

# 1993 MUNICIPAL STATE AID NEEDS REPORT

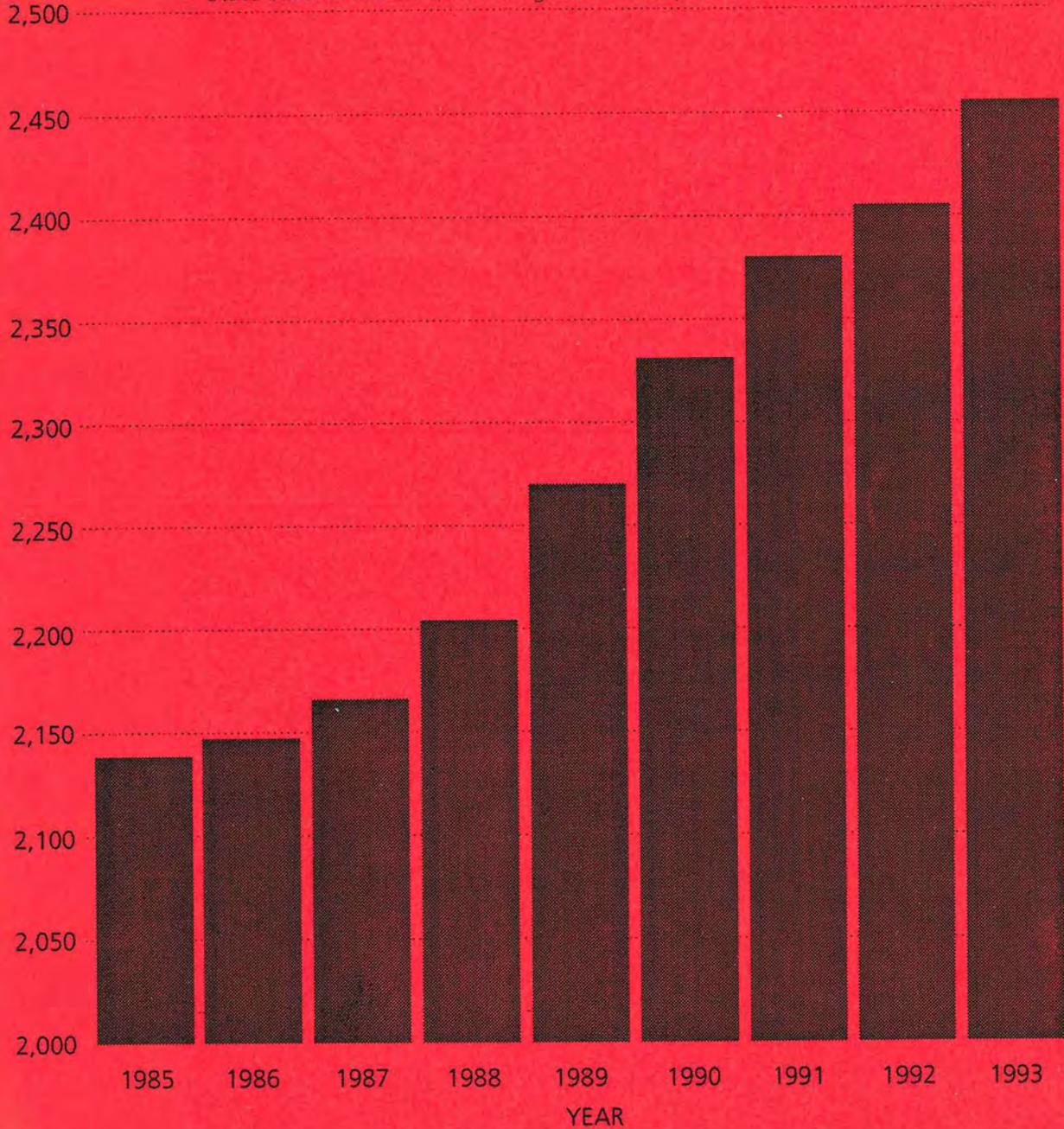
MN DEPT OF TRANSPORTATION



3 0314 00002 9941

MILES

State Statute allows 2,500 designated miles plus turnbacks



MNDOT  
HE  
356  
.M6  
M53b  
1993

October, 1993

October 1993

(612) 296-1662

TO : Municipal Engineers

SUBJECT : 1993 Municipal State Aid Needs Report

Gentlemen :

Enclosed is a copy of the 1993 Municipal State Aid Needs Report, which will be reviewed October 25 & 26 by the Screening Board 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 me at the above number.

Distribution of this report is sent to all Municipal Engineers, and when a consulting engineer is engaged by the municipality, a copy is also sent to the municipal clerk.

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

Sincerely,



Kenneth Straus  
Municipal State Aid Needs Unit

Enclosures:  
1993 Municipal State Aid Needs Report

## **PREFACE**

The "1993 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.

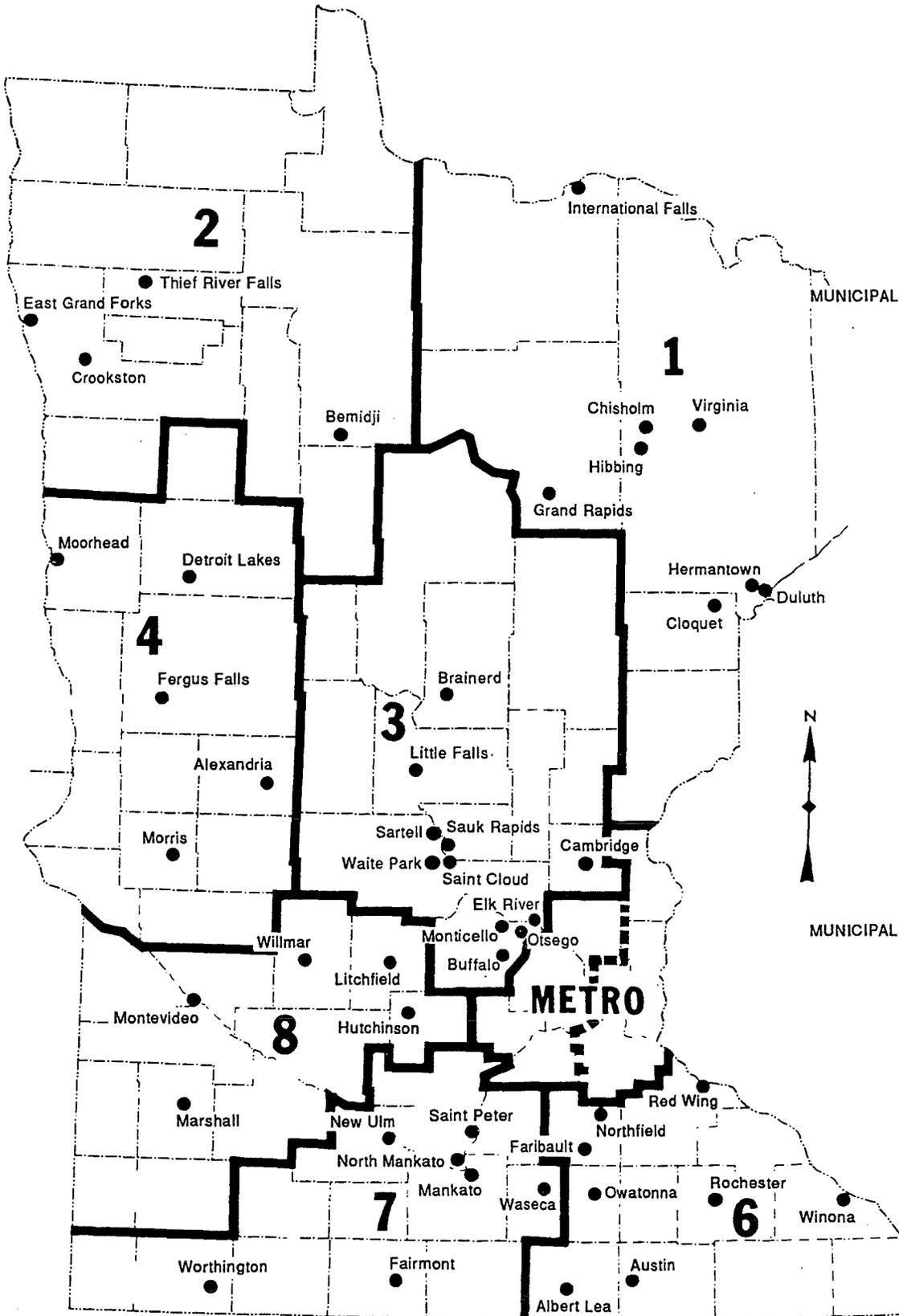
Design is established by State Aid Standards based on traffic, and the money needs are calculated using the unit prices as determined by the Screening Board at their spring meeting in June, 1993.

The 1990 Census data is combined with the Commissioner's final money needs determination and is the resulting 1994 allocation which will be reported in the "1994 Municipal State Aid Apportionment Data" to be published in January, 1994.

# TABLE OF CONTENTS

	PAGE
Map of Highway Districts and Urban Municipalities.....	1
1993 Municipal Screening Board.....	2
Subcommittees Appointed by the Commissioner.....	3
Past Municipal Screening Board Representatives.....	4-5
Minutes of the Spring Screening Board Meeting.....	6-18
Mileage, Needs and Apportionment .....	19-22
Theoretical 1994 Population Apportionment.....	23-27
Needs Study Update.....	28-32
Itemized Tabulation of Needs.....	33-34
Comparison of 1992 To 1993 Money Needs .....	35
Proposed Hibbing Needs Adjustment.....	36
Tentative Money Needs Apportionment Determination.....	37-38
Unencumbered Construction Fund Balance.....	39-41
Unamortized Bond Account Balance.....	42-43
Non-Existent Bridge Construction.....	44
Right-of-Way Acquisition.....	45-48
Bituminous Overlay and Concrete Joint Repair.....	49-50
Trunk Highway Turnback Allowance.....	51-52
Money Needs Recommendation to the Commissioner.....	53
Adjusted Money Needs Recommendation.....	54-55
Theoretical 1994 Total Apportionment .....	56-58
1993 to 1994 Total Theoretical Apportionment Comparison.....	59-61
One-Way Street Mileage.....	62-66
Trunk Highway Turnbacks.....	67-69
Administration Account.....	70
Research Account Motion.....	71
Screening Committee Resolutions.....	72-82

**STATE OF MINNESOTA  
HIGHWAY DISTRICTS AND MUNICIPALITIES  
AS ESTABLISHED FOR STATE AID PURPOSES**



**MUNICIPALITIES IN METRO-GOLDEN VALLEY**

- Andover
- Anoka
- Blaine
- Bloomington
- Brooklyn Center
- Brooklyn Park
- Champlin
- Chanhassen
- Chaska
- Columbia Heights
- Coon Rapids
- Corcoran
- 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
- Shorewood
- Spring Lake Park

**MUNICIPALITIES IN METRO-OAKDALE**

- Apple Valley
- Arden Hills
- Burnsville
- Cottage Grove
- Eagan
- Falcon Heights
- Farmington
- Forest Lake
- Hastings
- Inver Grove Heights
- Lake Elmo
- Lakeville
- Little Canada
- Mahtomedi
- 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

## 1993 MUNICIPAL SCREENING BOARD

### OFFICERS

Chairman	Alan Gray	Eden Prairie	(612) 937-2262
Vice Chairman	Kenneth Larson	Duluth	(218) 723-3278
Secretary	Dave Sonnenberg	Minnetonka	(612) 933-2511

### MEMBERS

<u>District</u>	<u>Served</u>	<u>Representative</u>		
1	2	Jim Prusak	Cloquet	(218) 879-6758
2	3	David Kildahl	Crookston	(218) 281-6522
3	3	Sidney Williamson	Sartell	(612) 251-4553
4	2	Herb Reimer	Moorhead	(218) 299-5390
Metro-West	1	Larry Anderson	Prior Lake	(612) 447-4230
6	2	Arnold Putnam	Owatonna	(507) 451-4541
7	1	Ken Saffert	Mankato	(507) 387-8600
8	3	Dale Swanson	Willmar	(612) 235-4202
Metro-East	1	Brian Bachmeier	Oakdale	(612) 739-5086
(Three Cities		Kenneth Larson	Duluth	(218) 723-3278
of the		Ramankutty Kannankutty	Minneapolis	(612) 673-2476
First Class)		Thomas Kuhfeld	St. Paul	(612) 292-6276

<u>District</u>		<u>Alternates</u>		
1		Dave Halter	Grand Rapids	(218) 327-2802
2		Don Boell	Bemidji	(218) 751-5610
3		Curt Kreklau	Buffalo	(612) 253-1000
4		Gary Nanson	Detroit Lakes	(218) 847-5607
Metro-West		Jack Bittle	Champlin	(612) 421-1955
6		William Malin	Winona	(507) 457-8269
7		Larry Read	Fairmont	(507) 238-9461
8		Richard Victor	Marshall	(507) 537-6774
Metro-East		Dave Jessup	Woodbury	(612) 731-5791

## 1993 SUBCOMMITTEES

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

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

NEEDS STUDY SUBCOMMITTEE	UNENCUMBERED CONSTRUCTION FUNDS SUBCOMMITTEE
<p>Tom Drake – Chairman Red Wing (612) 227–6220 Expires in 1993</p>	<p>Bruce Bullert – Chairman Savage (612) 890–1045 Expires in 1993</p>
<p>Ken Haider Maplewood (612) 770–4552 Expires in 1994</p>	<p>Jim Grube St. Louis Park (612) 924–2551 Expires in 1994</p>
<p>Pete McClurg New Ulm (507) 359–8245 Expires in 1995</p>	<p>Dan Edwards Fergus Falls (218) 739–2251 Expires in 1995</p>

ALLOCATION STUDY SUBCOMMITTEE (Presently Not Appointed by the Commissioner)	
Jim Grube – St. Louis Park – Chairman	(612) 924–2551
Larry Anderson – Prior Lake	(612) 447–4230
Bruce Bullert – Savage	(612) 890–1045
Gerald Butcher – Maple Grove	(612) 420–4000
Tom Drake – Red Wing	(612) 227–6220
John Flora – Fridley	(612) 571–3450
Ramankutty Kannankutty – Minneapolis	(612) 673–2456
Tom Kuhfeld – St Paul	(612) 292–6276
Ken Larson – Duluth	(218) 723–3278
Bill Ottensmann – Coon Rapids	(612) 755–2880
Herb Reimer – Moorhead	(218) 299–5390

**MUNICIPAL SCREENING COMMITTEE REPRESENTATIVES**  
Districts and First Class Cities

Year	1	2	3	4	5	6	7	8
1974	MADSEN Hibbing	SANDERS E. Gr. Forks	KNAPP	LARSON Detroit Lakes	STROJAN	BOLLANT Winona	OTHRMAN	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	PRUSAK Cloquet	FREEBERG	DOLENTZ	BAKKEN	ASMUS	PLUMB Rochester	ORTLOFF	ADEN
1984	PRUSAK	FREEBERG	DOLENTZ	BAKKEN	RUDRUD Bloomington	PLUMB	MENK	ADEN
1985	PRUSAK	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	BETTENDON Litchfield
1989	DRAGISICH Virginia	WALKER	MAURER	MOEN Alexandria	OTTENSMANN	DRAKE Red Wing	HAFFIELD	BETTENDON
1990	DRAGISICH	WALKER	MAURER	MOEN	EASTLING Richfield	DRAKE	MCCLURG New Ulm	BETTENDON
1991	PRUSAK Cloquet	KILDAHL Crookston	WILLIAMSON Sauk Rapids	MOEN	EASTLING	DRAKE	MCCLURG	SWANSON Willmar
1992	PRUSAK	KILDAHL	WILLIAMSON	REIMER MOORHEAD	EASTLING	PUTNAM OWATONNA	MCCLURG	SWANSON
1993	PRUSAK	KILDAHL	WILLIAMSON	REIMER	ANDERSON Prior Lake	PUTNAM	SAFFERT Mankato	SWANSON

**MUNICIPAL SCREENING COMMITTEE REPRESENTATIVES**  
Districts and First Class Cities

Year	9	Mpls.	St. Paul	Duluth	Chairman	Vice Chairman	Secretary
1974	THENE White Bear Lk.	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
1990	HAIDER Maplewood	HOSHAW	KUHFELD	LARSON	BULLERT Northfield	GRUBE St. Louis Park	EDWARDS Fergus Falls
1991	HAIDER	HOSHAW	KUHFELD	LARSON	GRUBE St. Louis Park	EDWARDS Fergus Falls	GRAY Eden Prairie
1992	HAIDER	HOSHAW	KUHFELD	LARSON	EDWARDS Fergus Falls	GRAY Eden Prairie	LARSON Duluth
1993	BACHMEIER Oakdale	SPURRIER	KUHFELD	LARSON	GRAY Eden Prairie	LARSON Duluth	SONNENBERG Minnetonka

**MINUTES  
 SPRING MUNICIPAL STATE AID SCREENING COMMITTEE  
 JUNE 7-8, 1993**

**I. SESSION 1**

The 1993 Spring Meeting, held at Madden's Resort, Brainerd, Minnesota, was called to order by Chairman Alan Gray at 1:08 p.m., Monday, June 7, 1993. Upon taking of the roll call, the following were noted to be present:

Chairman	Alan Gray	Eden Prairie
Vice Chairman and First Class City Secretary	Kenneth Larson David Sonnenberg	Duluth Minnetonka
District 1	Jim Prusak	Cloquet
District 2	David Kildahl	Crookston
District 3	Sid Williamson	Sartell
District 4	Herb Reimer	Moorhead
West Metro District	Larry Anderson	Prior Lake
District 6	Arnold Putnam	Owatonna
District 7	Ken Saffert	Mankato
District 8	Dale Swanson	Willmar
East Metro District	Brian Bachmeier	Oakdale
First Class City	Bo Spurrier	Minneapolis
First Class City	Thomas Kuhfeld	St. Paul

**Mn/DOT Staff:**

Dennis Carlson	Director, Division of State Aid
Julie Skallman	Assistant State Aid Engineer
Ken Straus	Manager, Municipal State Aid Needs Unit
Ken Hoeschen	Manager, County State Aid Needs Unit
Bill Croke	District 1 State Aid Engineer
Lou Tassa	District 2 State Aid Engineer
Tallack Johnson	District 4 State Aid Engineer
Mike Pinsonneault	District 6 State Aid Engineer
Doug Haeder	District 7 State Aid Engineer
Tom Behm	District 8 State Aid Engineer
Elmer Morris	Metro District State Aid Engineer

**Others:**

Dave Kreager	City of Duluth
Dan Sabin	City of Minneapolis
Don Aluni	City of Minneapolis
Greg Peterson	City of St. Paul

Chairman Gray asked for a motion to accept Spurrier as the official substitute for Ramankutty Kannankutty representing the City of Minneapolis.

Motion: By Anderson, Second by Saffert to accept Spurrier as substitute representative for the City of Minneapolis.

Action: Motion carried.

A. Consideration of Minutes

Motion: By Swanson, Second by Kildahl to approve the minutes of the Fall Screening Committee Meeting.

Action: Motion carried.

B. Straus highlighted the recommended unit price changes as shown on page 16 of the 1993 Municipal Screening Committee Data Report. No action taken.

C. Needs Study Subcommittee

Straus reported that the Needs Study Subcommittee has made recommendations as follows:

1. Elimination of suburban design for needs purposes as noted on page 20.
2. Use of bridge reconditioning for needs purposes rather than bridge widening as indicated on page 66.
3. Increased maintenance needs by ten percent as indicated on page 69.
4. Increased railroad bridge needs prices from \$4,000 to \$5,000 per lineal foot for one track, and from \$3,000 to \$4,000 per lineal foot for each additional track.
5. Revise the storm sewer cost adjustment from \$62,000 to \$64,000, and regular storm sewer from \$199,500 to \$206,000.

