



1985

*Municipal
State Aid
Needs Report*



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October 1985

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Municipal

State Aid

Needs Report



October 1985

PREFACE

The "1985 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 law and is to be made to the Commissioner on or before November 1 of each year for his final 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, 1985.

The 1980 and Special census data is combined with the Commissioner's final money needs determination and the resulting 1986 allotments will be reported in the "1986 Municipal State Aid Apportionment Data published in January, 1986.

1985 MUNICIPAL STATE AID NEEDS REPORT

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1985 MUNICIPAL SCREENING COMMITTEE



Vice-Chairman
LARRY ANDERSON
Prior Lake



Chairman
HENRY SPURRIER
Brooklyn Center



Secretary
KEN SAFFERT
Mankato



District 1
JAMES PRUSAK
Cloquet



District 2
GARY SANDERS
East Grand Forks



District 3
DONALD SCHWENINGER
Brainerd



District 4
IRVING BAKKEN
Detroit Lakes



District 5
RONALD RUDRUD
Bloomington



District 6
ROGER PLUMB
Rochester



District 7
MARTIN MENK
North Mankato



District 8
THOMAS RODEBERG
Montevideo



District 9
STEVEN GATLIN
White Bear Lake



JOHN CARLSON
Duluth



ROBERT PETERSON
Saint Paul



MARVIN HOSHAW
Minneapolis

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Municipal State Aid Needs Report. 1980-

1985 MUNICIPAL SCREENING BOARD

OFFICERS

Chairman	Henry Spurrier	Shakopee	(612) 445-3650
Vice Chairman	Larry Anderson	Prior Lake	(612) 447-4230
Secretary	Kenneth Saffert	Mankato	(507) 625-3161

MEMBERS

<u>District</u>	<u>Served</u>	<u>Representative</u>			
1	3	James Prusak	Cloquet	(218)	879-6758
2	1	Gary Sanders	East Grand Forks	(218)	773-1185
3	1	Ronald Schweninger	Brainerd	(218)	829-1495
4	3	Irving Bakken	Detroit Lakes	(218)	847-5607
5	2	Ronald Rudrud	Bloomington	(612)	881-5811
6	3	Roger Plumb	Rochester	(507)	288-4316
7	2	Martin Menk	North Mankato	(507)	625-4171
8	1	Thomas Rodeberg	Montevideo	(612)	269-6575
9	2	Steven Gatlin	White Bear Lake	(612)	429-8526
(Three Cities		John Carlson	Duluth	(218)	723-3278
of the		Marvin Hoshaw	Minneapolis	(612)	348-2456
First Class)		Robert Peterson	St. Paul	(612)	298-5070

<u>District</u>	<u>Alternates</u>				
1	Clyde Busby	Hibbing	(218)	262-3486	
2	David Kildahl	Thief River Falls	(218)	681-2944	
3	John Gilbertson	Elk River	(612)	425-2181	
4	Daniel Edwards	Fergus Falls	(218)	739-2251	
5	William Ottensman	Coon Rapids	(612)	755-2880	
6	Richard Murphy	Austin	(507)	437-7671	
7	Brian Amundson	Fairmont	(507)	238-9461	
8	Marlow Priebe	Hutchinson	(612)	587-5151	
9	Charles Siggerud	Burnsville	(612)	890-4100	

1985 SUBCOMMITTEES APPOINTED BY THE SCREENING BOARD

NEEDS STUDY SUBCOMMITTEE

Chairman - Gerald Butcher
Maple Grove
(612-420-4000)
Expires in 1985

Donald Asmus
Minnetonka
(612-933-2511)
Expires in 1986

Duane Aden
Marshall
(507-537-6774)
Expires in 1987

STANDARD SUBCOMMITTEE

Chairman - Sylvester Knapp
Brooklyn Center
(612-561-5440)
Expires in 1985

Larry Anderson
Prior Lake
(612-447-4230)
Expires in 1986

Steven Gatlin
White Bear Lake
(612-429-8526)
Expires in 1987

STORM SEWER NEEDS SUBCOMMITTEE

Chairman - Ronald Rudrud
Bloomington
(612-881-5811)

Daniel Edwards
Fergus Falls
(218-739-2251)

Vern Carlson
Willmar
(612-235-4202)

Lowell Odland
Golden Valley
(612-545-3781)

UNENCUMBERED CONSTRUCTION FUNDS SUBCOMMITTEE

Chairman - Charles Honchell
Roseville
(612-484-3371)
Expires in 1985

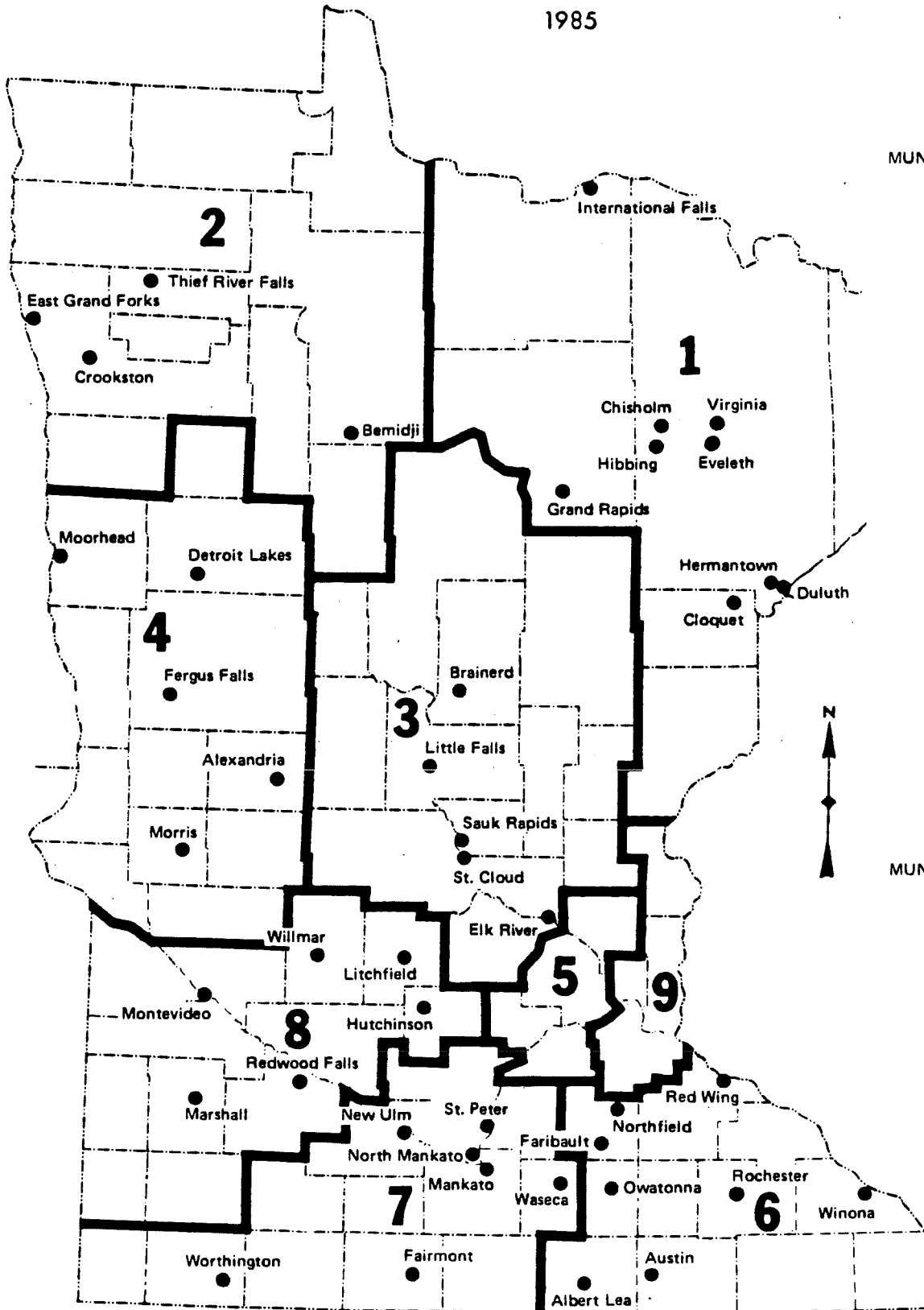
Robert Simon
South St. Paul
(612-451-1738)
Expires in 1986

Herbert Reimer
Moorhead
(218-299-5390)
Expires in 1987

STATE OF MINNESOTA

HIGHWAY DISTRICTS AND URBAN MUNICIPALITIES AS ESTABLISHED FOR STATE AID PURPOSES

1985



MUNICIPALITIES IN DISTRICT 5

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

MUNICIPALITIES IN DISTRICT 9

Apple Valley
Arden Hills
Burnsville
Cottage Grove
Eagan
Falcon Heights
Hastings
Inver Grove Heights
Lake Elmo
Lakeville
Little Canada
Maplewood
Mendota Heights
Moundsview
New Brighton
North Saint Paul
Oakdale
Rosemount
Roseville
Saint Paul
Shoreview
South Saint Paul
Stillwater
Vadnais Heights
West Saint Paul
White Bear Lake
Woodbury

MUNICIPAL SCREENING COMMITTEE REPRESENTATIVES
Districts and First Class Cities

	<u>9</u>	<u>Mpls.</u>	<u>St. Paul</u>	<u>Duluth</u>	<u>Chairman</u>	<u>Vice Chairman</u>	<u>Secretary</u>
1957	LASKA Bloomington	ERICKSON	TEWS	FREDIN	ENS Red Wing		RIDGE St. Cloud
1958	JOLLY Richfield	ERICKSON	TEWS	HENSCH	ARMSTRONG Rochester		FOLLAND St. Louis Park
1959	FOLLAND St. Louis Pk.	BODIEN	AVERY	HENSCH	RIDGE Anoka		BADALICH S. St. Paul
1960	FOLLAND	BODIEN	AVERY	HENSCH	RIDGE Anoka		BADALICH S. St. Paul
1961	BADALICH So. St. Paul	BODIEN	AVERY	HENSCH	BADALICH S. St. Paul		JOHNSON Anoka
1962	BROWN Columbia Hgts.	BODIEN	AVERY	HENSCH	JOHNSON Anoka		KNAPP St. Cloud
1963	BROWN	BODIEN	AVERY	HENSCH	BOYER Cloquet		KNAPP St. Cloud
1964	BADALICH	BODIEN	AVERY	DAVIDSON	BROWN Columbia Hgts.		KNAPP St. Cloud
1965	BADALICH	ERICKSON	AVERY	DAVIDSON	NELSON Austin		BURAND Northfield
1966	ODLAND Roseville	THOMPSON	AVERY	DAVIDSON	HOBBS Bloomington		KNAPP St. Cloud
1967	SORENSEN Burnsville	THOMPSON	AVERY	DAVIDSON	PECORE Owatonna		KNAPP St. Cloud
1968	SORENSEN	SORENSEN	AVERY	DAVIDSON	REED Brainerd		KNAPP St. Cloud
1969	SORENSEN	SORENSEN	SCHNARR	DAVIDSON	KNAPP St. Cloud		ODLAND Golden Valley
1970	SORENSEN	SORENSEN	SCHNARR	DAVIDSON	KNAPP St. Cloud		LANGSETH Bloomington
1971	PRICE W. St. Paul	SORENSEN	SCHNARR	DAVIDSON	ODLAND Golden Valley		SIMON N. St. Paul
1972	THENE White Bear Lk.	SORENSEN	SCHNARR	DAVIDSON	LANGSETH Bloomington		CARLSON Willmar
1973	THENE	SORENSEN	SCHNARR	DAVIDSON	STROJAN Hopkins		JOHNSON Albert Lea
1974	THENE	SORENSEN	SCHNARR	DAVIDSON	CARLSON Willmar		MERILA Brooklyn Park
1975	THENE	SORENSEN	SCHNARR	DAVIDSON	JOHNSON Anoka		COOK Faribault
1976	DAVIDSON Inver Gr. Hgts.	SORENSEN	SCHNARR	DAVIDSON	MERILA Brooklyn Park		ASMUS Minnetonka
1977	DAVIDSON	SORENSEN	SCHNARR	DAVIDSON	COOK Faribault	ASMUS Minnetonka	THENE White Bear Lk.
1978	HONCHELL Roseville	SMITH	WHEELER	DAVIDSON	ASMUS Minnetonka	THENE Wh. 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 Brooklyn Center	ANDERSON	SAFFERT Mankato

MUNICIPAL SCREENING COMMITTEE REPRESENTATIVES
Districts and First Class Cities

	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>
1957	SOMERO Ely	PIOAN E. Gr. Forks	MARKSON Brainerd	HENSCH Fergus Falls	RIDGE Anoka	ENS Red Wing	DAHLGREN St. Peter	ERICKSON Willmar
1958	SOMERO	BAIRD Crookston	RIDGE St. Cloud	ANDERSON Moorhead	JOHNSON Anoka	ARMSTRONG Rochester	DAHLGREN	ERICKSON
1959	SOMERO	BAIRD	RIDGE	ANDERSON	JOHNSON	ARMSTRONG	HILL Mankato	RODEBERG Montevideo
1960	SOMERO	BAIRD	RIDGE	ANDERSON	JOHNSON	ARMSTRONG	SCHNEIDER New Ulm	RODEBERG
1961	SOMERO	STEWART Bemidji	RIDGE	ANDERSON	JOHNSON	ARMSTRONG	SCHNEIDER	CARLSON Willmar
1962	SOMERO	STEWART	RIDGE	ANDERSON	JOHNSON	ARMSTRONG	SCHNEIDER	CARLSON
1963	BOYER Cloquet	STEWART	RIDGE	ANDERSON	JOHNSON	NELSON Austin	SAMUELSON Mankato	CARLSON
1964	BOYER	STEWART	REED Brainerd	ANDERSON	BROWN Columbia Hgts.	NELSON	SAMUELSON	CARLSON
1965	BOYER	STEWART	REED	ANDERSON	HOBBS Bloomington	NELSON	LEUTH Worthington	WIESEKE Marshall
1966	JOHNSON Virginia	STEWART	REED	ANDERSON	HOBBS	PECORE Owatonna	LEUTH	WIESEKE
1967	JOHNSON	WIDSETH Crookston	REED	ANDERSON	HOBBS	PECORE	LEUTH	CARLSON
1968	JOHNSON	WIDSETH	REED	STAHLBERG Moorhead	HOBBS	LEUTH Owatonna	SCHNEIDER	CARLSON
1969	BOYER	STEWART Thief Riv. Pa.	KNAPP St. Cloud	STAHLBERG	STROJAN Hopkins	NELSON	SCHNEIDER	CARLSON
1970	BOYER	WIDSETH	KNAPP	STAHLBERG	STROJAN	ARMSTRONG	OTHMAN Mankato	PRIEBE Hutchinson
1971	BOYER	WIDSETH	KNAPP	STAHLBERG	ODLAND Golden Valley	JOHNSON Albert Lea	OTHMAN	CARLSON
1972	BOYER	WIDSETH	REED	RONNING Fergus Falls	LANGSETH Bloomington	JOHNSON	OTHMAN	PRIEBE
1973	BOYER	WIDSETH	REED	LARSON Detroit Lakes	STROJAN	ARMSTRONG	OTHMAN	PRIEBE
1974	MADSEN Hibbing	SANDERS E. Gr. Forks	KNAPP	LARSON	STROJAN	BOLLANT Winona	OTHMAN	CARLSON
1975	MADSEN	SANDERS	KNAPP	REIMER Moorhead	ASMUS Minnetonka	BOLLANT	MENK St. Peter	CARLSON
1976	BOYER	WIDSETH	KRIHA Brainerd	REIMER	ODLAND	ANDERSON Red Wing	MENK	ADEN Marshall
1977	PFUTZENREUTER Virginia	WIDSETH Crookston	KRIHA	RONNING Fergus Falls	ODLAND Golden Valley	ANDERSON	MENK	ADEN
1978	PFUTZENREUTER	WIDSETH	KRIHA	RONNING	BUTCHER Maple Grove	ANDERSON	PUTNAM New Ulm	ADEN
1979	PFUTZENREUTER	VENCEL Bemidji	ENGSTROM Little Falls	RONNING	BUTCHER	ANDERSON	PUTNAM	CARLSON Willmar
1980	MADSEN	VENCEL	ENGSTROM	REIMER	BUTCHER	LEUTH	PUTNAM	CARLSON
1981	PFUTZENREUTER	WIDSETH	ENGSTROM	REIMER	ASMUS	LUETH	ORTLOFF Waseca	CARLSON
1982	PFUTZENREUTER Cloquet	FREEBERG Bemidji	DOLENTZ St. Cloud	BAKKEN Detroit Lakes	ASMUS	LUETH	ORTLOFF	ADEN
1983	PRUZAK	FREEBERG	DOLENTZ	BAKKEN	ASMUS	PLUMB Rochester	ORTLOFF	ADEN
1984	PRUZAK	SANDERS E. Grand Forks	DOLENTZ	BAKKEN	RUDRUD Bloomington	PLUMB	MENK	ADEN
1985	PRUZAK	SANDERS	SCHVENINGER Brainerd	BAKKEN	RUDRUD	PLUMB	MENK	RODEBERG Montevideo

MINUTES
1985 MUNICIPAL SCREENING BOARD
BRAINERD, MINNESOTA

The spring meeting of the Screening Board was called to order by Chairman Spurrier at 1:03 p.m., June 18, 1985, Chairman Spurrier welcomed the 1985 Board Members and guests and asked everyone to introduce themselves. Specially introduced were new board members; Schweninger, Rodeberg and Carlson.

OFFICERS:

Chairman, Henry Bo Spurrier
Vice Chairman, Larry Anderson
Secretary, Ken Saffert

Shakopee
Prior Lake
Mankato

MEMBERS:

District 1 - James Prusak
District 2 - Gary Sanders
District 3 - Ron Schweninger
District 4 - Erving Bakken
District 5 - Ron Rudrud
District 6 - Roger Plumb
District 7 - Martin Menk
District 8 - Tom Rodeberg
District 9 - Steven Gatlin
First Class City - Marvin Hoshaw
First Class City - Robert Peterson
First Class City - John Carlson

Cloquet
East Grand Forks
Brainerd
Detroit Lakes
Bloomington
Rochester
North Mankato
Montevideo
White Bear Lake
Minneapolis
St. Paul
Duluth

OTHERS PRESENT:

Don Tufte
Don Asmus
Jon Ketokoski
Henry Berg
Richard Hansen
Jack Isaacson
Vern Karzendorfer
Chuck Weichselbaum
Earl Welshons
Harv Suedbeck
Elmer Morris
George Quickstad
Roy Hanson
Gordon Fay
Ken Hoeschen
Tom Drake
David Reed*
John Hoeke*

St. Paul
Minnetonka
Minneapolis
Duluth
Mn/DOT Dist. 1, State Aid
Mn/DOT Dist. 2, State Aid
Mn/DOT Dist. 4, State Aid
Mn/DOT Dist. 5, State Aid
Mn/DOT Dist. 6, State Aid
Mn/DOT Dist. 7, State Aid
Mn/DOT Dist. 9, State Aid
Mn/DOT State Aid
Mn/DOT State Aid
Mn/DOT State Aid
Mn/DOT State Aid
Red Wing
Mn/DOT Dist. 3, State Aid
Mn/DOT Dist. 8, State Aid

*Wednesday Attendance Only

MINUTES CONSIDERATION:

Chairman Spurrier called for the consideration of the minutes of the October 29 and 30, 1984 Screening Committee. It was moved by Gatlin, seconded by Hoshaw to approve the minutes as published in the June 1985 report. No discussion. Motion carried.

NEEDS STUDY SUBCOMMITTEE:

Donald Asmus submitted the report. We heard the unit price recommendations. The subcommittee's suggested prices for 1985 were in the packet. Asmus highlighted the fact that changes were recommended under concrete pavement removal recommending reduction from the \$4.50 to \$3.75, reflecting contractors bidding and the tendency to value a portion of that removal item in the grading units. For base, they recommended an increase to \$4.50/ton. On the advise of the Mn/DOT bridge section, the Committee recommended raising the square foot price for bridge structure 0-149' from \$38 to \$45 per square foot and bridge structures 150-499' from \$44 to \$51.

Tom Rodeberg indicated his District recommended raising the curb price to \$6.50 per foot based on experience. Jim Prusak of District 1 concurred that the price increase should be the \$6.50 to \$6.75 range.

Don Asmus then presented the letter from Red Wing submitted to the Committee. The City of Red Wing has built a bridge which is eligible for a 15-year needs adjustment based on the nonexistent bridge rules. Subsequent to the bid opening, a supplemental agreement of nearly 50% increased the cost of the bridge and negotiations regarding a retaining wall in lieu of right-of-way resulted in additional retaining wall expenses. Tom Drake is requesting the retaining wall and bridge increase costs be reflected in their needs adjustment recovery. The Needs Subcommittee recommended that the recovery costs should include the cost of the bridge, the additional cost of the bridge, and that portion of the retaining wall that would normally be needed with the bridge. The Committee determined that the retaining wall on what is called the normal side of the bridge was a common eligible amount and that a similar amount should be calculated for the opposing abutment and made eligible for the needs recovery.

