's unencumbered construction fund balance less the current years construction allotment) from the city's 25 year needs prior to the succeeding year's apportionment. This is a negative adjustment to the money needs of \$7,074,102. The city had an adjustment of two times the amount available in 1988.

\*\* Two times the construction allotment.

PROJECT LISTING OF MUNICIPAL STATE AID EXPENDITURES ON  
COUNTY STATE AID OR TRUNK HIGHWAY PROJECTS IN 1988

(For Reference, see Off-system Resolution)

<u>MUNICIPALITY</u>	<u>PROJECT</u>	<u>PROJECT AMOUNT</u>	<u>TOTAL MONEY NEEDS ADJUSTMENT</u>
Alexandria	102-010-01	\$161,571	\$161,571
Apple Valley	186-020-02	138,909	138,909
Austin	104-010-04	25,821	
	104-020-07	53,535	
		-----	
		79,356	79,356
Bloomington	107-020-32	563,553	563,553
Brooklyn Park	110-010-02	12,260	12,260
Cloquet	112-010-01	30,745	30,745
Duluth	118-020-12	111,830	111,830
Hastings	130-010-02	50,119	50,119
Hopkins	132-020-07	33,119	
	132-020-08	12,621	
		-----	
		45,740	45,740
Minneapolis	141-010-02	73,979	
	141-010-12	67,708	
	141-020-05	4,402	
	141-020-07	23,669	
	141-020-08	31,335	
	141-020-17	128,131	
	141-020-21	471	
	141-020-23	38,350	
	141-332-01	101,657	
		-----	
		469,702	469,702
Minnetonka	142-010-01	164,633	
	142-010-04	198,808	
	142-010-08	18,050	
		-----	
		381,491	381,491
Moorhead	144-010-05	36,692	36,692
Morris	190-020-04	116	116
Mound	145-020-09	236,963	236,963
New Hope	182-020-11	202,000	202,000

<u>MUNICIPALITY</u>	<u>PROJECT</u>	<u>PROJECT AMOUNT</u>	<u>TOTAL MONEY NEEDS ADJUSTMENT</u>
New Ulm	148-010-07	\$144,326	\$144,326
Northfield	149-020-04	42,054	42,054
North St. Paul	151-020-06	215,237	215,237
Owatonna	153-020-18	148,865	
	153-020-19	450,339	
		-----	
		599,204	599,204
Redwood Falls	207-020-01	196,334	196,334
St. Paul	164-010-36	8,077	
	164-010-39	9,028	
	164-020-58	590,587	
		-----	
		607,692	607,692
St. Peter	165-010-03	10,829	10,829
Shakopee	166-020-02	(2,991)	(2,991)
Shoreview	167-020-06	71,924	71,924
Willmar	175-010-03	67,120	67,120
TOTAL			\$4,472,776

AUTHORIZED MUNICIPAL STATE AID EXPENDITURES  
ON COUNTY STATE AID OR TRUNK HIGHWAY

-----  
(For Reference, See Offsystem Resolution)

MUNICIPALITY	1988 EXPEN- DITURES	1978 - 1987 EXPENDITURE (+) ADJUSTMENT	EXPIRED ADJUSTMENT(-)	1990 APPORTION- MENT ADJUSTMENT=
Albert Lea	\$0	\$247,705	\$	\$247,705
Alexandria	161,571	0		161,571
Andover	0	113,955		113,955
Anoka	0	153,341	(10,366)	142,975
Apple Valley	138,909	0		138,909
Arden Hills	0	80,983		80,983
Austin	79,356	704,123	(200,882)	582,597
Bemidji	0	152,964		152,964
Blaine	0	226,333	(110,718)	115,615
Bloomington	563,553	2,457,780	(308,870)	2,712,463
Brainerd	0	40,806		40,806
Brooklyn Center	0	38,893	(38,893)	0
Brooklyn Park	12,260	8,274	(7,378)	13,156
Burnsville	0	13,763		13,763
Champlin	0	15,512		15,512
Chanhassen	0	0		0
Chaska	0	411,966		411,966
Chisholm	0	32,143		32,143
Cloquet	30,745	0		30,745
Columbia Heights	0	30,000	(30,000)	0
Coon Rapids	0	471,523	(416,454)	55,069
Cottage Grove	0	0		0
Crookston	0	0		0
Crystal	0	31,134		31,134
Detroit Lakes	0	0		0
Duluth	111,830	32,450	(25,972)	118,308
Eagan	0	6,235	(6,004)	231
East Bethel	0	0		0
East Grand Forks	0	0		0
Eden Prairie	0	278,447	(123,117)	155,330
Edina	0	1,088,398		1,088,398
Elk River	0	0		0
Eveleth	0	33,271		33,271
Fairmont	0	0		0
Falcon Heights	0	0		0
Faribault	0	40,753		40,753
Fergus Falls	0	128,635		128,635
Fridley	0	59,491		59,491
Golden Valley	0	0		0
Grand Rapids	0	0		0
Ham Lake	0	0		0
Hastings	50,119	201,463		251,582
Hermantown	0	0		0
Hibbing	0	0		0
Hopkins	45,740	397,105	(210,653)	232,192
Hutchinson	0	0		0
International Falls	0	0		0
Inver Grove Heights	0	103,772		103,772
Lake Elmo	0	0		0

Lakeville	0	1,016,864	(5,188)	1,011,676
Lino Lakes	0	0		0
Litchfield	0	69,612		69,612
Little Canada	0	0		0
Little Falls	0	0		0
Mankato	0	1,387,240	(52,257)	1,334,983
Maple Grove	0	12,602	(11,706)	896
Maplewood	0	0		0
Marshall	0	12,703		12,703
Mendota Heights	0	7,351		7,351
Minneapolis	469,702	1,822,256		2,291,958
Minnetonka	381,491	4,725,176	(1,459,501)	3,647,166
Montevideo	0	0		0
Moorhead	36,692	0		36,692
Morris	116	187,625		187,741
Mound	236,963	118,155	(32,132)	322,986
Mounds View	0	260,896		260,896
New Brighton	0	968,418		968,418
New Hope	202,000	57,468		259,468
New Ulm	144,326	0		144,326
Northfield	42,054	195,773		237,827
North Mankato	0	22,792		22,792
North St. Paul	215,237	0		215,237
Oakdale	0	0		0
Orono	0	28,516		28,516
Owatonna	599,204	356,186		955,390
Plymouth	0	37,837		37,837
Prior Lake	0	0		0
Ramsey	0	0		0
Red Wing	0	0		0
Redwood Falls	196,334	0		196,334
Richfield	0	35,576		35,576
Robbinsdale	0	125,441	(51,954)	73,487
Rochester	0	43,384		43,384
Rosemount	0	46,989		46,989
Roseville	0	0		0
St. Anthony	0	224,764	(975)	223,789
St. Cloud	0	325,213	(7,807)	317,406
St. Louis Park	0	1,490,704	(50,255)	1,440,449
St. Paul	607,692	2,935,299	(529,772)	3,013,219
St. Peter	10,829	0		10,829
Sauk Rapids	0	135,926		135,926
Savage	0	0		0
Shakopee	(2,991)	109,897		106,906
Shoreview	71,924	70,685	(19,934)	122,675
South St. Paul	0	2,139		2,139
Spring Lake Park	0	7,532		7,532
Stillwater	0	8,993		8,993
Thief River Falls	0	400,557		400,557
Vadnais Heights	0	0		0
Virginia	0	38,403		38,403
Waseca	0	0		0
West St. Paul	0	190,000		190,000
White Bear Lake	0	167,468	(68,048)	99,420
Willmar	67,120	324,601		391,721
Winona	0	0		0
Woodbury	0	71,559		71,559
Worthington	0	31,113		31,113
TOTAL	\$4,472,776	\$25,674,931	(\$3,778,836)	\$26,368,871

Unamortized Bond Account Balance

-----  
 (Amount as of December 31, 1988)  
 -----

(For Reference, see Bond Adjustment Resolution)

(For Computations)

Step A: Amount of issue minus disbursements = unencumbered balance.

Step B: Unamortized bond balance minus unencumbered balance = bond account adjustment.

Municipality	Date of Issue	Amount of Issue	Unamortized Bond Balance	Total Disbursements and Obligations to December 31, 1988	Unencumbered Bond Balance Available	Off System Disbursement	Bond Account Adjustment
Andover	9-1-84	\$510,000	\$310,000	\$333,350	\$176,650		\$133,350
Andover	8-1-88	500,000	500,000	59,197	440,803		59,197
Anoka	7-1-86	985,000	825,000	0	985,000		(160,000)
Apple Valley	4-1-71	250,000	40,000	250,000	0		40,000
Apple Valley	12-1-74	100,000	35,000	100,000	0		35,000
Apple Valley	8-1-79	875,000	690,000	875,000	0		690,000
Brainerd	6-1-74	620,000	115,000	430,000	190,000		(75,000)
Brainerd	10-1-85	430,000	380,000	620,000	(190,000)		570,000
Brooklyn Center	9-1-70	1,050,000	180,000	1,050,000	0		180,000
Cottage Grove	5-1-77	560,000	295,000	541,186	18,814		276,186
Cottage Grove	5-1-78	610,000	115,000	0	610,000		(495,000)
Crystal	6-20-86	407,000	0	407,000	0		0
Duluth	4-1-85	1,425,000	558,750	1,300,000	125,000		433,750
Eagan	7-1-86	3,000,000	2,690,000	371,183	2,628,817		61,183
East Grand Forks	9-1-65	325,000	105,000	325,000	0		105,000
Eden Prairie	12-1-82	2,300,000	650,000	2,211,663	88,337		561,663
Falcon Heights	4-21-80	170,000	0	142,012	27,988		(27,988)
Faribault	7-1-74	550,000	75,000	550,000	0		75,000
Grand Rapids	6-1-69	200,000	20,000	200,000	0		20,000
Ham Lake	7-1-80	330,000	40,000	330,000	0		40,000
Hibbing	9-1-82	1,100,000	400,000	748,867	351,133		48,867