The Committee also discussed the following issues:

1. Allowing Red Wing to place one-way streets on their system that would accrue needs based on one-half the mileage at a pavement width of 34 feet as indicated on page 71.
2. Changes to the language relating to one-way street mileage as indicated on page 75.

3. Reduction in needs for St. Paul one-way streets from 36 feet to 34 feet in width as indicated on page 93.
4. Discussion on removal of needs for curb and gutter repairs, roadway widening, and similar types of maintenance activities as indicated on page 73.
5. Discussion on allowing resurfacing needs based on the actual constructed width of a roadway even though it may be wider than required as indicated on page 74.
6. Inclusion of frontage road mileage as part of the local street system mileage as indicated on page 74.
7. Discussion of turn-back mileage and its eligibility for addition to municipalities MSAS system as indicated on page 74.
8. Discussion regarding one-way streets as to whether their full lengths or half lengths are counted against the 2,500 mile statewide limit on MSAS designations as indicated on page 76.

No action was taken on any of the items in the preceding two paragraphs.

#### D. Unencumbered Construction Fund Subcommittee

Straus and Subcommittee Chairman Bruce Bullert furnished handouts detailing methods of providing incentives to cities to maintain low unencumbered fund balances. The conclusion reached by the Subcommittee is that the present system offers incentives to encourage municipalities to carry low unencumbered fund balances. Discussion continued regarding more flexibility in reimbursement for preliminary engineering, off systems expenditures, maintenance expenditures including pavement management, population density as an additional factor, expansion of the MSAS system, and annual population adjustments.

The meeting was recessed at 4:00 p.m.

## II. SESSION 2

### A. Proposed Resolutions

The Committee discussed proposed resolution language as shown on pages 73-76 of the 1993 Municipal Screening Board Data Report.

1. Appointment to the Needs Study Subcommittee

The Committee felt that the proposed language change shown on page 73 which would result in the Screening Committee Chairman making the annual appointment to the Needs Study Subcommittee at the annual winter meeting of the City Engineers Association rather than the Spring Meeting was appropriate.

2. Construction Cutoff Date

The December 31 deadline for recording construction accomplishments for the purpose of establishing needs would be changed to reflect the project letting date rather than the date of project contract award as is now the case. Upon discussion, consensus of the Committee was that it should continue to be based on the contract award date.

3. Construction Accomplishments

The proposed language would result in needs being deducted for a 10-year period for any widening done with non-local funds. Additionally, needs for sidewalk and curb and gutter that may be constructed for the total length of a segment would be removed for a period of 20 years. Upon discussion, the Committee felt that these changes were appropriate.

4. Greater Than Minimum Width

There was consensus on the Committee that the proposed language which would allow resurfacing needs based on the constructed width of an MSA street, even though it may be wider than required, was appropriate.

5. Mileage

The Committee discussed the proposed language change on page 74 dealing with frontage roads and determined that it was not phrased as clearly as possible. Kildahl and Kuhfeld were directed to prepare substitute language to be considered at the next session.

The Committee discussed the language in the fourth paragraph of the mileage resolution which dealt with MSAS designation of trunk highway turn-backs. The Committee reached consensus on substitute language.

The proposed language change to the fifth paragraph of the mileage resolution removes superfluous language regarding routing of additional mileage requests or revisions between the District State Aid Engineer and the State Aid Engineer. The Committee was in concurrence with this proposed change.

6. Statute 162.09

The Committee discussed this statute which limits MSAS systems to cities with populations of 5,000 or greater and limits the total MSAS system to 2,500 miles, plus the mileage of all trunk highways reverted to local jurisdiction on or after July 1, 1965. The discussion focused on the disparity between growing communities whose excess turn-back mileage would eventually be absorbed into their 20 percent maximum and static communities who conceivably have mileage in excess of their 20 percent in perpetuity. No consensus was reached, and no action was taken.

7. One-way Street Mileage

The Committee discussed at length the issue of MSAS mileage with respect to one-way streets. Anderson was directed to develop language rescinding this resolution to be considered at the next session.

B. Unencumbered Fund Balances

Session 2 convened at 8:15 p.m., and discussion continued regarding unencumbered construction fund balances. Various methods of expediting project implementation that would result in balance reductions were discussed as follows:

1. Allowing reimbursement for preliminary engineering prior to or without contract award.
2. Allowing full reimbursement of all engineering costs and expenses related to right-of-way acquisition by changing the rules to eliminate the present ceilings.
3. Allowing informal staff appraisals as a basis for compensation for right-of-way acquisition where such acquisitions would not be large or complex.
4. Eliminate individual allocations to municipalities and allow cities to be reimbursed from the total construction fund balance on a "first come, first served" basis.
5. Allow cities to advance encumbered funds against the total unencumbered balance.
6. Allow agreements between cities to lend/borrow from municipalities with unencumbered funds available.

7. Provide each city with its full annual allocation, eliminating the project-by-project reimbursement system now in place, and audit each city's MSAS activities annually to assure that the funds are being properly utilized.
8. Set aside a predetermined portion of the total MSAS allocation for cities with zero balances to be distributed on a "first come, first served" basis or allow cities to compete for these funds in a manner similar to that employed for ISTEA projects.
9. Increase allowable mileage on the MSAS system from 20 percent to 25 percent.
10. Adjust city populations annually according to estimates provided by the State Demographer.

A great deal of discussion ensued regarding the methods suggested in the preceding paragraph, but no consensus was reached, and no action was taken.

C. Request from the City of Fridley (Letter from John Flora)

The Committee reviewed and discussed a letter received from Fridley City Engineer John Flora regarding problems he has encountered with variance committees. The letter addressed the following issues:

1. Composition of the Variance Committee with respect to metropolitan and out-state members.
2. Lack of direction and instruction provided to the members of the Variance Committee.
3. Consideration of variances from right-of-way standards as they may apply to older cities as opposed to developing communities.
4. Consideration of variances from horizontal and vertical alignment standards as they may be applied to older cities as opposed to developing communities.

The general thoughts of the Committee were as follows:

1. The composition of the Variance Committee is established without reference to metropolitan and out-state representation. It would be difficult to take geography into consideration without creating a much larger committee given that each variance committee must deal with requests from both metropolitan and out-state communities.

2. It may be possible to provide additional direction to members of the Committee in terms of what they can and cannot consider. It would also be helpful for the city engineer making the request to provide sufficient background in order to properly educate the members of the Variance Committee as to specific circumstances that necessitate the variance.
  3. Consideration could be given to eliminating the 60-foot minimum right-of-way width in older, more fully developed cities.
  4. Alignment standards should be considered on a case-by-case basis by the Variance Committee rather than developing different standards for different communities.
- D. The Committee also discussed the Ramsey County consolidation proposal which calls for significant jurisdictional transfers and requests that Ramsey County cities be allowed to add the mileage they would acquire onto their MSAS systems above and beyond the existing 20 percent limit. No action was taken on this item.

The evening session was adjourned at 10:27 p.m.

### III. SESSION 3

The Chairman called the meeting to order at 8:32 a.m.

#### A. Unit prices

Motion: By Kildahl, Second by Anderson to approve the units prices as recommended on page 16 of the 1993 Municipal Screening Board Data Report.

Action: Motion carried.

#### B. One-way Streets

Motion: By Spurrier, Second by Reimer to approve the Red Wing request shown on page 71 of the 1993 Municipal Screening Board Data Report as follows:

Resolution:

That any one-way streets added to the Municipal State Aid Street system must be reviewed by the Needs Study Subcommittee, 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.

Action: Motion carried.

C. Needs Study Subcommittee

Motion: By Williamson, Second by Saffert to approve the wording change recommended on page 73 of the 1993 Municipal Screening Board Data Report under "Appointment to the Needs Study Subcommittee" to read as follows:

The Screen 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 at the annual winter meeting of the City Engineers Association. The appointed subcommittee person shall serve as chairman of the subcommittee in the third year of the appointment.

Action: Motion carried.

D. Construction Cutoff Date

No action was taken to change the resolution language that would have established the letting date of contracts rather than the award date as the cutoff date for recording construction accomplishments to be used in needs determinations.

E. Construction Accomplishments

Motion: By Prusak, Second by Swanson to approve the language changes recommended on page 73 of the 1993 Municipal Screening Board Data Report to read as follows:

If, during the period that complete needs are being received, the street is improved with a bituminous overlay, concrete joint repair, or is widened, the municipality will continue to receive complete needs but shall have the non-local cost of the bituminous resurfacing, concrete joint repair, or widened construction project, plus any items that are included in the needs, deducted from its total needs for a period of ten (10) years. In the event sidewalk or curb and gutter is constructed

for the total length of the segment, then those items shall be removed from the needs for a period of 20 years.

The Committee discussed the loss of needs for curb and gutter and sidewalk for periods of 10 years or 20 years over the length of the segment.

Motion: By Spurrier, Second by Kuhlfield to amend the motion to delete the word "non-local" and insert "State Aid."

Action: Motion carried.

Motion: By Williamson to amend the motion to delete "total" and add "significant" to the motion. Motion to amend died for lack of Second.

Motion: By Prusak, Second by Reimer to amend the motion to change the following phrase as noted, "...any items constructed that are..."

Action: Motion carried.

The Chairman called for a vote on the original motion as amended. The motion carried.

**F. Greater Than Minimum Width**

Motion: By Anderson, Second by Saffert to approve the language changes recommended on page 74 of the 1993 Municipal Screening Board Data Report to read as follows:

If a Municipal State Aid Street is constructed to a width wider than required, resurfacing needs will be allowed on the constructed width.

Action: Motion carried.

**G. Mileage**

Motion: By Kuhlfield, Second by Kildahl to approve the language changes to the mileage resolution as recommended on page 74 of the 1993 Municipal Screening Board Data Report with the exception that the recommended language in the first paragraph to be revised. The language changes under consideration read as follows:

The maximum mileage for Municipal State Aid Street designation shall be based on the Annual Certification of

Mileage current as of December 31 of the preceding year. Submittal of a supplementary certification during the year shall not be permitted. Frontage roads which are not designated as trunk highways, county state aid highways, or county roads shall be included in the local street mileage.

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

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

In the event the maximum mileage is exceeded by trunk highway turn-back, additional MSAS designations can be considered to the extent a city revokes MSAS mileage.

All requests for additional mileage or revisions to the Municipal State Aid System must be received by the District State Aid Engineer by March first and a city council resolution of approved mileage and the Needs Study reporting data must be received by May 1, 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.

Action: Motion carried.

Motion: By Anderson, Second by Putnam to approve the recommended changes in the fifth paragraph under mileage on page 74 of the 1993 Municipal Screening Board Data Report. This motion was made subsequent to discussion regarding revisions to the amended language.

Action: Motion carried approving the changes as recommended on page 74.

#### H. One-Way Street Mileage

Motion: By Bachmeier, Second by Spurrier to rescind in its entirety the one-way street mileage resolution shown on pages 75 and 92 of the 1993 Municipal Screening Board Data Report.

**Motion:** By Saffert, Second by Swanson to continue this item to the fall meeting.

**Action:** Motion to continue carried.

**I. Unencumbered Construction Fund Subcommittee**

Bullert outlined the recommendations of the Unencumbered Construction Fund Subcommittee as shown on pages 77-86 of the 1993 Municipal Screening Board Data Report inclusive of replacement sheets and handouts.

The Committee recessed at 9:49 a.m. and reconvened at 10:14 a.m. with discussion resuming on the recommendations of the Unencumbered Construction Fund Subcommittee.

The discussion focused on potential changes that could be considered to encourage cities to use their available funds to implement necessary projects. Committee Members raised the following as potential incentives:

1. Penalty consisting of a reduction in allocation.
2. Penalty consisting of a reduction in needs.
3. Allowing communities with zero balances to borrow against the total state balance.
4. Confiscating excess balances and using to establish a fund that would be available on a first come, first served basis.

The Committee voiced general support for the Division of State Aid to draft proposed legislation that would redistribute allocations by reducing those to cities with large unencumbered balances and increasing allocations to cities who implement projects more effectively. The Chairman directed the Allocation Study and Unencumbered Construction Fund Subcommittees to meet jointly and report at the fall meeting on ways to implement projects and thus reduce balances.

**J. Division of State Aid Report**

Carlson reported on recent legislative action as follows:

1. Three million dollar bridge bonding bill passed for counties, cities, and townships.
2. 6.9 million dollars in bonding approved for the Bloomington Ferry Bridge.
3. The MnDOT budget was approved.

4. The bill providing for a 25 mph speed limit on local streets was approved by both Houses but vetoed by the Governor on the Commissioner's recommendation.
5. A bill slightly modifying the Wetland Conservation Act of 1991 was approved which slightly modifies wetland mitigation requirements with respect to maintenance.
6. The Retirement Incentive Bill for state employees was approved and is available to city and county employees as well.
7. The bill authorizing agreements between governments and private organizations for the construction and operation of toll roads was passed.
8. A bill was introduced to require county maintenance operations to be performed under the direction of a Professional Engineer. The law was revised last year to eliminate this requirement, but this year's attempt to reinstate the requirement did not pass.
9. A bill was passed that establishes a board consisting of the State Auditor, the Legislative Auditor, six legislators, the Commissioner of Finance, the Commissioner of Administration, and an administrative law judge who would hear requests to deviate from the requirements of existing laws and regulations was passed. It is conceivable that upon petition of a city or county, this board could vote to waive State Aid requirements.
10. The bill which would have increased the MSAS limit to 3,000 miles failed to pass.
11. A bill was introduced, but not passed, to lower the State Gasoline Tax to 18 cents and add a sales tax on gasoline in order to circumvent the constitutional distribution formula.
12. The staffing controls were removed from the Division of State Aid.
13. Funding was provided for a new state airplane.
14. A bill allowing logo signing to be permitted on metropolitan area freeways was approved.
15. A bill allowing county engineers certification on small bridge replacement (less than \$20,000) was approved which would allow State Aid reimbursement for such projects.

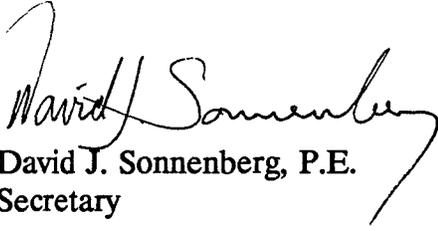
16. State agencies are now required to demonstrate that staff resources are unavailable before being able to use consultants.
  17. Senator Langseth's bill to increase funding for highways and transit was not approved.
  18. The bill to abolish the Department of Public Safety was not approved.
  19. The bill to consolidate state environmental agencies was not approved pending study.
  20. The Natural Preservation Route rules are now final.
  21. The Targeted Group Businesses rules are in the development process.
- K. The Chairman recognized Tom Drake and Bruce Bullert for their efforts respectively as Chairman of the Needs Study Subcommittee and the Unencumbered Construction Fund Subcommittee.

L. Adjournment

Motion: By Swanson, Second by Putnam to adjourn the spring meeting.

Action: Motion carried, and the meeting was officially adjourned at 11:36 a.m.

Respectfully submitted,



David J. Sonnenberg, P.E.  
Secretary

## **NEEDS, MILEAGE, AND APPORTIONMENT**

**The amount to be allocated in 1994 is unknown at this time so an estimated amount of \$ 82,954,222 is used in this report. This a similar amount that was used for the 1993 apportionment. The actual amount will be announced in January 1994 when the Commissioner of Transportation makes a determination of the 1994 apportionment.**

**The estimated Maintenance and Construction amounts are not computed in this booklet due to the city's option of receiving a minimum of \$1,500 per mile or a percentage up to a maximum of 35% of their total allocation for Maintenance. If a city desires to receive more than the minimum or make a change to their request to cover future maintenance, the city has to inform the State Aid Office prior to December 16 of their intention. A memo is sent to each city engineer annually informing them of this option prior to this date.**

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

**M.S.A.S. Mileage, Needs and Apportionment 1958 to 1994**

Appt. Year	Number of Municipalities	Needs Mileage	Actual 25 Year Apportionment 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	112	2265.64	969,735,729	81,517,107	944,660,127
1991	113	2330.30	1,289,813,259	79,773,732	1,024,433,859
1992	116	2376.79	1,374,092,030	81,109,752	1,105,543,611
1993	116	2410.53	1,458,214,849	82,954,222	1,107,388,081
1994	116	2454.49	1,540,727,236	82,954,222	1,188,497,833

The 1994 apportionment amount used in this report is the same as the 1993 apportionment.

### MSAS NEEDS MILEAGE COMPARISON

Municipality	1992 M.S.A.S. Needs Mileage	1993 M.S.A.S. Needs Mileage	Difference In Mileage	Municipality	1992 M.S.A.S. Needs Mileage	1993 M.S.A.S. Needs Mileage	Difference In Mileage
Albert Lea	17.51	18.65	1.14	Fergus Falls	12.28	13.65	1.37
Alexandria	11.89	12.08	0.19	Forest Lake	3.69	3.69	0.00
Andover	29.66	30.90	1.24	Fridley	24.10	24.98	0.88
Anoka	11.89	11.89	0.00	Golden Valley	23.60	23.67	0.07
Apple Valley	29.26	29.36	0.10	Grand Rapids	10.36	10.36	0.00
Arden Hills	5.41	5.41	0.00	Ham Lake	19.92	19.97	0.05
Austin	22.47	22.84	0.37	Hastings	12.43	14.45	2.02
Bemidji	14.41	14.36	-0.05	Hermantown	12.99	12.99	0.00
Blaine	31.33	32.00	0.67	Hibbing	50.65	50.60	-0.05
Bloomington	73.88	73.88	0.00	Hopkins	9.41	9.35	-0.06
Brainerd	14.19	14.30	0.11	Hutchinson	10.58	11.16	0.58
Brooklyn Center	21.30	21.30	0.00	International Falls	7.89	7.88	-0.01
Brooklyn Park	38.45	38.45	0.00	Inver Grove Heights	19.03	19.03	0.00
Buffalo	5.82	5.82	0.00	Lake Elmo	9.53	9.53	0.00
Burnsville	42.48	43.67	1.19	Lakeville	34.46	36.82	2.36
Cambridge	5.49	5.49	0.00	Lino Lakes	15.12	15.70	0.58
Champlin	14.44	15.16	0.72	Litchfield	7.83	7.83	0.00
Chanhassen	16.69	18.54	1.85	Little Canada	5.30	5.30	0.00
Chaska	12.32	12.32	0.00	Little Falls	13.77	13.77	0.00
Chisholm	6.93	6.93	0.00	Mahtomedi	4.78	4.78	0.00
Cloquet	18.02	18.02	0.00	Mankato	25.94	25.94	0.00
Columbia Heights	11.41	11.65	0.24	Maple Grove	36.99	37.87	0.88
Coon Rapids	38.51	38.51	0.00	Maplewood	18.87	18.87	0.00
Corcoran	13.11	13.81	0.70	Marshall	10.22	10.22	0.00
Cottage Grove	26.66	28.04	1.38	Mendota Heights	10.47	11.66	1.19
Crookston	10.84	10.84	0.00	Minneapolis	187.63	187.15	-0.48
Crystal	17.88	17.88	0.00	Minnetonka	49.78	49.70	-0.08
Detroit Lakes	9.01	9.01	0.00	Montevideo	8.01	8.01	0.00
Duluth	90.26	90.30	0.04	Monticello	5.30	5.99	0.69
Eagan	40.64	42.47	1.83	Moorhead	24.59	25.47	0.88
East Bethel	21.73	22.64	0.91	Morris	6.45	6.45	0.00
East Grand Forks	10.82	10.82	0.00	Mound	8.01	8.01	0.00
Eden Prairie	37.40	37.61	0.21	Mounds View	7.24	7.24	0.00
Edina	38.95	38.95	0.00	New Brighton	13.46	13.46	0.00
Elk River	20.96	22.67	1.71	New Hope	12.36	12.37	0.01
Fairmont	17.38	17.38	0.00	New Ulm	14.13	14.13	0.00
Falcon Heights	2.54	2.54	0.00	Northfield	10.11	10.11	0.00
Faribault	18.61	18.76	0.15	North Mankato	10.15	10.15	0.00
Farmington	6.89	7.31	0.42	North St. Paul	8.14	8.14	0.00