Chairman Spurrier requested Tom Drake to make his presentation. Tom stated that he felt according to the rules the entire cost of construction was an eligible state aid cost and that if it was not eligible under the nonexistent bridge portion, it should be eligible under the right-of-way portion. Roger Plumb stated the District supported Red Wing's request to make the entire bridge retaining wall/abutment/right-of-way eligible. Martin Menk indicated that Districts 7 and 8 concurred with the Needs Subcommittee report. George Quickstad pointed out that in the past bid amounts have been used for the reimbursement calculation rather than the final cost and that this would impact several other cities who are currently on the needs adjustment list. Steve Gatlin indicated that District 9 recommends approval of the Subcommittee report with the additional comment that other communities should be treated similarly to Red Wing in that final construction cost be used rather than contract cost.

MSA STAFF REPORT:

Chairman Spurrier moved to the next subject. George Quickstad reported on the needs adjustments for right-of-way on page 46 in the report, the trunk highway turnback status on page 48 in the report, the needs construction adjustment for reconstruction on page 50 in the report, and the nonexisting bridge construction on page 52. Quickstad also pointed out that there are 14 cities with excess construction fund balances as of January 1 but he indicated that approximately one-half will be removed from the list when it would be updated on June 30.

Quickstad initiated a discussion on storm sewer needs. He pointed out that as of 1986, all storm sewer reporting would be on the basis of mains actually constructed rather than needs. Martin Menk related the District 7/8 concerns that the city's long range drainage plan should be incorporated into any storm sewer needs computations. He expressed frustration on the lack of a reasonable method to accomplish it. Quickstad indicated that there was significant confusion in that approximately 40 cities had storm drainage projects that were eligible for needs claims in 1984 but only three submitted those claims. Spurrier requested an explanation of what was required to document those needs. Quickstad indicated that it was necessary for the community to report their needs and that the reimbursement would continue for 15 years thereafter. Projects eligible in 1984 that were completed in 1985 could be reported and would be included with the 1986 needs allocation plus the subsequent 14 years. Discussion centered around preparation of a simple form for reporting those costs. It was pointed out that this was rather simple and direct for MSA funded storm drainage. However, it became very cumbersome for locally funded improvements that have some benefit to the MSA system. It was pointed out that hydraulics section would need to review these projects to make drainage determinations. George also pointed out that if locally funded storm drainage is eligible, right-of-way, reconstruction, or nonexisting bridges built with local funds are too. Storm sewer would still be eligible for needs reimbursement because the community did go ahead and construct an item that was eligible for State Aid Funding. Plumb stated that District 6 recommended that Urban State Aid streets be reimbursed on the basis of \$196,000 per mile for 15 years after construction. Gatlin indicated that District 9 had a similar motion. Rudrud indicated that District 5 looked at three possibilities:

- 1) The development of a brief form which could make the reimbursement simple to administrate.
- 2) Revert back to the original needs statement based on \$196,000 per mile.
- 3) Format similar to that discussed with District 6 & 9

Plumb indicated that he encouraged the consideration of the District 6 proposal for \$196,000 per urban mile of the street constructed since it did not rely on projections or proposed construction. Plumb also pointed out that the expenditure had to be local funds excluding any federal or state grants. Fay indicated that on a report of State Aid contract a request could

indicate that there is a claim for all of the State Aid eligible drainage in accordance with the hydraulic's letter submitted. For the locally funded projects, the plans would have to be submitted with an indication of the portion benefitting the State Aid system so that hydraulics section could review and make a determination on the portion eligible for claim on the 15 year needs. Plumb indicated that local projects could be submitted after final construction to reflect actual cost and not require a double computation.

A review of the history of the development of the storm sewer problems resulted in the following facts: Developing suburbs ended up with a very high percentage of their State Aid streets on new alignments requiring complete storm sewer when, in fact, a rural section was the likely 20-year design on those streets. The result was that storm sewer is approximately 22% of the total needs reported overall historically; however, storm sewer amounts to about 10% of the construction dollars. The numbers indicated about \$40 million out of \$375 million was actually spent on storm sewer over the life of the MSA program. It was also pointed out that over the last two years, storm drainage resulted approximately 10% of the construction cost in each of those years. Reference was made to pages 14 and 15 which showed the 25-year needs without storm sewer and with 50% storm sewer for comparison purposes.

Fay suggested that the MSA needs be based on approved construction for MSA routes and on previous approval by State Aid Office for local expenditures and that the hydraulics' office determined the amount eligible based on a preliminary cost estimate. It would be revised once final costs are in and submitted. Also the remaining years of the 15 would then be adjusted to the revised actual construction amount.

FIVE-YEAR PROGRAM REQUIREMENTS:

Plumb indicated that District 6 had questioned the requirement that a 5-year plan be submitted every year. The resolution was to delete the requirement for a 5-year plan to be submitted and updated every three years. After some discussion as to its value, the Chairman suggested deliberation and tabled it to the Wednesday meeting. It was suggested that the 5-year plan be required for federal projects only.

STATE AID ENGINEER REPORT:

The Chairman asked Gordon Fay to provide an update and comments. Mr. Fay pointed out that the Federal Funds under the FAU program required a 5-year plan for use of FAU dollars. If no plan is available, funds are not available. Every August, U.S. DOT requests federal dollars to be expended for the coming year. If not programmed, the dollars are withdrawn and redistributed. Each year the State Aid Office adjusts the program to show total expenditure of Federal Funds. Projects are moved into eligibility depending on funds available. Fay indicated that while Quickstad may not need the programs for MSA budgeting and allocation, John Petrich does need them for Federal Fund allocation and advance planning. Fay also pointed out that there is now a legislative requirement that each year by December 15 a report must be made to the legislature itemizing Federal Aid expended in the various categories. Fay reminded everyone of the jurisdictional questions still being considered by the legislature, the Met-Council, and the Citizens Committee. The purpose of all

of these studies is to return more routes to local control and funding. Fay explained that the difficulty with adjusting the Municipal State Aid needs to accomplish most needs apportionment on an after the fact reimbursement is that it will fictitiously alter the current needs to a number much lower than the real needs. This is of major concern since the needs figures are tied into legislative budgeting, state and federal programming and formulas. At current funding levels, it would take 46 years to accomplish the items listed in the 1984 municipal needs.

In analyzing the County State Aid highway system, it will take 129 years to construct county highways to standards. The transportation commissioner reports that the state highway system will take even longer to bring to standards. A low MSAS needs figure than will tend to work against the municipalities on any jurisdiction discussions. Fay indicated there was some wisdom in taking the time to prepare an adequate needs study and performing the calculations necessary to accurately portray these needs. This is more vital to cities than a concern to penalize or negatively adjust any individual municipality. He indicated the legislative auditor's interpretation of Screening Committee activities tended to reflect a certain provincialism between counties. Allocation of funds suggested that this was detrimental to the population centers and that the bias was improperly influencing the channeling of funds. When the accusation affects the creditability of the State Aid system, screening board actions, and thus the highway funding mechanism used in Minnesota, the charge is serious. He indicated that some work on documentation of actions especially proving the need to bring Municipal State Aid streets to standards are important, both for historical and future reference. Needs will likely be tied into legislation.

OTHER NEW BUSINESS:

Ron Rudrud indicated that District 5 engineers had concerns about Mn/DOT's execution of cooperative agreements in a timely fashion. Apparently, projects have been forced to be held over a year because of unsatisfactory progress through the agreements section. Hoshaw and Weichselbaum suggested that the District Office could review and handle these agreements and expedite the activity much more promptly than the Central Office.

Larry Anderson pointed out that there is a need to develop an instruction program for preparation of needs reports, needs reporting, and their ramifications on properly executing those needs computation. Example: If storm sewer is reported improperly then it could affect 20% of the community's needs right now. Quickstad indicated that such a class would have merit. Fay suggested that a program for technicians be incorporated into the City Engineers' January institute. Hoshaw suggested a session during the APWA November meeting because it was more timely to the needs preparation. An MSA training class with the MPWA conference in November is coincident with the needs reporting schedule of November 1 to December 15. A timely class would be more effective than a program 11 months out of synchronization.

Moved by Prusak to adjourn the meeting until 9 a.m., June 19 for further discussion on the items herein discussed, seconded by Rudrud. Carried.
Adjournment at 2:45 p.m.

WEDNESDAY SESSION:

Chairman Spurrier called the Municipal Screening Board spring meeting back into session at 9:03 on June 19, 1985. He indicated he anticipated consideration of action on discussions from the previous day.

1. Hoshaw moved the consideration of the unit prices per the Subcommittee recommendations as listed on page 42 and presented Tuesday, seconded by Erv Bakken. It was moved by Martin Menk, seconded by Ron Rudrud to adjust the curb and gutter price to \$6.50 per lineal foot. Hoshaw requested if there was any justification for the increase. Quickstad pointed out that it had been raised to \$6.50 in 1981 and then had been reduced back based on experience in subsequent years. Now we were proposing to bring it back up to 1981 level. Menk pointed out that the south and the north with aggregate shortages were the areas where curb and gutter was priced significantly over the \$6.50 point but the magnitude of the work was higher in the mid-state area thereby lowering the average. Chairman Spurrier called for a vote on the amendment. Motion carried with no negatives. Discussion on the main motion centered on whether the storm sewer items should be considered at this point or adjusted later. Bakken called for the question. Motion carried with storm sewer at rates on page 42.

2. Consideration of the Red Wing bridge. Concern was expressed if any precedent from previous bridge projects had a bearing on the Red Wing issue. Quickstad stated that Red Wing is the first of a kind. However, if Red Wing is adjusted based on the actual construction cost, it would be equitable to treat the other bridge projects in the same category similarly. That adjustment could be made at this time. It was proposed that all future bridge projects needs would be determined on their estimated costs until the final is submitted. Upon receipt of the final, the balance of the 15-years would be based on the final amount.

Schweninger questioned whether MSA had dollar costs eligible on all previous bridges that qualified. Quickstad indicated that numbers were available and could be pro-rated. Fay suggested that research be accomplished and a report made back at the fall Screening Committee. Hoshaw moved to direct State Aid staff to determine what adjustment would be made for the money needs based on final cost of nonexistent bridge construction. Schweninger seconded. No discussion. Motion carried. Fay suggested that once the data is available, other alternatives may become available for investigation and they would be presented to the Screening Committee at the fall meeting as well. These directives moved by Menk, seconded by Schweninger. Carried.

3. Trunk highway turnback information provided in the report. Communities were directed to review their mileage and verify the amounts as carried by the State Aid Office.

4. Consideration of excess construction account report listing the communities with excessive fund balances was referred to the Subcommittee for analyses after the June 30 report.

Chairman Spurrier called for any old business.

5. Considered under old business was the storm sewer discussion. Ron Schweninger moved to restore the \$196,000 per mile of urban highway as carried prior to 1984 with the old rules, seconded by Roger Plumb. Discussion centered on:

- a. referring the entire matter back to the Storm Sewer Subcommittee
- b. requesting the District State Aid Engineers to police the situation
- c. developing a rule that would delete storm sewer on nonexisting streets
- d. setup the policing plan that requires full compliance with an approved comprehensive plan
- e. establishing a maximum limit--say 20%--of the total needs as the maximum eligible for storm sewer, possibly with a justification of up to more with District State Aid engineer and hydraulics section or Storm Sewer Subcommittee approval
- f. setting a limit whereby a percent in excess of a certain amount would cause a red flag triggering review by the District State Aid engineer and the Storm Sewer Subcommittee
- g. develop a price for full miles of urban street and utilize a fixed price
- h. establish two rates for a storm sewer, one for an urban section and another for a rural section.

It is a lot more manageable to use a uniform price per total mileage of urban street than it is to determine the miles of actual storm sewer in the State Aid system and determine a price for that actual footage. Anderson suggested an arrangement where an adjustment could be to the uniform rate per mile based on actual cost to construct a certain mile. When that project was constructed, if the cost did not equal the storm sewer rate at the time, either a one time cash adjustment could be made or a 15-year adjustment could be calculated similar to the nonexisting formulas. The motion and a second on the floor were withdrawn without a vote.

Roger Plumb moved to refer the storm sewer needs question to the State Aid Office and staff, the District State Aid engineers and the Storm Sewer Subcommittee, seconded by John Carlson. Discussion centered on relying on the District State Aid engineers to provide input and broad-range ideas on monitoring an individual community, red flagging, with Storm Sewer Subcommittee review. Concern was expressed about the two-prong purpose of the needs. One purpose is for an accurate construction value of needs to develop a system to standards. The second element is the equitable apportionment of funds to accomplish the work. Motion carried.

6. Action on cooperative agreements. Marv Hoshaw submitted a suggestion that Commissioner Braun be sent correspondence in which we express a deep concern for the State's lack of timeliness in the processing of city/state cooperative agreements. Issues of concern he stated were:

- a. The State review of plans was too detailed for the type of work involved.
- b. The review does not start in Central Office until all right-of-way has been documented and cleared.
- c. There appears to be a total lack of concern on the timetables of local government when compared to the timetable of the Mn/DOT.

- d. Many of the Mn/DOT people involved are not familiar with local government operations and commitments and their multi-faceted ramifications.

Marv submitted some suggestions to expedite work.

- a. Thorough review of the plans be accomplished by the District State Aid engineer.
- b. The review should be consistent with the city's operational procedure rather than the States' providing there is no direct conflict with State procedures or good construction practice.
- c. Documentation must be required prior to contract award but not prior to Central Office review.
- d. One person in the Municipal Agreements Section be assigned the sole responsibility for preparing agreements for the cities.
- e. The District State Aid engineer be given the responsibility for the entire processing and tracking of the municipal project.

Moved by Rudrud that the Chairman send a letter to Commissioner Braun and that the Executive Committee follow-up to alert Mn/DOT of the difficulties generally outlined above, seconded by Marv Hoshaw. It was pointed out that the letter should come from the City Engineers Association of Minnesota rather than the Screening Board or should take the form of a joint letter. Motion called. Motion carried.

7. Steve Gatlin presented discussion on the value of the five-year plan. It was determined that the existing motion which requires a 5-year plan on 3-year updates should stand.

8. Chairman Spurrier requested comments from the State Aid Engineer Fay.

An explanation of the Highway Planning and Research Funds and their benefits to cities was pointed out. While counties are able to use some of this Federal Aid for traffic counts and map updating, there is municipal benefit for map updating, planning, miscellaneous data collection, and population studies that are a benefit to both counties and cities within those counties so that the planning and research dollars are not solely for county benefit.

A report on the status of legislation generated the following comments:

- a. The 21-year drinking law became a controversial item and was diluted somewhat
- b. the increase in the excise tax transfer was not successful
- c. the seat belt bill did not pass
- d. indexing on the gas tax failed
- e. consideration on the tort liability responsibilities
- f. consideration of an eighty thousand pound truck bill
- g. the difference of opinion between the trucking industry and the highway commissioner on damage and responsibility for highway repair
- h. considerations of double bottom trucks with two forty-eight foot trailers

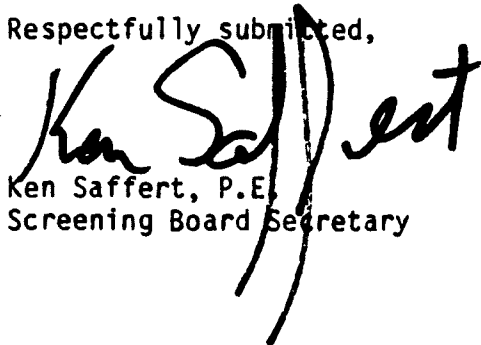
- i. consideration of a special tax on unleaded fuel
- j. reduction of the tax on gasalcohol
- k. diverted some motor fuel tax for recreational vehicles totalling an estimated \$9 million annually
- l. DNR was unsuccessful in transferring funds toward forest roads on the order of \$2 million annually
- m. there is consideration of special diversions for railroad, both direct and indirect which have not developed to a refined status.

Studies are being conducted by the House and Senate Transportation and Financial and Apportion Committees. Items to be studied include such things as gas tax collection and disbursement of funds, the funding process, the State Aid program, dollars in the State Aid program, construction costs, legislative authority for priority road establishment versus local and county establishment and valuation of excise taxes on motor vehicles. Commissioner Braun as president of AASHTO has made a presentation to the congressional committees considering a Federal Aid Funding for highways especially urban highways. AASHTO is recommending award of block grants administered by the State agency rather than the population allocation that took place under FAU. Status of that bill will be determined in 1986.

A discussion was held on the ten-ton axle loading and its relation to municipal street systems. Mn/DOT and municipalities can designate or restrict routes regarding ten-ton axle loads. However, it was pointed out that school buses and garbage trucks can go anywhere with eleven-ton axle loads. The District engineer can order ten-ton routes subject to a hearing. Users can petition ten-ton routes and local jurisdiction can be required to hold a hearing. The duly designated ten-ton truck routes are setting new construction priorities on the trunk highway system. Technology in the trucking industry is modifying requirements. The conditions of tridem axles, dual tire design, single tire design, supper hard tires, all will have an impact on future roadway design and deterioration of existing roadways.

The business of the Screening Board being accomplished, Ron Schweninger moved adjournment, seconded by Roger Plumb. Passed. The meeting was adjourned at 11:08, June 19, 1985.

Respectfully submitted,

A large, stylized handwritten signature in black ink, appearing to read 'Ken Saffert'.

Ken Saffert, P.E.
Screening Board Secretary

1985

Municipal

State Aid

Needs Report

1985 MUNICIPAL STATE AID NEED REPORT

M.S.A.S. Mileage, Needs and apportionment 1958 to 1986

Since the initial apportionment in 1958, the number of participating municipalities has almost doubled from 58 to 107. in this same period mileage has more than doubled from 920 to over 2100 miles, while the needs have increased to three times the 1958 estimate. Apportionment income during this same period has fortunately increased to almost eight times the 1958 amount.

The apportionment amount in this summary, and also the remainder of this report, is the same amount used for the 1985 allotment. The actual income is not yet known, but will be announced in January, 1986, when the Commissioner of Transportation makes the determination of the 1986 apportionment.

1985 MUNICIPAL STATE AID NEEDS REPORT

M.S.A.S. Mileage, Needs and Apportionment 1958 to 1986

<u>Year</u>	<u>Number of Municipalities</u>	<u>Mileage</u>	<u>Needs</u>	<u>Apportionment</u>	<u>Accumulative Apportionment</u>
1958	58	920.40	\$190,373,337	\$ 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	1,131.78	233,276,540	9,185,862	32,950,960
1962	77	1,140.83	223,014,549	9,037,698	41,988,658
1963	77	1,161.06	221,458,428	9,451,125	51,439,783
1964	77	1,177.11	218,487,546	10,967,128	62,406,911
1965	77	1,208.81	218,760,538	11,370,240	73,777,151
1966	80	1,271.87	221,992,032	11,662,274	85,439,425
1967	80	1,309.93	212,065,299	12,442,900	97,882,325
1968	84	1,372.36	214,086,481	14,287,775	112,170,100
1969	86	1,406.36	209,186,115	15,121,277	127,291,377
1970	86	1,427.59	205,103,981	16,490,064	143,781,441
1971	90	1,437.09	204,854,564	18,090,833	161,872,274
1972	92	1,490.86	216,734,617	18,338,440	180,210,714
1973	94	1,580.23	311,183,279	18,648,610	198,859,324
1974	94	1,597.44	324,787,253	21,728,373	220,587,697
1975	99	1,669.02	419,869,718	22,841,302	243,428,999
1976	100	1,696.56	448,678,585	22,793,386	266,222,385
1977	101	1,748.55	488,779,846	27,595,966	293,818,351
1978	104	1,807.94	494,433,948	27,865,892	321,684,243
1979	106	1,853.71	529,996,431	30,846,555	352,530,798
1980	106	1,889.03	623,880,689	34,012,618	386,543,416
1981	106	1,913.57	695,487,179	35,567,962	422,111,378
1982	109	1,995.74	712,299,816	42,032,978	464,144,356
1983	109	2,041.94	651,035,697	46,306,272	510,450,628
1984	110	2,066.80	641,783,969	48,735,190	559,185,818
1985	110	2,121.49	624,641,459	56,875,174	616,060,992
1986	107	2,119.86	552,944,830	56,875,174	672,936,166 (est.)