Municipality	Date of Issue	Amount of Issue	Unamortized Bond Balance	Total Disbursements and Obligations to December 31, 1988	Unencumbered Bond Balance Available	Off System Disbursement	Bond Account Adjustment
Little Canada	10-1-81	\$225,000	\$150,000	\$225,000	0		\$150,000
Little Canada	8-1-86	340,000	325,000	169,032	170,968		154,032
Maple Grove	7-16-79	1,100,000	160,000	1,080,299	19,701		140,299
Maplewood	8-1-71	540,000	130,000	540,000	0		130,000
Marshall	7-1-81	310,000	0	235,496	74,504		(74,504)
Mendota Heights	3-1-75	360,000	200,000	360,000	0		200,000
* New Hope	5-14-73	101,000	0	100,397	603	(84,422)	0
Northfield	9-1-73	315,000	0	257,418	57,582		(57,582)
North Mankato	6-1-86	550,000	0	0	550,000		(550,000)
Orono	8-1-79	270,000	0	204,747	65,253		(65,253)
Red Wing	9-1-84	600,000	125,000	600,000	0		125,000
Redwood Falls	1982	215,000	85,000	0	215,000		(130,000)
Roseville	12-1-85	2,225,000	2,075,000	2,225,000	0		2,075,000
St. Cloud	6-1-70	1,335,000	130,000	1,335,000	0		130,000
St. Cloud	7-1-82	1,000,000	955,000	760,233	239,767	(760,233)	715,233
St. Cloud	9-1-83	1,645,000	1,535,000	830,906	814,094	(830,906)	720,906
** St. Paul	**	**	**	**	**	**	402,739
Savage	10-1-87	875,000	875,000	0	875,000		0
Spring Lake Park	1980	195,000	25,000	156,107	38,893		(13,893)
Virginia	2-1-78	420,000	125,000	420,000	0		125,000
Woodbury	11-12-75	263,000	30,000	243,853	19,147		10,853
TOTAL		\$29,181,000	\$14,948,750	\$20,587,946	\$8,593,054	(\$1,675,561)	\$6,759,038

\* Since the unamortized bond balance is 0, no deduction is made for the offsystem disbursement.

\*\* St. Paul - Improvement bond issue not included.

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 the following resolution:

BE IT RESOLVED:

"The money needs for all "non-existing" bridges and grade separation 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 that is eligible for State Aid reimbursement for a 15-year period."

Municipality	First Year of Adjustment	Year of Apportionment Expiration	Amount
Albert Lea	1978	1992	\$245,320
Bloomington	1987 & 1990	2001 & 2004	2,326,375
Brainerd	1976	1990	576,113
Brooklyn Center	1976	1990	197,709
Burnsville	1986	2000	349,684
Chaska	1976	1990	28,800
Eden Prairie	1985	1999	974,299
Grand Rapids	1980	1994	553,858
Hastings	1983	1997	233,038
Hutchinson	1980	1994	570,793
Maplewood	1976	1990	55,736
Minneapolis	1983 & 1986	1997 & 2000	1,493,191
Moorhead	1976	1990	7,530
Red Wing	1980 & 1986	1994 & 2000	1,145,475
Rochester	1976	1990	84,378
Roseville	1987	2001	2,814,714
St. Louis Park	1980	1994	1,356,666
St. Paul	1976 & 1983	1990 & 1997	1,221,432
TOTAL			\$14,235,111

PROJECT LISTING OF RIGHT-OF-WAY ACQUISITION IN 1988

-----

MUNICIPALITY -----	PROJECT -----	PROJECT AMOUNT -----	TOTAL MONEY NEEDS ADJUSTMENT -----
Brooklyn Center	109-104-01	3,800	
	109-105-01	10,325	
	109-106-02	9,750	
		-----	
		23,875	23,875
Burnsville	179-102-20	48,800	48,800
Coon Rapids	114-102-01	6,160	6,160
East Grand Forks	119-119-04	121,700	121,700
Edina	120-136-06	45,296	45,296
Fairmont	123-106-12	21,907	21,907
Lake Elmo	206-104-02	4,845	4,845
Little Falls	136-128-02	43,316	43,316
Mendota Heights	140-108-01	8,970	8,970
Moorhead	144-129-03	42,500	42,500
North St. Paul	151-251-02	24,744	24,744
Ramsey	199-105-03	1,900	
	199-112-01	4,000	
		-----	
		5,900	5,900
St. Paul	164-179-08	20,892	20,892
White Bear Lake	174-104-08	350	
	174-123-01	101,900	
		-----	
		102,250	102,250
TOTAL			----- \$521,155

NEEDS ADJUSTMENT FOR RIGHT-OF-WAY ACQUISITION

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

MUNICIPALITY	1978-1987 EXPENDITURES TOTAL NEEDS FOR THE		1988 EXPENDI- TURES	TOTAL NEEDS FOR 1990 APPORTIONMENT ADJUSTMENT
	1989	APPORT. (+)	(=)	
Albert Lea	--	--	--	--
Alexandria	--	--	--	--
Andover	--	--	--	--
Anoka	28,974	--	--	28,974
Apple Valley	--	--	--	--
Arden Hills	--	--	--	--
Austin	--	--	--	--
Bemidji	--	--	--	--
Blaine	--	--	--	--
Bloomington	832,491	--	--	832,491
Brainerd	--	--	--	--
Brooklyn Center	--	23,875	--	23,875
Brooklyn Park	--	--	--	--
Burnsville	470,847	48,800	--	519,647
Champlin	--	--	--	--
Chanhassen	--	--	--	--
Chaska	82,566	--	--	82,566
Chisholm	--	--	--	--
Cloquet	73,539	--	--	73,539
Columbia Heights	61,000	--	--	61,000
Coon Rapids	127,362	6,160	--	133,522
Cottage Grove	--	--	--	--
Crookston	2,067,902	--	--	2,067,902
Crystal	4,307,416	--	--	4,307,416
Detroit Lakes	--	--	--	--
Duluth	175,250	--	--	175,250
Eagan	271,918	--	--	271,918
East Bethel	14,000	--	--	14,000
East Grand Forks	--	121,700	--	121,700
Eden Prairie	--	--	--	--
Edina	--	45,296	--	45,296
Elk River	--	--	--	--
Eveleth	--	--	--	--
Fairmont	1,825	21,907	--	23,732
Falcon Heights	--	--	--	--
Faribault	2,346	--	--	2,346
Fergus Falls	100,800	--	--	100,800
Fridley	5,853	--	--	5,853
Golden Valley	1,201,873	--	--	1,201,873
Grand Rapids	--	--	--	--
Ham Lake	--	--	--	--
Hastings	17,620	--	--	17,620
Hermantown	23,750	--	--	23,750
Hibbing	17,000	--	--	17,000
Hopkins	--	--	--	--
Hutchinson	--	--	--	--
International Falls	--	--	--	--
Inver Grove Heights	617,797	--	--	617,797
Lake Elmo	19,706	4,845	--	24,551
Lakeville	--	--	--	--

Lino Lakes	129,900	--	129,900
Litchfield	--	--	--
Little Canada	43,300	--	43,300
Little Falls	--	43,316	43,316
Mankato	323,285	--	323,285
Maple Grove	50,038	--	50,038
Maplewood	--	--	--
Marshall	58,320	--	58,320
Mendota Heights	--	8,970	8,970
Minneapolis	9,786,320	--	9,786,320
Minnetonka	1,243,568	--	1,243,568
Montevideo	--	--	--
Moorhead	21,000	42,500	63,500
Morris	17,855	--	17,855
Mound	107,446	--	107,446
Mounds View	--	--	--
New Brighton	--	--	--
New Hope	--	--	--
New Ulm	--	--	--
Northfield	8,850	--	8,850
North Mankato	395,146	--	395,146
North St. Paul	--	24,744	24,744
Oakdale	--	--	--
Orono	--	--	--
Owatonna	113,638	--	113,638
Plymouth	45,208	--	45,208
Prior Lake	--	--	--
Ramsey	89,911	5,900	95,811
Red Wing	76,176	--	76,176
Redwood Falls	--	--	--
Richfield	1,728,205	--	1,728,205
Robbinsdale	--	--	--
Rochester	773,111	--	773,111
Rosemount	--	--	--
Roseville	1,383,005	--	1,383,005
St. Anthony	--	--	--
St. Cloud	793,413	--	793,413
St. Louis Park	363,912	--	363,912
St. Paul	2,521,732	20,892	2,542,624
St. Peter	--	--	--
Sauk Rapids	9,834	--	9,834
Savage	--	--	--
Shakopee	--	--	--
Shoreview	--	--	--
South St. Paul	--	--	--
Spring Lake Park	--	--	--
Stillwater	104,442	--	104,442
Thief River Falls	4,538	--	4,538
Vadnais Heights	--	--	--
Virginia	--	--	--
Waseca	5,000	--	5,000
West St. Paul	--	--	--
White Bear Lake	177,573	102,250	279,823
Willmar	22,500	--	22,500
Winona	340,950	--	340,950
Woodbury	129,293	--	129,293
Worthington	26,842	--	26,842
TOTAL	31,416,146	521,155	31,937,301

TRUNK HIGHWAY TURNBACKS

The following tabulation shows the Trunk Highway Turnback Maintenance allowance for the 1990 Apportionment. All turnbacks eligible for maintenance payments are included in this tabulation as of December 1, 1989. The total turnback maintenance apportionment has been computed in accordance with the 1967 Screening Board Resolution. (See Trunk Highway Turnback resolution.)