Municipality	1992 M.S.A.S. Needs Mileage	1993 M.S.A.S. Needs Mileage	Difference In Mileage
Oakdale	15.24	14.78	-0.46
Orono	12.10	11.44	-0.66
Otsego	12.33	12.90	0.57
Owatonna	17.48	17.51	0.03
Plymouth	45.23	46.33	1.10
Prior Lake	12.56	13.08	0.52
Ramsey	25.02	28.20	3.18
Red Wing	20.28	21.11	0.83
Richfield	26.17	26.17	0.00
Robbinsdale	10.33	10.34	0.01
Rochester	45.10	48.79	3.69
Rosemount	16.45	17.41	0.96
Roseville	22.38	22.78	0.40
St. Anthony	5.18	5.18	0.00
St. Cloud	35.24	35.09	-0.15
St. Louis Park	24.86	25.73	0.87
St. Paul	156.95	156.91	-0.04
St. Peter	8.93	9.59	0.66
Sartell	4.00	4.00	0.00
Sauk Rapids	8.66	8.73	0.07
Savage	12.47	13.67	1.20
Shakopee	15.15	16.05	0.90
Shoreview	13.79	13.93	0.14
Shorewood	9.29	9.29	0.00
South St. Paul	14.33	14.33	0.00
Spring Lake Park	4.98	4.98	0.00
Stillwater	12.31	12.84	0.53
Thief River Falls	11.39	11.45	0.06
Vadnais Heights	5.59	6.49	0.90
Virginia	12.33	12.33	0.00
Waite Park	3.57	4.46	0.89
Waseca	6.31	6.31	0.00
West St. Paul	11.62	11.62	0.00
White Bear Lake	18.07	18.34	0.27
Willmar	23.30	23.30	0.00
Winona	19.60	19.62	0.02
Woodbury	29.13	30.60	1.47
Worthington	9.80	9.80	0.00
<b>TOTAL</b>	<b>2410.53</b>	<b>2454.49</b>	<b>43.96</b>

## **Theoretical 1994 M.S.A.S. Population Apportionment**

**The 1990 Federal Census is used in determining the city's Population Apportionment. Adjustments to the population total due to a special U.S. Census shall remain in effect until the next 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. The population change must be included on the Municipal Board's finding.**

**The following city population was adjusted due to annexations or detachments.**

**Forest Lake + 175.**

**The final population data will be certified December 31, 1993 by the State Demographer and the actual apportionment sum available to urban municipalities in 1994 will be provided by the Office of Finance and Accounting in January of 1994.**

**Fifty percent of the total sum is distributed on a prorated share that each city population bears to the total population. Each city earned approximately \$14.77 per capita in apportionment from the 1993 population apportionment distribution. This projection will be somewhat revised when the actual revenue for the 1994 apportionment becomes available or if additional cities should exceed 5,000 population prior to January 1, 1994.**

## THEORETICAL 1994 POPULATION APPORTIONMENT

(The allocation per each person equals approximately \$14.77)

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 1990 Federal Census is used in determining the cities population apportionment. Adjustments to the population total due to a special U.S. Census shall remain in effect until the next 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.

<b>Municipalities</b>	<b>Population</b>	<b>Population Apportionment</b>
Albert Lea	18,310	\$270,368
Alexandria	8,029	118,557
Andover	15,216	224,681
Anoka	17,192	253,859
Apple Valley	34,598	510,878
Arden Hills	9,199	135,834
Austin	21,916	323,614
Bemidji	11,165	164,864
Blaine	38,975	575,509
Bloomington	86,335	1,274,833
Brainerd	12,353	182,406
Brooklyn Center	28,887	426,549
Brooklyn Park	56,381	832,529
Buffalo	6,856	101,237
Burnsville	51,288	757,325
Cambridge	5,098	75,278
Champlin	16,849	248,794
Chanhassen	11,732	173,236
Chaska	11,339	167,433
Chisholm	5,290	78,113
Cloquet	10,885	160,729

<b>Municipalities</b>	<b>Population</b>	<b>Population Apportionment</b>
Columbia Heights	18,910	\$279,227
Coon Rapids	52,978	782,279
Corcoran	5,199	76,769
Cottage Grove	22,935	338,661
Crookston	8,119	119,886
Crystal	23,788	351,256
Detroit Lakes	7,145	105,504
Duluth	85,493	1,262,400
Eagan	47,409	700,047
East Bethel	8,050	118,867
East Grand Forks	8,658	127,845
Eden Prairie	39,311	580,471
Edina	46,075	680,349
Elk River	11,143	164,539
Fairmont	11,265	166,340
Falcon Heights	5,380	79,442
Faribault	17,090	252,353
Farmington	5,940	87,711
Fergus Falls	12,362	182,539
Forest Lake	6,008	88,715
Fridley	28,335	418,398
Golden Valley	20,971	309,660
Grand Rapids	7,976	117,775
Ham Lake	8,924	131,773
Hastings	15,478	228,550
Hermantown	6,761	99,834
Hibbing	18,046	266,469
Hopkins	16,529	244,069
Hutchinson	11,459	169,205
International Falls	8,301	122,574
Inver Grove Heights	22,477	331,898
Lake Elmo	5,877	86,780
Lakeville	24,854	366,997
Lino Lakes	8,807	130,045
Litchfield	6,041	89,202
Little Canada	8,971	132,467

<b>Municipalities</b>	<b>Population</b>	<b>Population Apportionment</b>
Little Falls	7,374	\$108,885
Mahtomedi	5,633	83,178
Mankato	31,405	463,730
Maple Grove	38,736	571,980
Maplewood	30,954	457,070
Marshall	12,023	177,533
Mendota Heights	9,388	138,624
Minneapolis	368,383	5,439,587
Minnnetonka	48,370	714,237
Montevideo	5,499	81,199
Monticello	5,045	74,495
Moorhead	32,295	476,872
Morris	5,613	82,882
Mound	9,634	142,257
Mounds View	12,541	185,182
New Brighton	22,207	327,911
New Hope	21,853	322,684
New Ulm	13,132	193,909
Northfield	14,684	216,826
North Mankato	10,662	157,436
North St. Paul	12,376	182,745
Oakdale	18,400	271,697
Orono	7,285	107,571
Otsego	5,219	77,064
Owatonna	19,386	286,256
Plymouth	50,889	751,433
Prior Lake	11,482	169,545
Ramsey	12,408	183,218
Red Wing	15,134	223,470
Richfield	35,710	527,298
Robbinsdale	14,396	212,573
Rochester	70,997	1,048,350
Rosemount	8,622	127,313
Roseville	33,485	494,443
St. Anthony	7,727	114,098
St. Cloud	48,812	720,764

Municipalities	Population	Population Apportionment
St. Louis Park	43,787	\$646,564
St. Paul	272,235	4,019,854
St. Peter	9,481	139,998
Sartell	5,409	79,870
Sauk Rapids	7,825	115,545
Savage	9,906	146,273
Shakopee	11,739	173,339
Shoreview	24,587	363,055
Shorewood	5,917	87,371
South St. Paul	20,197	298,231
Spring Lake Park	6,532	96,452
Stillwater	13,882	204,983
Thief River Falls	8,010	118,277
Vadnais Heights	11,041	163,033
Virginia	9,410	138,949
Waite Park	5,026	74,215
Waseca	8,385	123,814
West St. Paul	19,248	284,218
White Bear Lake	24,622	363,571
Willmar	17,531	258,865
Winona	25,399	375,045
Woodbury	20,075	296,430
Worthington	9,977	147,322
<b>TOTAL</b>	<b>2,808,938</b>	<b>\$41,477,111</b>

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

$$\begin{array}{r}
 \$41,477,111 \\
 \hline
 2,808,938
 \end{array}
 \text{ Equals }
 \$14.766118369 \text{ per person}$$

## 1993 Needs Study Update

The following tabulation reflects the total difference between the 1992 and the 1993 25-year money needs studies. This update was accomplished in three individual steps to measure the effect each type of revision has to the total needs.

1. **Accomplishments and system revisions -- includes needs updating and needs of new designations for which resolutions were received by May 1.**
2. **1993 Unit Cost Revisions -- measures the effect between last years unit prices to the unit prices approved by the Screening Board at the 1993 Spring Meeting.**
3. **1993 Traffic Count Update -- is the result of the remaining 1991 traffic counts updated in 1993. Since no 1992 traffic counts were received, none were updated.**

Revisions were made to the following needs study unit prices:

Tree Removal	+ \$ 25.00 per tree
Base Class 5	+ \$ .25 per ton
Sidewalk Construction	+ \$ .50 per sq. yd.
Storm Sewer Construction	+ \$ 6500.00 per mile
Storm Sewer Adjustment	+ \$ 2000.00 per mile
Bridges 150' to 499'	- \$ 5.00 per sq. ft.
Bridges 500' and Over	- \$ 10.00 per sq. ft.
Railroad Bridges over Highways-1 Track	+ \$ 1000.00 per lin ft.
Each Additional Track	+ \$ 1000.00 per lin ft.
Maintenance Needs	Various Increases

The resulting 1993 25-year Construction Needs as adjusted in the "Tentative Determination of Money Needs Apportionment " will be used in computing the 1994 money needs apportionment.

## 1993 M.S.A.S. NEEDS STUDY UPDATE

Municipality	1992 Money Needs	Traffic Update	Accomplish. & System Revisions	Unit Cost Update	1993 Money Needs	Net Change	% Change 1992 to 1993
Albert Lea	\$10,461,380	\$0	\$791,855	\$95,928	\$11,349,163	\$887,783	8.4863
Alexandria	7,353,634	0	180,992	94,961	7,629,587	275,953	3.7526
Andover	13,288,708	0	264,447	233,658	13,786,813	498,105	3.7483
Anoka	5,742,552	0	0	88,340	5,830,892	88,340	1.5383
Apple Valley	13,739,041	0	259,716	209,148	14,207,905	468,864	3.4126
Arden Hills	2,205,099	0	275,728	41,901	2,522,728	317,629	14.4043
Austin	16,666,074	0	(167,118)	415,409	16,914,365	248,291	1.4898
Bemidji	9,072,482	0	(240,537)	45,556	8,877,501	(194,981)	-2.1491
Blaine	18,329,448	80,635	440,348	298,570	19,149,001	819,553	4.4712
Bloomington	61,629,186	(922,618)	(1,536,896)	727,406	59,897,078	(1,732,108)	-2.8105
Brainerd	5,742,330	0	(110,378)	59,062	5,691,014	(51,316)	-0.8936
Brooklyn Center	12,923,945	0	(338,546)	161,449	12,746,848	(177,097)	-1.3703
Brooklyn Park	16,229,063	25,488	1,451,898	237,327	17,943,776	1,714,713	10.5657
Buffalo	4,216,332	0	101,899	45,023	4,363,254	146,922	3.4846
Burnsville	18,228,965	0	857,347	207,430	19,293,742	1,064,777	5.8411
Cambridge	4,431,740	177	0	(7,101)	4,424,816	(6,924)	-0.1562
Champlin	4,905,332	0	510,236	84,776	5,500,344	595,012	12.1299
Chanhassen	8,158,820	0	4,027,756	148,705	12,335,281	4,176,461	51.1895
Chaska	8,784,565	0	826,818	153,546	9,764,929	980,364	11.1601
Chisholm	3,750,220	(1,136)	(114,224)	50,689	3,685,549	(64,671)	-1.7245
Cloquet	11,542,202	0	0	155,968	11,698,170	155,968	1.3513
Columbia Heights	6,820,813	0	590,016	69,285	7,480,114	659,301	9.6660
Coon Rapids	15,918,463	0	(255,040)	593,561	16,256,984	338,521	2.1266
Corcoran	5,678,642	0	(122,882)	84,841	5,640,601	(38,041)	-0.6699
Cottage Grove	14,692,539	0	1,107,065	392,319	16,191,923	1,499,384	10.2051
Crookston	5,583,120	0	4,128,470	819,418	10,531,008	4,947,888	88.6223
Crystal	9,980,306	0	2,847,409	191,571	13,019,286	3,038,980	30.4498

Municipality	1992 Money Needs	Traffic Update	Accomplish. & System Revisions	Unit Cost Update	1993 Money Needs	Net Change	% Change 1992 to 1993
Detroit Lakes	\$3,666,183	\$0	\$61,461	\$47,050	\$3,774,694	\$108,511	2.9598
Duluth	63,564,381	0	(552,439)	1,238,582	64,250,524	686,143	1.0794
Eagan	15,810,384	0	(1,246,311)	168,125	14,732,198	(1,078,186)	-6.8195
East Bethel	3,530,512	258	326,015	24,044	3,880,829	350,317	9.9226
East Grand Forks	3,351,999	0	830,830	37,123	4,219,952	867,953	25.8936
Eden Prairie	21,647,155	0	(23,255)	262,030	21,885,930	238,775	1.1030
Edina	21,004,490	(240)	0	236,176	21,240,426	235,936	1.1233
Elk River	8,742,934	131,857	1,585,139	153,841	10,613,771	1,870,837	21.3983
Fairmont	11,946,243	0	4,217,944	233,511	16,397,698	4,451,455	37.2624
Falcon Heights	366,164	0	0	2,559	368,723	2,559	0.6989
Faribault	11,687,972	0	431,703	209,036	12,328,711	640,739	5.4820
Farmington	7,611,146	0	(1,950,760)	79,565	5,739,951	(1,871,195)	-24.5849
Fergus Falls	7,610,057	(40,697)	935,202	(31,667)	8,472,895	862,838	11.3381
Forest Lake	2,789,215	0	(261,829)	36,435	2,563,821	(225,394)	-8.0809
Fridley	9,918,101	0	(27,757)	113,295	10,003,639	85,538	0.8624
Golden Valley	14,727,154	0	(1,126,261)	256,311	13,857,204	(869,950)	-5.9071
Grand Rapids	5,023,023	0	(58,542)	59,064	5,023,545	522	0.0104
Ham Lake	3,723,030	0	(114,920)	32,303	3,640,413	(82,617)	-2.2191
Hastings	4,197,097	116,930	1,576,255	80,109	5,970,391	1,773,294	42.2505
Hermantown	5,854,971	(66,225)	0	73,736	5,862,482	7,511	0.1283
Hibbing	24,878,305	95,188	(3,197,947)	241,292	22,016,838	(2,861,467)	-11.5019
Hopkins	6,375,116	(163,623)	516,486	86,122	6,814,101	438,985	6.8859
Hutchinson	5,393,559	0	2,284,958	138,962	7,817,479	2,423,920	44.9410
International Falls	5,077,574	0	(503,234)	60,281	4,634,621	(442,953)	-8.7237
Inver Grove Heights	8,058,586	0	(5,783)	111,913	8,164,716	106,130	1.3170
Lake Elmo	2,880,283	38,227	2,800	39,385	2,960,695	80,412	2.7918
Lakeville	21,110,347	(7,212)	(541,958)	276,185	20,837,362	(272,985)	-1.2931
Lino Lakes	7,197,774	159	972,591	101,403	8,271,927	1,074,153	14.9234
Litchfield	3,484,411	9,010	1,250,416	83,114	4,826,951	1,342,540	38.5299
Little Canada	2,919,204	0	445,222	171,323	3,535,749	616,545	21.1203

Municipality	1992 Money Needs	Traffic Update	Accomplish. & System Revisions	Unit Cost Update	1993 Money Needs	Net Change	% Change 1992 to 1993
Little Falls	\$6,671,207	\$0	(\$187,705)	\$90,900	\$6,574,402	(\$96,805)	-1.4511
Mahtomedi	1,887,844	0	0	24,506	1,912,350	24,506	1.2981
Mankato	16,839,482	0	1,625,868	177,296	18,642,646	1,803,164	10.7080
Maple Grove	20,732,017	0	2,607,554	333,547	23,673,118	2,941,101	14.1863
Maplewood	10,577,552	0	1,123,378	147,711	11,848,641	1,271,089	12.0169
Marshall	3,325,902	0	(270,166)	30,504	3,086,240	(239,662)	-7.2059
Mendota Heights	4,288,256	(46,672)	500,490	59,719	4,801,793	513,537	11.9754
Minneapolis	174,488,480	494,996	8,033,063	6,471,300	189,487,839	14,999,359	8.5962
Minnnetonka	27,547,063	0	(360,162)	391,204	27,578,105	31,042	0.1127
Montevideo	3,785,229	0	253,142	59,331	4,097,702	312,473	8.2551
Monticello	3,073,266	0	416,237	48,423	3,537,926	464,660	15.1194
Moorhead	13,134,069	0	1,275,987	122,837	14,532,893	1,398,824	10.6503
Morris	2,371,993	0	0	26,888	2,398,881	26,888	1.1336
Mound	3,466,248	34,035	997	39,546	3,540,826	74,578	2.1515
Mounds View	2,255,139	(46,725)	0	13,378	2,221,792	(33,347)	-1.4787
New Brighton	6,940,761	0	167,349	48,283	7,156,393	215,632	3.1067
New Hope	8,145,909	0	924,759	240,507	9,311,175	1,165,266	14.3049
New Ulm	7,786,010	0	(104,166)	228,382	7,910,226	124,216	1.5954
Northfield	7,176,261	0	29,970	88,451	7,294,682	118,421	1.6502
North Mankato	5,533,344	0	119,803	70,361	5,723,508	190,164	3.4367
North St. Paul	3,683,007	49,102	44,236	51,419	3,827,764	144,757	3.9304
Oakdale	7,792,006	0	185,924	113,347	8,091,277	299,271	3.8407
Orono	7,454,286	0	1,624,253	157,819	9,236,358	1,782,072	23.9067
Otsego	8,269,909	0	(49,798)	119,442	8,339,553	69,644	0.8421
Owatonna	11,122,658	200,925	525,235	412,363	12,261,181	1,138,523	10.2361
Plymouth	21,773,501	0	3,073,121	265,152	25,111,774	3,338,273	15.3318
Prior Lake	6,835,524	(46,608)	548,259	118,083	7,455,258	619,734	9.0664
Ramsey	8,498,600	0	1,489,995	144,666	10,133,261	1,634,661	19.2345
Red Wing	12,913,128	0	1,065,146	192,835	14,171,109	1,257,981	9.7419
Richfield	16,104,700	3,078	1,709,018	226,744	18,043,540	1,938,840	12.0390