1985 MUNICIPAL STATE AID NEEDS REPORT

Maximum Mileage Record

The maximum mileage eligible for designation in each municipality is based on the Engineer's "Annual Certification of Mileage" as of December 31, 1984

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

ANNUAL CERTIFICATION OF MILEAGE

1. Trunk Highways
2. County State-Aid Highways
3. Co. Municipal State-Aid Streets
4. Municipal State-Aid Streets
5. County Roads
6. Other Local Roads and Streets
7. Total Improved Mileage

Municipal Mileage as of Dec. 31, 19__				Revisions During Current Year (+ or -)				Municipal Mileage as of Dec. 31, 19__			
Non- Existing	Unimproved	Improved	Total	Non- Existing	Unimproved	Improved	Total	Non- Existing	Unimproved	Improved	Total
I	II	III	IV	V	VI	VII	VIII	IX	X	XI	XII
Previous =				Adjustment = (+ or -)				Current =			

MAXIMUM STATE-AID MILEAGE COMPUTATIONS

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

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

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

1985 MUNICIPAL STATE AID NEEDS REPORT
(as of December 31, 1984)

Maximum Mileage Record

<u>Municipality</u>	<u>1984 M.S.A.S. Mileage</u>	<u>Mileage for Designation</u>	<u>Mileage below Maximum</u>	<u>Trunk Highway Turnback Overage</u>	<u>Mileage Change</u>
Albert Lea	17.19	17.64	0.45		0
Alexandria	10.55	11.69	1.14		0
Andover	21.30	22.98	1.68		+ 0.23
Anoka	11.08	11.49	0.41		0
Apple Valley	19.30	21.19	1.89		0
Arden Hills	4.58	5.95	1.37		0
Austin	21.97	21.12	--	0.85	0
Bemidji	14.43	14.02	--	0.41	0
Blaine	26.95	28.57	1.62		0
Bloomington	71.63	72.26	0.63		0
Brainerd	14.19	14.24	0.05		+ 0.33
Brooklyn Center	21.29	20.85	--	0.44	+ 0.59
Brooklyn Park	31.31	31.87	0.56		+ 1.03
Burnsville	39.05	38.23	--		+ 2.09
Champlin	10.37	11.13	0.76		0
Chanhassen	11.82	12.46	0.64		0
Chaska	8.59	9.33	0.74		0
Chisholm	6.93	7.10	0.17		0
Cloquet	17.73	17.75	0.02		0
Columbia Heights	11.52	11.78	0.26		0
Coon Rapids	28.42	34.20	5.78		+ 0.19
Cottage Grove	23.19	23.96	0.77		0
Crookston	9.28	9.28	--		0
Crystal	17.65	17.86	0.21		+ 0.04
Detroit Lakes	8.46	8.76	0.30		0
Duluth	88.46	86.16	--	2.30	- 1.23
Eagan	28.75	31.57	2.82		- 0.12
East Bethel	20.81	21.24	0.43		0
East Grand Forks	10.98	9.28	--	1.70	0
Eden Prairie	28.13	30.98	2.85		- 0.72
Edina	38.87	39.46	0.59		0
Elk River	17.87	18.59	0.72		+ 0.45
Eveleth	5.97	5.99	0.02		+ 0.02
Fairmont	17.08	14.64	--	2.44	0
Falcon Heights	2.41	2.55	0.14		0
Faribault	17.98	18.01	0.03		0

<u>Municipality</u>	<u>1984 M.S.A.S. Mileage</u>	<u>Mileage for Designation</u>	<u>Mileage below Maximum</u>	<u>Trunk Highway Turnback Overage</u>	<u>Mileage Change</u>
Fergus Falls	11.60	12.47	0.87		+ 0.24
Fridley	23.94	24.74	0.80		+ 1.40
Golden Valley	23.18	23.66	0.48		0
Grand Rapids	10.09	10.94	0.85		- 0.22
Ham Lake	18.09	18.51	0.42		0
Hastings	12.56	12.97	0.41		0
Hermantown	13.04	13.32	0.28		0
Hibbing	48.32	48.44	0.12		0
Hopkins	8.99	9.41	0.42		0
Hutchinson	9.49	9.62	0.13		0
International Falls	4.81	4.92	0.11		0
Inver Grove Heights	16.38	18.00	1.62		0
Lake Elmo	8.92	9.70	0.78		0
Lakeville	21.88	23.49	1.61		0
Lino Lakes	13.11	13.76	0.65		0
Litchfield	7.41	7.77	0.36		0
Little Canada	4.56	4.91	0.35		+ 0.06
Little Falls	13.84	12.11	--	1.73	0
Mankato	20.71	21.04	--		0
Maple Grove	28.60	31.61	2.01		0
Maplewood	17.78	19.23	1.45		0
Marshall	9.74	9.88	0.14		+ 0.11
Mendota Heights	9.85	10.48	0.63		- 0.08
Minneapolis	186.93	187.31	0.38		- 0.69
Minnetonka	46.00	47.65	1.65		- 0.01
Montevideo	7.54	8.09	0.55		0
Moorhead	22.76	23.71	0.95		- 0.05
Morris	6.16	6.43	0.27		0
Mound	7.16	7.93	0.77		+ 0.08
Moundsview	7.06	7.49	0.43		0
New Brighton	13.15	13.41	0.26		0
New Hope	12.64	12.68	0.04		0
New Ulm	12.68	14.03	1.35		0
Northfield	9.13	9.37	0.24		0
North Mankato	8.47	8.72	0.25		0
North St. Paul	8.03	8.11	0.08		0
Oakdale	9.38	10.31	0.93		+ 0.11
Orono	9.36	11.60	2.24		0
Owatonna	16.71	17.35	0.64		0

<u>Municipality</u>	<u>1984 M.S.A.S. Mileage</u>	<u>Mileage for Designation</u>	<u>Mileage below Maximum</u>	<u>Trunk Highway Turnback Overage</u>	<u>Mileage Change</u>
Plymouth	35.98	38.89	2.91		0
Prior Lake	11.11	11.70	0.59		0
Ramsey	22.51	22.99	0.48		0
Red Wing	18.93	19.50	0.57		0
Redwood Falls	5.01	5.12	0.11		0
Richfield	26.21	26.28	0.07		0
Robbinsdale	10.33	10.00	--	0.33	0
Rochester	34.34	40.81	6.47		0
Rosemount	12.07	12.60	0.53		0
Roseville	21.92	22.56	0.64		+ 0.03
St. Anthony	5.21	5.48	0.27		0
St. Cloud	33.38	32.73	--	0.65	- 0.02
St. Louis Park	25.19	25.95	0.76		+ 0.58
St. Paul	156.80	157.35	0.55		+ 1.95
St. Peter	7.33	8.46	1.13		0
Sauk Rapids	7.33	7.87	0.54		0
*Savage	8.15	8.59	0.44		+ 8.15
Shakopee	11.64	12.94	1.30		0
Shoreview	9.92	13.92	4.00		0
South St. Paul	14.23	14.33	0.10		0
Spring Lake Park	4.69	4.73	0.04		0
Stillwater	11.91	12.54	0.63		0
Thief River Falls	10.62	10.97	0.35		0
Vadnais Heights	4.52	5.10	0.58		0
Virginia	11.73	12.21	0.48		+ 0.02
Waseca	5.70	6.33	0.36		0
West St. Paul	11.62	12.06	0.44		0
White Bear Lake	16.54	17.39	0.85		0
Willmar	18.83	19.56	0.73		0
Winona	18.08	19.01	0.93		0
Woodbury	18.86	20.56	1.70		+ 0.04
Worthington	9.78	10.52	0.74		0
Sub Totals*	2116.61	2188.40	81.85	10.85	+ 14.96
**Ely	5.51				
Luverne	2.59				
Pipestone	6.61				
St. Paul Park	<u>4.85</u>				
Subtotals					- 19.56
Total Change	2136.17				- 4.60
* New City included					-51.95
** City lost by population dropping under 5,000					

MUNICIPAL NAME	GRADING	COMP SEWER	ADJ SEWER	BASE	SURFACE	SHOULDER	CURB&GUTTER	SIDEWALK	SIGNALS	LIGHTING	RET WALLS	RIGHT OF WAY	BRIDGES	RR CROSSINGS	MAINT	NEEDS	MILEAGE	COST/MIL	MUNICIPAL NAME
ALBERT LEA ALEXANDRIA ANDOVER	477,961		225,680	718,002	1,183,761		365,868	89,852	171,899	34,330	26,000	9,300		290,000	20,804	3,613,507	17.19	210,210	ALBERT LEA ALEXANDRIA ANDOVER
	264,509		11,160	493,662	775,628		210,187	30,632	116,296	23,250					12,859	1,939,059	11.63	166,729	
	819,156			868,660	1,108,555	867	155,306		212,883	42,580		75,000			14,830	3,375,390	21.29	158,543	
ANOKA APPLE VALLEY ARDEN HILLS	433,386			547,809	917,180		436,096	46,690	109,799	21,960		5,000			11,604	2,529,524	11.08	228,296	ANOKA APPLE VALLEY ARDEN HILLS
	317,441			1,315,257	1,632,129		537,160		192,986	38,600		50,000			19,277	4,102,850	19.30	212,583	
	131,893		620	430,618	422,738		223,795	7,700	45,796	9,160		22,500			2,834	1,297,644	4.58	283,328	
AUSTIN BEWIDJT BLAINE	674,018		57,660	702,228	1,529,960		416,103	212,520	219,694	43,940			933,754	195,000	30,125	5,015,002	21.97	185,765	AUSTIN BEWIDJT BLAINE
	174,065			339,091	958,778		199,726	34,174	137,094	27,420	16,000		1,264,032	190,000	17,559	3,357,938	14.43	145,108	
	487,923		1,240	1,446,397	2,214,645	22,538	915,333		269,479	53,900		11,000			20,344	5,442,799	26.95	201,959	
BLOOMINGTON BRAINERD BROOKLYN CENTER	1,506,538		1,127,780	2,536,147	6,021,063		1,548,938	988,708	716,267	143,260	16,000	52,400	259,616	390,000	106,884	15,513,601	71.63	212,955	BLOOMINGTON BRAINERD BROOKLYN CENTER
	234,433			358,836	1,110,267		250,615	15,414	141,900	28,380		1,700			16,667	2,558,332	14.19	180,291	
	540,490		141,360	1,306,930	1,995,260		785,615	140	212,891	42,580	39,797	7,600	185,136	95,000	19,160	5,381,959	21.29	244,097	
BROOKLYN PARK BURNSVILLE CHAMPLIN	739,379		44,640	1,649,267	2,822,338		1,053,580		313,381	62,680		23,300			27,972	6,736,537	31.34	214,950	BROOKLYN PARK BURNSVILLE CHAMPLIN
	661,316			2,630,993	3,409,065		904,442		367,176	73,440		39,200	227,240		45,896	8,358,768	36.72	221,447	
	186,870		13,020	399,156	792,275		381,566	2,800	103,695	20,740		13,900			8,756	1,923,228	10.37	185,461	
CHANHASSEN CHASKA CHISHOLM	580,780			1,177,224	712,719	11,786	388,967		118,187	23,640		10,900		95,000	6,846	3,126,049	11.82	264,471	CHANHASSEN CHASKA CHISHOLM
	249,103			643,485	799,440		389,578		85,894	17,180			45,144	260,000	9,089	2,577,236	8.59	294,772	
	238,788		61,380	193,296	528,831		211,511	126,882	69,300	13,960	15,900				7,479	1,467,126	6.93	211,706	
CLCQUET COLUMBIA HEIGHTS CODR RAPIDS	1,018,390		3,720	1,589,377	1,400,675	5,717	734,611	393,372	177,296	35,450	45,000	34,100	232,560	415,000	19,378	6,104,656	17.73	331,195	CLCQUET COLUMBIA HEIGHTS CODR RAPIDS
	176,695		31,000	192,949	724,699		164,470	45,850	115,195	23,040	4,500				130,300	1,623,307	11.52	140,912	
	351,770			750,322	2,344,107		556,291		307,980	61,600		16,200			65,300	38,595	4,492,165	30.80	145,850
COTTAGE GROVE CROCKSTON CRYSTAL	538,836		58,280	1,738,634	1,667,462	11,981	675,214		231,888	46,380		57,700	292,500		30,352	5,349,227	23.19	218,056	COTTAGE GROVE CROCKSTON CRYSTAL
	448,522		73,780	666,840	768,297		262,453	105,728	92,800	18,560	5,000	4,700	316,800		10,592	2,869,372	9.28	275,062	
	645,447		177,940	1,311,595	1,433,287		539,222	8,400	176,489	35,300	36,700	13,400		95,300	19,830	4,730,610	17.65	268,023	
DETROIT LAKES DULUTH EAGAN	116,932		40,920	222,576	586,870	72	137,774	32,550	84,599	16,920	20,000		14,880		9,953	1,284,051	8.46	150,020	DETROIT LAKES DULUTH EAGAN
	4,176,887		341,620	5,223,370	6,013,646	30,962	1,871,583	1,451,408	859,859	173,980	290,000	11,300	3,377,604	287,400	114,285	24,233,904	88.54	235,558	
	582,359		31,000	2,019,037	2,515,798		991,865		287,474	57,500		34,400			28,755	6,548,188	28.75	227,763	
EAST BETHEL EAST GRAND FORKS EDEN PRAIRIE	785,250			977,911	722,808	29,756			208,083	41,620					18,090	2,783,518	20.81	133,759	EAST BETHEL EAST GRAND FORKS EDEN PRAIRIE
	207,549		42,780	453,914	765,435		268,199		107,297	21,460					11,369	2,164,765	10.98	197,155	
	725,158		175,460	1,897,702	2,456,113		1,166,227		281,273	56,260	205,000	18,100	254,250	285,600	27,484	7,328,027	28.13	251,467	
EDINA ELK RIVER ELY EVELETH	1,096,739		101,680	1,900,957	2,884,312		924,968	65,100	388,676	77,740	88,354	25,500	545,420		47,123	8,146,569	38.87	195,553	EDINA ELK RIVER ELY EVELETH
	714,950		37,820	1,068,630	1,114,927	49,179	463,901	116,648	178,685	35,740	26,000		1,212,200	95,000	15,549	5,129,229	17.87	219,196	
	403,901		9,920	622,415	497,625		294,740	146,216	55,099	11,020					5,705	2,046,641	5.51	371,441	
FAIRMONT FALCON HEIGHTS FARIBAULT	133,918			97,953	476,525	748	157,173	103,754	59,500	11,900					6,757	1,048,228	5.95	176,173	FAIRMONT FALCON HEIGHTS FARIBAULT
	236,825		34,100	467,356	1,129,781	1,237	396,165	52,150	170,792	34,160	4,500	600	69,920	65,600	22,336	2,695,522	17.08	153,138	
	38,277			74,368	138,732		45,728		24,100	4,820					2,790	328,815	2.41	136,438	
FERGUS FALLS FRIDLEY GOLDEN VALLEY	291,146		90,520	774,938	1,247,111		348,292	49,034	178,992	35,800	3,000		304,866	260,300	21,138	3,605,197	17.98	183,555	FERGUS FALLS FRIDLEY GOLDEN VALLEY
FERGUS FALLS FRIDLEY GOLDEN VALLEY	143,705		13,020	231,877	717,774	2,023	101,515	47,264	115,998	23,200	10,500			890,300	13,212	2,310,389	11.60	199,171	FERGUS FALLS FRIDLEY GOLDEN VALLEY
	332,302		188,480	542,457	1,639,449		569,308		239,398	47,380		14,300		350,000	26,818	3,950,392	23.94	165,012	
	780,453		18,600	1,818,536	2,007,674		783,145		231,793	46,360	243,200	16,200	52,800	422,500	25,596	6,446,857	23.18	275,844	
GRAND RAPIDS HAM LAKE HASTINGS	53,705		8,060	97,411	655,589	646	110,982	2,800	100,899	20,180				355,000	12,614	1,427,886	10.09	141,515	GRAND RAPIDS HAM LAKE HASTINGS
	452,097			705,038	653,202	69,507	50,115		180,882	36,180		16,500			16,490	2,180,011	18.09	120,509	
	272,397			402,376	881,012	867	441,645	109,396	125,596	25,120	23,400	6,200			14,071	2,302,080	12.56	183,237	
HERMANTOWN HIBBING HOPKINS	877,000			1,559,924	937,094	1,925	169,345		130,388	26,090	40,000	51,900	70,224		13,150	3,877,030	13.04	291,933	HERMANTOWN HIBBING HOPKINS
	2,432,471		263,500	3,408,204	2,647,953	102,461	850,002	81,116	483,170	96,640				255,000	50,469	10,749,494	48.32	220,840	
	199,874		40,300	353,550	727,231		214,091		89,898	17,980			452,000		10,976	2,109,596	8.99	194,382	
HUTCHINSON INTERNATIONAL FALLS INVER GROVE HEIGHTS	174,751		39,060	385,233	679,773		138,211	448	94,897	18,980				190,900	10,616	1,732,869	9.49	132,599	HUTCHINSON INTERNATIONAL FALLS INVER GROVE HEIGHTS
	432,093		169,260	428,268	464,321		185,965	202,635	48,099	9,620					5,530	1,945,792	4.81	404,531	
	763,659			1,345,905	1,438,218		673,293		173,437	34,700		62,600			14,944	4,511,806	17.35	260,046	
LAKE ELMO LAKEVILLE LIND LAKES LITCHFIELD	472,524		27,900	847,914	467,268	36,848	132,282		89,194	17,840					8,920	2,100,690	8.92	235,503	LAKE ELMO LAKEVILLE LIND LAKES LITCHFIELD
	639,325			2,105,693	1,952,093		1,130,098		219,080	43,820		31,100		65,300	19,529	6,206,038	21.91	293,251	
	963,108			1,729,618	1,026,925		437,268		131,089	26,220					9,290	4,223,418	13.11	322,152	
LITTLE CANADA LITTLE FALLS LUMBER MANKATO	289,722		9,300	476,662	586,318		294,656	44,940	74,100	14,820		2,200			8,041	1,800,759	7.41	243,017	LITTLE CANADA LITTLE FALLS LUMBER MANKATO
	156,322		19,220	333,769	372,817		178,646		45,599	9,120				65,000	4,462	1,184,955	4.56	259,859	
	307,646		42,160	497,968	1,009,429	1,309	316,773	26,796	138,398	27,680				300	16,597	2,385,056	13.84	172,331	
MAPLE GROVE MAPLEWOOD MARSHALL	75,673		1,860	60,381	210,750		159,843	1,946	25,900	5,180					2,733	544,266	2.59	210,141	MAPLE GROVE MAPLEWOOD MARSHALL
	602,549		63,860	1,288,894	1,710,789		433,444	2,800	204,691	40,940	727,000	12,900			30,157	5,118,024	20.71	247,128	

1985 MUNICIPAL STATE AID NEEDS REPORT

1985 Itemized Tabulation of Needs

The 1985 itemized tabulation of needs on the following page shows all the construction items used in the Municipal State Aid Needs Study for apportionment purposes.

This tabulation is provided to give each municipality the opportunity to compare their needs to the other cities in their respective districts to the balance of the state's reporting by individual construction items.

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

You will notice the average cost per mile is \$261,234, while the lowest average recorded is Richfield with \$80,395 per mile. The twelve cities which exceed \$300,000 per mile are listed alphabetically as follows.

Cloquet	Morris
International Falls	Northfield
Lino Lakes	Rosemont
Maple Grove	St. Paul
Maplewood	Savage
Minneapolis	Woodbury

The highest average is International Falls with \$404,531 per mile.

1985 MUNICIPAL STATE AID NEEDS REPORT

1985 Needs Study Update

The following tabulation reflects the total difference between the 1984 and the 1985 25-year Construction Needs Studies. This update was accomplished in two individual steps to measure the effect each type of revision has to the total needs.

1. 1984 Construction Accomplishments and System Revisions -- includes construction accomplishments, system revisions, corporate limit revisions and other miscellaneous changes.
2. 1984 Unit Cost Revisions -- measures the effect of the unit prices approved by this committee at the 1985 spring meeting.

Revisions were made in the following cost items: Concrete pavement removal -\$0.75 S.Y.; Subbase Class 4 +\$0.50 ton; Curb and gutter construction +\$1.00 lin. ft.; Bridges: 0-149 ft. +\$7.00 S.F., 150-499 ft. +\$7.00 S.F., 500 ft. and over -\$2.00 S.F.; Bridge widening -\$8.00 S.F.

There was no adjustment made for traffic volume as there was no 1984 Traffic Update received by the Office of State Aid.

The resulting 1985 25-Year Construction Needs as adjusted in the following "Tentative Money Needs Apportionment Determination will be used in computing the 1986 money needs allotment.

These net changes can be discussed and further explained if the committee so desires.