MSAS Route No.	Date of Release	Total Mileage	Plan Approve	Miles Const.	Miles Eligible Maint.	Date of MSAS Desig.	1990 Maintenance Allowance Miles X \$7,200	
<b>Brooklyn Park</b>								
137 (TH 169)	10-1-88	1.53	No	0.00	1.53	11-88	1.53 x \$7,200	= \$11,016
<b>Champlin</b>								
114 (TH 169)	10-1-88	0.64	No	0.00	0.64	11-88	.64 x \$7,200	= \$4,608
<b>Crookston</b>								
115	11-87	0.30	No	0.00	0.30	03-88	.30 x \$7,200	= \$2,160
144 (TH 75)	11-87	1.28	No	0.00	1.28	03-88	1.28 x \$7,200	= \$9,216
		----- 1.58			----- 1.58			----- \$11,376
<b>Mankato</b>								
101 (TH 22)	4-1-85	1.12	No	0.95	0.17	06-85	.17 x \$7,200 .86 x \$7,200 x 4/12	= \$1,224 = \$2,064
								----- \$3,288
<b>Maple Grove</b>								
128 (TH 169)	10-1-88	0.50	No	0.00	0.50	11-88	.50 x \$7,200	= \$3,600

MSAS Route No.	Date of Release	Total Mileage	Plan Approve	Miles Const.	Miles Eligible Maint.	Date of MSAS Desig.	1990 Maintenance Allowance Miles X \$7,200		
-----									
St. Cloud									
-----									
140 (TH 15)	10-80	1.36	Yes	0.50	0.86	02-81	.86 x \$7,200	=	\$6,192
Willmar									
-----									
153 (TH 23 & 71)	10-85	3.22	No	0.00	3.22	01-86	3.22 x \$7,200	=	\$23,184
-----									
TOTAL		9.95		1.45	8.50				\$63,264

## 1989 MUNICIPAL STATE AID NEEDS REPORT

### Theoretical 1990 M.S.A.S. Population Apportionment

The theoretical population apportionment is based on estimated projected revenues. Fifty percent of the total sum is distributed on a prorated share to the total population. The population figures used in this report are current as of December 31, 1988. Some known changes were made but the final population data will be certified December 31, 1989 by the State Demographer and the actual apportionment sum available to urban municipalities in 1990 will be provided by the Office of Finance and Accounting in January of 1990.

Forest Lake officially became a city over 5,000 by taking a special census and will be considered in the distribution of funds in the 1990 apportionment.

Each person earned approximately \$15.09 in apportionment from the 1989 population apportionment distribution. This figure will be somewhat revised when the actual revenue for the 1989 apportionment becomes available, or if additional cities should exceed 5,000 population prior to January 1, 1990.

Theoretical  
1990 Population Apportionment

Pursuant to Minnesota Statutes Chapter 162.13, Subdivision 1 (2) which reads as follows: "An amount equal to 50 percent of such apportionment sum shall be apportioned among the cities having a population of 5,000 or more so that each such city shall receive of such amount the percentage that its population bears to the total population of all such cities."

The last federal census will be used in determining the cities population. Adjustments to the population total due to a Special U.S. census shall remain in effect until the 1990 Federal Census is completed and filed. Whenever an area is annexed or detached, the population of the city will be adjusted (added or subtracted) from the last U.S. census total until the next Federal census is completed and filed.

Municipalities -----	Population -----	Population Apportionment -----
Albert Lea	19,445	\$306,156
Alexandria	7,608	119,786
Andover	9,387	147,796
Anoka	15,634	246,153
Apple Valley	32,122	505,752
Arden Hills	8,012	126,147
Austin	23,079	363,373
Bemidji	10,945	172,326
Blaine	34,405	541,697
Bloomington	81,831	1,288,407
Brainerd	11,489	180,891
Brooklyn Center	31,230	491,708
Brooklyn Park	43,332	682,251
Buffalo	5,996	94,405
Burnsville	40,115	631,600
Champlin	9,006	141,797
Chanhassen	6,359	100,121
Chaska	8,346	131,405
Chisholm	5,930	93,366
Cloquet	11,142	175,428
Columbia Heights	20,029	315,351
Coon Rapids	42,845	674,583
Cottage Grove	18,994	299,055
Crookston	8,628	135,846
Crystal	25,543	402,168
Detroit Lakes	7,106	111,882
Duluth	92,811	1,461,284
Eagan	30,456	479,521
East Bethel	6,626	104,325
East Grand Forks	8,537	134,413

Municipalities	Population	Population Apportionment
-----	-----	-----
Eden Prairie	24,052	\$378,692
Edina	46,073	725,407
Elk River	6,785	106,828
Eveleth	5,042	79,385
Fairmont	11,506	181,159
Falcon Heights	5,291	83,305
Faribault	16,241	255,710
Farmington	5,140	80,928
Fergus Falls	12,579	198,053
Forest Lake	5,386	84,801
Fridley	30,228	475,932
Golden Valley	22,775	358,586
Grand Rapids	7,934	124,919
Ham Lake	7,832	123,313
Hastings	13,286	209,184
Hermantown	6,759	106,419
Hibbing	21,193	333,678
Hopkins	15,336	241,461
Hutchinson	9,335	146,977
International Falls	5,671	89,288
Inver Grove Heights	17,171	270,353
Lake Elmo	5,296	83,384
Lakeville	14,790	232,865
Lino Lakes	5,587	87,966
Litchfield	5,904	92,957
Little Canada	7,102	111,819
Little Falls	7,250	114,149
Mankato	29,746	468,343
Maple Grove	28,676	451,496
Maplewood	26,990	424,950
Marshall	11,165	175,790
Mendota Heights	7,288	114,748
Minneapolis	370,951	5,840,522
Minnetonka	38,683	609,053
Montevideo	5,882	92,610
Moorhead	29,998	472,310
Morris	5,385	84,785
Mound	9,280	146,111
Mounds View	12,593	198,273
New Brighton	23,269	366,364
New Hope	23,087	363,499
New Ulm	13,755	216,569
Northfield	12,562	197,785

Municipalities	Population	Population Apportionment
North Mankato	9,817	\$154,566
North St. Paul	11,921	187,693
Oakdale	12,123	190,873
Orono	6,845	107,773
Owatonna	18,637	293,434
Plymouth	31,615	497,770
Prior Lake	9,926	156,282
Ramsey	10,093	158,912
Red Wing	13,738	216,301
Redwood Falls	5,210	82,030
Richfield	37,851	595,954
Robbinsdale	14,422	227,070
Rochester	57,974	912,785
Rosemount	5,083	80,030
Roseville	35,820	563,976
St. Anthony	7,981	125,659
St. Cloud	42,568	670,222
St. Louis Park	42,931	675,937
St. Paul	270,230	4,254,698
St. Peter	9,056	142,584
Sauk Rapids	5,843	91,996
Savage	5,237	82,455
Shakopee	9,941	156,518
Shoreview	17,300	272,384
South St. Paul	21,235	334,339
Spring Lake Park	6,477	101,979
Stillwater	12,328	194,101
Thief River Falls	9,105	143,356
Vadnais Heights	5,111	80,471
Virginia	11,056	174,074
Waseca	8,219	129,406
West St. Paul	18,527	291,703
White Bear Lake	22,538	354,855
Willmar	15,895	250,262
Winona	25,069	394,705
Woodbury	14,726	231,857
Worthington	10,243	161,273
TOTAL	2,540,533	\$40,000,000

Population Apportionment equals Total Population Apportionment divided by Total Population times the City Population.

\$40,000,000  
-----  
2,540,533

Equals

\$15.744727583 per person

Theoretical 1990 M.S.A.S. Total Apportionment  
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The following tabulation shows each municipality's tentative money needs and population apportionment amounts for 1990. The tentative percentages shown in this summary are for informational purposes only.

The actual revenue will be announced in January, 1990, when the Commissioner of Transportation determines the annual Municipal State Aid Allotment.

Municipalities	Population Apportionment	Money Needs Apportionment	Total Apportionment	Distribution Percentage
Albert Lea	\$306,156	\$292,785	\$598,941	0.7487%
Alexandria	119,786	147,087	266,873	0.3336%
Andover	147,796	266,344	414,140	0.7487%
Anoka	246,153	148,422	394,575	0.4932%
Apple Valley	505,752	234,491	740,243	0.9253%
Arden Hills	126,147	59,215	185,362	0.2317%
Austin	363,373	484,779	848,152	1.0602%
Bemidji	172,326	286,883	459,209	0.5740%
Blaine	541,697	261,881	803,578	1.0045%
Bloomington	1,288,407	1,692,093	2,980,500	3.7256%
Brainerd	180,891	234,835	415,726	0.5197%
Brooklyn Center	491,708	263,153	754,861	0.9436%
Brooklyn Park	682,251	363,239	1,045,490	1.3069%
Buffalo	94,405	148,825	243,230	0.3040%
Burnsville	631,600	615,529	1,247,129	1.5589%
Champlin	141,797	98,457	240,254	0.3003%
Chanhassen	100,121	187,380	287,501	0.3594%
Chaska	131,405	116,084	247,489	0.3094%
Chisholm	93,366	128,338	221,704	0.2771%
Cloquet	175,428	361,078	536,506	0.6706%
Columbia Heights	315,351	210,860	526,211	0.6578%
Coon Rapids	674,583	440,137	1,114,720	1.3934%
Cottage Grove	299,055	326,646	625,701	0.7821%
Crookston	135,846	274,915	410,761	0.5135%
Crystal	402,168	462,597	864,765	1.0810%
Detroit Lakes	111,882	114,096	225,978	0.2825%
Duluth	1,461,284	2,123,491	3,584,775	4.4810%
Eagan	479,521	460,763	940,284	1.1754%
East Bethel	104,325	132,772	237,097	0.2964%
East Grand Forks	134,413	154,955	289,368	0.3617%