Municipality	1992 Money Needs	Traffic Update	Accomplish. & System Revisions	Unit Cost Update	1993 Money Needs	Net Change	% Change 1992 to 1993
Robbinsdale	\$5,649,671	\$0	(\$173,914)	(\$53,039)	\$5,422,718	(\$226,953)	-4.0171
Rochester	33,792,718	0	1,744,100	211,199	35,748,017	1,955,299	5.7862
Rosemount	10,085,412	21,228	348,597	142,235	10,597,472	512,060	5.0772
Roseville	6,615,154	(11,138)	790,804	78,136	7,472,956	857,802	12.9672
St. Anthony	1,526,547	59,697	1,534,283	33,840	3,154,367	1,627,820	106.6341
St. Cloud	17,243,033	71,892	(980,311)	188,278	16,522,892	(720,141)	-4.1764
St. Louis Park	13,264,920	0	398,822	268,769	13,932,511	667,591	5.0328
St. Paul	158,897,009	184,707	(1,992,615)	1,159,302	158,248,403	(648,606)	-0.4082
St. Peter	3,553,945	0	2,685,347	91,214	6,330,506	2,776,561	78.1262
Sartell	2,725,358	0	0	50,075	2,775,433	50,075	1.8374
Sauk Rapids	4,753,615	0	38,506	61,224	4,853,345	99,730	2.0980
Savage	10,246,168	0	1,895,879	282,364	12,424,411	2,178,243	21.2591
Shakopee	8,978,212	0	209,433	100,065	9,287,710	309,498	3.4472
Shoreview	4,801,361	11,501	(720,044)	54,435	4,147,253	(654,108)	-13.6234
Shorewood	5,663,025	0	0	88,116	5,751,141	88,116	1.5560
South St. Paul	7,682,074	1,595	(107,973)	85,608	7,661,304	(20,770)	-0.2704
Spring Lake Park	1,816,948	25,156	86,805	26,816	1,955,725	138,777	7.6379
Stillwater	7,322,119	0	254,679	89,709	7,666,507	344,388	4.7034
Thief River Falls	7,421,813	115,820	32,148	84,189	7,653,970	232,157	3.1280
Vadnais Heights	2,246,908	18,340	(51,662)	39,514	2,253,100	6,192	0.2756
Virginia	6,753,749	332,412	214,955	63,480	7,364,596	610,847	9.0446
Waite Park	3,258,600	0	(156,063)	35,512	3,138,049	(120,551)	-3.6995
Waseca	1,829,860	32,049	72,407	15,020	1,949,336	119,476	6.5292
West St. Paul	5,046,254	853	(493,674)	62,041	4,615,474	(430,780)	-8.5366
White Bear Lake	9,700,697	(46,464)	286,128	133,554	10,073,915	373,218	3.8473
Willmar	10,663,992	0	0	131,321	10,795,313	131,321	1.2314
Winona	10,898,919	59,230	299,685	111,630	11,369,464	470,545	4.3174
Woodbury	25,199,063	(31,572)	2,452,511	431,207	28,051,209	2,852,146	11.3185
Worthington	5,881,983	0	0	185,035	6,067,018	185,035	3.1458
<b>TOTAL</b>	<b>\$1,458,214,849</b>	<b>\$783,615</b>	<b>\$56,643,025</b>	<b>\$25,085,747</b>	<b>\$1,540,727,236</b>	<b>\$82,512,387</b>	<b>5.6585</b>

## **1993 Itemized Tabulation of Needs**

**The 1993 apportionment needs reflects an increase due to the updating of needs, new designations and increase in some unit prices. See the 1993 June Screening Board minutes or the Resolutions for 1993 needs unit prices.**

**The 1993 itemized tabulation of needs on the following page shows all the construction items except the "after the fact needs" used in the Municipal State Aid Needs Study. The tabulation is provided to give each municipality the opportunity to compare their needs of the individual construction items to that of other cities. The cost per mile shown on this report does not include bridges and 18% of the engineering cost applied to the bridges because large bridges in some cities distort the average. The average is a more comparable cost for roadway construction cost per mile without bridges.**

**The overall average cost per mile is \$587,245. Falcon Heights has the lowest cost per mile with \$145,167 while Fairmont has the highest cost with \$917,658 per mile.**

**Seven cities which exceed \$750,000 per mile are listed alphabetically as follows: Bloomington, Chaska, Fairmont, Minneapolis, Orono, St. Paul, Savage and Woodbury.**

## COMPARISON OF NEEDS BETWEEN 1992 AND 1993

Needs Year	Grading	Complete Storm Sewer	Sewer Adjustment	Base Needs	Surface Needs	Total Shoulder Needs	Curb & Gutter Construction
1992	\$165,368,146	\$156,272,349	\$19,557,900	\$214,750,046	\$247,413,473	\$913,241	\$77,802,236
1993	\$173,809,311	\$167,152,520	\$24,167,680	\$223,237,491	\$254,235,972	\$811,307	\$79,970,561
<b>Difference</b>	\$8,441,165	\$10,880,171	\$4,609,780	\$8,487,445	\$6,822,499	(\$101,934)	\$2,168,325
<b>%</b>	5.10%	6.96%	23.57%	3.95%	2.76%	-11.16%	2.79%
Needs Year	Sidewalk Construction	Traffic Signal Construction	Street Lighting Construction	Retaining Walls	Total Bridge Needs	Railroad Crossing Needs	Engineering
1992	\$86,636,389	\$88,909,800	\$48,036,800	\$7,115,135	\$80,288,039	\$31,168,175	\$220,361,760
1993	\$95,745,900	\$91,072,800	\$48,875,000	\$16,233,658	\$84,187,173	\$33,296,427	\$232,703,403
<b>Difference</b>	\$9,109,511	\$2,163,000	\$838,200	\$9,118,523	\$3,899,134	\$2,128,252	\$12,341,643
<b>%</b>	10.51%	2.43%	1.74%	128.16%	4.86%	6.83%	5.60%
Needs Year	Total Maintenance Needs	Total Apportionment Cost	Total Mileage	After the fact Right of way Needs	After the fact Bridge Needs	Overall Apportionment Needs	Needs To Apport. Ratio
1992	\$13,621,360	\$1,458,214,849	2410.53	\$35,964,743	\$13,193,150	\$1,507,372,742	18.1711
1993	\$15,228,033	\$1,540,727,236	2454.49	\$42,904,610	\$13,193,150	\$1,596,824,996	19.2495
<b>Difference</b>	\$1,606,673	\$82,512,387	43.96	\$6,939,867	\$0	\$89,452,254	1.0783
<b>%</b>	11.80%	5.66%	1.82%	19.30%	0.00%	5.93%	

## PROPOSED NEEDS ADJUSTMENT

**In the 1992 needs, the city of Hibbing receive apportionment money needs for 2.32 miles that was eligible for turnback funding. This occurred because a special message was not used to eliminate the apportionment needs. Due to this oversight, Hibbing received an additional \$2,792,206 in apportionment needs instead of no apportionment needs.**

**Its recommended that Hibbing receive a negative \$2,792,206 needs adjustment on the 1993 needs which would decrease their 1994 apportionment by approximately \$81,532.**

## **Tentative 1994 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 1994.**

**The 25-year construction needs or money needs shown on this report are those computed from the "1993 Needs Study Update". The adjusted 25 year construction needs are the result of subtracting for the Unencumbered Construction Fund and adding or subtracting for Bond Accounts, adding Non-existing Bridge Adjustments, adding Right-of-Way "After the fact needs", and subtracting for the cost of Bituminous Overlays and Concrete Joint Repairs on segments that receive complete needs. These adjustments to the actual needs are made as directed by the Screening Board Resolutions. This summary provides specific data and shows the impact of the adjustment to each municipality for the Screening Board's use in establishing the 1994 tentative Money Needs Apportionment Determination.**

**The adjustments are listed individually following the tentative summary of adjustments to the 25 year actual 1993 Money Needs.**

**TENTATIVE DETERMINATION OF THE 1994 MONEY NEEDS APPORTIONMENT**

Needs value: \$100 in needs = approximately \$2.77 in Apportionment

Municipality	1993 Actual 25-Year Const. Needs	(-) Unencumbered Construction Fund Balance Deduction	(+ or -) Bond Account Adjustment	(+) Non- Existing Bridge Adjustment	(+) R/W Acquisition Adjustment	(-) Bituminous Overlay And Concrete Joint Repair	Total Affect Of Adjustments	1993 Adjusted Money Needs	Money Needs Apportionment Minus Turnback Maintenance	(+) Turnback Maintenance Adjustment	Tentative 1994 Money Needs Apportionment	% Of Total Dist.
Albert Lea	\$11,349,163	(\$1,464,051)	--	--	--	(\$63,700)	(\$1,527,751)	\$9,821,412	\$272,005	--	\$272,005	0.6558
Alexandria	7,629,587	(817,740)	--	--	--	(85,966)	(903,706)	6,725,881	186,274	--	186,274	0.4491
Andover	13,786,813	(507,482)	\$410,000	--	\$147,283	--	49,801	13,836,614	383,206	--	383,206	0.9239
Anoka	5,830,892	(233,201)	(27,235)	--	216,505	(14,214)	(58,145)	5,772,747	159,877	--	159,877	0.3855
Apple Valley	14,207,905	(512,348)	2,235,000	--	--	--	1,722,652	15,930,557	441,198	--	441,198	1.0637
Arden Hills	2,522,728	(203,311)	--	--	--	--	(203,311)	2,319,417	64,236	--	64,236	0.1549
Austin	16,914,365	(1,409,408)	--	--	--	--	(1,409,408)	15,504,957	429,411	--	429,411	1.0353
Bemidji	8,877,501	(1,050,825)	--	--	220,201	--	(830,624)	8,046,877	222,859	--	222,859	0.5373
Blaine	19,149,001	(1,679,675)	--	--	154,922	(172,996)	(1,697,749)	17,451,252	483,314	--	483,314	1.1653
Bloomington	59,897,078	(4,767,722)	--	2,326,375	832,491	(66,884)	(1,675,740)	58,221,338	1,612,445	--	1,612,445	3.8876
Brainerd	5,691,014	(910,713)	120,000	--	--	--	(790,713)	4,900,301	135,714	--	135,714	0.3272
Brooklyn Center	12,746,848	(1,566,900)	2,123,816	--	2,523,341	--	3,080,257	15,827,105	438,333	--	438,333	1.0568
Brooklyn Park	17,943,776	(4,681,349)	--	--	6,632	--	(4,674,717)	13,269,059	367,488	11,088	378,576	0.9127
Buffalo	4,363,254	(112,242)	--	--	--	--	(112,242)	4,251,012	117,732	--	117,732	0.2838
Burnsville	19,293,742	(1,286,843)	--	349,684	1,328,186	--	391,027	19,684,769	545,172	--	545,172	1.3144
Cambridge	4,424,816	(203,984)	--	--	--	--	(203,984)	4,220,832	116,896	--	116,896	0.2818
Champlin	5,500,344	(656,743)	--	--	120,394	--	(536,349)	4,963,995	137,478	3,888	141,366	0.3408
Chanassan	12,335,281	(190,250)	--	--	65,000	--	(125,250)	12,210,031	338,158	--	338,158	0.8153
Chaska	9,764,929	(1,104,195)	--	--	92,467	--	(1,011,728)	8,753,201	242,421	--	242,421	0.5845
Chisholm	3,685,549	(185,707)	--	--	--	--	(185,707)	3,499,842	96,928	--	96,928	0.2337
Cloquet	11,698,170	--	--	--	73,539	--	73,539	11,771,709	326,019	--	326,019	0.7860
Columbia Heights	7,480,114	(1,246,320)	--	--	133,200	(197,318)	(1,310,438)	6,169,676	170,870	--	170,870	0.4120
Coon Rapids	16,256,984	(609,726)	1,165,000	--	1,010,152	--	1,565,426	17,822,410	493,593	--	493,593	1.1900
Corcoran	5,640,601	--	--	--	5,762	--	5,762	5,646,363	156,377	--	156,377	0.3770
Cottage Grove	16,191,923	(875,023)	136,186	--	425,664	--	(313,173)	15,878,750	439,763	--	439,763	1.0603
Crookston	10,531,008	(630,203)	--	--	1,108,538	(2,000)	476,335	11,007,343	304,849	3,600	308,449	0.7437
Crystal	13,019,286	(699,113)	--	--	4,102,777	(8,257)	3,395,407	16,414,693	454,606	--	454,606	1.0960
Detroit Lakes	3,774,694	(138,748)	--	--	--	--	(138,748)	3,635,946	100,698	--	100,698	0.2428
Duluth	64,250,524	(368,899)	--	1,054,200	132,849	(1,020,008)	(201,858)	64,048,666	1,773,834	4,176	1,778,010	4.2867
Eagan	14,732,198	(189,724)	1,945,000	--	392,508	--	2,147,784	16,879,982	467,493	--	467,493	1.1271
East Bethel	3,880,829	--	--	--	17,200	--	17,200	3,898,029	107,956	--	107,956	0.2603
East Grand Forks	4,219,952	(443,607)	45,000	--	121,700	--	(276,907)	3,943,045	109,203	--	109,203	0.2633
Eden Prairie	21,885,930	--	361,663	974,299	--	--	1,335,962	23,221,892	643,132	--	643,132	1.5506
Edina	21,240,426	(4,697,540)	--	--	45,296	--	(4,652,244)	16,588,182	459,411	--	459,411	1.1076
Elk River	10,613,771	(275,042)	878,002	--	8,000	--	610,960	11,224,731	310,870	--	310,870	0.7495
Fairmont	16,397,698	(978,311)	--	--	74,988	--	(903,323)	15,494,375	429,118	--	429,118	1.0346
Falcon Heights	368,723	(193,599)	(27,988)	--	--	--	(221,587)	147,136	4,075	--	4,075	0.0098
Faribault	12,328,711	(810,038)	--	--	2,346	--	(807,692)	11,521,019	319,076	--	319,076	0.7693
Farmington	5,739,951	(277,284)	--	--	23,046	--	(254,238)	5,485,713	151,927	--	151,927	0.3663
Fergus Falls	8,472,895	(752,757)	--	--	67,200	(40,902)	(726,459)	7,746,436	214,538	--	214,538	0.5172
Forest Lake	2,563,821	(137,257)	--	--	--	--	(137,257)	2,426,564	67,204	--	67,204	0.1620
Fridley	10,003,639	(1,017,865)	--	--	--	(289,143)	(1,307,008)	8,696,631	240,854	--	240,854	0.5807
Golden Valley	13,857,204	(2,034,284)	--	--	1,140,625	--	(893,659)	12,963,545	359,027	--	359,027	0.8656
Grand Rapids	5,023,545	(550,581)	--	553,858	--	--	3,277	5,026,822	139,218	--	139,218	0.3357
Ham Lake	3,640,413	(609,199)	--	--	26,016	--	(583,183)	3,057,230	84,670	--	84,670	0.2041
Hastings	5,970,391	(292,819)	--	233,038	17,620	--	(42,161)	5,928,230	164,183	--	164,183	0.3958
Hermantown	5,862,482	(873,583)	--	--	45,608	(182,219)	(1,010,194)	4,852,288	134,385	--	134,385	0.3240
Hibbing	22,016,838	(695,132)	--	--	78,725	--	(616,407)	21,400,431	592,687	18,864	611,551	1.4744
Hopkins	6,814,101	--	--	--	--	--	--	6,814,101	188,717	--	188,717	0.4550
Hutchinson	7,817,479	(1,093,202)	--	570,793	--	--	(522,409)	7,295,070	202,038	--	202,038	0.4871
International Falls	4,634,621	(136,131)	--	--	--	--	(136,131)	4,498,490	124,586	--	124,586	0.3004
Inver Grove Heights	8,164,716	(123,432)	--	--	1,112,132	--	988,700	9,153,416	253,505	--	253,505	0.6112
Lake Elmo	2,960,695	(668,965)	--	--	100,641	--	(568,324)	2,392,371	66,257	--	66,257	0.1597
Lakeville	20,837,362	(785,359)	--	--	170,254	--	(615,105)	20,222,257	560,057	--	560,057	1.3503
Lino Lakes	8,271,927	(335,507)	--	--	64,950	--	(270,557)	8,001,370	221,599	--	221,599	0.5343
Litchfield	4,826,951	(812,283)	--	--	--	--	(812,283)	4,014,668	111,187	--	111,187	0.2681
Little Canada	3,535,749	(203,823)	365,000	--	43,300	--	204,477	3,740,226	103,586	--	103,586	0.2497
Little Falls	6,574,402	--	--	--	291,401	--	291,401	6,865,803	190,149	--	190,149	0.4584
Mahtomedi	1,912,350	--	--	--	--	--	--	1,912,350	52,963	--	52,963	0.1277
Mankato	18,642,646	(1,077,764)	--	--	424,406	(102,347)	(755,705)	17,886,941	495,381	5,328	500,709	1.2072
Maple Grove	23,673,118	(177,368)	(19,701)	--	541,486	--	344,417	24,017,535	665,168	3,600	668,768	1.6124
Maplewood	11,848,641	(923,124)	--	--	--	(28,375)	(951,499)	10,897,142	301,797	--	301,797	0.7276
Marshall	3,086,240	(493,535)	(74,504)	--	60,338	--	(507,701)	2,578,539	71,413	--	71,413	0.1722
Mendota Heights	4,801,793	(522,605)	75,000	--	8,970	--	(438,635)	4,363,158	120,838	--	120,838	0.2913
Minneapolis	189,487,839	(12,143,694)	--	1,493,191	9,003,231	(71,714)	(1,718,986)	187,768,853	5,200,276	--	5,200,276	12.5377
Minnetonka	27,578,105	(3,015,107)	--	--	282,150	--	(2,732,957)	24,845,148	688,089	--	688,089	1.6590
Montevideo	4,097,702	(336,534)	--	--	--	--	(336,534)	3,761,168	104,166	--	104,166	0.2511
Monticello	3,537,926	(95,013)	--	--	--	--	(95,013)	3,442,913	95,352	--	95,352	0.2299
Moorhead	14,532,893	(1,867,673)	--	--	80,305	(204,508)	(1,991,876)	12,541,017	347,325	--	347,325	0.8374
Morris	2,398,881	--	--	--	2,379	--	2,379	2,401,260	66,503	--	66,503	0.1603
Mound	3,540,826	(734,667)	--	--	107,446	--	(627,221)	2,913,605	80,693	--	80,693	0.1945
Mounds View	2,221,792	(1,088,539)	--	--	--	--	(1,088,539)	1,133,253	31,386	--	31,386	0.0757
New Brighton	7,156,393	(1,487,343)	--	--	--	--	(1,487,343)	5,669,050	157,005	--	157,005	0.3785
New Hope	9,311,175	(578,291)	--	--	183,000	(207,238)	(602,529)	8,708,646	241,187	--	241,187	0.5815
New Ulm	7,910,226	--	--	--	--	--	--	7,910,226	219,074	--	219,074	0.5282
Northfield	7,294,682	(873,078)	--	--	8,850	--	(864,228)	6,430,454	178,092	--	178,092	0.4294
North Mankato	5,723,508	(325,611)	220,000	--	395,146	--	289,535	6,013,043	166,532	--	166,532	0.4015
North St. Paul	3,827,764	(304,120)	--	--	78,068	(354,655)	(580,707)	3,247,057	89,828	--	89,828	0.2168
Oakdale	8,091,277	(463,182)	468,257	--	211,229	--	216,304	8,307,581	230,079	--	230,079	0.5547
Orono	9,236,358	(1,152,759)	--	--	--	--	(1,152,759)	8,083,599	223,876	--	223,876	0.5398
Otsego	8,339,553	(193,389)	--	--	--	--	(193,389)	8,146,164	225,609	--	225,609	0.5439
Owatonna	12,261,181	(803,794)	--	--	--	--	(803,794)	11,457,387	317,313	--	317,313	0.7650
Plymouth	25,111,774	(3,254,191)	--	--	108,205	--	(3,145,986)	21,965,788	608,345	--	608,345	1.4667
Prior Lake	7,455,258	(982,546)	--	--	209,125	--	(773,421)	6,681,837	185,054	--	185,054	0.4462
Ramsey	10,133,261	(637,119)	400,000	--	180,075	--	(57,044)	10,076,217	279,062	--	279,062	0.6728
Red Wing	14,171,109	(880,770)	--	1,145,475	62,176	--	326,881	14,497,990	401,523	--	401,523	0.9681
Richfield	18,043,540	(3,042,015)	--	--	2,904,571	(26,695)	(164,139)	17,879,401	495,172	--	495,172	1.1938
Robbinsdale	5,422,718	(221,620)	--	--	--	(217,974)	(439,594)	4,983,124	138,008	--	138,008	0.3327
Rochester	35,748,017	(2,970,789)	--	--	3,723,389	(170,511)	582,089	36,330,106	1,006,166	--	1,006,166	2.4258
Rosemount	10,597,472	--	--	--								

## UNENCUMBERED CONSTRUCTION FUND BALANCE ADJUSTMENT

The 1993 amount available is the unencumbered construction fund balance adjustment and is deducted from the city's total needs. See Screening Board Resolution and Tentative Determination of the 1994 Money Needs Apportionment on page 38.

The total 1993 construction allotment was \$64,077,980.

In 1992, \$8,801,045 of the construction allotment was spent for off-system projects.