1985 MUNICIPAL STATE AID NEEDS REPORT

1985 M.S.A.S. Needs Study Update

Municipality	1984 M.S.A.S. Needs	Const. Accomplish. & System Revisions	Unit Cost Update	1985 M.S.A.S. Needs	Net Change	% Change 1984 to 1985	Mileage Change
Albert Lea	\$ 3,796,518	- 165,915	- 17,096	\$ 3,613,507	- 183,011	- 5	-0-
Alexandria	1,780,442	+ 365,222	- 206,605	1,939,059	+ 158,617	+ 9	+1.08
Andover	3,906,920	- 256,523	- 275,007	3,375,390	- 531,530	- 14	+0.22
Anoka	3,012,501	- 104,821	- 378,156	2,529,524	- 482,977	- 16	-0-
Apple Valley	4,663,342	-0-	- 560,492	4,102,850	- 560,492	- 12	-0-
Arden Hills	1,519,631	-0-	- 221,987	1,297,644	- 221,987	- 15	-0-
Austin	3,408,610	+ 1,934,173	- 327,781	5,015,002	+ 1,606,392	+ 47	-0-
Bemidji	3,628,111	- 34,867	- 235,306	3,357,938	- 270,173	- 7	-0-
Blaine	6,431,919	-0-	- 989,120	5,442,799	- 989,120	- 15	-0-
Bloomington	14,248,611	+1,571,008	- 306,018	15,513,601	+ 1,264,990	+ 9	-0-
Brainerd	2,787,050	- 45,972	- 182,746	2,558,332	- 228,718	- 8	+0.33
Brooklyn Center	5,921,976	+ 172,120	- 712,137	5,381,959	- 540,017	- 9	+0.59
Brooklyn Park	6,824,594	+ 1,189,474	- 1,277,531	6,736,537	- 88,057	- 1	+1.06
Burnsville	10,600,860	- 1,530,110	- 711,982	8,358,768	- 2,242,092	- 21	-0.24
Champlin	2,661,390	- 389,184	- 348,978	1,923,228	- 738,162	- 28	-0-
Chanhassen	3,568,921	-0-	- 442,872	3,126,049	- 442,872	- 12	-0-
Chaska	3,317,000	- 242,387	- 497,377	2,577,236	- 739,764	- 22	-0-
Chisholm	1,740,619	- 98,808	- 174,685	1,467,126	- 273,493	- 16	-0-
Cloquet	1,314,909	- 421,035	- 789,218	6,104,656	- 1,210,253	- 17	-0-
Columbia Heights	1,685,285	-0-	- 61,978	1,623,307	- 61,978	- 4	-0-
Coon Rapids	4,807,808	+ 413,804	- 729,447	4,492,165	- 315,643	- 7	+2.57
Cottage Grove	6,086,487	-0-	- 737,260	5,349,227	- 737,260	- 12	-0-
Crookston	3,077,218	-0-	- 207,841	2,869,372	- 207,846	- 7	-0-
Crystal	5,144,998	- 19,907	- 394,481	4,730,610	- 414,388	- 8	+0.04
Detroit Lakes	1,555,225	- 152,433	- 118,741	1,284,051	- 271,174	- 17	-0-
Duluth	30,530,484	- 4,428,684	- 1,867,896	24,233,904	- 6,296,580	- 21	-1.15
Eagan	7,971,942	- 273,936	- 1,149,818	6,548,188	- 1,423,754	- 18	-0.12
East Bethel	2,912,255	- 128,737	-0-	2,783,518	- 128,737	- 4	-0-
East Grand Forks	2,359,630	-0-	- 194,865	2,164,765	- 194,865	- 8	-0-
Eden Prairie	9,093,589	- 534,074	- 1,231,488	7,328,027	- 1,765,562	- 19	-0.72
Edina	9,600,939	- 508,139	- 946,231	8,146,569	- 1,454,370	- 15	-0-
Elk River	5,568,148	+ 14,965	- 453,884	5,129,229	- 438,919	- 8	+0.54
Eveleth	1,326,870	- 26,072	- 252,570	1,048,228	- 278,642	- 21	-0-
Fairmont	3,126,212	- 111,482	- 329,208	2,685,522	- 440,690	- 14	-0-
Falcon Heights	374,057	-0-	- 45,242	328,815	- 45,242	- 12	-0-

Municipality	1984 M.S.A.S. Needs	Const. Accomplish. & System Revisions	Unit Cost Update	1985 M.S.A.S. Needs	Net Change	% Change 1984 to 1985	Mileage Change				
Fergus Falls	2,439,726	-	20,550	-	108,788	2,310,388	-	129,338	-	5	+0.24
Fridley	3,813,243	+	214,968	-	77,819	3,950,392	+	137,149	+	4	+1.40
Golden Valley	7,603,979	-	237,725	-	919,397	6,446,857	-	1,157,122	-	15	-0-
Grand Rapids	1,631,783	-	150,641	-	53,256	1,427,886	-	203,897	-	12	-0.22
Ham Lake	2,220,215	-	47,914	+	7,710	2,180,011	-	40,204	-	2	-0-
Hastings	2,269,469	-	82,612	-	244,777	2,302,080	-	327,389	-	12	-0-
Hermantown	4,394,341	-	297,505	-	219,806	3,877,030	-	517,311	-	12	-0-
Hibbing	11,471,984	-	199,902	-	522,588	10,749,494	-	722,490	-	6	-0-
Hopkins	2,431,101	-	99,886	-	221,619	2,109,596	-	321,505	-	13	-0-
Hutchinson	2,150,013	-	217,032	-	200,112	1,732,869	-	417,144	-	19	-0-
International Falls	1,931,251	-	-0-	+	14,541	1,945,792	+	14,541	+	1	-0-
Inver Grove Heights	5,181,572	+	166,930	-	836,696	4,511,806	-	669,766	-	13	+0.97
Lake Elmo	2,049,190	+	153,964	-	102,464	2,100,690	+	51,500	+	3	-0-
Lakeville	7,966,808	-	261,936	-	1,498,834	6,206,038	-	1,760,770	-	22	+0.03
Lino Lakes	4,739,709	-	-0-	-	516,291	4,223,418	-	516,291	-	11	-0-
Litchfield	2,350,422	-	197,662	-	352,001	1,800,759	-	549,663	-	23	-0-
Little Canada	1,317,536	-	57,740	-	74,841	1,184,955	-	132,581	-	10	+0.05
Little Falls	2,466,246	-	-0-	-	81,190	2,385,056	-	81,190	-	8	-0-
Mankato	5,581,963	+	55	-	463,994	5,118,024	-	463,939	-	8	-0-
Maple Grove	11,420,254	-	53,281	-	1,326,424	10,040,549	-	1,379,705	-	12	-0-
Maplewood	7,213,928	-	-0-	-	706,884	6,507,044	-	6,507,044	-	10	-0-
Marshall	2,199,643	+	50,434	-	172,372	2,077,705	-	121,938	-	6	+0.11
Mendota Heights	2,743,856	-	238,341	-	322,879	2,181,984	-	561,872	-	20	+0.54
Minneapolis	87,580,898	-	986,330	-	4,538,341	82,056,227	-	5,524,671	-	6	+0.74
Minnetonka	14,422,626	-	324,091	-	778,523	13,320,012	-	1,102,614	-	8	-0-
Montevideo	1,834,255	+	12,577	-	114,092	1,732,740	-	101,515	-	6	-0-
Moorhead	8,037,874	-	143,072	-	124,877	7,769,925	-	267,949	-	3	-0.12
Morris	2,112,934	-	-0-	-	236,003	1,876,931	-	236,003	-	11	-0-
Mound	1,278,946	+	204,934	-	53,273	1,430,607	+	151,661	+	12	+0.08
Mounds View	1,247,115	-	98,851	-	166,891	981,373	-	265,742	-	21	-0-
New Brighton	3,115,625	-	-0-	-	143,784	2,971,841	-	143,784	-	5	-0-
New Hope	1,922,086	-	-0-	-	23,626	1,898,460	-	23,626	-	1	-0-
New Ulm	3,602,442	-	18,326	-	159,548	3,424,568	-	177,874	-	5	-0-
Northfield	4,080,071	-	-0-	-	466,404	3,613,667	-	466,404	-	11	-0-
North Mankato	1,628,917	-	342,776	-	170,663	1,115,478	-	513,439	-	32	-0-
North St. Paul	2,117,996	-	-0-	-	152,195	1,965,801	-	152,195	-	7	-0-
Oakdale	2,785,141	-	595,849	-	293,368	1,895,924	-	889,217	-	32	+0.12
Orono	2,273,484	-	48,412	-	102,352	2,122,721	-	150,764	-	7	-0-
Owatonna	5,104,285	-	205,207	-	60,297	4,838,781	-	265,504	-	5	+0.01

Municipality	1984 M.S.A.S. Needs		Const. Accomplish. & System Revisions		Unit Cost Update	1985 M.S.A.S. Needs	Net Change	% Change 1984 to 1985	Mileage Change
Plymouth	8,660,148	-	584,068	-	715,187	7,360,893	- 1,299,255	- 15	-0-
Prior Lake	3,039,866	+	15,220	-	187,074	2,868,012	- 171,854	- 6	-0-
Ramsey	5,252,857	+	4,321	-	444,786	4,812,392	- 440,465	- 8	-0-
Red Wing	5,554,641	-	566,802	-	503,639	4,484,200	- 1,070,441	- 19	-0.07
Redwood Falls	1,442,199		-0-	-	74,929	1,367,270	- 74,929	- 5	-0-
Richfield	2,145,285	-	15,798	-	22,342	2,107,145	- 38,140	- 2	-0-
Robbinsdale	1,327,002	-	74,807	-	106,337	1,145,858	- 181,144	- 14	-0-
Rochester	9,283,682	-	1,058,889	-	393,346	7,831,447	- 1,452,235	- 16	-0-
Rosemount	4,931,568	-	229,380	-	579,692	4,052,496	- 879,072	- 18	-0-
Roseville	4,720,093	-	110,736	-	321,398	4,287,959	- 432,134	- 9	+0.03
St. Anthony	1,165,098		-0-	-	132,592	1,032,506	- 132,592	- 11	-0-
St. Cloud	9,486,921	-	28,925	-	433,572	9,024,424	- 462,497	- 5	+0.25
St. Louis Park	6,279,207	+	450,930	-	487,569	6,242,568	- 36,639	- 1	+0.58
St. Paul	73,804,004	-	7,832,222	-	4,735,061	61,236,721	- 12,567,283	- 17	+0.18
St. Peter	1,233,434	-	2,398	-	105,777	1,125,259	- 108,175	- 9	-0-
Sauk Rapids	2,478,577	-	71,444	-	323,797	2,083,336	- 395,241	- 16	-0-
Savage	--	+	3,656,604	-	649,152	3,007,452	+ 3,007,452	+100	+8.16
Shakopee	3,067,928		-0-	-	218,772	2,849,156	- 218,772	- 7	-0-
Shoreview	3,031,116	-	424,157	-	444,656	2,162,303	- 868,813	- 29	-0-
South St. Paul	2,851,627		-0-	-	233,165	2,618,462	- 233,165	- 8	-0-
Spring Lake Park	1,013,896		-0-	-	100,204	913,692	- 100,204	- 10	-0-
Stillwater	3,726,387	-	31,060	-	439,745	3,255,582	- 470,805	- 13	-0-
Thief River Falls	2,720,658	-	132,228	-	273,063	2,315,367	- 405,291	- 15	-0-
Vadnais Heights	916,423		-0-	-	25,715	890,708	- 25,715	- 3	-0-
Virginia	2,257,312	-	235,244	-	93,901	1,928,167	- 329,145	- 15	-0-
Waseca	1,117,179	+	53,719	-	39,766	1,131,132	+ 13,953	+ 1	+0.61
West St. Paul	3,117,842		-0-	-	318,062	2,799,775	- 318,067	- 10	-0-
White Bear Lake	5,196,160		-0-	-	394,936	4,801,224	- 394,936	- 8	-0-
Willmar	3,461,548	-	806,052	-	186,578	2,468,913	- 992,635	- 29	-0-
Winona	4,278,950	-	206,521	-	33,104	4,039,325	- 239,625	- 6	-0-
Woodbury	7,516,507	-	894,456	-	938,237	5,683,814	- 1,832,693	- 24	+0.04
Worthington	1,898,932	+	21,889	-	60,917	1,859,904	- 39,028	- 2	-0-
STATE TOTALS	\$618,275,930		-17,160,511		-48,170,583	\$552,944,830	- 65,331,100	- 11	- 17.93

1985 MUNICIPAL STATE AID NEEDS REPORT

Tentative 1986 Money Needs Apportionment Determination

This tabulation shows each municipality's tentative money needs apportionment based on the previous year's apportionment amount. The actual amount of the Road User Fund for distribution to the Municipal State Aid Account will not be available until January of 1986.

The Needs shown on this report are those computed on the "1985 Needs Study Update". The 1985 apportionment needs are the result of subtracting for the Construction Fund Deduction and Expenditures Off the Municipal State Aid System, and adding a credit for Bond Accounts, Non-existing Bridge Adjustments, Reconstruction Projects, Right-of-Way Aquisitions, and Trunk Highway Turnback Adjustments. These adjustments to the actual needs are made as directed by the City Engineers Screening Board.

This summary provides specific data and shows the impact of the adjustments to each municipality for the Board's use in establishing the 1986 Money Needs Apportionment Determination.

These adjustments will be reviewed individually immediately following this tentative 1986 Money Needs Apportionment Determination Summary.

Actual expenditures for Storm Sewer Construction may be credited to the city's needs prior to making the 1986 apportionment if the Screening Board so directs.

1985 MUNICIPAL STATE AID NEEDS REPORT
Determination of the Tentative 1986 Money Needs Apportionment

Municipality	1985 Actual 25-Year Const. Needs	Const. Fund Deduction	Deduct. for Expend. Off State Aid System	Bond Account Adjustment	Non- Existing Bridge Adjustment	R/W Acquisition Adjustment	Recon. struction Adjustment	Adjusted 25-Year Const. Needs	Tentative Apport. (Less THIB) (Adjustment)	Turnback Adjustment	Tentative 1986 Money Needs Apport.	Dist. %
Albert Lea	\$ 3,613,507	\$ 728,953	--	--	245,320			3,129,874	164,532		164,532	.5786
Alexandria	1,939,059	82,754	--	\$ 45,000				1,901,305	99,948		99,948	.3515
Andover	3,375,390	--	\$ 113,955	394,291				3,655,726	192,175		192,175	.6758
Anoka	2,529,524	--	198,718	--		28,974		2,359,780	124,049		124,049	.4362
Apple Valley	4,102,850	--	--	940,000				5,042,850	265,093		265,093	.9322
Arden Hills	1,297,644	136,560	37,308	--				1,123,776	59,075		59,075	.2077
Austin	5,015,002	575,205	369,688	--			67,542	4,137,652	217,509		217,509	.7649
Bemidji	3,357,938	128,827	--	--				3,229,111	169,748	1,080	169,748	.6007
Blaine	5,442,799	960,624	233,659	--				4,248,516	223,337		223,337	.7854
Bloomington	15,513,601	--	1,616,159	--		211,770		14,109,212	741,695		741,695	2.6081
Brainerd	2,558,332	173,033	40,806	335,000	576,113			3,255,606	171,141		171,141	.6018
Brooklyn Center	5,381,959	824,684	38,893	420,000	197,709			5,136,091	269,995		269,995	.9494
Brooklyn Park	6,736,537	935,746	8,274	--				5,792,517	304,502		304,502	1.0708
Burnsville	8,358,768	216,366	--	--	349,684	309,780		8,801,866	462,698		462,698	1.6271
Champlin	1,923,228	--	--	--				1,923,228	101,101		101,101	.3555
Chanhassen	3,126,049	364,866	--	--				2,761,183	145,150		145,150	.5104
Chaska	2,577,236	383,557	15,980	--	28,800			2,206,499	115,992		115,992	.4079
Chisholm	1,467,126	22,449	32,143	--				1,412,534	74,254		74,254	.2611
Cloquet	6,104,656	224,538	--	105,000		73,539		6,058,657	318,493		318,493	1.1200
Columbia Heights	1,623,307	135,262	30,000	--				1,458,045	76,647		76,647	.2695
Coon Rapids	4,492,165	--	470,627	--				4,021,538	211,405		211,405	.7434
Cottage Grove	5,349,227	788,607	--	94,478				4,655,098	244,710		244,710	.8605
Crookston	2,869,372	--	--	--		149,174		3,018,546	158,679		158,679	.5580
Crystal	4,730,610	991,040	182,488	--		1,280,343		4,837,425	254,295		254,295	.8942
Detroit Lakes	1,284,051	124,499	--	30,000				1,189,552	62,533		62,533	.2199
Duluth	24,233,904	427,554	228,540	--		149,500		23,727,310	1,247,301		1,247,301	4.3861
Eagan	6,548,188	--	6,235	--		271,918		6,813,871	358,193		358,193	1.2596
East Bethel	2,783,518	8,592	--	--		14,000		2,788,926	146,609		146,609	.5155
East Grand Forks	2,164,765	116,097	--	165,000				2,213,668	116,369		116,369	.4092
Eden Prairie	7,328,027	--	237,532	1,320,613	1,987,428			10,398,536	546,632		546,632	1.9222
Edina	8,146,569	115,638	797,670	--				7,233,261	380,239		380,239	1.3371
Elk River	5,129,229	--	--	--				5,129,229	269,634		269,634	.9482
Eveleth	1,048,228	--	--	--				1,048,228	55,103		55,103	.1938
Fairmont	2,685,522	184,571	--	--		1,825		2,502,776	131,566		131,566	.4626
Falcon Heights	328,815	14,857	--	45,306				359,264	18,886		18,886	.0664
Faribault	3,605,187	32,255	70,369	265,000		2,346		3,769,909	198,177		198,177	.6969

Municipality	1985 Actual 25-Year Const. Needs	Const. Fund Deduction	Deduct. for Expend. Off State Aid System	Bond Account Adjustment	Non- Existing Bridge Adjustment	R/W Acquisition Adjustment	Recon. struction Adjustment	Adjusted 25-Year Const. Needs	Tentative Apport. (Less THTB) (Adjustment)	Turnback Adjustment	Tentative 1986 Money Needs Apport.	Dist. %
Fergus Falls	2,310,388	105,540	128,635	--		33,600		2,109,813	110,909		110,909	.3900
Fridley	3,950,392	716,035	79,500	--		5,853		3,160,710	166,153		166,153	.5843
Golden Valley	6,446,857	892,422	--	--		720,932		6,275,367	329,885		329,885	1.1600
Grand Rapids	1,427,886	65,219	--	60,000	553,858			1,976,525	103,902		103,902	.3654
Ham Lake	2,180,011	--	--	125,000				2,305,011	121,170		121,170	.4261
Hastings	2,302,080	--	201,463	--	247,538	17,620		2,365,775	124,364		124,364	.4373
Hermantown	3,877,030	275,097	--	--				3,601,933	189,347		189,347	.6658
Hibbing	10,749,494	--	--	648,867		14,000		11,412,361	599,927		599,927	2.1096
Hopkins	2,109,596	502,243	344,723	--				1,262,630	66,374		66,374	.2334
Hutchinson	1,732,869	262,306	--	--	570,793			2,041,356	107,310		107,310	.3773
International Falls	1,945,792	59,166	--	--				1,886,626	99,177		99,177	.3488
Inver Grove Heights	4,511,806	--	62,344	--		20,997		4,470,459	235,004		235,004	.8264
Lake Elmo	2,100,690	132,258	--	--				1,968,432	103,477		103,477	.3639
Lakeville	6,206,038	354,356	415,141	--				5,436,541	285,789		285,789	1.0050
Lino Lakes	4,223,418	268,489	--	--				3,954,929	207,903		207,903	.7311
Litchfield	1,800,759	234,942	124,504	--				1,441,313	75,767		75,767	.2664
Little Canada	1,184,955	3,304	--	71,783		43,300		1,296,734	68,167		68,167	.2367
Little Falls	2,385,056	162,245	--	17,443				2,240,254	117,766		117,766	.4141
Mankato	5,118,024	436,083	847,109	--				3,834,832	201,590	6,392	207,982	.7314
Maple Grove	10,040,549	113,736	11,706	471,625		50,038		10,436,770	548,642		548,642	1.9293
Maplewood	6,507,044	660,774	--	275,000	664,966			6,786,236	356,740		356,740	1.2545
Marshall	2,077,705	38,453	12,703	130,496		58,320		2,215,365	116,458		116,458	.4095
Mendota Heights	2,181,984	352,394	7,351	278,628				2,100,867	110,439		110,439	.3884
Minneapolis	82,056,227	2,631,689	1,282,631	400,000	1,493,191	3,278,216		83,313,314	4,379,629		4,379,629	15.40008
Minnetonka	13,320,012	671,042	3,307,354	--		627,130		9,968,746	524,039		524,039	1.8428
Montevideo	1,732,740	--	--	--				1,732,740	91,987		91,087	.3203
Moorhead	7,769,925	615,792	7,017	--	7,530	21,000		7,175,646	377,211		377,211	1.3264
Morris	1,876,931	224,364	184,026	--		13,097		1,481,638	77,887		77,887	.2739
Mound	1,430,607	130,892	108,931	180,000	--			1,370,784	72,060		72,060	.2534
Mounds View	981,373	--	--	--				981,373	51,589		51,589	.1814
New Brighton	2,971,841	670,557	679,839	--				1,621,445	85,236		85,236	.2997
New Hope	1,898,460	475,075	191,466	--				1,231,919	64,760		64,760	.2277
New Ulm	3,424,568	664,444	33,191	--				2,726,933	143,350		143,350	.5041
Northfield	3,613,667	553,893	--	--		3,110		3,062,884	161,010		161,010	.5662
North Mankato	1,115,478	--	--	--		400,581		1,516,059	79696	2,520	82,216	.2891
North St. Paul	1,965,801	--	55,878	--				1,909,923	100,401		100,401	.3531
Oakdale	1,895,924	--	--	--				1,895,924	99,665		99,665	.3505
Orono	2,122,721	227,385	28,516	79,747				1,946,567	102,327		102,327	.3598
Owatonna	4,838,781	--	365,642	--		113,638		4,586,777	241,119		241,119	.8479