Municipalities	Population Apportionment	Money Needs Apportionment	Total Apportionment	Distribution Percentage
Eden Prairie	\$378,692	\$577,798	\$956,490	1.1956%
Edina	725,407	344,251	1,069,658	1.3371%
Elk River	106,828	277,426	384,254	0.4803%
Eveleth	79,385	104,676	184,061	0.2301%
Fairmont	181,159	357,108	538,267	0.6728%
Falcon Heights	83,305	20,258	103,563	0.1295%
Faribault	255,710	319,863	575,573	0.7195%
Farmington	80,928	197,848	278,776	0.3485%
Fergus Falls	198,053	192,741	390,794	0.4885%
Forest Lake	84,801	28,661	113,462	0.1418%
Fridley	475,932	298,943	774,875	0.9686%
Golden Valley	358,586	499,916	858,502	1.0731%
Grand Rapids	124,919	220,615	345,534	0.4319%
Ham Lake	123,313	117,412	240,725	0.3009%
Hastings	209,184	114,400	323,584	0.4045%
Hermantown	106,419	152,284	258,703	0.3234%
Hibbing	333,678	502,672	836,350	1.0454%
Hopkins	241,461	193,667	435,128	0.5439%
Hutchinson	146,977	155,533	302,510	0.3781%
International Falls	89,288	165,786	255,074	0.3188%
Inver Grove Heights	270,353	220,144	490,497	0.6131%
Lake Elmo	83,384	84,173	167,557	0.2094%
Lakeville	232,865	390,453	623,318	0.7791%
Lino Lakes	87,966	204,530	292,496	0.3656%
Litchfield	92,957	128,869	221,826	0.2773%
Little Canada	111,819	60,907	172,726	0.2159%
Little Falls	114,149	214,750	328,899	0.4111%
Mankato	468,343	288,755	757,098	0.9464%
Maple Grove	451,496	611,352	1,062,848	1.3286%
Maplewood	424,950	0	424,950	0.5312%
Marshall	175,790	104,319	280,109	0.3501%
Mendota Heights	114,748	118,122	232,870	0.2911%
Minneapolis	5,840,522	5,735,376	11,575,898	14.4699%
Minnetonka	609,053	613,256	1,222,309	1.5279%
Montevideo	92,610	99,345	191,955	0.2399%
Moorhead	472,310	469,261	941,571	1.1770%
Morris	84,785	82,132	166,917	0.2086%
Mound	146,111	82,473	228,584	0.2857%
Mounds View	198,273	76,898	275,171	0.3440%
New Brighton	366,364	160,667	527,031	0.6588%
New Hope	363,499	120,351	483,850	0.6048%
New Ulm	216,569	210,819	427,388	0.5342%

Municipalities	Population Apportionment	Money Needs Apportionment	Total Apportionment	Distribution Percentage
Northfield	\$197,785	\$214,596	\$412,381	0.5155%
North Mankato	154,566	103,518	258,084	0.3226%
North St. Paul	187,693	105,802	293,495	0.3669%
Oakdale	190,873	186,870	377,743	0.4722%
Orono	107,773	136,365	244,138	0.3052%
Owatonna	293,434	284,457	577,891	0.7224%
Plymouth	497,770	432,008	929,778	1.1622%
Prior Lake	156,282	150,075	306,357	0.3829%
Ramsey	158,912	261,219	420,131	0.5252%
Red Wing	216,301	473,580	689,881	0.8624%
Redwood Falls	82,030	47,904	129,934	0.1624%
Richfield	595,954	418,787	1,014,741	1.2684%
Robbinsdale	227,070	117,374	344,444	0.4306%
Rochester	912,785	856,763	1,769,548	2.2119%
Rosemount	80,030	232,128	312,158	0.3902%
Roseville	563,976	491,578	1,055,554	1.3194%
St. Anthony	125,659	27,113	152,772	0.1910%
St. Cloud	670,222	569,915	1,240,137	1.5502%
St. Louis Park	675,937	313,950	989,887	1.2374%
St. Paul	4,254,698	5,030,007	9,284,705	11.6059%
St. Peter	142,584	116,392	258,976	0.3237%
Sauk Rapids	91,996	137,305	229,301	0.2866%
Savage	82,455	212,868	295,323	0.3692%
Shakopee	156,518	216,233	372,751	0.4659%
Shoreview	272,384	102,159	374,543	0.4682%
South St. Paul	334,339	272,351	606,690	0.7584%
Spring Lake Park	101,979	35,892	137,871	0.1723%
Stillwater	194,101	181,140	375,241	0.4691%
Thief River Falls	143,356	224,084	367,440	0.4593%
Vadnais Heights	80,471	52,435	132,906	0.1661%
Virginia	174,074	191,570	365,644	0.4571%
Waseca	129,406	60,859	190,265	0.2378%
West St. Paul	291,703	171,863	463,566	0.5795%
White Bear Lake	354,855	296,029	650,884	0.8136%
Willmar	250,262	318,119	568,381	0.7105%
Winona	394,705	309,883	704,588	0.8807%
Woodbury	231,857	433,400	665,257	0.8316%
Worthington	161,273	202,469	363,742	0.4547%
	\$40,000,000	\$40,000,000	\$80,000,000	100.0000%

Comparison of the 1989 to 1990 Apportionment

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Comparing the 1989 to the 1990 total apportionment we find that sixty municipalities have an increase in apportionment. The comparison also includes the city of Forest Lake which became a city over 5000 population in 1989.

Municipality	1989 Total Allotment	1990 Total Allotment	Increase (Decrease) Amount	%
Albert Lea	\$516,088	\$598,941	\$82,853	16%
Alexandria	239,834	266,873	27,039	11%
Andover	487,431	414,140	(73,291)	-15%
Anoka	395,034	394,575	(459)	0%
Apple Valley	770,125	740,243	(29,882)	-4%
Arden Hills	199,082	185,362	(13,720)	-7%
Austin	690,354	848,152	157,798	23%
Bemidji	305,259	459,209	153,950	50%
Blaine	838,035	803,578	(34,457)	-4%
Bloomington	2,178,829	2,980,500	801,671	37%
Brainerd	418,655	415,726	(2,929)	-1%
Brooklyn Center	772,703	754,861	(17,842)	-2%
Brooklyn Park	1,100,059	1,045,490	(54,569)	-5%
Buffalo	291,398	243,230	(48,168)	-17%
Burnsville	1,187,411	1,247,129	59,718	5%
Champlin	242,464	240,254	(2,210)	-1%
Chanhassen	342,964	287,501	(55,463)	-16%
Chaska	247,428	247,489	61	0%
Chisholm	207,811	221,704	13,893	7%
Cloquet	604,835	536,506	(68,329)	-11%
Columbia Heights	391,322	526,211	134,889	34%
Coon Rapids	1,119,849	1,114,720	(5,129)	0%
Cottage Grove	625,024	625,701	677	0%
Crookston	399,347	410,761	11,414	3%
Crystal	905,133	864,765	(40,368)	-4%
Detroit Lakes	196,274	225,978	29,704	15%
Duluth	3,204,871	3,584,775	379,904	12%
Eagan	975,446	940,284	(35,162)	-4%
East Bethel	298,228	237,097	(61,131)	-20%
East Grand Forks	261,766	289,368	27,602	11%
Eden Prairie	1,055,555	\$956,490	(99,065)	-9%
Edina	1,007,670	1,069,658	61,988	6%
Elk River	433,474	384,254	(49,220)	-11%

Municipality	1988 Total Allotment	1989 Total Allotment	Increase (Decrease) Amount	%
Eveleth	\$144,624	184,061	39,437	27%
Fairmont	439,238	538,267	99,029	23%
Falcon Heights	101,345	103,563	2,218	2%
Faribault	547,141	575,573	28,432	5%
Farmington	321,724	278,776	(42,948)	-13%
Fergus Falls	333,448	390,794	57,346	17%
Forest Lake		113,462	113,462	
Fridley	697,783	774,875	77,092	11%
Golden Valley	744,566	858,502	113,936	15%
Grand Rapids	262,676	345,534	82,858	32%
Ham Lake	275,737	240,725	(35,012)	-13%
Hastings	350,805	323,584	(27,221)	-8%
Hermantown	320,922	258,703	(62,219)	-19%
Hibbing	980,603	836,350	(144,253)	-15%
Hopkins	422,744	435,128	12,384	3%
Hutchinson	338,073	302,510	(35,563)	-11%
International Falls	199,946	255,074	55,128	28%
Inver Grove Heights	534,705	490,497	(44,208)	-8%
Lake Elmo	176,395	167,557	(8,838)	-5%
Lakeville	712,270	623,318	(88,952)	-12%
Lino Lakes	336,026	292,496	(43,530)	-13%
Litchfield	213,534	221,826	8,292	4%
Little Canada	229,845	172,726	(57,119)	-25%
Little Falls	250,954	328,899	77,945	31%
Mankato	717,870	757,098	39,228	5%
Maple Grove	1,208,049	1,062,848	(145,201)	-12%
Maplewood	407,230	424,950	17,720	4% (**)
Marshall	289,464	280,109	(9,355)	-3%
Mendota Heights	250,388	232,870	(17,518)	-7%
Minneapolis	10,867,502	11,575,898	708,396	7%
Minnetonka	1,076,973	1,222,309	145,336	13%
Montevideo	212,748	191,955	(20,793)	-10%
Moorhead	860,624	941,571	80,947	9%
Morris	195,294	166,917	(28,377)	-15%
Mound	232,826	228,584	(4,242)	-2%
Mounds View	257,005	275,171	18,166	7%
New Brighton	424,666	527,031	102,365	24%
New Hope	448,225	483,850	35,625	8%
New Ulm	410,727	427,388	16,661	4%
Northfield	400,967	\$412,381	11,414	3%
North Mankato	263,409	258,084	(5,325)	-2%
North St. Paul	278,355	293,495	15,140	5%