Municipalities	Amount Available 9-1-92	Amount Available 9-1-93	Difference Between 1992 and 1993	Percentage of Total Amount in 1993 Account	Ratio to the City's Construction Allotment
Albert Lea	\$1,415,623	\$1,464,051	\$48,428	1.2960	3.6225
Alexandria	693,474	817,740	124,266	0.7239	2.7447
Andover	409,012	507,482	98,470	0.4492	1.1428
Anoka	0	233,201	233,201	0.2064	0.6194
Apple Valley	1,158,246	512,348	(645,898)	0.4535	0.8705
Arden Hills	53,187	203,311	150,124	0.1800	1.3543
Austin	1,636,900	1,409,408	(227,492)	1.2476	1.9063
Bemidji	1,147,677	1,050,825	(96,852)	0.9302	3.4312
Blaine	1,712,325	1,679,675	(32,650)	1.4868	2.0845
Bloomington	4,841,250	4,767,722	(73,528)	4.2203	2.3933
Brainerd	928,623	910,713	(17,910)	0.8062	3.7169
Brooklyn Center	848,305	1,566,900	718,595	1.3870	2.8626
Brooklyn Park	4,033,619	4,681,349	647,730	4.1439	5.2132
Buffalo	470,814	112,242	(358,572)	0.0994	0.5483
Burnsville	694,889	1,286,843	591,954	1.1391	1.2885
Cambridge	198,367	203,984	5,617	0.1806	1.3007
Champlin	391,287	656,743	265,456	0.5813	1.7774
Chanhassen	756,899	190,250	(566,649)	0.1684	0.5008
Chaska	807,407	1,104,195	296,788	0.9774	2.8202
Chisholm	31,367	185,707	154,340	0.1644	1.3082
Cloquet	1,008,326	0	(1,008,326)	0.0000	0.0000
Columbia Heights	1,253,258	1,246,320	(6,938)	1.1032	4.3210
Coon Rapids	1,638,973	609,726	(1,029,247)	0.5397	0.5263
Corcoran	0	0	0	0.0000	0.0000
Cottage Grove	1,201,371	875,023	(326,348)	0.7746	1.2731
Crookston	566,319	630,203	63,884	0.5578	2.1888
Crystal	967,540	699,113	(268,427)	0.6188	1.3007
Detroit Lakes	147,852	138,748	(9,104)	0.1228	0.7037
Duluth	2,156,079	368,899	(1,787,180)	0.3265	0.1699
Eagan	742,069	189,724	(552,345)	0.1679	0.2380
East Bethel	0	0	0	0.0000	0.0000
East Grand Forks	294,204	443,607	149,403	0.3927	2.6555
Eden Prairie	0	0	0	0.0000	0.0000
Edina	3,800,549	4,697,540	896,991	4.1582	5.2370
Elk River	96,831	275,042	178,211	0.2435	0.6940
Fairmont	493,097	978,311	485,214	0.8660	2.0162

1993 ITEM BY ITEM TABULATION OF NEEDS

MUNICIPALITY	GRADING	COMPLETE STORM SEWER	STORM SEWER ADJUSTMENT	BA	SURFACE	SHOULDER	CURB AND GUTTER	SIDEWALK	SIGNALS	LIGHTING	RETAINING WALLS	BRIDGES	RAILROAD CROSSINGS	ENGINEERING	MAINTENANCE	NEEDS	MILEAGE	COST PER MILE	
ALBERT LEA	\$1,609,626	\$228,660	\$452,480	\$1	1,166	\$1,760,945	\$10,206	\$545,468	\$691,800	\$565,200	\$373,000	\$99,000	\$175,107	\$1,182,500	\$1,712,371	\$123,634	\$11,349,163	18.65	\$599,145
ALEXANDRIA	823,167	927,000	204,800	1	1,466	1,420,706		456,114	595,110	373,200	241,600			1,152,392	75,032	7,629,587	12.08	631,588	
ANDOVER	1,012,075	2,768,640		1	1,414	2,002,874	39,914	761,719	2,424,795	740,000	618,000		110,750	2,086,773	106,859	13,786,813	30.90	446,175	
ANOKA	605,729	1,200,980	8,960		1,298	1,006,359		466,847	409,710	288,800	237,800			878,851	69,558	5,830,892	11.89	490,403	
APPLE VALLEY	1,009,494	1,668,600	282,240	1	1,511	2,697,345		680,533	1,465,125	1,482,400	587,200	66,000		2,140,104	178,353	14,207,905	29.36	483,920	
ARDEN HILLS	179,423	525,300	7,680		1,836	364,328		152,835	271,875	212,600	108,200			380,536	28,115	2,522,728	5.41	466,308	
AUSTIN	2,519,594	694,220	327,680	1	1,882	2,121,683		698,400	1,097,565	758,600	456,800	3,304,370	319,900	2,553,786	172,885	16,914,365	22.84	595,884	
BEMIDJI	811,221	1,034,120	88,320	1	1,165	1,509,719		482,777	758,910	456,000	287,200	10,000	539,110	1,339,164	98,545	8,877,501	14.36	580,668	
BLAINE	1,282,277	3,720,360	58,880	2	1,520	3,420,615	3,115	1,111,645	2,392,335	1,235,800	640,000			2,901,517	127,937	19,149,001	32.00	598,406	
BLOOMINGTON	5,529,969	7,152,320	942,080	9	1,992	13,390,684		2,748,430	3,939,210	3,831,200	1,477,600	16,000	375,760	1,193,150	9,043,990	608,693	59,897,078	73.88	805,649
BRAINERD	687,528	224,540	355,840		1,921	1,339,198		370,280	293,895	382,000	286,000			853,592	95,220	5,691,014	14.30	397,973	
BROOKLYN CENTER	935,851	1,493,500	540,160	2	1,644	2,875,306		548,310	602,070	930,000	426,000	42,867	277,200	1,921,664	149,276	12,746,848	21.30	585,429	
BROOKLYN PARK	1,164,841	2,778,940	373,760	2	1,258	3,978,492		936,653	1,058,430	1,748,800	738,200			2,705,468	207,934	17,943,776	38.45	466,678	
BUFFALO	406,993	432,600	53,760		1,804	569,985		299,108	373,830	132,800	116,400	50,000	580,650	660,767	31,557	4,363,254	5.82	749,700	
BURNSVILLE	1,879,264	1,122,700	421,760	2	1,070	4,109,567		1,090,377	1,350,420	2,277,200	873,400			2,887,696	363,288	19,293,742	43.67	441,808	
CAMBRIDGE	349,676	861,080	67,200		1,554	512,204		288,989	251,475	109,800	109,800	60,000	602,140	671,448	23,100	4,424,816	5.49	696,298	
CHAMPLIN	256,856	791,040	19,200		1,162	1,156,706		378,635	960,120	360,400	292,400		40,350	828,454	69,371	5,500,344	15.16	362,820	
CHANHASSEN	1,012,589	2,381,360	76,800	2	1,188	2,296,304		788,445	487,860	692,400	370,800	180,000	25,080	1,872,689	58,766	12,335,281	18.54	663,981	
CHASKA	877,477	1,796,320	62,080	1	1,918	1,398,182		683,221	1,028,400	326,800	246,400	143,000	25,200	1,479,898	63,383	9,764,929	12.32	790,562	
CHISHOLM	655,106	632,420	24,320		1,117	493,045		225,838	269,595	138,600	138,600		160,650	556,320	38,588	3,685,549	6.93	531,825	
CLOQUET	1,972,468	2,142,400		1	1,126	1,402,337	8,022	613,763	867,900	408,600	360,400	37,000	336,600	1,769,965	95,089	11,698,170	18.02	630,498	
COLUMBIA HEIGHTS	807,737	1,013,520	60,160	1	1,317	1,396,687		379,678	24,105	385,200	233,000	350,000		1,128,538	81,947	7,480,114	11.65	642,070	
COON RAPIDS	852,790	1,248,360	272,640	1	1,356	3,318,075		776,473	1,264,860	1,580,600	770,200	1,801,624	191,300	2,438,696	270,010	16,256,984	38.51	375,366	
CORCORAN	1,266,054	512,940		1	1,408	563,685	52,199	188,931	330,135	286,200	276,200			851,715	57,134	5,640,601	13.81	408,443	
COTTAGE GROVE	1,372,624	2,189,780	129,920	2	1,444	2,470,871	16,492	849,689	1,940,670	1,024,600	560,800	288,000	570,000	2,444,744	165,289	16,191,923	28.04	557,130	
CROOKSTON	607,294	506,760	136,960		1,326	833,929		279,477	606,375	247,400	206,800		4,705,740	1,596,315	66,282	10,531,008	10.84	537,386	
CRYSTAL	1,295,148	1,969,360	324,480	2	1,539	1,632,015		964,129	1,455,135	468,400	357,600	72,900		1,971,983	91,847	13,019,286	17.88	728,148	
DETROIT LAKES	305,960	523,240	30,080		1,468	730,040	119	150,970	307,155	253,400	180,200		302,850	566,729	59,483	3,774,694	9.01	418,945	
DULUTH	9,160,528	5,353,940	1,131,520	10	1,222	8,427,434	80,801	2,688,941	2,892,780	3,081,000	1,794,400	154,000	8,284,817	9,710,435	593,306	64,250,524	90.30	619,775	
EAGAN	795,097	1,794,260	142,720	1	1,192	3,449,913		860,524	582,825	1,982,200	849,400			2,202,147	295,920	14,732,198	42.47	346,885	
EAST BETHEL	706,625				1,001	883,764	85,680			452,800	452,800	20,000		578,642	87,517	3,880,829	22.64	171,415	
EAST GRAND FORKS	581,609	473,800	71,680		1,790	805,981		234,585	53,820	276,800	216,400		222,850	633,477	67,160	4,219,952	10.82	390,014	
EDEN PRAIRIE	1,523,437	3,269,220	407,680	2	1,230	4,283,181		1,461,684	1,025,025	1,872,000	752,200	445,500		3,305,559	216,164	21,885,930	37.61	581,918	
EDINA	2,334,911	1,602,680	678,400	3	1,773	3,367,319		1,367,256	1,022,490	1,755,400	779,000	154,600	166,650	3,315,350	3,201,949	21,240,426	38.95	541,047	
ELK RIVER	778,783	1,884,900		1	1,612	1,830,586	34,909	590,517	1,066,170	816,800	453,400	8,000		1,603,340	103,004	10,613,771	22.67	468,186	
FAIRMONT	2,566,091	2,809,840	60,800	2	1,657	2,417,159		784,640	1,283,820	600,400	347,600	3,000	448,800	2,482,725	122,066	16,397,698	17.38	917,658	
FALCON HEIGHTS	10,918	12,360	3,840		1,186	133,394		6,930	6,000	58,600	50,300			54,006	14,689	368,723	2.54	145,167	
FARIBAULT	1,037,331	543,840	108,160	1	1,763	2,028,265		476,122	1,499,955	668,400	375,200	1,404,280	513,750	1,861,572	125,073	12,328,711	18.76	582,326	
FARMINGTON	458,389	1,194,800	5,760		1,602	668,449		342,092	511,485	158,200	146,200		350,117	871,137	229,550	5,739,951	7.31	737,323	
FERGUS FALLS	753,892	603,580	208,000		1,324	1,031,829	2,667	370,652	484,650	376,400	273,000	10,500	542,795	1,280,884	75,972	8,472,895	13.65	580,960	
FOREST LAKE	327,957	475,860	19,200		1,237	511,178		187,486	200,145	81,200	73,800		82,100	388,813	14,945	2,563,821	3.69	694,802	
FRIDLEY	872,896	1,312,220	479,360	1	1,204	2,256,692		627,129		716,600	499,600		302,250	1,501,198	162,490	10,003,639	24.98	400,466	
GOLDEN VALLEY	1,480,268	1,781,900	366,080	2	1,928	2,256,711		764,914	464,205	828,000	473,400	10,000		2,090,995	149,603	13,857,204	23.67	565,366	
GRAND RAPIDS	530,277	589,160	90,880		1,441	1,034,206	1,064	306,162	224,100	314,000	207,200		592,200	755,414	71,391	5,023,545	10.36	484,898	
HAM LAKE	364,733	230,720	19,200		1,738	802,383	58,716	167,624		404,800	399,400			543,295	78,804	3,640,413	19.97	182,294	
HASTINGS	561,270	694,220	209,920		1,731	1,225,692	1,428	351,063	483,540	408,200	289,000	52,000		897,129	89,198	5,970,391	14.45	413,176	
HERMANTOWN	530,432	1,250,420			1,457	1,011,365	2,401	351,016	209,850	294,800	259,800	20,000		884,259	65,682	5,862,482	12.99	451,307	
HIBBING	3,972,286	2,346,340	220,800	4	1,795	2,798,082	100,611	908,472	998,925	1,033,800	959,600		16,320	3,320,999	245,858	22,016,838	50.60	434,793	
HOPKINS	798,552	807,520	144,640		1,477	1,270,384		347,700	530,625	477,200	187,000		843,950	1,029,620	64,383	6,814,101	9.35	728,781	
HUTCHINSON	598,418	362,560	186,880		1,685	1,006,029		267,160	483,810	320,200	223,200	25,000	895,950	1,181,373	72,914	7,817,479	11.16	620,209	
INTERNATIONAL FALL	657,975	420,240	210,560		1,533	808,533		712,272		161,800	157,600		1,456,300	700,259	43,999	4,634,621	7.88	588,150	
INVER GROVE HEIGHT	454,677	1,520,280	144,640		1,704	1,065,704		1,574,467	592,770	469,800	380,600			1,228,700	109,913	8,164,716	19.03	429,044	
LAKE ELMO	245,874	387,28																	

<b>Municipalities</b>	<b>Amount Available 9-1-92</b>	<b>Amount Available 9-1-93</b>	<b>Difference Between 1992 and 1993</b>	<b>Percentage of Total Amount in 1993 Account</b>	<b>Ratio to the City's Construction Allotment</b>
Falcon Heights	\$51,442	\$193,599	\$142,157	0.1714	2.9327
Faribault	700,505	810,038	109,533	0.7170	1.8594
Farmington	0	277,284	277,284	0.2454	0.8967
Fergus Falls	557,244	752,757	195,513	0.6663	2.5464
Forest Lake	97,095	137,257	40,162	0.1215	1.0841
Fridley	1,432,926	1,017,865	(415,061)	0.9010	2.1632
Golden Valley	1,860,667	2,034,284	173,617	1.8007	3.7239
Grand Rapids	385,669	550,581	164,912	0.4874	2.6895
Ham Lake	420,034	609,199	189,165	0.5393	2.9714
Hastings	0	292,819	292,819	0.2592	1.0800
Hermantown	854,296	873,583	19,287	0.7733	4.2566
Hibbing	179,735	695,132	515,397	0.6153	0.9203
Hopkins	0	0	0	0.0000	0.0000
Hutchinson	1,036,002	1,093,202	57,200	0.9677	3.6360
International Falls	259,767	136,131	(123,636)	0.1205	0.5344
Inver Grove Heights	717,227	123,432	(593,795)	0.1093	0.2837
Lake Elmo	549,364	668,965	119,601	0.5922	5.5933
Lakeville	0	785,359	785,359	0.6952	0.8176
Lino Lakes	72,224	335,507	263,283	0.2970	1.2967
Litchfield	693,382	812,283	118,901	0.7190	6.2736
Little Canada	168,209	203,823	35,614	0.1804	1.2142
Little Falls	60,703	0	(60,703)	0.0000	0.0000
Mahtomedi	129,975	0	(129,975)	0.0000	0.0000
Mankato	509,930	1,077,764	567,834	0.9540	1.1712
Maple Grove	340,994	177,368	(163,626)	0.1570	0.1913
Maplewood	1,971,646	923,124	(1,048,522)	0.8171	1.7230
Marshall	239,117	493,535	254,418	0.4369	1.9399
Mendota Heights	409,469	522,605	113,136	0.4626	3.1147
Minneapolis	16,826,542	12,143,694	(4,682,848)	10.7495	1.7977
Minnetonka	4,201,588	3,015,107	(1,186,481)	2.6689	2.2306
Montevideo	577,002	336,534	(240,468)	0.2979	2.0297
Monticello	122,497	95,013	(27,484)	0.0841	0.7786
Moorhead	1,896,260	1,867,673	(28,587)	1.6532	2.8247
Morris	137,342	0	(137,342)	0.0000	0.0000
Mound	559,158	734,667	175,509	0.6503	4.2154
Mounds View	919,707	1,088,539	168,832	0.9636	6.4475
New Brighton	1,140,119	1,487,343	347,224	1.3166	3.9558
New Hope	412,915	578,291	165,376	0.5119	1.3916
New Ulm	0	0	0	0.0000	0.0000
Northfield	1,117,486	873,078	(244,408)	0.7728	2.9234
North Mankato	56,475	325,611	269,136	0.2882	1.0817
North St. Paul	333,862	304,120	(29,742)	0.2692	1.4646

<b>Municipalities</b>	<b>Amount Available 9-1-92</b>	<b>Amount Available 9-1-93</b>	<b>Difference Between 1992 and 1993</b>	<b>Percentage of Total Amount in 1993 Account</b>	<b>Ratio to the City's Construction Allotment</b>
Oakdale	\$319,639	\$463,182	\$143,543	0.4100	1.2430
Orono	927,233	1,152,759	225,526	1.0204	5.1110
Otsego	211,714	193,389	(18,325)	0.1712	0.8110
Owatonna	658,886	803,794	144,908	0.7115	1.3996
Plymouth	2,931,460	3,254,191	322,731	2.8806	2.5733
Prior Lake	894,644	982,546	87,902	0.8697	3.3490
Ramsey	697,979	637,119	(60,860)	0.5640	2.0853
Red Wing	1,332,349	880,770	(451,579)	0.7796	1.9387
Richfield	2,692,790	3,042,015	349,225	2.6928	3.9959
Robbinsdale	553,575	221,620	(331,955)	0.1962	0.6343
Rochester	2,719,447	2,970,789	251,342	2.6297	1.8349
Rosemount	363,462	0	(363,462)	0.0000	0.0000
Roseville	1,332,407	1,369,024	36,617	1.2118	2.1956
St. Anthony	208,642	301,972	93,330	0.2673	2.6115
St. Cloud	417,925	553,554	135,629	0.4900	0.6306
St. Louis Park	1,750,817	946,151	(804,666)	0.8375	1.4096
St. Paul	22,231,686	10,239,375	(11,992,311)	9.0638	1.6647
St. Peter	292,442	415,634	123,192	0.3679	1.8547
Sartell	132,021	143,850	11,829	0.1273	0.9375
Sauk Rapids	721,175	721,125	(50)	0.6383	3.2214
Savage	0	38,642	38,642	0.0342	0.1097
Shakopee	972,297	1,083,034	110,737	0.9587	3.4994
Shoreview	155,763	372,190	216,427	0.3295	0.7664
Shorewood	475,664	657,489	181,825	0.5820	3.6161
South St. Paul	985,321	1,217,844	232,523	1.0780	3.2601
Spring Lake Park	244,355	354,219	109,864	0.3136	3.3190
Stillwater	1,349,486	1,565,214	215,728	1.3855	4.2414
Thief River Falls	367,263	615,641	248,378	0.5450	2.1593
Vadnais Heights	35,612	0	(35,612)	0.0000	0.0000
Virginia	241,019	64,853	(176,166)	0.0574	0.2592
Waite Park	0	0	0	0.0000	0.0000
Waseca	198,320	0	(198,320)	0.0000	0.0000
West St. Paul	409,048	684,174	275,126	0.6056	1.9390
White Bear Lake	531,948	553,436	21,488	0.4899	1.1422
Willmar	204,166	212,057	7,891	0.1877	0.4921
Winona	614,922	283,431	(331,491)	0.2509	0.5457
Woodbury	1,988,949	2,058,872	69,923	1.8225	2.1269
Worthington	1,077,930	772,172	(305,758)	0.6835	2.7873
<b>TOTAL</b>	<b>\$129,836,670</b>	<b>\$112,970,238</b>	<b>(\$16,866,432)</b>	<b>100.0000</b>	<b>1.7630</b>

# UNAMORTIZED BOND ACCOUNT BALANCE

(Amount as of December 31, 1992)  
(For Reference, see Bond Adjustment Resolution)

The average principal and interest on all Bond sales cannot exceed 50 percent of the last construction apportionment preceding the Bond sale.  
COLUMN B: Total Disbursements and Obligations: The amount of bond applied toward State Aid projects. A Report Of State Contract must be submitted by December 31 of the previous year to get credit for the expenditure.