Municipality	1985 Actual 25-Year Const. Needs	Const. Fund Deduction	Deduct. for Expend. Off State Aid System	Bond Account Adjustment	Non- Existing Bridge Adjustment	R/W Acquisition Adjustment	Recon. struction Adjustment	Adjusted 25-Year Const. Needs	Tentative Apport. (Less THTB) (Adjustment)	Turnback Adjustment	Tentative 1986 Money Needs Apport.	Dist. %
Plymouth	7,360,893	--	381,328	--		25,208		7,004,773	368,228		368,228	1.2949
Prior Lake	2,868,012	43,700	--	--				2,824,312	148,469		148,469	.5221
Ramsey	4,812,392	--	--	--		44,008		4,856,400	255,292		255,292	.8977
Red Wing	4,484,200	--	--	--	481,159	76,176		5,041,535	265,024		265,024	.9319
Redwood Falls	1,367,270	--	--	--				1,367,270	71,875			
Richfield	2,107,145	440,514	35,576	--		1,152,857		2,783,912	146,345		146,345	.5146
Robbinsdale	1,145,858	90,714	261,706	--				793,438	41,710		41,710	.1467
Rochester	7,831,447	1,539,500	43,384	--	84,378	461,391		6,794,332	357,166		357,166	1.2560
Rosemount	4,052,496	215,721	--	--				3,836,775	201,692		201,692	.7092
Roseville	4,287,959	514,244	--	--				3,773,715	198,377		198,377	.6976
St. Anthony	1,032,506	311,245	118,861	--				602,400	31,667		31,667	.1114
St. Cloud	9,024,424	--	463,924	1,045,155		705,757		10,311,412	542,052	3,765	545,817	1.9194
St. Louis Park	6,242,568	--	1,349,852	--	1,492,570	335,520		6,720,806	353,301		353,301	1.2424
St. Paul	61,236,721	--	1,687,055	1,378,704	1,221,432	2,396,402	\$1,284,767	65,830,971	3,460,614		3,460,614	12.1692
St. Peter	1,125,259	302,728	--	--				822,531	43,239		43,239	.1520
Sauk Rapids	2,083,336	159,532	118,693	--		9,834		1,814,945	95,408		95,408	.3355
Savage	3,007,452	--	--	--				3,007,452	1158,096		158,096	.5559
Shakopee	2,849,156	533,134	9,092	--				2,306,930	121,271		121,271	.4264
Shoreview	2,162,303	291,707	69,982	--				1,800,614	94,655		94,655	.3329
South St. Paul	2,618,462	538,964	107,333	--				1,972,165	103,673		103,673	.3646
Spring Lake Park	913,692	269,366	7,532	76,107				712,901	37,476		37,476	.1318
Stillwater	3,255,582	516,146	8,993	10,000		104,442		2,844,885	149,550		149,550	.5259
Thief River Falls	2,315,367	104,749	46,567	--				2,164,051	113,760		113,760	.4000
Vadnais Heights	890,708	55,556	--	--				835,152	43,902		43,902	.1544
Virginia	1,928,167	--	35,380	300,000				2,192,787	115,271		115,271	.4053
Waseca	1,131,132	7,411	--	--				1,123,721	59,072		59,072	.2077
West St. Paul	2,799,775	769,483	190,000	--				1,840,292	96,741		96,741	.3402
White Bear Lake	4,801,224	78,022	167,468	--		177,573		4,733,307	248,821		248,821	.8750
Willmar	2,468,913	131,612	246,630	--		22,500		2,113,171	111,086		111,086	.3906
Winona	4,039,325	142,255	--	--		340,950		4,238,020	222,785		222,785	.7834
Woodbury	5,683,814	93,354	71,559	--				5,518,901	290,119		290,119	1.0202
Worthington	1,859,904	263,174	31,113	--				1,565,617	82,302		82,302	.2894
STATE TOTALS	\$552,944,830	\$ 28,610,160	\$ 18,660,742	\$ 9,708,243	\$ 10,202,469	\$ 11,767,219	\$ 1,352,310	\$540,704,169	\$ 28,423,830	\$ 13,757	\$ 28,437,587	100.0000

1985 MUNICIPAL STATE AID NEEDS REPORT

Unencumbered Construction Fund Balance

(Amount as of June 30, 1985)

As a means of compensating for unexpended construction funds retained in the account of the several municipalities which are not reflected in the Municipal State Aid Street Needs Studies, the Municipal Engineers Screening Board has passed the following resolution:

BE IT RESOLVED:

That for the determination of the 1963 Municipal State Aid Needs and all future needs, the amount of the unencumbered construction fund balance as of June 30 of the current year not including the current year construction apportionment shall be deducted from the Construction Needs of each individual municipality. *

Pursuant to the above resolution, the required amounts have been deducted from the gross money needs of the below listed municipalities.

<u>Municipality</u>	<u>Amount</u>	<u>Percent of Basic Needs</u>	<u>Municipality</u>	<u>Amount</u>	<u>Percent of Basic Needs</u>
Albert Lea	\$728,953		Cottage Grove	788,607	
Alexandria	82,754		Crystal	991,040	
Arden Hills	136,560		Detroit Lakes	124,499	
Austin	575,205		Duluth	427,554	
Bemidji	128,827		East Bethel	8,592	
Blaine	960,624		East Grand Forks	116,097	
Brainerd	173,033		Edina	115,638	
Brooklyn Center	824,684		Fairmont	184,571	
Brooklyn Park	935,746		Falcon Heights	14,857	
Burnsville	216,366		Faribault	32,255	
Chanhassen	364,866		Fergus Falls	105,540	
Chaska	383,557		Fridley	716,035	
Chisholm	22,449		Golden Valley	892,422	
Cloquet	224,538		Grand Rapids	65,219	
Columbia Heights	135,262		Hermantown	275,097	

<u>Municipality</u>	<u>Amount</u>	<u>Percent of Basic Needs</u>
Hopkins	502,243	
Hutchinson	262,306	
International Falls	59,166	
Lake Elmo	132,258	
Lakeville	354,356	
Lino Lakes	268,489	
Litchfield	234,942	
Little Canada	3,304	
Little Falls	162,245	
Mankato	436,083	
Maple Grove	113,736	
Maplewood	660,774	
Marshall	38,453	
Mendota Heights	352,394	
Minneapolis	2,631,689	
Minnetonka	671,042	
Moorhead	615,792	
Morris	224,364	
Mound	130,892	
New Brighton	670,557	
New Hope	475,075	
New Ulm	664,444	
Northfield	553,893	
Orono	227,385	

<u>Municipality</u>	<u>Amount</u>	<u>Percent of Basic Needs</u>
Prior Lake	43,700	
Richfield	440,514	
Robbinsdale	90,714	
Rochester	1,539,500	
Rosemount	215,721	
Roseville	514,244	
St. Anthony	311,245	
St. Peter	302,728	
Sauk Rapids	159,532	
Shakopee	533,134	
Shoreview	291,707	
South St. Paul	538,964	
Spring Lake Park	269,366	
Stillwater	516,146	
Thief River Falls	104,749	
Vadnais Heights	55,556	
Waseca	7,411	
West St. Paul	769,483	
White Bear Lake	78,022	
Willmar	131,612	
Winona	142,255	
Woodbury	93,354	
Worthington	263,174	
TOTAL	28,610,160	

1985 MUNICIPAL STATE AID NEEDS REPORT

Authorized Municipal State Aid Expenditures on County State Aid or Trunk Highway Projects

To compensate for State Aid Expenditures off the State Aid System that are not reflected in the Municipal State Aid Needs Studies, the Municipal Engineer's Screening Board passed the following resolution:

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

Pursuant to the above resolution, the following amounts have been computed as of December 31, 1984 and deducted from the money needs of the listed municipalities for the 1986 Municipal State Aid Street Apportionment

<u>Municipality</u>	<u>Amount</u>	<u>Percent of Basic Needs</u>	<u>Municipality</u>	<u>Amount</u>	<u>Percent of Basic Needs</u>
Andover	\$ 113,955		Chaska	\$ 15,980	
Anoka	198,718		Chisholm	32,143	
Arden Hills	37,308		Columbia Heights	30,000	
Austin	369,688		Coon Rapids	470,627	
Blaine	233,659		Crystal	182,488	
Bloomington	1,616,159		Duluth	228,540	
Brainerd	40,806		Eagan	6,235	
Brooklyn Center	38,893		Eden Prairie	237,532	
Brooklyn Park	8,274		Edina	797,670	

<u>Municipality</u>	<u>Amount</u>	<u>Percent of Basic Needs</u>
Faribault	\$ 70,369	
Fergus Falls	128,635	
Fridley	79,500	
Hastings	201,463	
Hopkins	344,723	
Inver Grove Heights	62,344	
Lakeville	415,141	
Litchfield	124,504	
Mankato	847,109	
Maple Grove	11,706	
Marshall	12,703	
Mendota Heights	7,351	
Minneapolis	1,282,631	
Minnetonka	3,307,354	
Moorhead	7,017	
Morris	184,026	
Mound	108,931	
New Brighton	679,839	
New Hope	191,466	
New Ulm	33,191	
North St. Paul	55,878	
Orono	28,516	
-Less than 1%		

<u>Municipality</u>	<u>Amount</u>	<u>Persent of Basic Needs</u>
Owatonna	\$ 365,642	
Plymouth	381,328	
Richfield	35,576	
Robbinsdale	261,706	
Rochester	43,384	
St. Anthony	118,861	
St. Cloud	463,924	
St. Louis Park	1,349,852	
St. Paul	1,687,055	
Sauk Rapids	118,693	
Shakopee	9,092	
Shoreview	69,982	
South St. Paul	107,333	
Spring Lake Park	7,532	
Stillwater	8,993	
Thief River Falls	46,567	
Virginia	35,380	
West St. Paul	190,000	
White Bear Lake	167,468	
Willmar	246,630	
Woodbury	71,559	
Worthington	31,113	
TOTAL	18,660,742	

1985 MUNICIPAL STATE AID NEEDS REPORT

Unamortized Bond Account Balance (Amount as of December 31, 1984)

To compensate for unpaid Municipal State Aid obligations that are not reflected in the Municipal State Aid Needs Studies, the Municipal Engineers' Screening Board passed resolutions which provide 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, Chapter 162.18 for use on State Aid Projects. This adjustment, which covers the amortization period, and which annually reflects the net unamortized bonded debt, shall be accomplished by adding said net unamortized bond 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.

Also, that for the purpose of this separate annual adjustment, the unamortized balance of the Saint Paul Bond Account as authorized in 1953, second 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, Chapter 162.18.

<u>Municipality</u>	<u>Amount of Issue</u>	<u>Unamortized Bond Balance</u>	<u>Total Disbursements and Obligations to December 31, 1984</u>	<u>Unencumbered Balance Available</u>	<u>Bond Account Adjustment</u>
Alexandria	\$ 175,000	\$ 45,000	\$ 175,000	\$ 0	\$ 45,000
Apple Valley	1,225,000	940,000	1,225,000	0	940,000
Andover	510,000	510,000	394,291	115,709	394,291
Bemidji	325,000	0	325,000	0	0
Bloomington	3,359,000	375,000	2,828,853	0 (739,763)	0
Brainerd	620,000	335,000	620,000	0	335,000
Brooklyn Center	1,050,000	420,000	1,050,000	0	420,000
Cloquet	405,000	105,000	405,000	0	105,000
Cottage Grove	1,170,000	740,000	524,478	645,522	94,478
Detroit Lakes	200,000	30,000	200,000	0	30,000
East Grand Forks	325,000	165,000	325,000	0	165,000
Eden Prairie	2,300,000	1,500,000	2,120,613	179,387	1,320,613

<u>Municipality</u>	<u>Amount of Issue</u>	<u>Unamortized Bond Balance</u>	<u>Total Disbursements and Obligations to December 31, 1984</u>	<u>Unencumbered Balance Available</u>	<u>Bond Account Adjustment</u>
Falcon Heights	\$ 245,000	\$ 75,000	\$ 215,306	\$ 29,694	\$ 45,306
Faribault	550,000	265,000	550,000	0	265,000
Grand Rapids	200,000	60,000	200,000	0	60,000
Ham Lake	330,000	125,000	330,000	0	125,000
Hibbing	1,350,000	1,000,000	998,867	351,133	648,867
Little Canada	225,000	205,000	91,783	133,217	71,783
Little Falls	245,000	40,000	222,443	0 (22,557)	17,443
Mankato	610,000	0	582,062	27,938	0
Maple Grove	1,100,000	480,000	1,091,625	8,375	471,625
Maplewood	540,000	275,000	540,000	0	275,000
Marshall	310,000	205,000	235,496	74,504	130,496
Mendota Heights	535,000	290,000	523,628	11,372	278,628
Minneapolis	4,000,000	400,000	4,000,000	0	400,000
Minnetonka	750,000	0	620,939	129,061	0
Mound	275,000	180,000	275,000	0	180,000
Mounds View	140,000	0	133,094	6,906	0
Northfield	315,000	0	257,418	57,582	0
Orono	270,000	145,000	204,747	65,253	79,747
Redwood Falls	240,000	140,000	25,000	215,000	0
St. Cloud	3,980,000	3,030,000	1,995,155	1,984,845	1,045,155
St. Paul	0	0	0	0	1,378,704
Spring Lake Park	195,000	115,000	156,107	38,893	76,107
Stillwater	255,000	10,000	255,000	0	10,000
Virginia	420,000	300,000	420,000	0	300,000
Woodbury	263,000	150,000	98,936	164,064	0
TOTAL	\$29,007,000	\$12,655,000	\$24,215,841	\$ 5,000,775	\$ 9,708,243

*Amount of Disbursements reduced due to monies being expended off the Municipal State Aid System;
 Bloomington - \$739,763 (1980-85); Little Falls - \$22,557 (1979-87). TOTAL ADJUSTMENT = \$762,320

1985 MUNICIPAL SCREENING BOARD DATA

Non-Existing Bridge Construction

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

BE IT RESOLVED:

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

Pursuant to the above resolution, the listed amounts as of December 31, 1984, have been added to the total money needs of each of the following municipalities.

<u>Municipality</u>	<u>First Year of Adjustment</u>	<u>Year of Apportionment Expiration</u>	<u>Amount</u>
Albert Lea	1976	1991	\$ 245,320
Brainerd	1974	1989	576,113
Brooklyn Center	1974	1989	197,709
Burnsville	1985	2000	349,684
Chaska	1974	1989	28,800
Eden Prairie	1984	1999	1,987,428
Grand Rapids	1979	1994	553,858
Hastings	1982	1997	247,538
Hutchinson	1978	1993	570,793
Maplewood	1973 & 1974	1988 & 1989	664,966
Minneapolis	1982 & 1985	1997 & 2000	1,493,191
Moorhead	1974	1989	7,530
Red Wing	1978 & 1985	1993 & 2000	481,159
Rochester	1974	1989	84,378
St. Louis Park	1971 & 1978	1986 & 1993	1,492,570
St. Paul	1974 & 1981	1989 & 1996	1,221,432
TOTAL			\$ 10,202,469

1985 MUNICIPAL STATE AID STREET NEEDS REPORT

Needs Adjustment for Right-of-Way Acquisition

The Municipal Screening Board at its October, 1975 meeting passed a resolution which allows a municipality to receive a credit adjustment in their money needs apportionment for local money spent for Right-of-Way acquisition.

The resolution states:

That 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.

On the recommendation of the Municipal Needs Study Subcommittee, the Municipal Screening Board at their June 1, 1978 meeting further defined a Right-of-Way needs adjustment to be:

"Only Right-of-Way Acquisition costs that are eligible for State Aid reimbursement shall be included in the Right-of-Way money needs adjustment."

The following summary shows the Right-of-Way acquisition reported in 1977 through 1985.

<u>Municipality</u>	<u>Adjust. For 1978 Apport.</u>	<u>Adjust. For 1979 Apport.</u>	<u>Adjust. For 1980 Apport.</u>	<u>Adjust. For 1981 Apport.</u>	<u>Adjust. For 1982 Apport.</u>	<u>Adjust. For 1983 Apport.</u>	<u>Adjust. For 1984 Apport.</u>	<u>Adjust. For 1985 Apport.</u>	<u>Adjust. For 1986 Apport.</u>	<u>Total Adjust.</u>
Anoka	\$ --	\$ --	\$ --	\$ --	\$ --	\$ --	\$ 28,974	\$ --	\$ --	\$ 28,974
Bloomington	--	--	--	--	--	145,000	--	--	66,470	211,770
Burnsville	--	--	--	--	--	--	--	--	309,780	309,780
Cloquet	--	--	51,268	--	--	--	22,271	--	--	73,539
Crookston	--	--	--	93,000	56,174	--	--	--	--	149,174
Crystal	--	--	--	285,354	47,849	--	--	--	947,140	1,280,343
Duluth	49,401	--	--	--	--	--	36,200	--	53,899	149,500
Eagan	--	--	--	--	--	--	--	--	271,918	271,918
East Bethel	--	--	--	--	--	--	--	--	14,000	14,000

<u>Municipality</u>	<u>Adjust. For 1978 Apport.</u>	<u>Adjust. For 1979 Apport.</u>	<u>Adjust. For 1980 Apport.</u>	<u>Adjust. For 1981 Apport.</u>	<u>Adjust. For 1982 Apport.</u>	<u>Adjust. For 1983 Apport.</u>	<u>Adjust. For 1984 Apport.</u>	<u>Adjust. For 1985 Apport.</u>	<u>Adjust. For 1986 Apport.</u>	<u>Total Adjust.</u>
Fairmont	\$ --	\$ --	\$ --	\$ --	\$ --	\$ 1,825	\$ --	\$ --	\$ --	\$ 1,825
Faribault	--	--	--	--	--	--	--	2,346	--	2,346
Fergus Falls	--	--	--	--	--	--	--	--	33,600	33,600
Fridley	648	5,205	--	--	--	--	--	--	--	5,853
Golden Valley	--	--	--	720,932	--	--	--	--	--	720,932
Hastings	--	--	--	--	13,270	4,350	--	--	--	17,620
Hibbing	--	--	--	--	--	--	14,000	--	--	14,000
Inver Grove Heights	--	20,997	--	--	--	--	--	--	--	20,997
Little Canada	--	--	--	43,300	--	--	--	--	--	43,300
Maple Grove	--	--	--	--	18,538	--	--	--	31,500	50,038
Marshall	--	--	--	--	--	58,320	--	--	--	58,320
Minneapolis	52,000	310,285	--	789,766	1,959,183	34,351	--	--	132,631	3,278,216
Minnetonka	--	--	--	210,700	--	71,450	--	--	344,980	627,130
Moorhead	21,000	--	--	--	--	--	--	--	--	21,000
Morris	--	13,097	--	--	--	--	--	--	--	13,097
Northfield	--	--	--	--	--	--	--	--	3,110	3,110
North Mankato	--	--	--	--	--	--	--	--	400,581	400,581
Owatonna	79,517	34,121	--	--	--	--	--	--	--	113,638
Plymouth	25,208	--	--	--	--	--	--	--	--	25,208
Ramsey	7,884	--	--	--	--	8,427	18,877	8,820	--	44,008
Red Wing	14,000	--	--	--	--	--	--	62,176	--	76,176
Richfield	--	--	--	--	--	--	1,152,857	--	--	1,152,857
Rochester	4,728	--	93,822	--	--	--	--	30,902	331,939	461,391
St. Cloud	--	--	--	--	--	--	--	705,757	--	705,757
St. Louis Park	335,520	--	--	--	--	--	--	--	--	335,520
St. Paul	741,034	638,881	12,636	129,673	--	4,921	--	16,877	852,380	2,396,402
Sauk Rapids	--	--	--	--	9,834	--	--	--	--	9,834
Stillwater	--	--	--	--	104,442	--	--	--	--	104,442
White Bear Lake	--	--	--	--	--	--	--	177,573	--	177,573
Willmar	--	--	--	--	--	22,500	--	--	--	22,500
Winona	--	--	--	--	340,950	--	--	--	--	340,950
TOTALS	\$1,330,940	\$1,022,586	\$157,726	\$2,272,725	\$2,550,240	\$351,444	\$1,273,179	\$1,276,369	\$3,532,010	\$13,767,219

1985 MUNICIPAL STATE AID NEEDS REPORT

Needs Adjustment for Reconstruction Projects

The Municipal Screening Board at its June, 1983 meeting passed a resolution which gives a municipality a credit adjustment in their money needs apportionment, whenever State Aid Funds are spent on a State Aid Street for the second time. This adjustment is made in place of attempting to justify inclusion in the Needs reporting.

The resolution states That:

The money needs for all streets and bridges constructed with State Aid funds with the exception of additional surfacing, shall be removed from the Needs Study until such time as a reconstruction project is awarded. At that time, a money needs adjustment shall be made by annually adding the total amount of the street or bridge cost that is eligible for State Aid reimbursement for a 15 year period. This cost to exclude any Federal or State Aid grants and to be effective on all reconstruction projects awarded after January 1, 1983

The following summary shows the reconstruction projects reported.

<u>Municipality</u>	<u>Project No.</u>	<u>Type of Project</u>	<u>Date of Constr.</u>	<u>Date of Reconstr.</u>	<u>Years of Apport. Adj.</u>	<u>Amount</u>
St. Paul	164-113-17	Bridge Repair	1969	1983	1985-1999	\$307,298
St. Paul	164-156-10	Bridge Repair	1970	1983	1985-1999	103,674
St. Paul	164-108-14	G.B.S. & S.S.	1962	1983	1985-1999	138,932
Austin	104-120-01	G.B. Conc.Surf.	1961	1984	1986-2000	67,543
St. Paul	164-141-08	Bridge Repair	1965	1984	1986-2000	151,484
St. Paul	164-159-23	Bridge Rehab.	1964	1984	1986-2000	449,427
St. Paul	164-159-22	Bit. Misc.	1964	1984	1986-2000	133,952

STATE TOTAL

\$ 1,352,310

1985 MUNICIPAL STATE NEEDS REPORT

Trunk Highway Turnbacks

The following tabulation shows the tentative Trunk Highway Turnback Maintenance allowance for the 1984 Apportionment. All turnbacks eligible for maintenance payments are included in this tabulation as of Oct. 1, 1985. Adjustments will be made for additional turnbacks received by December 31, 1985. The total turnback maintenance apportionment has been computed in accordance with the 1967 Screening Board Resolution which reads as follows:

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 \$1500 per mile in apportionment funds for each month or part of a month that the municipality has maintenance responsibility during the initial year.

To provide an advance payment for the coming year's 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 \$1500 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.