Municipality	1988 Total Allotment	1989 Total Allotment	Increase (Decrease) Amount	%
Oakdale	354,549	377,743	23,194	7%
Orono	253,182	244,138	(9,044)	-4%
Owatonna	567,590	577,891	10,301	2%
Plymouth	1,007,300	929,778	(77,522)	-8%
Prior Lake	324,461	306,357	(18,104)	-6%
Ramsey	487,618	420,131	(67,487)	-14%
Red Wing	690,354	689,881	(473)	0%
Redwood Falls	161,422	129,934	(31,488)	-20%
Richfield	805,349	1,014,741	209,392	26%
Robbinsdale	277,356	344,444	67,088	24%
Rochester	1,546,523	1,769,548	223,025	14%
Rosemount	308,999	312,158	3,159	1%
Roseville	1,244,900	1,055,554	(189,346)	-15%
St. Anthony	163,601	152,772	(10,829)	-7%
St. Cloud	1,373,432	1,240,137	(133,295)	-10%
St. Louis Park	1,260,743	989,887	(270,856)	-21%
St. Paul	8,507,400	9,284,705	777,305	9%
St. Peter	199,289	258,976	59,687	30%
Sauk Rapids	216,249	229,301	13,052	6%
Savage	276,482	295,323	18,841	7%
Shakopee	376,653	372,751	(3,902)	-1%
Shoreview	355,086	374,543	19,457	5%
South St. Paul	493,276	606,690	113,414	23%
Spring Lake Park	142,650	137,871	(4,779)	-3%
Stillwater	369,511	375,241	5,730	2%
Thief River Falls	281,647	367,440	85,793	30%
Vadnais Heights	114,302	132,906	18,604	16%
Virginia	279,385	365,644	86,259	31%
Waseca	185,806	190,265	4,459	2%
West St. Paul	419,894	463,566	43,672	10%
White Bear Lake	682,455	650,884	(31,571)	-5%
Willmar	406,988	568,381	161,393	40%
Winona	628,856	704,588	75,732	12%
Woodbury	781,797	665,257	(116,540)	-15%
Worthington	309,153	363,742	54,589	18%
<b>TOTAL</b>	<b>\$76,501,442</b>	<b>\$80,000,000</b>	<b>\$3,498,558</b>	<b>5%</b>

(\*) Forest Lake - needs for the 1990 apportionment were based at the rate per mile of the lowest city.

(\*\*) Maplewood - 1989 negative needs adjustment for an excess unencumbered fund balance lowered the 1990 apportionment.

## VARIANCES

The resolution states:

That the State Aid Office give future money needs based on the date of variance approval.

The adjustment for width variances will be based on the needs cost of the base and surface, times the proportional difference between the minimum standards and the granted variance, times fifteen or the proportional difference between average past 15 years of base and surface needs received and the granted variance times fifteen (Documentation furnished by the City). This would be a one-year adjustment to the 25 year needs.

Summary of the 28 variances include 10 that do not require a needs adjustment, 5 that require an adjustment, 4 that were denied and 9 that require a hold harmless resolution.

### APPROVED VARIANCES THAT DO NOT REQUIRE A NEEDS ADJUSTMENT:

#### Blaine (89-11)

Petition of the City of Blaine for a variance from rule as they apply to determination of cost eligibility for a construction project on Trunk Highway 242 within the limit of said municipality. The request for a variance from Minnesota Rules so as to permit the use of Municipal State Aid Construction monies to pay \$18,051.81 as the City of Blaine's share of construction costs and \$42,664.54 share of preliminary engineering costs. The funds will come out of the City of Blaine's Municipal State Aid Construction account.

#### Blaine (89-12)

Petition of the City of Blaine for a variance from rule as they apply to determination of cost eligibility for a construction project on Trunk Highway 10 within the limits of said municipality. The request is for a variance from Minnesota Rules so as to permit the use of Municipal State Aid Construction monies to pay \$78,525.13 of the City of Blaine's share of construction costs. The funds will come out of the City of Blaine's Municipal State Aid Construction account.

#### Mankato (89-18)

Petition of the City of Mankato for a variance from requirements as they apply to a proposed reconstruction project on M.S.A.S. 120 (Riverfront Drive, formally T.H. 60) from T.H. 169 to Stoltzman Road. The request is for a variance from Minnesota Rules so as to permit plan approval beyond the time frame established by rule thereby qualifying the proposed construction project for financing with Municipal State Aid Turnback Funds.

Moorhead (88-11)

Petition of the City of Moorhead for a variance from rule so as to permit the use of state aid monies for reimbursement of preliminary engineering costs beyond the 10% (of construction cost) limit. The construction project is S.P. 144-123-03.

North Mankato (89-9)

Petition of the City of North Mankato for a variance from requirements for establishing the City of North Mankato's 1989 Maintenance Allocation. The request for a variance from Minnesota Rules so as to permit the City of North Mankato to increase their 1989 maintenance allocation by \$52,292. The monies to be transferred from the City of North Mankato's construction account to the City of North Mankato's maintenance account.

St. Paul (88-27)

Petition of the City of St. Paul for a variance from minimum standards for a construction project on MSAS 207 (Thomas Avenue) between Snelling Avenue and Asbury Street so. as to permit three utility poles within the required two-foot clear zone.

St. Paul (88-28)

Petition of the City of St. Paul for a variance from minimum standards for a construction project on MSAS 145 (Hamline Avenue) between Almond Avenue and Arlington Avenue so as to permit two utility poles and one fire hydrant within the required two-foot clear zone.

So. St. Paul (89-7)

Petition of the City of So. St. Paul for a variance from minimum standards for a proposed construction project on MSAS 104 (Marie Avenue) between 14th Avenue and 21st Avenue so as to permit a design speed of 25 miles per hour instead of the required design speed of 30 miles per hour at four crest vertical curves located at the intersections of 16th, 17th, 18th and 19th Avenues.

Willmar (88-30)

Petition of the City of Willmar for a variance from Administrative Requirements for a construction project on Trunk Highway 12 (Litchfield Avenue) within the limits of said municipality so as to permit the use of State Aid Funds to pay \$70,653.02 as the City of Willmar's share of construction and engineering costs on the construction project S.P. 34-03-97 which was let and awarded prior to State Aid approval of the construction plan.

Savage (89-10)

Petition of the City of Savage for a variance from requirements for establishing the City of Savage's 1989 Maintenance Allocation. The request for a variance from Minnesota Rules so as to permit the City of Savage to increase their 1989 maintenance allocation by \$55,100 for the purpose of paying interest due on G.O. State Aid Road Bonds. Series 1987 (in the original principal amount of \$875,000). The monies to be transferred from their State Aid Construction account to their State Aid maintenance account.

VARIANCES THAT REQUIRE A NEEDS ADJUSTMENT:

Fairmont (89-16)

Petition of the City of Fairmont for a variance from design standards, so as to permit a design speed of 23 miles per hour at a horizontal curve at the intersection of Main and Blue Earth Avenues, instead of the required design speed of 30 miles per hour, and a street width of 56 feet with parking permitted on one side of the street instead of the required street width of 62 feet with parking permitted on one side of the street. The variance for the reconstruction project is on MSAS 111 (Blue Earth Avenue) from Main Street to Prairie Avenue.

No adjustment necessary, only additional surfacing needs received.

Minneapolis (88-32)

Received needs for a 44' street.

Petition of the City of Minneapolis for a variance from minimum standards for a reconstruction project on MSAS 328 (10th Avenue S.E. ) from University Avenue to 8th Street S.E. so as to permit a street width of 44 feet instead of the required minimum width of 52 feet.

Base	\$ 92,575
Bit.	<u>61,596</u>
	\$ 154,171

\$154,171 X  $\frac{8}{52}$  X 15 = \$355,779 needs adjustment.

Minneapolis (88-33)

Received needs for a 44' street.

Petition of the City of Minneapolis for a variance from minimum standards for a reconstruction project on MSAS 370 (Oak Grove - W. 15th Street) from Lyndale Avenue to Willow Street, so as to permit a street width of 48 feet between Lyndale Avenue and Oak Grove Street, a street width of 46 feet between Oak Grove and Willow Street; a design speed of 15 miles per hour between Hennepin Avenue and 15th Street; parking on the south side of Oak Grove Street on Saturday and Sunday and holidays; parking on both sides of 15th Street from Oak Grove Street to Willow Street instead of the required minimum street width of 52 feet with no parking permitted on either side and a design speed of 30 miles per hour.

<u>Segment</u>	<u>025</u>	<u>030</u>	<u>040</u>	<u>Total</u>
Base	\$7,812	\$11,524	\$37,815	\$57,151
Bit.	<u>5,192</u>	<u>9,670</u>	<u>31,824</u>	<u>46,686</u>
	\$13,004	+ \$21,194	+ \$69,639	= \$103,837
\$ 34,198	X <u>4</u>	X 15	=	\$ 39,459
	52			
\$ 69,639	X <u>6</u>	X 15	=	<u>\$120,529</u>
	52			\$159,988 needs adjustment

Minneapolis (89-1)

Received needs for a 48' street.

Petition of the City of Minneapolis for a variance from minimum standards for a construction project on MSAS 166 (Como Avenue) between 15th Avenue SE and 22nd Avenue SE so as to permit a street width of 44 feet with parking permitted on both sides, instead of the required minimum width of 72 feet with parking permitted on both sides, or the required minimum width of 52 feet with no parking permitted on either side. The City proposes to ban parking on the north side between 15th and 16th Avenues SE during peak traffic hours (7-9 a.m. and 4-6 p.m.).