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

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

The bond account adjustment is computed by using two steps.

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

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

Municipality	Date of Issue	(A) Amount of Issue	(B) Total Amount Applied Toward State Aid Projects	(C) (A Minus B) Amount Not Applied Toward State Aid Projects	(D) Remaining Amount of Principal To Be Paid	(E) Off System Disburse- ment	(D Minus C) Bond Account Adjustment
Andover	9-01-84	\$510,000	\$510,000	\$0	\$110,000		\$110,000
Andover	8-01-88	500,000	500,000	0	300,000		300,000
Anoka	7-01-86	985,000	552,765	432,235	405,000		(27,235)
Apple Valley	12-01-74	100,000	100,000	0	15,000		15,000
Apple Valley	8-01-79	875,000	875,000	0	545,000		545,000
Apple Valley	09-09-91	1,730,000	1,730,000	0	1,675,000		1,675,000
Brainerd	10-01-85	430,000	430,000	0	120,000		120,000
Brooklyn Center	9-01-91	3,000,000	2,238,816	761,184	2,885,000		2,123,816
Coon Rapids	8-01-90	1,935,000	1,935,000	0	1,165,000		1,165,000
Cottage Grove	5-01-77	560,000	541,186	18,814	155,000		136,186
Eagan	7-01-86	3,000,000	3,000,000	0	1,945,000		1,945,000
East Grand Forks	9-01-65	325,000	325,000	0	45,000		45,000

		(A)	(B)	(C)	(D)	(E)	(D Minus C)
Municipality	Date of Issue	Amount of Issue	Total Amount Applied Toward State Aid Projects	(A Minus B) Amount Not Applied Toward State Aid Projects	Remaining Amount of Principal To Be Paid	Off System Disbursement	Bond Account Adjustment
Eden Prairie	12-01-82	\$2,300,000	\$2,211,663	\$88,337	\$450,000		\$361,663
Eden Prairie	07-01-92	1,940,000	0	1,940,000	1,940,000		0
Elk River	12-01-82	1,095,000	878,002	216,998	1,095,000		878,002
Falcon Heights	4-21-80	170,000	142,012	27,988	0		(27,988)
Little Canada	10-01-81	225,000	225,000	0	60,000		60,000
Little Canada	8-01-86	340,000	340,000	0	305,000		305,000
Maple Grove	7-16-79	1,100,000	1,080,299	19,701	0		(19,701)
Marshall	7-01-81	310,000	235,496	74,504	0		(74,504)
Mendota Heights	3-01-75	360,000	360,000	0	75,000		75,000
North Mankato	6-01-86	550,000	550,000	0	220,000		220,000
Oakdale	11-10-92	650,000	468,257	181,743	650,000		468,257
Ramsey	03-13-91	500,000	500,000	0	400,000		400,000
Roseville	12-01-85	2,225,000	2,225,000	0	1,675,000		1,675,000
St. Cloud	07-01-82	390,000	390,000	0	200,000		200,000
St. Cloud	09-01-83	500,000	500,000	0	110,000		110,000
St. Cloud	11-01-92	1,940,000	1,755,000	185,000	1,940,000		1,755,000
St. Paul	**	**	**	**	**		40,279
Savage	10-01-87	875,000	875,000	0	475,000		475,000
Woodbury	11-12-75	263,000	262,050	950	0		(950)
<b>TOTAL</b>		<b>\$29,683,000</b>	<b>\$25,735,546</b>	<b>\$3,947,454</b>	<b>\$18,960,000</b>	<b>\$0</b>	<b>\$15,052,825</b>

\*\* 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 in the following resolution:

**BE IT RESOLVED:**

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

Municipality	First Year of Adjustment	Year of Apportionment Expiration	Amount
Bloomington	1987 & 1990	2001 & 2004	\$2,326,375
Burnsville	1986	2000	349,684
* Duluth	1987	2001	1,054,200
Eden Prairie	1985	1999	974,299
Grand Rapids	1980	1994	553,858
Hastings	1983	1997	233,038
Hutchinson	1980	1994	570,793
Minneapolis	1983 & 1986	1997 & 2000	1,493,191
Red Wing	1980 & 1986	1994 & 2000	1,145,475
Roseville	1987	2001	2,814,714
St. Louis Park	1980	1994	1,356,666
St. Paul	1983	1997	320,857
<b>TOTAL</b>			<b>\$13,193,150</b>

\* Rehabilitation of the lift bridge which was approved by the Screening Board in 1986.

## PROJECT LISTING OF RIGHT-OF-WAY ACQUISITION IN 1992

MUNICIPALITY	PROJECT	PROJECT AMOUNT	TOTAL ADJUSTMENT
Blaine	106-101-04	\$83,781	\$83,781
Brooklyn Center	109-125-03	1,575,780	1,575,780
Coon Rapids	114-120-03	7,000	7,000
Corcoran	215-103-02	5,762	5,762
Cottage Grove	180-102-13	359,561	359,561
Crystal	116-326-02	883,500	883,500
Duluth	118-160-02	7,000	7,000
Inver Grove Heights	178-102-09	31,200	
	178-104-03	143,600	174,800
Little Falls	136-114-05	73,458	
	136-129-01	86,198	159,656
Minneapolis	141-194-08	202,324	
	141-223-16	460,755	
	141-281-11	475,048	
	141-345-01	1,575,041	2,713,168
Oakdale	185-121-00	143,800	
	185-237-01	7,110	
	185-231-03	500	151,410
Rochester	159-126-06	260,098	260,098
Roseville	160-246-02	277,721	277,721
St. Paul	164-157-16	758,758	
	164-194-23	9,550	
	164-249-03	527,042	
	164-125-21	7,866	1,303,216
<b>Total</b>			<b>\$7,962,453</b>

## NEEDS ADJUSTMENT FOR RIGHT-OF-WAY ACQUISITION

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

MUNICIPALITY	1977-1991 RIGHT-OF-WAY EXPENDITURES	+	1992 RIGHT-OF-WAY EXPENDITURES	-	1977 EXPIRED RIGHT-OF-WAY EXPENDITURES	=	TOTAL RIGHT-OF-WAY ADJUSTMENT FOR 1994 APPORTIONMENT
Albert Lea	--		--		--		--
Alexandria	--		--		--		--
Andover	\$147,283		--		--		\$147,283
Anoka	216,505		--		--		216,505
Apple Valley	--		--		--		--
Arden Hills	--		--		--		--
Austin	--		--		--		--
Bemidji	220,201		--		--		220,201
Blaine	71,141		\$83,781		--		154,922
Bloomington	832,491		--		--		832,491
Brainerd	--		--		--		--
Brooklyn Center	947,561		1,575,780		--		2,523,341
Brooklyn Park	6,632		--		--		6,632
Buffalo	--		--		--		--
Burnsville	1,328,186		--		--		1,328,186
Cambridge	--		--		--		--
Champlin	120,394		--		--		120,394
Chanhassen	65,000		--		--		65,000
Chaska	92,467		--		--		92,467
Chisholm	--		--		--		--
Cloquet	73,539		--		--		73,539
Columbia Heights	133,200		--		--		133,200
Coon Rapids	1,003,152		7,000		--		1,010,152
Corcoran	--		5,762		--		5,762
Cottage Grove	66,103		359,561		--		425,664
Crookston	1,108,538		--		--		1,108,538
Crystal	3,219,277		883,500		--		4,102,777
Detroit Lakes	--		--		--		--
Duluth	125,849		7,000		--		132,849
Eagan	392,508		--		--		392,508
East Bethel	17,200		--		--		17,200
East Grand Forks	121,700		--		--		121,700
Eden Prairie	--		--		--		--
Edina	45,296		--		--		45,296
Elk River	8,000		--		--		8,000
Fairmont	74,988		--		--		74,988
Falcon Heights	--		--		--		--
Faribault	2,346		--		--		2,346
Farmington	23,046		--		--		23,046

MUNICIPALITY	1977-1991 RIGHT-OF-WAY EXPENDITURES	+	1992 RIGHT-OF-WAY EXPENDITURES	-	1977 EXPIRED RIGHT-OF-WAY EXPENDITURES	=	TOTAL RIGHT-OF-WAY ADJUSTMENT FOR 1994 APPORTIONMENT
Fergus Falls	\$67,200		--		--		\$67,200
Forest Lake	--		--		--		--
Fridley	5,205		--		(\$5,205)		--
Golden Valley	1,140,625		--		--		1,140,625
Grand Rapids	--		--		--		--
Ham Lake	26,016		--		--		26,016
Hastings	17,620		--		--		17,620
Hermantown	45,608		--		--		45,608
Hibbing	78,725		--		--		78,725
Hopkins	--		--		--		--
Hutchinson	--		--		--		--
International Falls	--		--		--		--
Inver Grove Heights	958,329		\$174,800		(20,997)		1,112,132
Lake Elmo	100,641		--		--		100,641
Lakeville	170,254		--		--		170,254
Lino Lakes	64,950		--		--		64,950
Litchfield	--		--		--		--
Little Canada	43,300		--		--		43,300
Little Falls	131,745		159,656		--		291,401
Mahtomedi	--		--		--		--
Mankato	424,406		--		--		424,406
Maple Grove	541,486		--		--		541,486
Maplewood	--		--		--		--
Marshall	60,338		--		--		60,338
Mendota Heights	8,970		--		--		8,970
Minneapolis	6,600,348		2,713,168		(310,285)		9,003,231
Minnnetonka	282,150		--		--		282,150
Montevideo	--		--		--		--
Monticello	--		--		--		--
Moorhead	80,305		--		--		80,305
Morris	15,476		--		(13,097)		2,379
Mound	107,446		--		--		107,446
Mounds View	--		--		--		--
New Brighton	--		--		--		--
New Hope	183,000		--		--		183,000
New Ulm	--		--		--		--
Northfield	8,850		--		--		8,850
North Mankato	395,146		--		--		395,146
North St. Paul	78,068		--		--		78,068
Oakdale	59,819		151,410		--		211,229
Orono	--		--		--		--
Otsego	--		--		--		--

MUNICIPALITY	1977-1991 RIGHT-OF-WAY EXPENDITURES	+	1992 RIGHT-OF-WAY EXPENDITURES	-	1977 EXPIRED RIGHT-OF-WAY EXPENDITURES	=	TOTAL RIGHT-OF-WAY ADJUSTMENT FOR 1994 APPORTIONMENT
Owatonna	\$34,121		--		(\$34,121)		--
Plymouth	108,205		--		--		\$108,205
Prior Lake	209,125		--		--		209,125
Ramsey	180,075		--		--		180,075
Red Wing	62,176		--		--		62,176
Richfield	2,904,571		--		--		2,904,571
Robbinsdale	--		--		--		--
Rochester	3,463,291		260,098		--		3,723,389
Rosemount	--		--		--		--
Roseville	1,383,005		277,721		--		1,660,726
St. Anthony	--		--		--		--
St. Cloud	1,175,435		--		--		1,175,435
St. Louis Park	43,752		--		--		43,752
St. Paul	3,040,584		1,303,216		(638,881)		3,704,919
St. Peter	--		--		--		--
Sartell	--		--		--		--
Sauk Rapids	9,834		--		--		9,834
Savage	--		--		--		--
Shakopee	--		--		--		--
Shoreview	--		--		--		--
Shorewood	--		--		--		--
South St. Paul	--		--		--		--
Spring Lake Park	--		--		--		--
Stillwater	104,442		--		--		104,442
Thief River Falls	42,475		--		--		42,475
Vadnais Heights	--		--		--		--
Virginia	--		--		--		--
Waite Park	--		--		--		--
Waseca	5,000		--		--		5,000
West St. Paul	--		--		--		--
White Bear Lake	279,823		--		--		279,823
Willmar	152,500		--		--		152,500
Winona	340,950		--		--		340,950
Woodbury	239,908		--		--		239,908
Worthington	26,842		--		--		26,842
<b>TOTAL</b>	<b>\$35,964,743</b>		<b>\$7,962,453</b>		<b>(\$1,022,586)</b>		<b>\$42,904,610</b>

**1992 BITUMINOUS OVERLAY AND  
CONCRETE JOINT REPAIR ADJUSTMENTS**

MUNICIPALITY	IMPROVEMENT	PROJECT NUMBER	ADJUSTMENT FOR PROJECTS CONSTRUCTED IN 1992
Blaine	Bit. overlay etc.	106-109-06	\$51,948
		106-111-02	36,498
		106-110-02	36,410
		106-117-03	48,140
			<u>\$172,996</u>
Duluth	Bit. overlay etc.	118-152-10	\$5,390
Fridley	Bit. overlay etc.	127-303-04	75,407
		127-316-04	10,397
		127-321-03	31,152
		127-333-01	48,601
		127-338-02	79,574
		127-346-01	44,012
			<u>\$289,143</u>
Mankato	Conc. joint repair etc.	137-105-04	21,172
		137-106-04	17,013
		137-108-07	11,276
		137-109-04	15,254
	Bit. overlay etc.	137-113-08	25,764
		137-116-04	11,868
			<u>\$102,347</u>
Maplewood	Bit. overlay etc.	138-111-02	\$28,375
New Hope	Bit. overlay etc.	182-101-10	5,460
		182-102-02	26,946
			<u>\$32,406</u>
North St. Paul	Bit. overlay etc.	151-248-09	19,921
		151-255-03	56,058
			<u>\$75,979</u>
Richfield	Conc. joint repair etc.	157-361-15	\$26,695
Robbinsdale	Bit. overlay etc.	158-297-12	\$217,974
St. Cloud	Bit. overlay etc.	162-132-13	\$12,369
Winona	Bit. overlay etc.	176-104-13	146,754
		176-105-04	23,360
			<u>\$170,114</u>
<b>TOTAL</b>			<b>\$1,133,788</b>

**TOTAL NEEDS ADJUSTMENT FOR  
BITUMINOUS OVERLAY AND  
CONCRETE JOINT REPAIR PROJECTS**

IF, DURING THE PERIOD THAT COMPLETE NEEDS ARE BEING RECEIVED THE STREET IS IMPROVED WITH A BITUMINOUS OVERLAY, CONCRETE JOINT REPAIR OR IS WIDENED, THE MUNICIPALITY WILL CONTINUE TO RECEIVE COMPLETE NEEDS BUT SHALL HAVE THE STAT AID COST OF THE BITUMINOUS RESURFACING OR CONCRETE JOINT REPAIR OR WIDENED CONSTRUCTION PROJECT PLUS ANY ITEMS CONSTRUCTED THAT ARE INCLUDED IN THE NEEDS DEDUCTED FROM ITS TOTAL NEEDS FOR A PERIOD OF TEN YEARS.

MUNICIPALITY	1991-1992 ADJUSTMENTS	+	1993 ADJUSTMENTS	=	TOTAL NEEDS ADJUSTMENT FOR THE 1994 APPORTIONMENT
ALBERT LEA	\$63,700		--		\$63,700
ALEXANDRIA	85,966		--		85,966
ANOKA	14,214		--		14,214
BLAINE	--		172,996		172,996
BLOOMINGTON	66,884		--		66,884
COLUMBIA HEIGHTS	197,318		--		197,318
CROOKSTON	2,000		--		2,000
CRYSTAL	8,257		--		8,257
DULUTH	1,014,618		5,390		1,020,008
FERGUS FALLS	40,902		--		40,902
FRIDLEY	--		289,143		289,143
HERMANTOWN	182,219		--		182,219
MANKATO	--		102,347		102,347
MAPLEWOOD	--		28,375		28,375
MINNEAPOLIS	71,714		--		71,714
MOORHEAD	204,508		--		204,508
NEW HOPE	174,832		32,406		207,238
NORTH ST PAUL	278,676		75,979		354,655
RICHFIELD	--		26,695		26,695
ROBBINSDALE	--		217,974		217,974
ROCHESTER	170,511		--		170,511
ST. CLOUD	--		12,369		12,369
ST. PAUL	230,500		--		230,500
SO. ST. PAUL	11,288		--		11,288
THIEF RIVER FALLS	27,407		--		27,407
WILLMAR	50,418		--		50,418
WINONA	4,921		170,114		175,035
<b>TOTAL</b>	<b>\$2,900,853</b>		<b>\$1,133,788</b>		<b>\$4,034,641</b>

## TRUNK HIGHWAY TURNBACKS

The following tabulation shows the Trunk Highway Turnback Maintenance allowance for the 1994 Apportionment. All turnbacks eligible for maintenance payments are included in this tabulation as of December 31, 1993. 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 Approved	Miles Const.	Miles Eligible Maint.	Date of Msas Designation	Maintenance Allowance Eligible Miles X \$7,200	Total
<u>Brooklyn Park</u> 137 (TH 169)	10-88	1.54	Yes	0.00	1.54	11-88	\$11,088	\$11,088
<u>Champlin</u> 114 (TH 169)	10-88	0.54	Yes	0.00	0.54	11-88	3,888	3,888
<u>Crookston</u> 115 (TH 75)	11-87	0.30	Yes	0.00	0.30	03-88	2,160	
144 (TH 75)	11-87	<u>1.28</u> 1.58	Yes	1.08	<u>0.20</u> 0.50	03-88	<u>1,440</u> 3,600	3,600
<u>Duluth</u> 107 & 108 (TH 2)	6-91	0.58	No	0.00	0.58	08-91	4,176	4,176
<u>Hibbing</u> 175 & 226 (TH 73)	6-91	2.62	No	0.00	2.62	07-91	18,864	18,864

Msas Route No.	Date of Release	Total Mileage	Plan Approved	Miles Const.	Miles Eligible Maint.	Date of Msas Designation	Maintenance Allowance Eligible Miles X \$7,200	Total
<u>Mankato</u>								
101 (TH 22)	4-85	1.10	No Yes		0.24 0.86	06-85	1,728	
124 (TH 22)		<u>0.50</u> 1.60	No	<u>0.00</u> 0.86	<u>0.50</u> 0.74	01-90	<u>3,600</u> 5,328	5,328
<u>Maple Grove</u>								
128 (TH 169)	10-88	0.50	Yes	0.00	0.50	11-88	3,600	3,600
<u>St. Cloud</u>								
115,131,145 (TH 15)	10-90	2.33	No	0.00	2.33	12-90	16,776	16,776
<u>Waite Park</u>								
105 (TH 23)	04-92	0.52	No	0.00	0.52	05-92	2,808	2,808
<u>Willmar</u>								
153 (TH 23 & 71)	10-85	3.20	Yes	2.32	0.88	01-86	6,336	
153 (TH71)	10-85	<u>0.62</u> 3.82	Yes	<u>0.62</u> 2.94	<u>0.00</u> 0.88	03-90		6,336
<b>TOTAL</b>		<b>15.09</b>		<b>4.88</b>	<b>10.75</b>			<b>\$76,464</b>

October 26, 1993

James N. Denn, Commissioner  
Minnesota Department of Transportation  
Room 411  
State Transportation Building  
St. Paul, Minnesota 55155

Dear Commissioner Denn,

We, the undersigned, as members of the 1993 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 1994 Apportionment Sum as provided by Minnesota Statutes, Chapter 162.13, Subdivision 1.