MSAS Route No.	Date of Release	Total Mileage	Plan Approved	Miles Const.	Miles Eligible Maint.	Date of MSAS Desig.	1985 Maintenance Allowance Months X Miles X \$1500	1986 Miles X \$1500	Total
<u>Bemidji</u> 125	9-82	0.72	No		0.72	12-82		0.72 X \$1500 = \$1,080	\$ 1,080
<u>Mankato</u> 101 (TH 22)	4-1-85	1.12	No		1.12	6-85	7/12 X 1.12 X \$1500 = \$ 980	1.12 X \$1500 = \$1,680	\$ 2,660
120	6-1-77	0.66	Yes	0.42	0.24			0.24 X \$1500 = \$ 360	\$ 360
123 (TH 14)	4-1-85	1.42	No		1.42	6-85	7/12 X 1.42 X \$1500 = \$1,242	1.42 X \$1500 = \$2,130	\$ 3,372
<u>North Mankato</u> 116	8-78	1.79	Yes	0.11	1.68	10-78		1.68 X \$1500 = \$2,520	\$ 2,520
<u>St. Cloud</u> 138	10-78	1.80	Yes	0.44	1.36	1-79		1.36 X \$1500 = \$2,040	
140	10-80	<u>1.36</u>	Yes	<u>0.21</u>	<u>1.15</u>	2-81		<u>1.15</u> X \$1500 = <u>\$1,725</u>	
		3.16		0.65	2.51			2.51 \$3,765	\$ 3,765
TOTAL		8.87		1.18	7.69				\$13,757

October 24, 1985

Richard P. Braun, Commissioner
Minnesota Department of Transportation
Room 411
State Transportation Building
St. Paul, Minnesota 55155

Dear Commissioner Braun:

We, the undersigned, as members of the 1985 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 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 1986 Apportionment Sum as provided by Minnesota Statutes Chapter 162.13, Subdivision 1.

Respectfully submitted,

Kenneth Saffert
Secretary

Henry Spurrier
Chairman

Larry Anderson
Vice Chairman

Approved:

James Prusak
District 1

Gary Sanders
District 2

Ronald Schweninger
District 3

Irving Bakken
District 4

Ronald Rudrud
District 5

Roger Plumb
District 6

Brian Amundson
District 7

Thomas Rodeberg
District 8

Steven Gatlin
District 9

John Carlson
Duluth

Marvin Hoshaw
Minneapolis

Robert Peterson
St. Paul

Attachment: Money Needs Listing

1985 MUNICIPAL STATE AID NEEDS REPORT

1985 Money Needs Recommendations

<u>Municipality</u>	<u>Money Needs</u>	<u>Municipality</u>	<u>Money Needs</u>
Albert Lea	3,613,507	East Bethel	2,783,518
Alexandria	1,939,059	East Grand Forks	2,164,765
Andover	3,375,390	Eden Prairie	7,328,027
Anoka	2,529,524	Edina	8,146,569
Apple Valley	4,102,850	Elk River	5,129,229
Arden Hills	1,297,644	Eveleth	1,048,228
Austin	5,015,002	Fairmont	2,685,522
Bemidji	3,357,938	Falcon Heights	328,815
Blaine	5,442,799	Faribault	3,605,187
Bloomington	15,513,601	Fergus Falls	2,310,388
Brainerd	2,558,332	Fridley	3,950,392
Brooklyn Center	5,381,959	Golden Valley	6,446,857
Brooklyn Park	6,736,537	Grand Rapids	1,427,886
Burnsville	8,358,768	Ham Lake	2,180,011
Champlin	1,923,228	Hastings	2,302,080
Chanhassen	3,126,049	Hermantown	3,877,030
Chaska	2,577,236	Hibbing	10,749,494
Chisholm	1,467,126	Hopkins	2,109,596
Cloquet	6,104,656	Hutchinson	1,732,869
Columbia Heights	1,623,307	International Falls	1,945,792
Coon Rapids	4,492,165	Inver Grove Heights	4,511,806
Cottage Grove	5,349,227	Lake Elmo	2,100,690
Crookston	2,869,372	Lakeville	6,206,038
Crystal	4,730,610	Lino Lakes	4,223,418
Detroit Lakes	1,284,051	Litchfield	1,800,759
Duluth	24,233,904	Little Canada	1,184,955
Eagan	6,548,188	Little Falls	2,385,056

<u>Municipality</u>	<u>Money Needs</u>
Mankato	5,118,024
Maple Grove	10,040,549
Maplewood	6,507,044
Marshall	2,077,705
Mendota Heights	2,181,984
Minneapolis	82,056,227
Minnetonka	13,320,012
Montevideo	1,732,740
Moorhead	7,769,925
Morris	1,876,931
Mound	1,430,607
Mounds View	981,373
New Brighton	2,971,841
New Hope	1,898,460
New Ulm	3,424,568
Northfield	3,613,667
North Mankato	1,115,478
North St. Paul	1,965,801
Oakdale	1,895,924
Orono	2,122,721
Owatonna	4,838,781
Plymouth	7,360,893
Prior Lake	2,868,012
Ramsey	4,812,392
Red Wing	4,484,200
Redwood Falls	1,367,270
Richfield	2,107,145
Robbinsdale	1,145,858
Rochester	7,831,447
Rosemount	4,052,496

<u>Municipality</u>	<u>Money Needs</u>
Roseville	4,287,959
St. Anthony	1,032,506
St. Cloud	9,024,424
St. Louis Park	6,242,568
St. Paul	61,236,721
St. Peter	1,125,259
Sauk Rapids	2,083,336
Savage	3,007,452
Shakopee	2,849,156
Shoreview	2,162,303
South St. Paul	2,618,462
Spring Lake Park	913,692
Stillwater	3,255,582
Thief River Falls	2,315,367
Vadnais Heights	890,708
Virginia	1,928,167
Waseca	1,131,132
West St. Paul	2,799,775
White Bear Lake	4,801,224
Willmar	2,468,913
Winona	4,039,325
Woodbury	5,683,814
Worthington	1,859,904
<i>Total</i>	552,944,830

1985 MUNICIPAL STATE AID NEEDS REPORT

Comparison of 1985 to the tentative 1986 Money Needs Apportionment

Comparing the actual 1985 to the tentative 1986 money needs apportionment which is based on the 1985 apportionment amount, we find that 42 cities show an increase in apportionment, and 14 have an increase of 10 percent or more. And 27 of the 65 cities which have decreased are ten percent or larger.

The explanations for these changes from the 1985 apportionment are reflected in the 1985 M.S.A.S. Needs Study Update" and the "Tentative 1986 Money Needs Apportionment Determination" which appeared previously in the book. Also, a detailed explanation of each variance is available on request.

1985 MUNICIPAL STATE AID NEEDS REPORT

1985 to 1986 Money Needs Apportionment (Based on the 1985 Apportionment Sum)

Municipality	1985 Money Needs Apportionment	Tentative 1986 Money Needs		Increase		Decrease	
		Apportionment	Apportionment	Amount	%	Amount	%
Albert Lea	\$ 171,314	\$ 164,532				6,782	4
Alexandria	79,088	99,948	20,860	26			
Andover	181,817	192,175	10,358	6			
Anoka	136,772	124,049				12,723	9
Apple Valley	256,999	265,093	8,094	3			
Arden Hills	69,215	59,075				10,140	15
Austin	113,711	217,509	103,798	91			
Bemidji	176,647	170,828				5,819	3
Blaine	272,640	223,337				49,303	18
Bloomington	619,393	741,695	122,302	20			
Brainerd	173,137	171,141				1,996	1
Brooklyn Center	298,342	269,995				28,347	10
Brooklyn Park	312,019	304,502				7,517	2
Burnsville	471,731	462,698				9,033	2
Champlin	127,906	101,101				26,805	21
Chanhassen	164,125	145,150				18,975	12
Chaska	129,507	115,992				13,515	10
Chisholm	83,174	74,254				8,920	11
Cloquet	323,215	318,493				4,722	1
Columbia Heights	79,553	76,647				2,906	4
Coon Rapids	203,950	211,405	7,455	4			
Cottage Grove	280,869	244,710				36,159	13
Crookston	151,954	158,679	6,725	4			
** Crystal	0	254,295	254,295				
Detroit Lakes	66,729	62,533				4,196	6
Duluth	1,326,502	1,247,301				79,201	6
Eagan	395,898	358,193				37,705	10
East Bethel	132,419	146,609	14,190	11			
East Grand Forks	122,054	116,369				5,685	5
Eden Prairie	555,768	546,632				9,136	2
Edina	404,391	380,239				24,152	6
Elk River	264,963	269,634	4,671	2			
Ely							
Eveleth	63,769	55,103				8,666	14
Fairmont	137,100	131,566				5,534	4
Falcon Heights	22,197	18,886				3,311	15

<u>Municipality</u>	1985	Tentative 1986	Increase		Decrease	
	<u>Money Needs</u> <u>Apportionment</u>	<u>Money Needs</u> <u>Apportionment</u>	<u>Amount</u>	<u>%</u>	<u>Amount</u>	<u>%</u>
Faribault	190,754	198,177	7,423	4		
Fergus Falls	108,945	110,909	1,964	2		
Fridley	143,187	166,153	22,966	16		
Golden Valley	335,305	329,885			5,420	2
Grand Rapids	108,405	103,902			4,503	4
Ham Lake	112,210	121,170	8,960	8		
Hastings	119,992	124,364	4,372	4		
Hermantown	192,136	189,347			2,789	1
Hibbing	590,406	599,927	9,521	2		
Hopkins	74,655	66,374			8,281	11
Hutchinson	118,553	107,310			11,243	9
International Falls	92,815	99,177	6,362	7		
Inver Grove Heights	250,034	235,004			15,030	6
Lake Elmo	89,928	103,477	13,549	15		
Lakeville	371,826	285,789			86,037	23
Lino Lakes	225,062	207,903			17,159	8
Litchfield	100,555	75,767			24,788	25
Little Canada	64,457	68,167	3,710	6		
Little Falls	118,798	117,766			1,032	*
Luverne						
Mankato	203,985	207,982	3,997	2		
Maple Grove	563,512	548,642			14,870	3
Maplewood	386,030	356,740			29,290	8
Marshall	116,101	116,458	357	*		
Mendota Heights	137,816	110,439			27,377	20
Minneapolis	4,315,057	4,379,629	64,572	1		
Minnetonka	534,970	524,039			10,931	2
Montevideo	88,154	91,087	2,933	3		
Moorhead	329,060	377,211	48,151	15		
Morris	88,141	77,887			10,254	12
Mound	62,873	72,060	9,187	15		
Mounds View	30,860	51,589	20,729	67		
New Brighton	93,985	85,236			8,749	9
New Hope	70,699	64,760			5,939	8
New Ulm	149,585	143,350			6,235	4
Northfield	161,701	161,010			691	*
North Mankato	80,805	82,216	1,411	2		
North St. Paul	88,878	100,401	11,523	13		
Oakdale	128,610	99,665			28,945	23

Municipality	1985 Money Needs Apportionment	Tentative 1986 Money Needs Apportionment	Increase		Decrease	
			Amount	%	Amount	%
Orono	105,567	102,327			3,240	3
Owatonna	229,668	241,119	11,451	5		
Pipestone						
Plymouth	396,078	368,228			27,850	7
Prior Lake	136,235	148,469	12,234	9		
Ramsey	254,566	255,292	726	*		
Red Wing	272,824	265,024			7,800	3
Redwood Falls	70,513	71,875	1,362	2		
Richfield	126,939	146,345	19,406	15		
Robbinsdale	51,414	41,710			9,704	19
Rochester	396,535	357,166			39,369	10
Rosemount	230,652	201,692			28,960	13
Roseville	204,754	198,377			6,377	3
St. Anthony	39,869	31,667			8,202	21
St. Cloud	533,965	545,817	11,852	2		
St. Louis Park	309,327	353,301	43,974	14		
St. Paul	3,405,139	3,460,614	55,475	2		
St. Paul Park						
St. Peter	43,270	43,239			31	*
Sauk Rapids	112,218	95,408			16,810	15
Savage	33,790	158,096	124,306	368		
Shakopee	131,076	121,271			9,805	7
Shoreview	129,313	94,655			34,658	27
South St. Paul	119,152	103,673			15,479	13
Spring Lake Park	42,802	37,476			5,326	12
Stillwater	164,802	149,550			15,252	9
Thief River Falls	104,694	113,760	9,066	9		
Vadnais Heights	44,043	43,902			141	*
Virginia	121,203	115,271			5,932	5
Waseca	44,058	59,072	15,014	34		
West St. Paul	115,721	96,741			18,980	16
White Bear Lake	235,893	248,821	12,928	5		
Willmar	154,334	111,086			43,248	28
Winona	216,340	222,785	6,445	3		
Woodbury	335,960	290,119			45,841	14
Worthington	35,410	82,302	46,892	132		
TOTAL	\$28,355,837	\$28,437,587				

* Less than 1%

** Crystal did not receive a money needs apportionment in 1985 due to an unencumbered construction balance adjustment.

1985 MUNICIPAL STATE AID NEEDS REPORT

Theoretical 1986 M.S.A.S. Population Apportionment

The following theoretical 1986 population apportionment is based on the actual 1985 apportionment sum, and population figures current as of December 31, 1984. The final population data will be certified December 31, 1985, by the Secretary of State and the actual apportionment sum available to urban municipalities in 1986 Will be provided by the Office of Finance and Accounting in January of 1986.

Based on 106 cities over 5,000 population , each person presently earns approximately \$11.55 in apportionment. This figure will be somewhat revised when the actual revenue for the 1986 apportionment becomes available, or if additional cities should exceed 5,000 population prior to January 1, 1986

1985 MUNICIPAL STATE AID NEEDS REPORT

Tentative 1986 Population Apportionment Using 1985 \$

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."

<u>Municipalities</u>	<u>Population</u>	<u>Population Factor</u>	<u>Population Apportionment</u>
Albert Lea	19,435	.7897	\$ 224,572
Alexandria	7,608	.3091	87,901
Andover	9,387	.3814	108,461
Anoka	15,634	.6352	180,636
Apple Valley	21,818	.8865	252,099
Arden Hills	8,012	.3255	92,564
Austin	23,079	.9377	266,659
Bemidji	10,949	.4449	126,519
Blaine	28,558	1.1604	329,990
Bloomington	81,831	3.3249	945,521
Brainerd	11,489	.4668	132,747
Brooklyn Center	31,230	1.2689	360,845
Brooklyn Park	43,332	1.7606	500,672
Burnsville	35,674	1.4495	412,203
Champlin	9,006	.3659	104,053
Chanhassen	6,359	.2584	73,483
Chaska	8,346	.3391	96,432
Chisholm	5,930	.2409	68,506
Cloquet	11,142	.4527	128,737
Columbia Heights	20,029	.8138	231,425
Coon Rapids	35,826	1.4557	413,966
Cottage Grove	18,994	.7717	219,453
Crookston	8,628	.3506	99,702
Crystal	25,543	1.0378	295,125
Detroit Lakes	7,106	.2887	82,099
Duluth	92,811	3.7711	1,072,410
Eagan	20,532	.8342	237,226
East Bethel	6,626	.2692	76,554
East Grand Forks	8,537	.3469	98,650
Eden Prairie	16,263	.6608	187,916
Edina	46,073	1.8720	532,352
Elk River	6,785	.2757	78,402
Eveleth	5,042	.2049	58,269

<u>Municipalities</u>	<u>Population</u>	<u>Population Factor</u>	<u>Population Apportionment</u>
Fairmont	11,506	.4675	\$ 132,946
Falcon Heights	5,291	.2150	61,141
Faribault	16,241	.6599	187,660
Fergus Falls	12,609	.5123	145,686
Fridley	30,228	1.2282	349,270
Golden Valley	22,775	.9254	263,161
Grand Rapids	7,934	.3224	91,683
Ham Lake	7,832	.3182	90,488
Hastings	12,827	.5212	148,217
Hermantown	6,759	.2746	78,090
Hibbing	21,193	.8611	244,876
Hopkins	15,336	.6231	177,195
Hutchinson	9,335	.3793	107,864
International Falls	5,671	.2304	65,520
Inver Grove Heights	17,171	.6977	198,409
Lake Elmo	5,296	.2152	61,198
Lakeville	14,790	.6009	170,881
Lino Lakes	5,587	.2270	64,553
Litchfield	5,904	.2399	68,222
Little Canada	7,102	.2886	82,071
Little Falls	7,250	.2946	83,777
Mankato	28,651	1.1641	331,042
Maple Grove	20,525	.8340	237,169
Maplewood	26,990	1.0966	311,847
Marshall	11,163	.4536	128,993
Mendota Heights	7,288	.2961	84,204
Minneapolis	370,951	15.0724	4,286,227
Minnetonka	38,683	1.5718	446,982
Montevideo	5,882	.2390	67,966
Moorhead	29,998	1.2189	346,626
Morris	5,385	.2188	62,221
Mound	9,280	.3771	107,238
Mounds View	12,593	.5117	145,515
New Brighton	23,269	.9455	268,877
New Hope	23,087	.9381	266,773
New Ulm	13,755	.5589	158,938
Northfield	12,562	.5104	145,145
North Mankato	9,145	.3716	105,674
North St. Paul	11,921	.4844	137,752

<u>Municipalities</u>	<u>Population</u>	<u>Population Factor</u>	<u>Population Apportionment</u>
Oakdale	12,123	.4926	\$ 140,084
Orono	6,845	.2781	79,085
Owatonna	18,632	.7570	215,272
Plymouth	31,615	1.2846	365,309
Prior Lake	7,284	.2960	84,175
Ramsey	10,093	.4101	116,623
Red Wing	13,736	.5581	158,710
Redwood Falls	5,210	.2117	60,202
Richfield	37,851	1.5380	437,370
Robbinsdale	14,422	.5860	166,644
Rochester	57,855	2.3507	668,482
Rosemount	5,083	.2065	58,724
Roseville	35,820	1.4554	413,881
St. Anthony	7,981	.3243	92,223
St. Cloud	42,566	1.7295	491,828
St. Louis Park	42,931	1.7444	496,065
St. Paul	270,230	10.9799	3,122,419
St. Peter	9,056	.3680	104,650
Sauk Rapids	5,843	.2374	67,511
Savage	5,237	.2128	60,515
Shakopee	9,941	.4039	114,859
Shoreview	17,300	.7029	199,888
South St. Paul	21,235	.8628	245,359
Spring Lake Park	6,477	.2632	74,848
Stillwater	12,322	.5007	142,387
Thief River Falls	9,105	.3700	105,219
Vadnais Heights	5,111	.2077	59,065
Virginia	11,056	.4492	127,742
Waseca	8,219	.3340	94,981
West St. Paul	18,527	.7528	214,078
White Bear Lake	22,538	.9158	260,431
Willmar	15,895	.6458	183,650
Winona	25,075	1.0188	289,722
Woodbury	10,297	.4184	118,982
Worthington	10,243	.4162	118,358
TOTAL	2,461,133	100.0000	\$28,437,587

1985 MUNICIPAL STATE AID NEEDS REPORT

Theoretical 1986 M.S.A.S. Total Apportionment

Based on the actual 1985 apportionment amount, the following tabulation shows each municipality's tentative money needs and population apportionment amounts for 1986. The tentative percentages shown in this summary are for informational purposes only.