<u>Segment</u>	<u>020</u>	<u>030</u>	<u>Total</u>	
Base	\$ ---	\$33,020	\$ 33,020	
Bit.	<u>52,050</u>	<u>21,973</u>	<u>74,023</u>	
	\$52,050	+ \$54,993	= \$107,043	
\$107,043	X <u>28</u>	X 15	=	\$624,417 needs adjustment
	72			

St. Paul (87-43)

Petition of the City of St. Paul for a variance from design standards so as to permit a street width of 32' with parking on one side from Cretin Avenue to Cleveland Avenue instead of the required width of 36' with parking on one side; a street width of 40' with parking on both sides from Cleveland Avenue to Snelling Avenue instead of the required width of 44' with parking on both sides; a street width of 40' with parking on both sides from Snelling Avenue to Hamline Avenue instead of the required width of 48' with parking on both sides; a street width of 40' with parking on both sides from Hamline Avenue to Short Line Road instead of the required width of 44' with parking on both sides; and a street width of 40' with parking on both sides from Short Line Road to Lexington Parkway instead of the required width of 48' with parking on both sides on a construction project on MSAS 188 (St. Clair Avenue) from Cretin Avenue to Lexington Avenue.

Cretin to Cleveland - Segment 010 & 020

<u>Segment</u>	<u>010</u>	<u>020</u>	<u>Total</u>
Base	\$12,910	\$22,960	\$35,870
Bit.	<u>8,352</u>	<u>14,880</u>	<u>23,232</u>
	\$21,262 +	\$37,840 =	\$59,102

$$\$59,102 \times \frac{4}{36} \times 15 = \$98,503 \text{ adjustment.}$$

Cleveland to Snelling - Segment 030 & 040

<u>Segment</u>	<u>030</u>	<u>040</u>	<u>Total</u>
Base	\$82,223	\$89,377	\$171,600
Bit.	<u>69,218</u>	<u>75,260</u>	<u>144,478</u>
	\$151,441	\$164,637	\$316,078

$$\$316,078 \times \frac{4}{44} \times 15 = \$431,015 \text{ adjustment.}$$

Snelling to Hamline Segment 050

Base	\$178,748								
Bit.	<u>150,496</u>								
	\$329,244	X	<u>8</u>	X	.5	X	15	=	\$411,555 adjustment.
			48						

Hamline to Short Line Road - Segment 050

Base	\$178,748								
Bit.	<u>150,496</u>								
	\$329,244	X	.34	X	<u>4</u>	X	15	=	\$152,649 adjustment
					44				

Short Line Road to Lexington - Segment 050

Base \$178,748  
Bit. 150,496  
\$329,244 X .16 X  $\frac{8}{48}$  X 15 = \$131,698 adjustment.

Total adjustment = \$1,225,420.

VARIANCES THAT WERE DENIED:

St. Paul (88-29)

Petition of the City of St. Paul for a variance from administrative requirements for a construction project on MSAS 117 and 232 (Como Avenue) from Capitol Heights to Avon Street so as to permit the use of State Aid Funds to pay for construction items not included in the approved plan.

St. Paul (89-3)

Petition of the City of St. Paul for a variance from minimum standards for a proposed construction project on MSAS 181 (Prior Avenue) between Summit Avenue and Marshall Avenue so as to permit a street width of 32 feet with parking on one side instead of the required width of 34 feet with parking on one side.

Vadnais Heights (89-25)

Petition of the City of Vadnais Heights for a variance from minimum standards for design speed on a proposed reconstruction project on MSAS 104 (Belland Avenue) from Edgerton Street to Arcade Street and on MSAS 104 (Arcade Street) from Belland Avenue to Berwood Avenue, in the City of Vadnais Heights so as to permit a design speed of 21 miles per hour and 25 miles per hour between engineer's station 0+00 and 5+50 instead of the required design speed of 30 miles per hour.

West St. Paul (89-27)

Petition of the City of West St. Paul for a variance from minimum standards for parking on a previously constructed project on MSAS 119 (Dodd Road) from Smith Avenue to the north city limits so as to permit parking on the side of the road for which the city had passed a resolution banning parking thereby qualifying the project for funding with Municipal State Aid Street funds.

VARIANCES FOR WHICH A HOLD HARMLESS RESOLUTION WAS NOT RECEIVED:

(Screening Board recommended that a hold harmless resolution be on file in the State Aid Office before a variance is considered for an adjustment).

Albert Lea (89-22)

Petition of the City of Albert Lea for a variance from minimum standards for Right of Way on a proposed reconstruction project on MSAS 122 (Garfield Avenue) from the Chicago Northwestern Railroad crossing to Sheridan Avenue in the City of Albert Lea, so as to permit a right of way width of 50 feet instead of the required right of way width of 60 feet.

Columbia Heights (88-31)

Petition of the City of Columbia Heights for a variance from minimum standards for a bituminous surfacing project on MSAS 104 (44th Avenue N.E.) from 760 feet east of Central Avenue N.E. to McLeod Street N.E. so as to permit a right of way width of fifty feet instead of the required minimum width of sixty feet.

Minneapolis (89-23)

Petition of the City of Minneapolis for a variance from minimum standards for design speed, street width and parking restrictions on a proposed reconstruction project on MSAS 184 (Lagoon Avenue) from Dupont Avenue South to Knox Avenue South in the City of Minneapolis, so as to permit a design speed of 25 miles per hour at a reverse horizontal curve at the intersection of Dupont Avenue South instead of the required design speed of 30 miles per hour; a street width of 44 feet (curb to curb) instead of the required street width of 48 feet (curb to curb); and to permit parking during the non-peak traffic hours (7 to 9 a.m. and 4 to 6 p.m.) on the south side instead of the requirement that no parking be permitted on the south side (parking permitted on the north side).

Moorhead (89-26)

Petition of the City of Moorhead for a variance from minimum standards for street width as they apply to a proposed resurfacing project on MSAS 115 (First Avenue North) from 8th Street to 21st Street.

Oakdale (88-17)

Petition of the City of Oakdale for a variance from Minnesota Rules so as to permit the City of Oakdale to increase their 1988 Maintenance Allotment by \$56,765. The monies to be transferred from their State Aid Construction account to their State Aid Maintenance account.

Red Wing (89-24)

Petition of the City of Red Wing for a variance from minimum standards for Diagonal parking on a proposed reconstruction project on MSAS 103 (Bush Street) from 4th Street to 5th Street in the City of Red Wing so as to permit 45 degree angle parking with a traffic isle of 13.2 feet instead of the required traffic isle width of 25.2 feet.

St. Cloud (88-5)

Petition of the City of St. Cloud for a variance from design standards so as to permit a street width of 44 feet with parking permitted instead of the required street width of 48 feet with parking permitted on a reconstruction project on 33rd Avenue North (MSAS 121) from 8th Street North to 12th Street North.

St. Paul (89-2)

Petition of the City of St. Paul for a variance from minimum standards for a construction project which has been completed but final is withheld on MSAS 126 (Chesnut Street) between West Seventh Street and Smith Avenue, so as to permit three fixed objects (utility poles) within the two foot clear zone, instead of maintaining the required clear zone free of any fixed object, thereby approving the project for final payment.

St. Paul (89-4)

Petition of the City of St. Paul for a variance from minimum standards for a construction project which has been completed on MSAS 260 (Burlington Road) between Springside Road and Totem Road so as to permit parking on both sides of the street instead of restricting parking to the southwesterly side of the street as required.

Research Account Motion  
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THAT: Be it resolved that an amount of \$191,254 (not to exceed 1/4 of 1% of the 1989 M.S.A.S. Apportionment sum of \$76,501,442) shall be set aside from the 1990 Apportionment fund and be credited to the research account.

MOTION BY:

SECONDED BY:

Past History  
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Research Account  
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Year -----	Allotment -----	Balance -----	Spent -----
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		

The unexpended balances in the research account at the end of each year must be transferred back to the state aid fund from which they were obtained.

Administration Account  
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The administration account is used to pay expenses in connection with meetings of appointed board and committee members for State Aid purposes. 1 1/2 % of the total funds available are set aside for the administration of State Aid.

Past History  
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Administration Account -----			
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		
TOTAL	13,165,733	5,629,452	6,425,161

The unexpended balances in the administration account at the end of each year must be transferred back to the state aid fund from which they were obtained.

NEEDS STUDY SUBCOMMITTEE

Minutes of August 2, 1989 Meeting  
MnDOT Office of State Aid - St. Paul

Meeting began at 8:30 A.M.

Present: Gerald Butcher, Chairman  
Dan Edwards  
Clyde Busby  
Ken Straus, MnDOT

STORM SEWER (AFTER THE FACT) NEEDS:

\*Recommendation:

The Subcommittee unanimously recommends that Option 2A be implemented to affect the changeover from "After the fact" (ATF) storm sewer needs to apportionment needs as directed by the Screening Board.

The following options were considered by the Subcommittee in preparing the recommendation:

Option 1: Allow ATF needs to continue for a fifteen year duration for all projects let through 1989.

This would require approximately \$27,000,000 in apportionment over the 15 year period to be spread to cities currently receiving ATF needs.

Option 2A: Remove ATF needs from 1991 apportionment and thereafter without adjustments.

In order to be consistent with past actions, we would drop the ATF needs without adjustments as was done with ATF street reconstruction needs.

This is the recommendation of the Subcommittee.

Option 2Bi: Remove ATF needs from 1991 apportionment and thereafter with an adjustment as follows:

Recalculate storm sewer needs based on the original system and readjust needs over a period of time to attain this goal.

This would restore the system to its original status (Pre-1984) as if no change had ever been made.

The Sub-committee would favor this option if the Screening Board felt an adjustment was desirable.

Option 2Bii: Remove ATF needs from 1991 apportionment and thereafter with an adjustment as follows:

Subtract numbers reported as ATF (change to negative) and reduce the apportionment accordingly in reverse of their original receipt.

Option 3: Other  
Subcommittee brainstormed on other options but was unable to agree on any other specific ideas which could be considered viable options.

The following comments were considered by the Subcommittee in its general discussion.

Remember that all needs, ATF or complete methods, result simply in the transfer of a limited dollar amount between the cities.

There is no way for cities that did not draw ATF needs to recover the comparative loss of complete needs without penalizing the cities which did use ATF needs.