Respectfully submitted,

-----  
Alan Gray  
Chairman

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Ken Larson  
Vice Chairman

-----  
Dave Sonnenberg  
Secretary

Approved by:

-----  
Jim Prusak  
District 1

-----  
David Kildahl  
District 2

-----  
Sidney Williamson  
District 3

-----  
Herb Reimer  
District 4

-----  
Larry Anderson  
Metro-West

-----  
Arnold Putnam  
District 6

-----  
Ken Saffert  
District 7

-----  
Dale Swanson  
District 8

-----  
Brian Bachmeier  
Metro-East

-----  
Kenneth Larson  
Duluth

-----  
Bo Spurrier  
Minneapolis

-----  
Thomas Kuhfeld  
St. Paul

Attachment: Money Needs Listing

**1993 ADJUSTED MONEY NEEDS RECOMMENDATIONS**

<b>Municipality</b>	<b>Adjusted Money Needs</b>	<b>Municipality</b>	<b>Adjusted Money Needs</b>
Albert Lea	\$9,821,412	Fergus Falls	\$7,746,436
Alexandria	6,725,881	Forest Lake	2,426,564
Andover	13,836,614	Fridley	8,696,631
Anoka	5,772,747	Golden Valley	12,963,545
Apple Valley	15,930,557	Grand Rapids	5,026,822
Arden Hills	2,319,417	Ham Lake	3,057,230
Austin	15,504,957	Hastings	5,928,230
Bemidji	8,046,877	Hermantown	4,852,288
Blaine	17,451,252	Hibbing	21,400,431
Bloomington	58,221,338	Hopkins	6,814,101
Brainerd	4,900,301	Hutchinson	7,295,070
Brooklyn Center	15,827,105	International Falls	4,498,490
Brooklyn Park	13,269,059	Inver Grove Heights	9,153,416
Buffalo	4,251,012	Lake Elmo	2,392,371
Burnsville	19,684,769	Lakeville	20,222,257
Cambridge	4,220,832	Lino Lakes	8,001,370
Champlin	4,963,995	Litchfield	4,014,668
Chanhassen	12,210,031	Little Canada	3,740,226
Chaska	8,753,201	Little Falls	6,865,803
Chisholm	3,499,842	Mahtomedi	1,912,350
Cloquet	11,771,709	Mankato	17,886,941
Columbia Heights	6,169,676	Maple Grove	24,017,535
Coon Rapids	17,822,410	Maplewood	10,897,142
Corcoran	5,646,363	Marshall	2,578,539
Cottage Grove	15,878,750	Mendota Heights	4,363,158
Crookston	11,007,343	Minneapolis	187,768,853
Crystal	16,414,693	Minnnetonka	24,845,148
Detroit Lakes	3,635,946	Montevideo	3,761,168
Duluth	64,048,666	Monticello	3,442,913
Eagan	16,879,982	Moorhead	12,541,017
East Bethel	3,898,029	Morris	2,401,260
East Grand Forks	3,943,045	Mound	2,913,605
Eden Prairie	23,221,892	Mounds View	1,133,253
Edina	16,588,182	New Brighton	5,669,050
Elk River	11,224,731	New Hope	8,708,646
Fairmont	15,494,375	New Ulm	7,910,226
Falcon Heights	147,136	Northfield	6,430,454
Faribault	11,521,019	North Mankato	6,013,043
Farmington	5,485,713	North St. Paul	3,247,057

<b>Municipality</b>	<b>Adjusted Money Needs</b>
Oakdale	\$8,307,581
Orono	8,083,599
Otsego	8,146,164
Owatonna	11,457,387
Plymouth	21,965,788
Prior Lake	6,681,837
Ramsey	10,076,217
Red Wing	14,497,990
Richfield	17,879,401
Robbinsdale	4,983,124
Rochester	36,330,106
Rosemount	10,597,472
Roseville	12,254,372
St. Anthony	2,852,395
St. Cloud	19,197,404
St. Louis Park	14,386,778
St. Paul	151,844,583
St. Peter	5,914,872
Sartell	2,631,583
Sauk Rapids	4,142,054
Savage	12,860,769
Shakopee	8,204,676
Shoreview	3,775,063
Shorewood	5,093,652
South St. Paul	6,432,172
Spring Lake Park	1,601,506
Stillwater	6,205,735
Thief River Falls	7,053,397
Vadnais Heights	2,253,100
Virginia	7,299,743
Waite Park	3,138,049
Waseca	1,954,336
West St. Paul	3,931,300
White Bear Lake	9,800,302
Willmar	10,685,338
Winona	11,251,948
Woodbury	26,231,295
Worthington	5,321,688
<b>STATE TOTAL</b>	<b>\$1,494,872,942</b>

## THEORETICAL 1994 M.S.A.S. TOTAL APPORTIONMENT

The following tabulation shows each municipality's tentative money needs and population apportionment amounts for 1994. The tentative apportionment shown in this summary are for INFORMATIONAL PURPOSES ONLY.

The actual revenue will be announced in January, 1994, when the Commissioner of Transportation determines the annual Municipal State Aid allotment.

Municipalities	Population Apportionment	Money Needs Apportionment	Estimated 1994 total Apportionment	Distribution Percentage
Albert Lea	\$270,368	\$272,005	\$542,373	0.6538
Alexandria	118,557	186,274	304,831	0.3675
Andover	224,681	383,206	607,887	0.7328
Anoka	253,859	159,877	413,736	0.4988
Apple Valley	510,878	441,198	952,076	1.1477
Arden Hills	135,834	64,236	200,070	0.2412
Austin	323,614	429,411	753,025	0.9078
Bemidji	164,864	222,859	387,723	0.4674
Blaine	575,509	483,314	1,058,823	1.2764
Bloomington	1,274,833	1,612,445	2,887,278	3.4806
Brainerd	182,406	135,714	318,120	0.3835
Brooklyn Center	426,549	438,333	864,882	1.0426
Brooklyn Park	832,529	378,576	1,211,105	1.4600
Buffalo	101,237	117,732	218,969	0.2640
Burnsville	757,325	545,172	1,302,497	1.5701
Cambridge	75,278	116,896	192,174	0.2317
Champlin	248,794	141,366	390,160	0.4703
Chanhassen	173,236	338,158	511,394	0.6165
Chaska	167,433	242,421	409,854	0.4941
Chisholm	78,113	96,928	175,041	0.2110
Cloquet	160,729	326,019	486,748	0.5868
Columbia Heights	279,227	170,870	450,097	0.5426
Coon Rapids	782,279	493,593	1,275,872	1.5380
Corcoran	76,769	156,377	233,146	0.2811
Cottage Grove	338,661	439,763	778,424	0.9384
Crookston	119,886	308,449	428,335	0.5164
Crystal	351,256	454,606	805,862	0.9715
Detroit Lakes	105,504	100,698	206,202	0.2486
Duluth	1,262,400	1,778,010	3,040,410	3.6652
Eagan	700,047	467,493	1,167,540	1.4075
East Bethel	118,867	107,956	226,823	0.2734
East Grand Forks	127,845	109,203	237,048	0.2858
Eden Prairie	580,471	643,132	1,223,603	1.4750
Edina	680,349	459,411	1,139,760	1.3740
Elk River	164,539	310,870	475,409	0.5731
Fairmont	166,340	429,118	595,458	0.7178

Municipalities	Population Apportionment	Money Needs Apportionment	Estimated 1994 total Apportionment	Distribution Percentage
Falcon Heights	\$79,442	\$4,075	\$83,517	0.1007
Faribault	252,353	319,076	571,429	0.6888
Farmington	87,711	151,927	239,638	0.2889
Fergus Falls	182,539	214,538	397,077	0.4787
Forest Lake	88,715	67,204	155,919	0.1880
Fridley	418,398	240,854	659,252	0.7947
Golden Valley	309,660	359,027	668,687	0.8061
Grand Rapids	117,775	139,218	256,993	0.3098
Ham Lake	131,773	84,670	216,443	0.2609
Hastings	228,550	164,183	392,733	0.4734
Hermantown	99,834	134,385	234,219	0.2823
Hibbing	266,469	611,551	878,020	1.0584
Hopkins	244,069	188,717	432,786	0.5217
Hutchinson	169,205	202,038	371,243	0.4475
International Falls	122,574	124,586	247,160	0.2979
Inver Grove Heights	331,898	253,505	585,403	0.7057
Lake Elmo	86,780	66,257	153,037	0.1845
Lakeville	366,997	560,057	927,054	1.1175
Lino Lakes	130,045	221,599	351,644	0.4239
Litchfield	89,202	111,187	200,389	0.2416
Little Canada	132,467	103,586	236,053	0.2846
Little Falls	108,885	190,149	299,034	0.3605
Mahtomedi	83,178	52,963	136,141	0.1641
Mankato	463,730	500,709	964,439	1.1626
Maple Grove	571,980	668,768	1,240,748	1.4957
Maplewood	457,070	301,797	758,867	0.9148
Marshall	177,533	71,413	248,946	0.3001
Mendota Heights	138,624	120,838	259,462	0.3128
Minneapolis	5,439,587	5,200,276	10,639,863	12.8262
Minnnetonka	714,237	688,089	1,402,326	1.6905
Montevideo	81,199	104,166	185,365	0.2235
Monticello	74,495	95,352	169,847	0.2047
Moorhead	476,872	347,325	824,197	0.9936
Morris	82,882	66,503	149,385	0.1801
Mound	142,257	80,693	222,950	0.2688
Mounds View	185,182	31,386	216,568	0.2611
New Brighton	327,911	157,005	484,916	0.5846
New Hope	322,684	241,187	563,871	0.6797
New Ulm	193,909	219,074	412,983	0.4978
Northfield	216,826	178,092	394,918	0.4761
North Mankato	157,436	166,532	323,968	0.3905
North St. Paul	182,745	89,928	272,673	0.3287

<b>Municipalities</b>	<b>Population Apporportionment</b>	<b>Money Needs Apporportionment</b>	<b>Estimated 1994 total Apporportionment</b>	<b>Distribution Percentage</b>
Oakdale	\$271,697	\$230,079	\$501,776	0.6049
Orono	107,571	223,876	331,447	0.3996
Otsego	77,064	225,609	302,673	0.3649
Owatonna	286,256	317,313	603,569	0.7276
Plymouth	751,433	608,345	1,359,778	1.6392
Prior Lake	169,545	185,054	354,599	0.4275
Ramsey	183,218	279,062	462,280	0.5573
Red Wing	223,470	401,523	624,993	0.7534
Richfield	527,298	495,172	1,022,470	1.2326
Robbinsdale	212,573	138,008	350,581	0.4226
Rochester	1,048,350	1,006,166	2,054,516	2.4767
Rosemount	127,313	293,498	420,811	0.5073
Roseville	494,443	339,386	833,829	1.0052
St. Anthony	114,098	78,997	193,095	0.2328
St. Cloud	720,764	548,450	1,269,214	1.5300
St. Louis Park	646,564	398,443	1,045,007	1.2597
St. Paul	4,019,854	4,205,350	8,225,204	9.9154
St. Peter	139,998	163,813	303,811	0.3662
Sartell	79,870	72,882	152,752	0.1841
Sauk Rapids	115,545	114,715	230,260	0.2776
Savage	146,273	356,180	502,453	0.6057
Shakopee	173,339	227,229	400,568	0.4829
Shoreview	363,055	104,551	467,606	0.5637
Shorewood	87,371	141,069	228,440	0.2754
South St. Paul	298,231	178,140	476,371	0.5743
Spring Lake Park	96,452	44,354	140,806	0.1697
Stillwater	204,983	171,868	376,851	0.4543
Thief River Falls	118,277	195,344	313,621	0.3781
Vadnais Heights	163,033	62,400	225,433	0.2718
Virginia	138,949	202,167	341,116	0.4112
Waite Park	74,215	89,717	163,932	0.1976
Waseca	123,814	54,126	177,940	0.2145
West St. Paul	284,218	108,878	393,096	0.4739
White Bear Lake	363,571	271,420	634,991	0.7655
Willmar	258,865	302,267	561,132	0.6764
Winona	375,045	311,624	686,669	0.8278
Woodbury	296,430	726,478	1,022,908	1.2331
Worthington	147,322	147,384	294,706	0.3553
<b>TOTAL</b>	<b>\$41,477,111</b>	<b>\$41,477,111</b>	<b>\$82,954,222</b>	<b>100.0000</b>

## COMPARISON OF THE 1993 TO ESTIMATED 1994 APPORTIONMENT

Municipality	1993 Total Apportionment	Estimated 1994 Total Apportionment	Increase (Decrease) Amount	% Increase Decrease
Albert Lea	\$538,867	\$542,373	\$3,506	0.6506
Alexandria	315,074	304,831	(10,243)	-3.2510
Andover	629,329	607,887	(21,442)	-3.4071
Anoka	417,673	413,736	(3,937)	-0.9426
Apple Valley	905,495	952,076	46,581	5.1443
Arden Hills	200,165	200,070	(95)	-0.0475
Austin	772,871	753,025	(19,846)	-2.5678
Bemidji	408,337	387,723	(20,614)	-5.0483
Blaine	1,074,374	1,058,823	(15,551)	-1.4474
Bloomington	3,064,784	2,887,278	(177,506)	-5.7918
Brainerd	333,029	318,120	(14,909)	-4.4768
Brooklyn Center	842,110	864,882	22,772	2.7042
Brooklyn Park	1,208,328	1,211,105	2,777	0.2298
Buffalo	213,200	218,969	5,769	2.7059
Burnsville	1,331,637	1,302,497	(29,140)	-2.1883
Cambridge	201,822	192,174	(9,648)	-4.7805
Champlin	391,226	390,160	(1,066)	-0.2725
Chanassen	396,441	511,394	114,953	28.9962
Chaska	408,652	409,854	1,202	0.2941
Chisholm	189,278	175,041	(14,237)	-7.5217
Cloquet	477,805	486,748	8,943	1.8717
Columbia Heights	443,748	450,097	6,349	1.4308
Coon Rapids	1,267,336	1,275,872	8,536	0.6735
Corcoran	246,514	233,146	(13,368)	-5.4228
Cottage Grove	730,955	778,424	47,469	6.4941
Crookston	308,975	428,335	119,360	38.6310
Crystal	716,659	805,862	89,203	12.4471
Detroit Lakes	210,676	206,202	(4,474)	-2.1236
Duluth	3,105,138	3,040,410	(64,728)	-2.0845
Eagan	1,226,496	1,167,540	(58,956)	-4.8069
East Bethel	224,920	226,823	1,903	0.8461
East Grand Forks	224,685	237,048	12,363	5.5024
Eden Prairie	1,268,990	1,223,603	(45,387)	-3.5766
Edina	1,195,988	1,139,760	(56,228)	-4.7014
Elk River	423,229	475,409	52,180	12.3290
Fairmont	510,939	595,458	84,519	16.5419
Falcon Heights	88,018	83,517	(4,501)	-5.1137
Faribault	580,866	571,429	(9,437)	-1.6246
Farmington	315,910	239,638	(76,272)	-24.1436

<b>Municipality</b>	<b>1993 Total Apportionment</b>	<b>Estimated 1994 Total Apportionment</b>	<b>Increase (Decrease) Amount</b>	<b>% Increase Decrease</b>
Fergus Falls	\$394,152	\$397,077	\$2,925	0.7421
Forest Lake	166,606	155,919	(10,687)	-6.4145
Fridley	672,210	659,252	(12,958)	-1.9277
Golden Valley	728,367	668,687	(59,680)	-8.1937
Grand Rapids	272,953	256,993	(15,960)	-5.8472
Ham Lake	231,587	216,443	(15,144)	-6.5392
Hastings	361,512	392,733	31,221	8.6362
Hermantown	245,232	234,219	(11,013)	-4.4908
Hibbing	1,025,969	878,020	(147,949)	-14.4204
Hopkins	434,643	432,786	(1,857)	-0.4272
Hutchinson	316,528	371,243	54,715	17.2860
International Falls	266,590	247,160	(19,430)	-7.2883
Inver Grove Heights	580,005	585,403	5,398	0.9307
Lake Elmo	159,468	153,037	(6,431)	-4.0328
Lakeville	1,003,119	927,054	(76,065)	-7.5828
Lino Lakes	344,984	351,644	6,660	1.9305
Litchfield	172,635	200,389	27,754	16.0767
Little Canada	223,824	236,053	12,229	5.4637
Little Falls	310,425	299,034	(11,391)	-3.6695
Mahtomedi	135,727	136,141	414	0.3050
Mankato	969,880	964,439	(5,441)	-0.5610
Maple Grove	1,200,721	1,240,748	40,027	3.3336
Maplewood	714,338	758,867	44,529	6.2336
Marshall	269,388	248,946	(20,442)	-7.5883
Mendota Heights	258,130	259,462	1,332	0.5160
Minneapolis	10,392,382	10,639,863	247,481	2.3814
Minnetonka	1,420,536	1,402,326	(18,210)	-1.2819
Montevideo	177,101	185,365	8,264	4.6663
Monticello	162,701	169,847	7,146	4.3921
Moorhead	809,099	824,197	15,098	1.8660
Morris	150,146	149,385	(761)	-0.5068
Mound	232,374	222,950	(9,424)	-4.0555
Mounds View	225,110	216,568	(8,542)	-3.7946
New Brighton	501,319	484,916	(16,403)	-3.2720
New Hope	554,095	563,871	9,776	1.7643
New Ulm	426,653	412,983	(13,670)	-3.2040
Northfield	398,206	394,918	(3,288)	-0.8257
North Mankato	341,187	323,968	(17,219)	-5.0468
North St. Paul	276,870	272,673	(4,197)	-1.5159
Oakdale	496,859	501,776	4,917	0.9896
Orono	300,728	331,447	30,719	10.2149
Otsego	317,937	302,673	(15,264)	-4.8010

Municipality	1993 Total Apportionment	Estimated 1994 Total Apportionment	Increase (Decrease) Amount	% Increase Decrease
Owatonna	\$600,067	\$603,569	\$3,502	0.5836
Plymouth	1,317,922	1,359,778	41,856	3.1759
Prior Lake	353,385	354,599	1,214	0.3435
Ramsey	436,726	462,280	25,554	5.8513
Red Wing	605,743	624,993	19,250	3.1779
Richfield	1,015,047	1,022,470	7,423	0.7313
Robbinsdale	364,913	350,581	(14,332)	-3.9275
Rochester	2,075,651	2,054,516	(21,135)	-1.0182
Rosemount	417,920	420,811	2,891	0.6918
Roseville	831,360	833,829	2,469	0.2970
St. Anthony	154,177	193,095	38,918	25.2424
St. Cloud	1,341,643	1,269,214	(72,429)	-5.3985
St. Louis Park	1,032,632	1,045,007	12,375	1.1984
St. Paul	8,201,141	8,225,204	24,063	0.2934
St. Peter	237,496	303,811	66,315	27.9226
Sartell	157,392	152,752	(4,640)	-2.9481
Sauk Rapids	236,380	230,260	(6,120)	-2.5891
Savage	469,738	502,453	32,715	6.9645
Shakopee	412,655	400,568	(12,087)	-2.9291
Shoreview	501,939	467,606	(34,333)	-6.8401
Shorewood	242,433	228,440	(13,993)	-5.7719
South St. Paul	498,085	476,371	(21,714)	-4.3595
Spring Lake Park	142,302	140,806	(1,496)	-1.0513
Stillwater	386,646	376,851	(9,795)	-2.5333
Thief River Falls	329,602	313,621	(15,981)	-4.8486
Vadnais Heights	229,141	225,433	(3,708)	-1.6182
Virginia	333,630	341,116	7,486	2.2438
Waite Park	171,622	163,932	(7,690)	-4.4808
Waseca	172,740	177,940	5,200	3.0103
West St. Paul	422,847	393,096	(29,751)	-7.0359
White Bear Lake	646,021	634,991	(11,030)	-1.7074
Willmar	580,779	561,132	(19,647)	-3.3829
Winona	692,512	686,669	(5,843)	-0.8437
Woodbury	997,367	1,022,908	25,541	2.5608
Worthington	291,733	294,706	2,973	1.0191
<b>TOTAL</b>	<b>\$82,954,222</b>	<b>\$82,954,222</b>	<b>\$0</b>	<b>0.0000</b>

## ONE-WAY STREET MILEAGE

**THE RULES ALLOW ONE-WAY STREETS TO BE COUNTED AS ONE-HALF THE MILEAGE BUT ARE RESTRICTED DIFFERENTLY BY THE SCREENING BOARD RESOLUTION. IS IT NECESSARY TO HAVE BOTH THE RULE AND RESOLUTION?**

### **1991 State Aid Rule:**

(1991) 8820.0600 SELECTION OF ROUTES.