The actual revenue will be announced in January, 1986, when the Commissioner of Transportation determines the annual Municipal State Aid allotment

1985 MUNICIPAL STATE AID NEEDS REPORT

Theoretical 1986 M.S.A.S. Total Apportionment (Based on the Actual 1985 Apportionment Sum)

<u>Municipalities</u>	<u>Population Apportionment</u>	<u>Theoretical Money Needs Apportionment</u>	<u>Total Apportionment</u>	<u>Total Distribution Percentage</u>
Albert Lea	224,572	164,532	389,104	.6841
Alexandria	87,901	99,948	187,849	.3303
Andover	108,461	192,175	300,636	.5286
Anoka	180,636	124,049	304,685	.5357
Apple Valley	252,099	265,093	517,192	.9093
Arden Hills	92,564	59,075	151,639	.2666
Austin	266,659	217,509	484,168	.8513
Bemidji	126,519	170,828	297,347	.5228
Blaine	329,990	223,337	553,327	.9729
Bloomington	945,521	741,695	1,687,216	2.9665
Brainerd	132,747	171,141	303,888	.5343
Brooklyn Center	360,845	269,995	630,840	1.1092
Brooklyn Park	500,672	304,502	805,174	1.4157
Burnsville	412,203	462,698	874,901	1.5383
Champlin	104,053	101,101	205,154	.3607
Chanhassen	73,483	145,150	218,633	.3844
Chaska	96,432	115,992	212,424	.3735
Chisholm	68,506	74,254	142,760	.2510
Cloquet	128,737	318,493	447,230	.7863
Columbia Heights	231,425	76,647	308,072	.5417
Coon Rapids	413,966	211,405	625,371	1.0996
Cottage Grove	219,453	244,710	464,163	.8161
Crookston	99,702	158,679	258,381	.4543
Crystal	295,125	254,295	549,420	.9660
Detroit Lakes	82,099	62,533	144,632	.2543
Duluth	1,072,410	1,247,301	2,319,711	4.0786
Eagan	237,226	358,193	595,419	1.0469
East Bethel	76,554	146,609	223,163	.3924
East Grand Forks	98,650	116,369	215,019	.3781
Eden Prairie	187,916	546,632	734,548	1.2915
Edina	532,352	380,239	912,591	1.6046
Elk River	78,402	269,634	348,036	.6119
Eveleth	58,269	55,103	113,372	.1993

<u>Municipalities</u>	<u>Population Apportionment</u>	<u>Theoretical Money Needs Apportionment</u>	<u>Total Apportionment</u>	<u>Total Distribution Percentage</u>
Fairmont	132,946	131,566	264,512	.4651
Falcon Heights	61,141	18,886	80,027	.1407
Faribault	187,660	198,177	385,837	.6784
Fergus Falls	145,686	110,909	256,595	.4512
Fridley	349,270	166,153	515,423	.9062
Golden Valley	263,161	329,885	593,046	1.0427
Grand Rapids	91,683	103,902	195,585	.3439
Ham Lake	90,488	121,170	211,658	.3721
Hastings	148,217	124,364	272,581	.4793
Hermantown	78,090	189,347	267,437	.4702
Hibbing	244,876	599,927	844,803	1.4854
Hopkins	177,195	66,374	243,569	.4283
Hutchinson	107,864	107,310	215,174	.3783
International Falls	65,520	99,177	164,697	.2896
Inver Grove Heights	198,409	235,004	433,413	.7620
Lake Elmo	61,198	103,477	164,675	.2895
Lakeville	170,881	285,789	456,670	.8029
Lino Lakes	64,553	207,903	272,456	.4790
Litchfield	68,222	75,767	143,989	.2532
Little Canada	82,071	68,167	150,238	.2642
Little Falls	83,777	117,766	201,543	.3544
Mankato	331,042	207,982	539,024	.9477
Maple Grove	237,169	548,642	785,811	1.3816
Maplewood	311,847	356,740	668,587	1.1755
Marshall	128,993	116,458	245,451	.4316
Mendota Heights	84,204	110,439	194,643	.3422
Minneapolis	4,286,227	4,379,629	8,665,856	15.2366
Minnetonka	446,982	524,039	971,021	1.7073
Montiveido	67,966	91,087	159,053	.2797
Moorhead	346,626	377,211	723,837	1.2727
Morris	62,221	77,887	140,108	.2463
Mound	107,238	72,060	179,298	.3153
Mounds View	145,515	51,589	197,104	.3466
New Brighton	268,877	85,236	354,113	.6226
New Hope	266,773	64,760	331,533	.5829
New Ulm	158,938	143,350	302,288	.5315
Northfield	145,145	161,010	306,155	.5383
North Mankato	105,674	82,216	187,890	.3304
North St. Paul	137,752	100,401	238,153	.4187

<u>Municipalities</u>	<u>Population Apportionment</u>	<u>Theoretical Money Needs Apportionment</u>	<u>Total Apportionment</u>	<u>Total Distribution Percentage</u>
Oakdale	140,084	99,665	239,749	.4215
Orono	79,085	102,327	181,412	.3190
Owatonna	215,272	241,119	456,391	.8024
Plymouth	365,309	368,228	733,537	1.2897
Prior Lake	84,175	148,469	232,644	.4090
Ramsey	116,623	255,292	371,915	.6539
Red Wing	158,710	265,024	423,734	.7450
Redwood Falls	60,202	71,875	132,077	.2322
Richfield	437,370	146,345	583,715	1.0263
Robinsdale	166,644	41,710	208,354	.3663
Rochester	668,482	357,166	1,025,648	1.8033
Rosemount	58,724	201,692	260,416	.4579
Roseville	413,881	198,377	612,258	1.0765
St. Anthony	92,223	31,667	123,890	.2178
St. Cloud	491,828	545,817	1,037,645	1.8244
St. Louis Park	496,065	353,301	849,366	1.4934
St. Paul	3,122,419	3,460,614	6,583,033	11.5745
St. Peter	104,650	43,239	147,889	.2600
Sauk Rapids	67,511	95,408	162,919	.2865
Savage	60,515	158,096	218,611	.3844
Shakopee	114,859	121,271	236,130	.4152
Shoreview	199,888	94,655	294,543	.5179
South St. Paul	245,359	103,673	349,032	.6137
Spring Lake Park	74,848	37,476	112,324	.1975
Stillwater	142,387	149,550	291,937	.5133
Thief River Falls	105,219	113,760	218,979	.3850
Vadnais Heights	59,065	43,902	102,967	.1810
Virginia	127,742	115,271	243,013	.4273
Waseca	94,981	59,072	154,053	.2709
West St. Paul	214,078	96,741	310,819	.5465
White Bear Lake	260,431	248,821	509,252	.8954
Willmar	183,650	111,086	294,736	.5182
Winona	289,722	222,785	512,507	.9011
Woodbury	118,982	290,119	409,101	.7193
Worthington	118,358	82,302	200,660	.3528
Total	\$28,437,587	\$28,437,587	\$56,875,174	100.0000

1985 MUNICIPAL STATE AID NEEDS REPORT

Comparison of Total 1985 to the Tentative 1986 Apportionment

Comparing the actual 1985 to the tentative 1986 total apportionment, we find that 44 municipalities increase, and 63 decrease.

Six cities had increases which exceeded ten percent.

Only eight cities which had decreases exceeding ten percent.

This tentative apportionment is only for comparison purposes.

The actual allotment will be determined by the Commissioner' in January of 1986.

1985 MUNICIPAL STATE AID NEEDS REPORT

Comparison of the 1985 to 1986 Apportionment

Comparing the 1985 to the 1986 total apportionment we find that 44 municipalities increased and 63 decreased. The reason for variations in the annual allotments are explained in the "1985 Municipal State Aid Needs Report" published in October, 1985 and reviewed by the Municipal Screening Board at their Fall meeting.

<u>Municipality</u>	<u>1985 Total Allotment</u>	<u>1986 Total Allotment</u>	<u>Increase Amount</u>	<u>%</u>	<u>Decrease Amount</u>	<u>%</u>
Albert Lea	\$ 395,240	\$ 389,104	\$		\$ 6,136	2
Alexandria	166,736	187,849	21,113	7		
Andover	289,966	300,636	10,670	4		
Anoka	316,888	304,685			12,203	4
Apple Valley	508,374	517,192	8,818	2		
Arden Hills	161,513	151,639			9,874	6
Austin	379,604	484,168	104,564	28		
Bemidji	302,802	297,347			5,455	2
Blaine	601,681	553,327			48,354	8
Bloomington	1,562,196	1,687,216	125,020	8		
Brainerd	305,502	303,888			1,614	1
Brooklyn Center	658,149	630,840			27,309	4
Brooklyn Park	811,252	805,174			6,078	1
Burnsville	882,749	874,901			7,848	1
Champlin	231,660	205,154			26,506	11
Chanhassen	237,397	218,633			18,764	8
Chaska	225,662	212,424			13,238	6
Chisholm	151,483	142,760			8,723	6
Cloquet	451,582	447,230			4,352	1
Columbia Heights	310,313	308,072			2,241	1
Coon Rapids	616,726	625,371	8,645	1		
Cottage Grove	499,691	464,163			35,528	7
Crookston	251,370	258,381	7,011	3		
Crystal	294,277	549,420	255,143	87		
Detroit Lakes	148,592	144,632			3,960	3
Duluth	2,395,829	2,319,711			76,118	3
Eagan	632,442	595,419			37,023	6
East Bethel	208,753	223,163	14,410	7		
East Grand Forks	220,420	215,019			5,401	2
Eden Prairie	743,143	734,548			8,595	1
Edina	935,212	912,591			22,621	2
Elk River	343,140	348,036	4,896	1		
Eveleth	121,870	113,372			8,498	7

<u>Municipality</u>	<u>1985 Total Allotment</u>	<u>1986 Total Allotment</u>	<u>Increase Amount</u>	<u>%</u>	<u>Decrease Amount</u>	<u>%</u>
Fairmont	\$ 269,664	\$ 264,512	\$		\$ 5,152	2
Falcon Heights	83,162	80,027			3,135	4
Faribault	377,874	385,837	7,963	2		
Fergus Falls	254,212	256,595	2,383	1		
Fridley	491,453	515,423	23,970	5		
Golden Valley	597,710	593,046			4,664	1
Grand Rapids	199,824	195,585			4,239	2
Ham Lake	202,438	211,658	9,220	5		
Hastings	267,783	272,581	4,798	2		
Hermantown	270,001	267,437			2,564	1
Hibbing	834,578	844,803	10,225	1		
Hopkins	251,340	243,569			7,771	3
Hutchinson	226,107	215,174			10,933	5
International Falls	158,147	164,697	6,550	4		
Inver Grove Heights	447,873	433,413			14,460	3
Lake Elmo	150,950	164,675	13,725	9		
Lakeville	542,216	456,670			85,546	16
Lino Lakes	289,430	272,456			16,974	6
Litchfield	168,581	143,989			24,592	15
Little Canada	146,292	150,238	3,946	3		
Little Falls	202,334	201,543			791	*
Mankato	534,075	539,024	4,949	*		
Maple Grove	800,000	785,811			14,189	2
Maplewood	696,980	668,587			28,393	4
Marshall	244,723	245,451	728	*		
Mendota Heights	221,778	194,643			27,135	12
Minneapolis	8,588,962	8,665,856	76,894	*		
Minnetonka	980,667	971,021			9,646	*
Montevideo	155,924	159,053	3,129	2		
Moorhead	674,689	723,837	49,148	7		
Morris	150,184	140,108			10,076	7
Mound	169,803	179,298	9,495	6		
Mounds View	175,957	197,104	21,147	12		
New Brighton	362,089	354,113			7,976	2
New Hope	336,705	331,533			5,172	2
New Ulm	308,066	302,288			5,778	2
Northfield	306,429	306,155			274	*
North Mankato	186,175	187,890	1,715	*		
North St. Paul	226,234	238,153	11,919	5		
Oakdale	268,291	239,749			28,542	11
Orono	184,425	181,412			3,013	2
Owatonna	444,322	456,391	12,069	3		

<u>Municipality</u>	<u>1985 Total Allotment</u>	<u>1986 Total Allotment</u>	<u>Increase Amount</u>	<u>%</u>	<u>Decrease Amount</u>	<u>%</u>
Plymouth	\$ 760,337	\$ 733,537	\$		\$26,800	4
Prior Lake	220,168	232,644	12,476	6		
Ramsey	370,853	371,915	1,062	*		
Red Wing	431,078	423,734			7,344	2
Redwood Falls	130,542	132,077	1,535	1		
Richfield	563,052	583,715	20,663	4		
Robbinsdale	217,579	208,354			9,225	4
Rochester	1,063,096	1,025,648			37,448	4
Rosemount	289,207	260,416			28,791	10
Roseville	617,445	612,258			5,187	*
St. Anthony	131,827	123,890			7,937	6
St. Cloud	1,024,379	1,037,645	13,266	1		
St. Louis Park	803,966	849,366	45,400	6		
St. Paul	6,518,582	6,583,033	64,451	*		
St. Peter	147,619	147,889	270	*		
Sauk Rapids	179,535	162,919			16,616	9
Savage	94,131	218,611	124,480	132		
Shakopee	245,605	236,130			9,475	4
Shoreview	328,626	294,543			34,083	10
South St. Paul	363,806	349,032			14,774	4
Spring Lake Park	117,435	112,324			5,111	4
Stillwater	306,780	291,937			14,843	5
Thief River Falls	209,611	218,979	9,368	4		
Vadnais Heights	102,938	102,967	29	*		
Virginia	248,577	243,013			5,564	2
Waseca	138,766	154,053	15,287	11		
West St. Paul	329,184	310,819			18,365	6
White Bear Lake	495,576	509,252	13,676	3		
Willmar	337,456	294,736			42,720	13
Winona	505,229	512,507	7,278	1		
Woodbury	454,601	409,101			45,500	10
Worthington	153,427	200,660	47,233	31		
TOTAL	\$56,875,174	\$56,875,174				

* Less than 1%

MINUTES OF THE UNENCUMBERED CONSTRUCTION FUND
SUBCOMMITTEE MEETING
WEDNESDAY, AUGUST 28, 1985
BROOKLYN CENTER CITY HALL
BROOKLYN CENTER, MINNESOTA

Subcommittee Members:

Chairman - Charles Honchell, Roseville
Robert G. Simon, South St. Paul
Herb D. Reimer, Moorhead

Others in Attendance:

Henry Spurrier, Brooklyn Center President, 1985 Screening Committee
George Quickstad, State Aid Needs (MN/DOT)
Roy Hanson, Assistant State Aid Engineer (MN/DOT)

Minutes:

The meeting was called to order at 1:00 p.m. by Chairman Charles Honchell.

The subcommittee discussed the guidelines by which the meeting would be conducted and used the following format for conducting each interview:

1. Reviewed the State Aid rules that apply.
2. Explained the reason for the interview.
3. Justification that will be considered;
 - a. A 429 feasibility study held by City Council and project ordered.
 - b. Project submitted to the District State Aid Engineer.
 - c. Plan approval by the City Council and District State Aid Engineer.
 - d. Project letting date established or contract has been let.
4. Discuss the need for enforcement of the rules.
 - a. Accumulated funds in state-wide account.
 - b. Possible legislative action.
5. Other items discussed were:
 - a. What is anticipated construction in the next year to avoid the problem being continued.
 - b. Status of Five-Year Capital Improvement Fund.

The primary screening committee rules that are applicable are:

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Fund Subcommittee Meeting
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August 28, 1985

Whenever a municipality exceeds \$300,000, or two times their annual construction allotment (whichever is greater) in the construction fund balance available as of June 30th of the current year, not including the current year's allotment, the Unencumbered Construction Fund Subcommittee will review and allow the City in question to explain the reason for the large balance.

Seven communities were reviewed by the subcommittee. Their fund situation, a brief outline of project status, and the subcommittee recommendation to the screening Committee is provided for each City.

	Amount Available as of 6/30/85	1985 Construction Allotment	Ratio
1. <u>St. Anthony</u>	<u>\$311,245</u>	<u>124,012</u>	<u>2.51</u>

Steven Campbell of the consulting firm of Short-Elliott-Hendrickson, Inc. and Larry Hammer, Director of Public Works of St. Anthony, represented the City at the meeting. They indicated that the City has two projects for early next spring of which the amount encumbered will bring them below the \$300,000 limit as per State Aid rules.

Recommended action:

None, because the subcommittee felt that the City essentially is meeting the established State Aid criteria at this time.

	Amount Available as of 6/30/85	1985 Construction Allotment	Ratio
2. <u>St. Peter</u>	<u>\$302,728</u>	<u>\$136,624</u>	<u>2.22</u>

Recommended action:

None, because they have let projects which have brought the City within the State Aid Criteria at this time.

	Amount Available as of 6/30/85	1985 Construction Allotment	Ratio
3. <u>New Ulm</u>	<u>\$664,444</u>	<u>\$289,046</u>	<u>2.30</u>

Arnold A. Putnum, New Ulm City Engineer, represented the City at the meeting. He reviewed the status of three projects:

1. FAU Project (SP 148-101-02) and (SP 148-112-02) which will use about \$150,000 of State Aid funds. They have had problems with negotiations on railroad crossings, and also in plan review and paper work taking longer than expected. They expect final review of plans and specifications next week by State Aid and a fall letting on this project.
2. North Garden Street Project - the City was proceeding with this project until they found that the Sanitary Sewer underlying the street was in need of extensive repairs. They will be applying for an MPCA

grant for funds to rehabilitate the sewer. This will cause the City to postpone the street improvement until 1987.

Along with the Garden Street project they are planning to build a storm water holding pond (project MSA 148-121-05.) The holding pond will be eligible for 50% State Aid funding (approximately \$160,000.) Bids will be taken this fall for this project.

3. Next year (1986) they intend to let a project to rebuild North Broadway from Trunk Highway No. 14 to 23rd Street North. Approximately \$400,000 of MSA funds will be used on the project.

Recommended action:

The construction needs for the City of New Ulm be reduced by two times their present construction fund balance less the current year's construction allotment (1985) unless they have encumbered the funds on one of these projects which would bring them within State Aid compliance by the time the screening committee meets in late October and/or the screening committee feels that they have made significant progress on moving to the construction stage one of these projects. In the event the screening committee accepts the probability that a contract will be let late in 1985 and does not move to have the construction needs adjusted and said project does not, in fact, move at the anticipated rate before January 1, 1986; then it is further recommended that in 1986 the needs be adjusted for the City of New Ulm by reducing them by a factor of two times the balance in the construction fund that existed as of June 30, 1985.

4. <u>Shakopee</u>	Amount Available	1985 Construction	Ratio
	as of 6/30/85	Allotment	
	<u>\$533,134</u>	<u>\$230,110</u>	<u>2.32</u>

John Mullan of the consulting firm of Barton-Aschman Associates and Roy Hruska of Shakopee represented the City at the meeting.

Current projects which they reviewed are:

Project No. 166-108-01 (4th Avenue Reconstruction) has been approved by State Aid bid opening set for September 3, 1985.

Construction estimates \$301,000, right-of-way \$65,000 and Engineering approximately \$50,000.

Future projects:

Bridge across the river.

Downtown by-pass.

Recommended action:

The construction needs for the City of Shakopee be reduced by two times their present construction fund balance less the current year's construction allotments unless they have encumbered the funds by awarding the contract by the time the screening committee meets in late October.

	Amount Available as of 6/30/85	1985 Construction Allotment	Ratio
5. <u>Crystal</u>	<u>\$991,040</u>	<u>\$220,708</u>	<u>4.49</u>

William Sherburn, Crystal City Engineer, represented the City at the meeting.

Bill Sherburn reviewed the status of three projects:

1. MSA project - Central Business District - Bass Lake Road (estimated cost of \$700,000.)
2. MSA Project - Bass Lake Road - B.N. tracks to Adair. A 1987 construction project, estimated cost \$932,000. Plans are being prepared.
3. Hennepin County project number 6820 - MSAS 116-050-30

This is a county Municipal State Aid route. The estimated State Aid portion is \$726,000. The project has been approved by State Aid, bids were awarded on August 10, 1985. Funds have not been encumbered by the County at this time.

Recommended action:

The construction needs for the City of Crystal be reduced by seven times their present construction fund balance less the current year's construction allotments unless they have encumbered the funds on one of these projects by the time the screening committee meets in October and/or the screening committee feels they have made significant progress on moving to the construction stage on one of these projects so as to have funds encumbered by January 1, 1986.

	Amount Available as of 6/30/85	1985 Construction Allotment	Ratio
6. <u>Hopkins</u>	<u>\$502,243</u>	<u>238,140</u>	<u>2.11</u>

No one appeared to represent the City at the meeting.

Recommended action:

The construction needs for the City of Hopkins be reduced by two times their present construction funds balance less the current year's construction allotment.


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	Amount Available as of 6/30/85	1985 Construction Allotment	Ratio
6. <u>West St. Paul</u>	<u>\$769,483</u>	<u>\$311,754</u>	<u>2.46</u>

No one appeared to represent the City at the meeting.

Recommended action:

The construction needs for the City of West St. Paul be reduced by two times their present construction funds balance less the current year's construction allotment.