Note that the removal of ATF needs is not necessarily a total loss (or any loss) to a particular City as it gains some needs back with the implementation of complete needs.

Object is to restore the system, as fairly as is practical, to its original concept as if no changes in the methods of determining needs had ever taken place.

Need to determine if ATF needs allocation was a significant (magnitude) problem in order to determine the amount of effort that would be justified in resolving the issue.

Complete storm sewer needs will be restored in 1990.

STORM SEWER (EXISTING) NEEDS:

\*Recommendation:

- 1) In place storm sewer should draw storm sewer adjustment needs for the entire length of the street segment when the street is also drawing needs (rated inadequate or deficient).

MnDOT Hydraulic section should consider small construction additions as part of storm sewer adjustments when calculating costs.

The main discussion centered on the need to attain consistency between the districts in determining storm sewer needs. This will require the establishment of guidelines.

1. Storm sewer needs (complete and adjustment) should be drawn for the full street segment length.
2. If existing street catch basins are more than 500 feet apart, the street segment is eligible for storm sewer needs. If the street has drawn previous storm sewer needs, then it would be eligible for adjustment only - If no previous needs were drawn, it would be eligible for complete needs.
3. Establish a special drainage needs dollar rate per mile to address rural section design (example - cross culverts, approach culverts, etc.). This would eliminate the disparity between rural and urban sections needs versus actual construction costs.
4. Existing storm sewer can not be placed on system for complete needs unless a report is submitted to and approved by the District State Aid Engineer outlining the special circumstances which would justify storm sewer reconstruction.

PEDESTRIAN WALKWAYS (SKYWAYS):

\*Recommendation:

The Subcommittee recommends that the policy remain as currently defined (see 2/22/89 letter from Office of State Aid).

Discussion considered that sidewalks, X-walks with signals, etc. are eligible for state aid funds and already draw needs.

Cities are allowed to use state aid funds under current policy to construct skyways.

These funds are available for construction because the City has drawn needs on sidewalks, etc. but has chosen to expend funds for skyways rather than or in addition to the areas where the needs were originally accumulated.

BRIDGE DISCUSSION:

The Subcommittee discussed the definition (?) of bridge replacement versus bridge widening.

It was noted that a limit should be placed on needs such that a bridge widening designation does not accumulate more needs than a bridge replacement designation applied to the same structure. This can occur because of the wide disparity in unit prices between these categories.

Bridge widening should apply only to the additional width of the bridge and should not exceed a specified percentage (50%, 60%, etc.) of the bridge replacement cost.

This item should be considered in further detail at a future meeting.

General Discussion Items:

The Subcommittee would like a comparison prepared showing needs received versus actual construction dollars spent on a state aid street. This topic should be discussed further in a future meeting when more information is available. The method of collecting the required data and sample projects/cities, etc. should be chosen for this comparison.

Overhead items should be added to needs to more accurately reflect actual needs of the Municipal State Aid Systems.

Consider effects of grants, federal aid, etc. on needs for different types of projects.

Consider defining a useful life for storm sewer pipes that would establish when the storm sewer would be eligible to draw needs for reconstruction.

Subcommittee adjourned at 12:25 P.M.



Dan Edwards  
Needs Subcommittee Member

The chart is to illustrate what needs a typical street would receive depending on the construction date.

Street No. 1 - With "After the fact" needs. Storm sewer constructed in 1984.

This segment received complete needs until the 1985 apportionment. In 1984, storm sewer was constructed and this street since "After the fact" needs were in effect, started to receive "After the fact" needs and continued to receive needs to at least the 1990 apportionment.

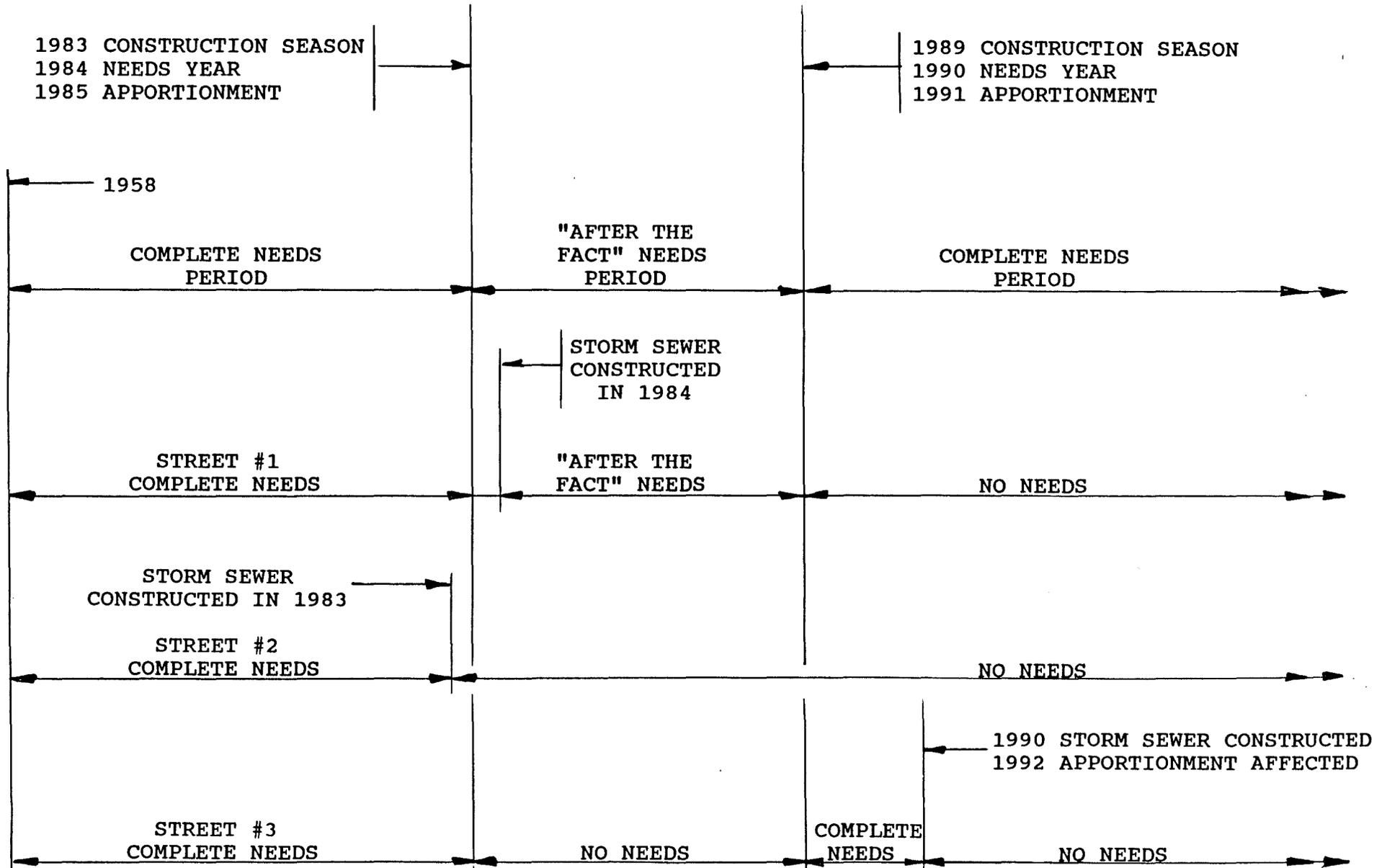
Street No. 2 - Storm sewer constructed in 1983.

This segment received complete needs until it was constructed in 1983. Since the storm sewer was constructed, before "After the fact" needs were in effect, no additional needs were received.

Street No. 3 - Storm sewer constructed in 1990 or later.

This segment received complete needs until the 1985 apportionment. Since "After the fact" needs were in effect during the period 1986-1990 apportionment, no needs were received. Complete needs were again retained after the 1990 apportionment, but being the storm sewer was constructed in 1990, complete needs were lost.

EXAMPLE - EFFECT OF CONSTRUCTION  
ON STORM SEWER NEEDS



CURRENT RESOLUTIONS  
OF THE  
MUNICIPAL SCREENING BOARD

JUNE 1989

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 Chairman and Vice Chairman - June 1987

That the Chairman and Vice Chairman, 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.

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.

Appointment to the Needs Study Subcommittee - June 1987

The Screening Board Chairman 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 after the annual Spring meeting of the Municipal Screening Board. The appointed subcommittee person shall serve as chairman of the subcommittee in the third year of the appointment.

Appointment to Unencumbered Construction Funds Subcommittee - Revised  
June 1979

The Screening Board past Chairman 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.

Screening Board Alternate Attendance - June 1979

The alternate to a third year member be invited to attend the final meeting. A formal request to the alternates governing body would request that he attend the meetings and the municipality pay for its expenses.

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 Chairman 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.

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.

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.

Improper Needs Report - Oct. 1961

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

New Cities Needs - Oct. 1983

Any new city which has determined their eligible mileage, but does not have an approved State Aid System, their money needs will be 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 System, the annual cut off date for recording construction accomplishments based upon the project award date shall be December 31st of the preceding year.

Construction Accomplishments - (Oct. 1988)

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.

If, during the period that complete needs are being received the street is improved with a bituminous overlay or concrete joint repair the municipality will continue to receive complete needs but shall have the non-local cost of the bituminous resurfacing or concrete joint repair construction project deducted from its total needs for a period of ten (10) years.

If the construction of the 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. At the end of the 20 year period, reinstatement for complete construction needs shall be initiated by the Municipality.

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

That any bridge construction project shall cause the needs 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, needs for complete reconstruction of the bridge will be reinstated in the needs study 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.

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 to the satisfaction of the State Aid Engineer (e.g., a deficiency due to changing standards, projected traffic, or other verifiable causes).

In the event that a M.S.A.S route earning "After the Fact" needs is removed from the M.S.A. system, then, the "After the Fact" needs shall be removed from the needs study, except if transferred to another state system. No adjustment will be required on needs earned prior to the revocation.