The highway and street systems to be selected and designated in accordance with law are:

A municipal state aid street system not exceeding 2500 miles in extent within urban municipalities, excluding trunk highway turnback mileage.

For an undivided, one-way street with a minimum width of 26 feet and with no parking lane or with a maximum width of 46 feet with parking on both sides, the chargeable mileage allowed for municipal state-aid street mileage purposes is one-half of the length of the one-way street.

### **1987 State Aid Rule:**

(1987) 8820.0600 SELECTION OF ROUTES.

For an undivided, one-way street with a minimum width of 28 feet and with no parking lane or with a maximum width of 36 feet with parking on one side, the chargeable mileage allowed for municipal state-aid street mileage purposes is one-half of the length of the one-way street.

**CONFORMED TO THE PRESENT RESOLUTION.**

### **Resolution - One Way Street Mileage:**

(IF THE RESOLUTION IS REVISED TO CONFORM TO THE RULES ONE-WAY CHART, THEN THE UNDERLINED IS THE SUGGESTED WORDING.)

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

When a one-way street is a collector, it will receive needs for the minimum rules width of 32 feet with one side parking and if it is a arterial it will receive needs for 34 feet with one side parking, ~~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~~ and must be operating as one way streets prior to the time of designation.

**State Aid Rule Chart:**

**The 1991 rules include separate charts for one-way streets. In 1987, one half of the divided roadway width was used.**

Collector - projected traffic 200-10,000

Arterial - projected traffic 5,000 & up

Two traffic lanes and 1 parking lane and 30 M.P.H.

Allow 32' for a Collector

Allow 34' for a Arterial

Two traffic lanes and 1 parking lane and 35 M.P.H.

Allow 36' for a Collector

Allow 37' for a Arterial

**OPTIONS:**

**(1). REVISE THE WORDING OF THE RESOLUTION TO CONFORM TO THE RULES ONE-WAY CHART IN DETERMINING NEEDS:**

A. Revise the resolution to the suggested wording whereby the mileage is considered as one half and needs limited to 32' or 34'. Questionable if Rule 8820.0600 is required. Push for the deletion of the rule 8820.0600 and use only the resolution.

**(2). USE THE RULES TO CONSIDER HOW ONE WAY MILEAGE IS DETERMINED:**

A. Treat all one-ways between 26 feet and 46 feet as one half the mileage as outlined in rule 8820.0600 and allow full needs. Consideration should be given to delete the resolution.

**(3) TREAT WIDTH BY RULES AND NEEDS BY RESOLUTION:**

A. Treat all one-ways between 26 feet and 46 feet as one half the mileage as outlined in rule 8820.0600 and allow needs by resolution to 32 feet or 34 feet. All one ways above 46 feet would be treated as other streets.

## **ONE WAY STREET MILEAGE**

State Aid Rules 8820.0600 part B states:

A municipal state-aid street system not exceeding 2,500 miles in extent within urban municipalities, excluding trunk highway turnback mileage.

For an undivided, one-way street with a minimum width of 26 feet and with no parking lane or with a maximum width of 46 feet with parking on both sides, the chargeable mileage allowed for municipal state-aid mileage purposes is one-half of the length of the one-way street.

<i>Municipality</i>	<i>TOTAL ONE-WAY STREET MILEAGE</i>	<i>MILEAGE ELIGIBLE FOR 1/2 DESIGNATION BETWEEN 26' &amp; 46'</i>	<i>ADDITIONAL MILEAGE AVAILABLE</i>
Albert Lea	0.31	0.31	0.16
Austin	0.80	0.80	0.40
Crookston	0.74	0.24	0.12
Duluth	2.75	2.64	1.32
East Grand Forks	0.07	0.07	0.04
Fergus Falls	0.05	0.05	0.03
International Falls	0.14	0.14	0.07
Mankato	1.37	1.02	0.51
Minneapolis	25.47	17.11	8.56
Minnetonka	0.98	0.98	0.49
Montevideo	0.27	0.00	0.00
Moorhead	3.56	2.86	1.43
North Mankato	0.13	0.13	0.07
Red Wing	0.73	0.73	0.37
Rochester	1.13	0.94	0.47
St. Cloud	0.45	0.00	0.00
St. Paul	4.78	3.72	1.86
Worthington	0.07	0.00	0.00
<b>STATE TOTAL</b>	<b>43.80</b>	<b>31.74</b>	<b>15.87</b>

St. Paul has 4.21 of 4.78 miles and Red Wing has .36 of .73 miles that are considered as one-half mileage per Screening Board Resolution.

# ANNUAL CERTIFICATION OF MILEAGE – 1

## MILEAGE NOT CONSIDERED IN THE COMPUTATION OF ALLOWABLE MILEAGE

Municipal Mileage as of Dec. 31, 1991				Revisions During Current Year (+ or -) *				Municipal Mileage as of Dec. 31, 1992			
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
										54.08	54.08
										57.06	57.06
										0.00	0.00

\*RECORD REVISIONS ON BACK OF CERTIFICATION

## MILEAGE CONSIDERED IN THE COMPUTATION OF ALLOWABLE MILEAGE

4. Municipal State Aid Streets								0.32		187.00	187.32
5. County Roads (exclude mileage designated as msas)										0.00	0.00
6. Other Local Roads And Streets – not designated (include t.h. & csah frontage roads)										749.08	749.08

7. Total Improved Mileage (total of line 4 + 5 + 6)	Previous =	<input type="text"/>	(+ or -) Adjustment =	<input type="text"/>	Current =	<u>936.08</u>
8. Percentage Limitation (Col. XI, Line 7 Times Line 8).					X	<u>0.20</u>
9. MAXIMUM MILEAGE ALLOWED FOR M.S.A.S. DESIGNATIONS.						<u>187.22</u>
10. Total Municipal State Aid Street Designated (Column XII, Line 3 plus Line 4).						<u>187.32</u>
11. Total Msas One-Way Street Mileage Between 26' & 46' Included In Col. XII, Line 3 & 4 .		<u>0</u> Miles Divided By 2 =				<u>0.00</u>
(Considered As 1/2 Mileage)						
12. Total Municipal State Aid Street Designated (Line 10 Minus Line 11).						<u>187.32</u>
13. Total Miles of T.H. Turnbacks Designated as Msas (Included in Line 10).						<u>26.47</u>
14. Municipal State Aid Street Mileage Over/Under Maximum Allowed. (Line 9 Minus Line 12).						<u>-0.10 Over</u>

I hereby certify that the total Improved Street Mileage in the Municipality of Minneapolis as of December 31, 1992 is \_\_\_\_\_ Miles.

Signed \_\_\_\_\_ Title \_\_\_\_\_

AFFECT ON MINNEAPOLIS  
 CONSIDERING ONE-WAY MILEAGE BETWEEN 26 FEET  
 AND 46 FEET AS ONE HALF MILEAGE.

## ANNUAL CERTIFICATION OF MILEAGE – 2

\*RECORD REVISIONS ON BACK OF CERTIFICATION

### MILEAGE NOT CONSIDERED IN THE COMPUTATION OF ALLOWABLE MILEAGE

Municipal Mileage as of Dec. 31, 1991				Revisions During Current Year (+ or -) *				Municipal Mileage as of Dec. 31, 1992			
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
										54.08	54.08
										57.06	57.06
										0.00	0.00

### MILEAGE CONSIDERED IN THE COMPUTATION OF ALLOWABLE MILEAGE

4. Municipal State Aid Streets									0.32	187.00	187.32
5. County Roads (exclude mileage designated as msas)										0.00	0.00
6. Other Local Roads And Streets – not designated (include t.h. & csah frontage roads)										749.08	749.08

7. Total Improved Mileage (total of line 4 + 5 + 6)	Previous =		(+ or -)	Adjustment =		Current =	936.08
8. Percentage Limitation (Col. XI, Line 7 Times Line 8).						X	0.20
9. MAXIMUM MILEAGE ALLOWED FOR M.S.A.S. DESIGNATIONS.							187.22
10. Total Municipal State Aid Street Designated (Column XII, Line 3 plus Line 4).							187.32
11. Total Msas One-Way Street Mileage Between 26' & 46' Included In Col. XII, Line 3 & 4 .						<u>17.11</u> Miles Divided By 2 =	8.56
12. Total Municipal State Aid Street Designated (Line 10 Minus Line 11).							178.77
13. Total Miles of T.H. Turnbacks Designated as Msas (Included in Line 10).							26.47
14. Municipal State Aid Street Mileage Over/Under Maximum Allowed. (Line 9 Minus Line 12).							8.45 Under

I hereby certify that the total Improved Street Mileage in the Municipality of Minneapolis as of December 31, 1992 is \_\_\_\_\_ Miles.

Signed \_\_\_\_\_

Title \_\_\_\_\_

## **TRUNK HIGHWAY TURNBACKS**

**Both the Statute and the State Aid Rule state that the Municipal State Aid System shall be 2500 miles plus Trunk Highway Turnback mileage but is limited by the Screening Board Resolution to the extent that the 20% mileage limitation can be exceeded only if mileage is not available for designation. What is the intent of the Statute and State Aid Rule?**

### **DEFINITION:**

**TRUNK HIGHWAY TURNBACK** means a trunk highway or portion of it that has been designated at another location and the former trunk highway has reverted to a county or municipality in accordance with law. The reverted trunk highway or portion of it has become part of the state aid system.

### **STATUTE: 162**

Subdivision 1. Creation. There is created a municipal state aid street system within cities having a population of 5000 or more. The extent of the municipal state aid street system shall not exceed 2500 miles, plus the mileage of all trunk highways reverted or turned back to the jurisdiction of cities pursuant to law on and after July 1, 1965. The system shall be established, located, constructed, reconstructed, improved, and maintained as public highways within such cities under rules, not inconsistent with this section, made and promulgated by the commissioner as hereinafter provided.

### **STATE AID RULE:**

A municipal state aid street system not exceeding 2500 miles in extent within urban municipalities, excluding trunk highway turnback mileage.

Portion of mileage resolution dealing with Trunk Highway Turnback Mileage.

**MILEAGE RESOLUTION:**

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.

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 trunk highway turnback, additional M.S.A. designation can be considered only to the extent a city revokes M.S.A. mileage.

**(1). RESOLUTION SHOULD ADDRESS MILEAGE GROWTH WHEN A CITY IS OVER DESIGNATED WITH TRUNK HIGHWAY TURNBACKS.**

**(2). ALL CITIES WITH TRUNK HIGHWAY TURNBACKS MILEAGE SHOULD BE TREATED ALIKE.**

Cities that increase their available mileage through growth absorb the excess turnback mileage whereas cities that do not grow continuously have excess mileage.

**OPTIONS:**

**(1). TREAT ALL TURNBACK MILEAGE AS ADDITIONAL MILEAGE ABOVE 20% WITH NEEDS.**

**(2). TREAT ALL TURNBACK MILEAGE AS ADDITIONAL MILEAGE ABOVE 20% WITHOUT NEEDS.**

**(3). ALLOW CITIES TO EXCEED 20% BUT PROVIDE A CAP FOR ADDITIONAL MILEAGE.**

**(4). CONTINUE AS IN THE PAST WHEREBY CITIES ABSORB EXCESS MILEAGE THROUGH GROWTH.**

***TRUNK HIGHWAY TURNBACK MILEAGE***

<b>Municipality</b>	<b>Needs Mileage</b>	<b>Miles Certified</b>	<b>Excess Mileage</b>
Alexandria      Revoked .62 Miles	0.74	1.36	
Anoka	0.41	---	
Austin	4.70	4.71	
Bemidji	1.20	0.72	
Bloomington	2.56	---	
Brooklyn Center	0.52	0.52	
Brooklyn Park	1.54	---	
Champlin	0.54	0.54	
Coon Rapids	2.33	2.33	
Crookston	1.58	1.58	
Duluth	10.53	7.36	2.30
Eagan	0.72	0.70	
East Grand Forks	2.39	2.45	1.31
Elk River	1.24	0.52	
Fairmont	4.63	5.84	2.63
Faribault	2.39	1.28	
Fergus Falls	1.39	1.31	
Hastings	1.26	1.26	
Hibbing	2.62	2.62	1.83
Little Falls	3.12	2.79	0.83
Mankato	6.41	5.34	1.46
Maple Grove	0.50	---	
Marshall	1.44	1.44	
Minneapolis	7.80	26.47	
New Ulm	0.58	---	
North Mankato	1.90	1.79	0.02
Northfield	0.80	---	
Robbinsdale	0.00	0.55	
St. Cloud	5.76	2.26	
St. Paul	9.31	---	
St. Peter	2.43	2.28	
Sauk Rapids	1.02	1.02	
South St. Paul	0.61	0.61	
Virginia	1.66	1.12	0.02
Waite Park	0.52	---	
Willmar	4.14	4.39	4.39
<b>TOTAL</b>	<b>91.29</b>	<b>85.16</b>	<b>14.79</b>

## PAST HISTORY OF ADMINISTRATIVE ACCOUNT

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

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

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

## RESEARCH ACCOUNT MOTION

Be it resolved that an amount of \$207,386 (not to exceed 1/4 of 1 % of the 1993 M.S.A.S. Apportionment sum of \$82,954,222) shall be set aside from the 1994 Apportionment fund and be credited to the research account.

MOTION BY:

SECONDED BY:

PAST HISTORY OF RESEARCH ACCOUNT			
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	42,379	103,574
1990	191,254	40,960	150,294
1991	203,793	3,445	200,348
1992	202,774	19,247	183,527
1993	207,386		

The unexpended balances in the research account at the end of the year is transferred back to the state aid fund from which it was obtained.

CURRENT RESOLUTIONS  
OF THE  
MUNICIPAL SCREENING BOARD

JUNE 1993

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 (Revised June 1993)

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 at the annual winter meeting of the City's Engineers Association. 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 (Revised June 1993)

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, concrete joint repair or is widened, the municipality will continue to receive complete needs but shall have the State Aid cost of the bituminous resurfacing or concrete joint repair or widened construction project plus any items constructed that are included in the needs deducted from its total needs for a period of ten (10) years.

In the event sidewalk or curb and gutter is constructed for the total length of the segment, then those items shall be removed from the needs for a period of 20 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 (Revised June 1993)

If a Municipal State Aid Street is constructed to a width wider than required, resurfacing needs will be allowed on the constructed width.

### Miscellaneous Limitations - Oct. 1961

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

## MILEAGE

(Feb. 1959)

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, 1993)

The maximum mileage for Municipal State Aid Street designation shall be based on the Annual Certification of Mileage current as of December 31st of the preceding year. Submittal of a supplementary certification during the year shall not be permitted. Frontage roads which are not designated T.H. or C.S.A.H. system shall be included in the local street mileage.

(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) (Revised 1993)

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, additional MSAS designations can be considered to the extent a city revokes Municipal State Aid mileage.

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

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

One Way Street Mileage - June 1983 (Revised Oct. 1984)

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.

St. Paul

MSA ROUTE NO.	TERMINI	APPROVAL		NEEDS WIDTH	
		DATE	MILEAGE		
134	EB Fifth St.	- Fort Rd. (W. 7th St.) to Broadway St.	6/89	0.85 Miles	28' & 36'
198	WB Sixth St.		0.86 Miles	36'	
235	NB Wabasha St.	- Kellogg Blvd. to Twelfth St.	6/89	0.61 Miles	36'
236	SB St. Peter St.		0.62 Miles	36'	
165	NB Minnesota St.	- Kellogg Blvd. to Tenth St.	6/89	0.47 Miles	36'
117	SB Cedar St.		0.46 Miles	36'	
196	NB Sibley St. SB Jackson St.	- Shepard Road to Seventh St.	6/89	0.34 Miles <u>CSAH</u> 4.21 Miles	36'

Red Wing

104	West Ave.	- Main to Third	6/93	.08 miles	28'
105	East Ave.		.07 miles	28'	
105	East Ave.	- Third to 7th St.	6/93	.29 miles	28'
106	West Ave.		.29 miles	28'	

COST

Construction Item Unit Prices - (Revised Annually)

Right of Way (Needs only) \$ 60,000.00 Acre

Grading (Excavation) \$ 3.00 Cu. Yd.

Base:

Class 4	Spec. #2211	\$ 4.50 Ton
Class 5	Spec. #2211	6.00 Ton
Bituminous	Spec. #2331	22.00 Ton

Surface:

Bituminous	Spec. #2331	\$ 22.00 Ton
Bituminous	Spec. #2341	24.50 Ton
Bituminous	Spec. #2361	32.00 Ton

Shoulders:

Gravel	Spec. #2221	\$ 7.00 Ton
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Miscellaneous:

Storm Sewer Construction	\$206,000.00 Mile
Storm Sewer Adjustment	64,000.00 Mile
Special Drainage-Rural	25,000.00 Mile
Traffic Signals	20,000 to 80,000.00 Mile

Signal Needs Based On Projected Traffic

Projected Traffic	Percentage	X	Unit Price	=	Needs Per Mile
0 - 4,999	.25		\$80,000	=	\$ 20,000.00 Mile
5,000 - 9,999	.50		80,000	=	40,000.00 Mile
10,000 & Over	1.00		80,000	=	80,000.00 Mile

Street Lighting	20,000.00 Mile
Curb & Gutter	5.50 Lin. Ft.
Sidewalk	15.00 Sq. Yd.
Engineering	18%

Removal Items:

Curb & Gutter	\$ 1.60 Lin. Ft.
Sidewalk	4.50 Sq. Yd.
Concrete Pavement	4.00 Sq. Yd.
Tree Removal	175.00 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.	55.00 Sq. Ft.
Bridges 500 & Over	55.00 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	\$5,000 Lin. Ft.
Each Additional Track	\$4,000 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)	\$ 80,000 Unit
Signals and Gates(Multiple Track - high	\$110,000 Unit
Signs Only & (low speed)	\$ 600 Unit
Rubberized Railroad Crossings (Per Track)	\$ 900 Lin. Ft.
Pavement Marking	\$ 750 Unit

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

That for the study of needs on the Municipal State Aid Street System, the following costs shall be used in determining the maintenance apportionment needs cost for existing facilities only.

	Cost For Under 1000 Vehicles Per Day -----	Cost For Over 1000 Vehicles Per Day -----
Traffic Lanes: Segment length times number of traffic lanes times cost per mile.	\$1,320 (Per Mile)	\$2,200 (Per Mile)
Parking Lanes: Segment length times number of parking lanes times cost per mile.	\$1,320 (Per Mile)	\$1,320 (Per Mile)
Median Strip: Segment length times cost per mile.	\$ 440 (Per Mile)	\$ 880 (Per Mile)
Storm Sewer: Segment length times cost per mile.	\$ 440 (Per Mile)	\$ 440 (Per Mile)
Traffic Signals: Number of traffic signals times cost for each signal.	\$ 440 (Per Each)	\$ 440 (Per Each)

Unlimited Segments: Normal M.S.A.S. Streets.

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Minimum allowance for mile is determined by segment length times cost per mile.	\$4,400 (Per Mile)	\$4,400 (Per Mile)
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Limited Segments: Combination Routes.

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Minimum allowance for mile is determined by segment length times cost per mile.	\$2,200 (Per Mile)	\$2,200 (Per Mile)
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NEEDS ADJUSTMENTS

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 October 1991)

That for the determination of Apportionment Needs, the amount of the unencumbered construction fund balance as of September 1st of the current year 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.

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.

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.