## 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.

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

That in the event that a Municipal State Aid Street is constructed with State Aid Funds to a width less than the standard design width as reported in the Needs Study, the total needs shall be taken off such constructed street other than the surface replacement need. Surface replacement and other future needs shall be limited to the constructed width unless exception is justified to the satisfaction of the Commissioner.

### Greater Than Minimum Width

If a Municipal State Aid Street is constructed to a width wider than required, only the width required by rules will be allowed for future resurfacing needs..

### 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)

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 streets less Trunk Highway and County State Aid Highways.

(Nov. 1965 - Revised 1972)

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.

(Nov. 1965 - Revised 1969)

However, the maximum mileage for State Aid designation may be exceeded to the extent necessary to designate trunk highway turnbacks, only if sufficient mileage is not available as determined by the Annual Certification of Mileage.

(Jan. 1969)

Any mileage for designation prior to the trunk highway turnback shall be used for the turnback before exceeding the maximum mileage.

In the event the maximum mileage is exceeded by a trunk highway turnback, no additional designation other than trunk highway turnbacks can be considered until allowed by the computations of the Annual Certification of Mileage within which the maximum mileage for State Aid designation is determined.

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

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. The District State Aid Engineer will forward the request to the State Aid Engineer for review. A City Council resolution of approved mileage and the Needs Study reporting data must be received by the State Aid Engineer 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)

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.

A one-way street will be treated as one-half of a full four-lane width divided street of either 56 feet or 72 feet (72 feet when the projected ADT is over 8,000) for needs, and that the roadway system must be operating as one-way streets prior to the time of designation.

COST

Construction Item Unit Prices - (Revised Annually)

Right of Way:			\$ 60,000.00 Acre
Grading:			\$ 3.00 Cu. Yd.
Base:			
	Class 4	Spec. #2211	\$ 4.75 Ton
	Class 5	Spec. #2211	\$ 5.75 Ton
	Bituminous	Spec. #2331	\$ 21.00 Ton
Surface:			
	Bituminous	Spec. #2331	\$ 21.00 Ton
	Bituminous	Spec. #2341	24.00 Ton
	Bituminous	Spec. #2361	34.00 Ton
Shoulders:			
	Gravel	Spec. #2221	\$ 4.25 Ton
Miscellaneous:			
	Storm Sewer Construction		\$196,000.00 Mile
	Storm Sewer Adjustment		62,000.00 Mile
	Traffic Signals	15,000 to	45,000.00 Mile
	Street Lighting		16,000.00 Mile
	Curb & Gutter		5.50 Lin. Ft.
	Sidewalk		14.00 Sq. Yd.
Removal Items:			
	Curb & Gutter		\$ 1.75 Lin. Ft.
	Sidewalk		4.00 Sq. Yd.
	Concrete Pavement		3.75 Sq. Yd.
	Tree Removal		140.00 Unit

STRUCTURES

Bridge Costs - Oct. 1961 (Revised Annually)

That for the study of needs on the Municipal State Aid Street System, bridge costs shall be computed as follows:

Bridges 0 to 149 Ft.	\$ 55.00 Sq. Ft.
Bridges 150 to 499 Ft.	\$ 60.00 Sq. Ft.
Bridges 500 & Over	\$ 70.00 Sq. Ft.
Bridge Widening	\$200.00 Sq. Ft.

"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 that is eligible

for State Aid reimbursement for a 15-year period." This directive to exclude all Federal or State grants.

Bridge Width & Costs - (Revised 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:

Railroad Over Highway

Number of Tracks - 1	\$2,250 Lin. Ft.
Each Additional Track	\$1,750 Lin. Ft.

RAILROAD CROSSINGS

Railroad Crossing Costs - (Revised 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:

Railroad Grade Crossings

Signals - (Single track - low speed)	\$70,000 Unit
Signals and Gates(Multiple Track - high	\$99,000 Unit
Signs Only & low speed)	\$ 300 Unit
Rubberized Railroad Crossings	\$ 700 Lin. Ft.

NEEDS ADJUSTMENTS

Expenditures Off State Aid System - Oct. 1961

That any authorized Municipal State Aid expenditure on County State Aid or State Trunk Highway projects shall be compensated for by annually deducting the full amount thereof from the Money Needs for a period of ten years.

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

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 period, and which annually reflects the net unamortized bonded debt shall be accomplished by adding said net unamortized amount to the computed money needs of the municipality.

For the purpose of this adjustment, the net unamortized bonded debt shall be the total unamortized bonded indebtedness less the unexpended bond amount as of December 31st of the preceding year.

That for the purpose of this separate annual adjustment, the unamortized balance of the St. Paul Bond Account, as authorized in 1953, 2nd United Improvement Program, and as authorized in 1946, Capital Approach Improvement Bonds, shall be considered in the same manner as those bonds sold and issued pursuant to Minnesota Statutes, Section 162.18.

"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."

#### Unencumbered Construction Fund Balance Adjustment - Oct. 1961

(Revised June 1986)

That for the determination of Apportionment Needs, the amount of the unencumbered construction fund balance as of September 1st of the current year, not including the current year construction apportionment, shall be deducted from the 25-year total Needs of each individual municipality.

Projects that have been received before September 1st by the District State Aid Engineer for payment shall be considered as being encumbered and the construction balances shall be so adjusted.

#### Excess Unencumbered Construction Fund Balance (Revised June 1989)

Whenever a municipality's construction fund balance available as of February 1, of the current year, not including the current years allotment, exceeds \$300,000 or two times their annual construction allotment (whichever is greater), the State Aid Office shall notify the City in writing by March 1st of this excess balance and outline the financial impact to the City if this unencumbered construction fund balance is not reduced to the stated amount by September 1, of that year. The State Aid Office shall review the balance as of June 30, and send a second notice to those cities still exceeding the allowable unencumbered construction fund balance based upon the criteria stated above and include further explanation of the financial impact to their city if the balance is not reduced within the guidelines by September 1, of that same year. The Unencumbered Construction Fund Subcommittee shall meet with those cities still having an excess unencumbered construction fund balance after September 1, of that year and inform them of the adjustment which will be made to their 25 year construction needs for the following year. It is understood that either the submittal of a report of State Aid Contract or report of final contract approved by the District State Aid Engineer by September 1, which reduces the fund balance within required limits shall be considered acceptable to meeting the intent of this particular resolution. In the event the city does not meet the requirements of this resolution to reduce their unencumbered construction fund balance as per the criteria stated above, an adjustment of twice the

amount available (city's unencumbered construction fund balance less the current years construction allotment) will be deducted from the city's twenty-five year needs prior to the succeeding year apportionment. The initial adjustment, based on the last allocation, loss of apportionment shall not exceed the excess balance. Unless the balance is reduced in future years, this deduction will be increased annually to 3, 4, 5, etc. times the amount until such time the money needs are reduced to zero. This adjustment would be in addition to the unencumbered construction fund balance adjustment previously defined.

(Revised Oct. 1981)

By January 1, 1983, each municipality shall submit a revised 5-year construction program which has been approved by their city council. This program shall include sufficient projects to utilize all existing and anticipated funds accruing during the life of the program. The program will be updated at 3-year intervals and a review made at that time to ascertain program implementation.

#### Storm Sewer - June 1986

The money needs for all complete storm sewers shall be removed from the Needs Study until such time that adjustment shall be made by annually adding the amount of the Storm Sewer Construction project cost that is eligible for State Aid participation for a 15-year period. Adjust storm sewer will continue to be included as a needs item.

On all complete Storm Sewer Construction projects let in 1984 and subsequent years where State Aid Funds have participated in the cost, the complete Storm Sewer Needs will be determined by the Office of State Aid using the participating plan quantities, the participating percentage and the contract or force account prices.

In order to receive needs for qualifying Storm Sewer Construction projects funded with local funds let in 1984 and subsequent years, a plan and an Abstract of Bids or Construction Proceed Order must be submitted to the Office of State Aid by the City Engineers. The Hydraulics Section of the Office of Design Services will determine the eligible percentage of participating storm sewer and the Office of State Aid will determine the complete Storm Sewer Needs.

Adjustments to the complete Storm Sewer Needs will be acceptable but the responsibility of reporting final costs will rest with the City Engineer.

#### Right of Way - Oct. 1965 (Revised June 1986)

The Right of Way needs shall be included in the apportionment needs based on the unit price per mile, until such time that the right of way is acquired and the actual cost established. At that time a money 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 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. When "After the Fact" needs are requested for right-of-way projects that have been funded with local funds, but qualify for State Aid reimbursement, documentation (copies of warrants and description of acquisition) must be submitted to the State Aid Office.

Variance Granted - Reduction of Money Needs - Oct. 1982 (Revised Oct. 1984) (Revised Oct. 1987)

That the State Aid Office give future money needs based on the date of variance approval.

The adjustment for width variances will be based on the needs cost of the base and surface, times the proportional difference between the minimum standards and the granted variance, times fifteen or the proportional difference between average past 15 years of base and surface needs received and the granted variance times fifteen (Documentation furnished by the City). This would be a one-year adjustment to the 25-year needs.

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 construction needs considered in the money 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:

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 needs which will produce approximately 1/12 of \$7,200 per mile in apportionment funds for each month or part of a month that the municipality had maintenance responsibility during the initial year.

To provide an advance payment for the coming year's additional maintenance obligation, a needs adjustment per mile shall be added to the annual money needs. This 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.

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 resurfacing 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 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 Manual - 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)

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 years.
2. The cities in the outstate area may have their traffic counted for a nominal fee and maps prepared by State forces every four years, or may elect to continue the present procedure of taking their own counts and preparing their own traffic maps at four year intervals.
3. Some deviations from the present four-year counting cycle shall be permitted during the interim period of conversion to counting by State forces in the outstate area.

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