Herb D. Reimer
Secretary

CONSTRUCTION FUNDS AVAILABLE FOR ALL 106 CITIES
AS OF JUNE 30, 1985

<u>Municipality</u>	<u>A</u> Amount Available 6-30-85 (Less 1985 Allotment)	<u>B</u> 1985 Construction Allotment	<u>C</u> Column A Column B
Albert Lea	\$ 728,953	\$ 369,455	1.97
Alexandria	82,754	151,961	0.54
Andover	0	217,475	0
Anoka	0	301,378	0
Apple Valley	0	488,529	0
Arden Hills	136,560	157,643	0.87
Austin	575,205	347,309	1.66
Bemidji	128,827	281,157	0.46
Blaine	960,624	561,759	1.71
Bloomington	0	1,456,746	0
Brainerd	173,033	252,637	0.68
Brooklyn Center	824,684	627,234	1.31
Brooklyn Park	935,746	781,057	1.20
Burnsville	216,366	836,234	0.26
Champlin	0	219,225	0
Chanhassen	364,866	227,317	1.61
Chaska	383,557	212,777	1.80
Chisholm	22,449	141,088	0.16
Cloquet	224,538	425,242	0.53
Columbia Heights	135,262	293,033	0.46
Coon Rapids	0	578,851	0
Cottage Grove	788,607	464,906	1.70
Crookston	0	237,600	0
Crystal	991,040	220,708	4.49
Detroit Lakes	124,499	135,902	0.92
Duluth	427,554	1,796,872	0.24
Eagan	0	594,957	0
East Bethel	8,592	181,618	0.05
East Grand Forks	116,097	205,300	0.57
Eden Prairie	0	712,363	0
Edina	115,638	877,912	1.32
Elk River	0	321,450	0
Eveleth	0	112,945	0

<u>Municipality</u>	<u>A</u> Amount Available 6-30-85 (Less 1985 Allotment)	<u>B</u> 1985 Construction Allotment	<u>C</u> Column A Column B
Fairmont	\$ 184,571	\$ 244,389	0.76
Falcon Heights	14,857	62,372	0.24
Faribault	32,255	350,904	0.09
Fergus Falls	105,540	237,172	0.44
Fridley	716,035	460,118	1.56
Golden Valley	892,422	565,415	1.58
Grand Rapids	65,219	184,749	0.35
Ham Lake	0	177,778	0
Hastings	0	249,483	0
Hermantown	275,097	250,441	1.10
Hibbing	0	625,933	0
Hopkins	502,243	238,140	2.11
Hutchinson	262,306	211,872	1.24
International Falls	59,166	150,932	0.39
Inver Grove Heights	0	429,663	0
Lake Elmo	132,258	137,570	0.96
Lakeville	354,356	513,521	0.69
Lino Lakes	268,489	275,495	0.97
Litchfield	234,942	157,466	1.49
Little Canada	3,304	140,217	0.02
Little Falls	162,245	181,574	0.89
Mankato	436,083	504,225	0.86
Maple Grove	113,736	680,000	0.17
Maplewood	660,774	675,005	0.98
Marshall	38,453	213,904	0.18
Mendota Heights	352,394	208,938	1.69
Minneapolis	2,631,689	6,441,722	0.41
Minnetonka	671,042	926,742	0.72
Montevideo	0	144,614	0
Moorhead	615,792	640,669	0.96
Morris	224,364	135,803	1.65
Mound	130,892	141,034	0.93
Mounds View	0	165,742	0
New Brighton	670,557	346,309	1.94
New Hope	475,075	252,529	1.88
New Ulm	664,444	289,046	2.30

<u>Municipality</u>	<u>A</u> Amount Available 6-30-85 (Less 1985 Allotment)	<u>B</u> 1985 Construction Allotment	<u>C</u> Column A Column B
Northfield	\$ 553,893	\$ 293,844	1.88
North Mankato	0	152,575	0.00*
North St. Paul	85,389	216,724	0.39
Oakdale	0	256,321	0
Orono	227,385	138,319	1.64
Owatonna	0	420,097	0
Plymouth	0	717,752	0
Prior Lake	43,700	211,498	0.21
Ramsey	0	353,618	0
Red Wing	0	323,308	0
Redwood Falls	0	124,062	0
Richfield	440,514	422,289	1.04
Robbinsdale	90,714	202,084	0.45
Rochester	1,539,500	1,017,406	1.51
Rosemount	215,721	280,222	0.77
Roseville	514,244	587,085	0.88
St. Anthony	311,245	124,012	2.51
St. Cloud	0	768,284	0
St. Louis Park	0	753,966	0
St. Paul	0	4,888,937	0
St. Peter	302,728	136,624	2.22
Sauk Rapids	159,532	168,960	0.94
Savage	0	85,656	0
Shakopee	533,134	230,110	2.32
Shoreview	291,707	321,951	0.91
South St. Paul	538,964	343,586	1.57
Spring Lake Park	269,366	88,076	3.06
Stillwater	516,146	289,860	1.78
Thief River Falls	104,749	194,296	0.54
Vadnais Heights	55,556	98,003	0.57
Virginia	0	231,567	0
Waseca	7,411	130,756	0.06
West St. Paul	769,483	311,754	2.47
White Bear Lake	78,022	371,682	0.21
Willmar	131,612	309,211	0.43
Winona	142,255	479,189	0.30
Woodbury	93,354	432,491	0.22
Worthington	263,174	138,757	1.90
TOTALS	\$ 29,739,549	\$49,151,218	

1985 MUNICIPAL STATE AID NEEDS REPORT

Variances

The Municipal Screening Board passed a resolution that requires a needs adjustment for those cities that received a variance approval to construct a street to a lesser width than was requested in the needs study.

The resolution states that:

" The adjustment for width variances will be based on the needs cost of the base and surface, times the proportional difference between the minimum standards and the granted variance, times fifteen. This would be a one year adjustment to the 25-year needs"

The variances that do not effect the needs are as follows:

- Orono - M.S.A.S. 101 - Willow Drive from Fox Street to B.N.R.R. Bridge to permit 30 instead of the required 40 miles per hour.
- Shakopee - M.S.A.S. 108 - 4th Avenue from County Road 83 to Shenandoah Drive. To permit a recovery area of 28 instead of the required 30 feet.
- Marshall - M.S.A.S. 107 - E. Street from Station 0+00 to 1+65 to permit a design speed of 19 instead of the required 30 miles per hour.
- Burnsville - M.S.A.S. 113 - Southcross Drive from Burnhaven Drive to CSAH 5 to permit a design speed of 25 instead of the required 30 miles per hour.
- New Ulm - M.S.A.S. 101 Center Street at the Chicago and Northwestern Railroad tracks to permit a design speed of 15 instead of the required 30 miles per hour.
- Orono - M.S.A.S. 101 - Willow Drive from Fox Street to the North City Limits to permit a design speed of 30 instead of the required 40 miles per hour.
- Mound - M.S.A.S. 145 - Tuxedo Boulevard at Manchester Road to permit a design speed of 20 instead of the required 30 miles per hour.

The segments that have been granted variances for street width and will be adjusted are as follows.

1. Brooklyn Center - M.S.A.S. 110 - xerxes Avenue North from Northway Drive to FAI 94 to permit street width of 18 instead instead of the required 22 feet constructed to 18 feet instead of the 22 feet requested in the needs study.

Needs prior to construction for 1.40 miles:

Base \$ 35,629

Surface 99,942

\$135,571 x 4/22 (.1818) x 15 = 369,702

2. Coon Rapids - M.S.A.S. 104 Egret Boulevard from Burlington Northern Railroad to kumquate Street, to permit a bridge width of 30 instead of the required 32 feet.

No needs requested - No adjustment necessary.

- M.S.A.S 114 - Foley Boulevard from CSAH 11 to T.H. 242, to permit a street width of 52 instead of the required 72 feet.

Needs only requested 44 feet - No adjustment necessary.

3. Duluth - M.S.A.S. 129,136,140,141,143, and 144.
M.S.A.S 129 - First Street from Fifth Avenue to Sixth Avenue West to permit a street width of 42 feet,
Needs only requested 42 feet - No adjustment necessary.

M.S.A.S 136 - Fourth Avenue West from Michigan Street to Second Street Alley, to permit a street width of 46 instead of the required 50 feet, Needs requested 48 feet for 0.18 mile
\$ 9,409 x 2/48 x 15 years = \$ 5,880.

M.S.A.S 140 - Lake Avenue from Superior Street to Second Street Alley, to permit a street width of 46 instead of the required 52 feet.

Needs only requested 46 feet - No adjustment necessary.

M.S.A.S 141 - First Avenue East from Superior Street to Second Street Alley, to permit a street width of 46 instead of the required 48 feet.

Needs only requested 46 feet - No adjustment necessary.

M.S.A.S 143 - Second Avenue East from First Street to Second Street Alley, to permit a street width of 42 instead of the required 44 feet for 0.07 miles.

3,231 x 2/44 x 15 years = \$ 2203.

M.S.A.S. 144 - Third Avenue East from First Street to Second Street Alley, to permit a street width of 34 instead of the required 36 feet for 0.07 mile.
 $22,710 \times 10/44 \times 15 \text{ years} = \$ 77,420.$

M.S.A.S. 171 - Superior Street from 6th Avenue West to 4th Avenue East, to permit street widths of 44 and 56 instead of the 52 and 62 feet.
Needs only requested 44 and 56 foot width - No adjustment necessary.

Total Needs adjustment for Duluth - \$ 85,503

4. Minneapolis - M.S.A.S. 199 - West 60th Street from Xerxes Avenue to Penn Avenue South, to permit a street width of 40 instead of the required 44 feet.
Needs only requested 40 feet - No adjustment is necessary.
5. Minneapolis - T.H. 121 - France Avenue from 49 1/2 Street to Excelsior Boulevard, to permit two lanes instead of the required four lanes and to permit a street width of 36 instead of the required 38 feet.
Edina
St Louis Park
On T.H. 121 - No needs adjustment - will be treated as an expenditure off the system.
6. Moorhead - M.S.A.S. 104 - 4th Street South from 7th to 12th Avenue, to permit a street width of 28 feet with no parking and 34 feet with parking on one side instead of the required 32 and 36 feet.
Needs have not been on the system approved designation in January 1985 - No adjustment necessary.
7. St. Paul - M.S.A.S. 132 - Edgcombe Road from St. Paul Avenue to Sunny Slope Road, to permit street widths of 48 foot divided and 48 foot undivided instead of the required 68 foot divided and 62 foot undivided.
Needs requested 48 feet - No adjustment necessary.
- St. Paul - C.S.A.H. 42 - Ford Parkway from Howell Street to Mississippi River Boulevard.
Expenditure off System - No needs adjustment necessary.



City of Red Wing

Box 34

Red Wing, Minnesota 55066

May 3, 1985

Mr. George Quickstad
Office of State Aid
Room 420, Transportation Bldg.
John Ireland Boulevard
St. Paul, MN 55155

Ref: Needs Adjustment
Non-Existing Bridge Construction

Dear Mr. Quickstad:

The City of Red Wing is in the process of constructing Bridge and Retaining Wall 25560. The bid for this structure was let in late May, 1984 and a Report of State Aid Project submitted on June 20, 1984. State Aid Funds for this project were encumbered on July 11, 1984 with City bonding for \$600,000 over and beyond our 1984 construction balance. (The City was subsequently penalized for having an unencumbered construction fund balance amounting to \$108,207 or 2% of our needs as of June 30, 1984).

The original bid on this structure was \$620,256.90 however, we have recently entered into a supplemental agreement which is expected to add approximately \$325,000 to the original bid due to a 200% overrun in piling quantities. In addition it was necessary to enter into an agreement with C.M.St.P. and Pacific Railroad for relocation of communication and signal lines for \$41,050.00. In addition to this amount the City is obligated to pay the railroad for track adjustment caused by differential settlement resulting from driving the longer piles. This is estimated at \$5000. The City has or will incur design and construction engineering fees amounting to approximately \$62,025.70.

The net result is that Bridge 25560 will cost the City approximately \$1,053,332.60. Therefore I would respectfully request that this amount be added to our needs as a Non Existing Bridge Construction.

Either Bob McFarlin of Bakke Kopp Ballou and McFarlin or I would be happy to review this project with you or the screening committee.

Sincerely,

Thomas W. Drake
Thomas W. Drake, PE
Public Works Director/City Engineer

TWD:lmk
CC: Earl Welshons D.S.A.E.
Bob McFarlin BKBM



City of Red Wing

Box 34

Red Wing, Minnesota 55

May 14, 1985

Mr. George Quickstad
Municipal Needs Section Office of State Aid
Room 420, Transportation Bldg.
John Ireland Boulevard
St. Paul, MN 55155

Ref: Needs Adjustment
Non Existing Bridge and Retaining Wall 25560
Red Wing, MN.
(As per Sub-Committee Review 5/11/85).

Dear George:

Mr. Arlan Ottman's estimate of \$419,709 is correct, however it does not take into account the additional piling as moved by the Sub-Committee. Therefore, to simplify the estimate I would propose to ~~pro~~-rate the piling supplement (X) based on the original bid (\$620,236.90) for Bridge and Retaining Wall 25560 and the total piling Supplement (\$325,000) or

$$\frac{\$ 419,709}{\$ 620,256.90} \text{ as } \frac{X}{\$ 325,000} \text{ or } X = \frac{\$ 419,709 \times \$ 325,000}{\$ 620,256.90}$$

$$X = \underline{\underline{\$ 219,917.63}}$$

Therefore, Red Wing's total non-existing bridge adjustment should be \$419,709 + \$219,917.63 or \$ 639,626.63 based on the Sub-committee recommendation.

However, I still believe that the City of Red Wing should be entitled to an adjustment based on the total cost of the Bridge and Retaining Wall 25560 amounting to \$991,306.90.

The City has not received needs on any portion of this structure and has incurred these costs and has or will use our State Aid Funding to pay for them.

I also want to thank you for your continued support and advice.

Sincerely,

CC: Earl Welshons D.S.A.E.
Bob McFarlin, BKBM

Thomas W. Drake, P.E.
Public Works Director/City Engineer

Bridge No. 25560
made by Ado
sheet 1 of 1
Date 5-13-85

For Needs Section
George Quicksted
Quantities for S.E. R/wall

	S.E. Wall	S.W. Wall
Conc. 1A43	76 @ 107 = 8132	433 = 46331
3Y43	68 @ 160 = 10880	338 = 54080
Class U	330 @ 4 ⁵⁵ = 1320	1900 = 7600
Rebars	17940 @ .40 = 7176	75200 = 30080
H-Piling Driv.	805 @ 1.80 = 1449	4605 = 8289
H-Piling Deliv.	805 @ 16.00 = 12880	4605 = 73680
Test piles 50'	2 @ 1250 = 2500	3 = 3750
60'	— @ 1500 =	7 = 10500
Filter Agg (cv)	60 @ 19.00 = 1140	290 = 5510
3-ply Waterproofing (1-in. 5A)	106 @ 3 ⁵⁸ = 318	646 = 1938
Catch Basins	— @ 800 =	1 = 800
12' R/C pipe sewer	— @ 17.00 =	12 = 204
Wire Fence, Design 60	52 @ 10.85 = 564	382 = 4145
	46359	246,90

Total Cost - Bridge = 326,991
- Re Walls = 293,266
= 620,257

Bridge = 326,991
w/2 S.E. walls = 46,359
46,359
= 419,709

\$ 320,000 - SUPPLEMENTAL PILING
326,991 - BRIDGE
92,718 - 2 S.E. WALLS
739,709 PROPOSED ADJUSTMENT

1985 MUNICIPAL STATE AID NEEDS REPORT

Research Account Motion

THAT: Be it resolved that an amount of \$142,188 (not to exceed 1/4 of 1% of the 1985 M.S.A.S. Apportionment sum of \$56,875,174) shall be set aside from the 1986 Apportionment fund and be credited to the research account.

MOTION BY:

SECONDED BY:

Past History

Year	<u>Research Account</u>			<u>Administrative Account</u>		
	<u>Allotment</u>	<u>Balance</u>	<u>Spent</u>	<u>Allotment</u>	<u>Balance</u>	<u>Spent</u>
1958	\$ 0	\$ 0	\$ 0	\$ 113,220	\$ 48,310	\$ 64,910
1959	0	0	0	125,999	55,370	70,629
1960	20,271	10,911	9,360	129,466	58,933	70,533
1961	20,926	18,468	2,458	140,825	75,036	65,789
1962	22,965	21,661	1,304	137,980	70,875	67,105
1963	22,594	18,535	4,059	144,585	75,094	69,491
1964	23,627	24,513	0	168,526	102,385	66,141
1965	27,418	15,763	11,655	173,875	96,136	77,739
1966	28,426	17,782	10,644	178,253	85,079	93,174
1967	29,155	31,944	0	190,524	122,185	68,339
1968	31,057	28,433	2,624	219,458	117,878	101,580
1969	35,719	34,241	1,478	231,452	134,416	97,036
1970	37,803	35,652	2,151	252,736	147,968	104,768
1971	41,225	37,914	3,311	279,357	165,927	113,430
1972	45,227	44,468	759	280,143	167,410	112,733
1973	45,846	36,861	8,985	284,923	160,533	124,390
1974	46,622	19,268	27,354	333,944	130,460	203,484
1975	54,321	35,755	18,566	349,512	158,851	190,661
1976	57,103	33,901	23,202	347,940	264,874	83,066
1977	56,983	33,674	23,309	424,767	160,365	264,402
1978	68,990	70,787	0	426,786	139,580	287,206
1979	69,665	0	69,665	473,075	257,782	215,293
1980	77,116	36,352	40,764	521,544	171,544	350,000
1981	85,031	33,940	51,091	544,123	222,062	322,061
1982	88,920	47,990	40,930	646,373	251,781	394,592
1983	105,082	37,656	67,426	710,025	297,847	412,773
1984	115,766	57,879	57,887	745,773	322,730	423,043
1985	121,838			874,173		
	\$1,379,696	\$784,348	\$478,892	\$9,449,357	\$4,061,411	\$4,513,773

CURRENT RESOLUTIONS
OF THE
MUNICIPAL SCREENING BOARD

OCTOBER 1984

BE IT RESOLVED:

ADMINISTRATION

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.

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.

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 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.

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.

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.

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. 1965 (Revised June 1983)

That when a Municipal State Aid Street is constructed to State Aid standards with State Aid funds, said construction shall be considered to be 100 percent accomplishment of total needs with the exception of additional surfacing. 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 are permitted in subsequent needs.

The money needs for all streets and bridges constructed with State Aid funds with the exception of additional surfacing, shall be removed from the Needs Study until such time as a reconstruction project is awarded. At that time, a money needs adjustment shall be made by annually adding the total amount of the street or bridge cost that is eligible for State Aid reimbursement for a 15-year period (except for preliminary engineering). This cost to exclude any federal or State Aid grants and to be effective on all reconstruction projects awarded after January 1, 1983.

Each city will be responsible for reporting their qualified reconstruction projects with the annual needs update, beginning December 31, 1983.

That in order to be consistent with the previous resolution, the Office of State of State Aid is instructed to remove all needs except additional surface for streets that have been improved with the use of State Aid funds.

MILEAGE

(Feb. 1959)

The maximum mileage for Municipal State Aid Street designation shall be 20 percent of the municipality's basic mileage - which is comprised of the total improved streets less Trunk Highway and County State Aid Highways.

(Nov. 1965 - Revised 1972)

The maximum mileage for Municipal State Aid Street designation shall be based on the Annual Certification of Mileage current as of December 31st of the preceding year. Submittal of a supplementary certification during the year shall not be permitted.

(Nov. 1965 - Revised 1969)

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

(Jan. 1969)

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

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

Construction Cut Off Date - Oct. 1961 (Revised May 1980, Oct. 1982 and Oct. 1983)

All requests for additional mileage or revisions to the

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

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

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

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

COST

Construction Item Unit Prices - (Revised Annually)

Right of Way:			\$ 10,000.00 Mile
Grading:			\$ 3.00 Cu. Yd.
Base:	Class 4	Spec. #2211	\$ 4.25 Ton
	Class 5	Spec. #2212	\$ 5.25 Ton
	Bituminous	Spec. #2331	23.50 Ton
Surface:	Bituminous	Spec. #2331	\$ 23.50 Ton
	Bituminous	Spec. #2341	25.00 Ton
	Bituminous	Spec. #2361	35.50 Ton
Shoulders:			
	Gravel	Spec. #2221	\$ 4.25 Ton

Miscellaneous:

Storm Sewer Construction	\$ 98,000.00	Mile
Storm Sewer Adjustment	62,000.00	Mile
Traffic Signals	10,000.00	Mile
Street Lighting	2,000.00	Mile
Curb & Gutter	5.50	Lin. Ft.
Sidewalk	14.00	Sq. Yd.

Removal Items:

Curb & Gutter	\$ 1.50	Lin. Ft.
Sidewalk	3.50	Sq. Yd.
Concrete Pavement	4.50	Sq. Yd.
Tree Removal	90.00	Unit

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.

Storm Sewer

The money needs for all complete storm sewers shall be removed from the Needs Study until such time that a money needs adjustment shall be made by annually adding the amount of the project cost that is eligible for State Aid participation for a 15-year period. Storm sewer adjustment will continue to be included as a needs item. Each city will be responsible for reporting their qualifying storm sewer projects with their annual needs update, beginning December 31, 1984.

This adjustment will be phased over a 2-year period to temper the effect over the 1985-1986 apportionments.

Right of Way - Oct. 1965 (Revised June 1981)

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.

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.

NEEDS ADJUSTMENTS

Expenditures Off State Aid System - Oct. 1961

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

Bond Adjustment - Oct. 1961 (Revised 1962)

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.

(Revised 1975)

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.

(Revised June 1979)

"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."

Construction Fund Balance - Oct. 1961 (Revised May 1975)

That for the determination of the 1962 Municipal State Aid

Street Needs and all future Needs, that the amount of the unencumbered construction fund balance as of June 30th of the current year, not including the current year construction apportionment, shall be deducted from the 25-year total Needs of each individual municipality.

That annually the Finance Office shall review the encumbrances of each municipality and delete from the construction fund balance only those encumbrances that have been made for projects awarded the previous year.

(Revised Oct. 1981)

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

(Revised Oct. 1981)

That, whenever a municipality exceeds \$300,000, or two times their annual construction allotment (whichever is greater) in the construction fund balance available as of June 30th of the current year, not including the current year's allotment, the Unencumbered Construction Fund Subcommittee will review and allow the city in question to explain the reason for the large balance. Each individual municipality will be evaluated by the Subcommittee and a recommendation shall be made to the Screening Board prior to making adjustment. The sub-committee's recommendations will be based on the guidelines that should an adjustment be necessary, twice the city's unencumbered construction fund balance, less the current year's construction allotment, will be deducted from the city's 25-year needs prior to the succeeding year's apportionment. Unless the balance is reduced in future years, this deduction will be increased annually to 3, 4, 5, etc., times the amount until such time the money needs are reduced to zero. This adjustment would be in addition to the unencumbered construction fund deduction previously defined.

(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 program of accomplishments.

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.	\$38.00 Sq. Ft.
Bridges 150 to 499 Ft.	\$44.00 Sq. Ft.
Bridges 500 & Over	\$50.00 Sq. Ft.
Bridge Widening	\$65.00 Sq. Ft.

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

Bridge Width & Costs - (Revised Annually)

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

Railroad Over Highway

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

RAILROAD CROSSINGS

Railroad Crossing Costs - (Revised Annually)

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

Railroad Grade Crossings

Signals - (Single track - low speed)	\$65,000 Unit
Signals and Gates (Multiple Track - high	\$95,000 Unit
Signs Only & low speed)	\$ 300 Unit

SOILS

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.

Trunk Highway Turnback - Oct. 1967

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 \$1,500 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 \$1,500 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.

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 1967)

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.

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

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

The adjustment for width variances will be based on the needs cost of the base and surface, times the proportional difference between the minimum standards and the granted variance, times fifteen. This would be a one-year adjustment to the 25-year needs.

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

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 six years, or may elect to continue the present procedure of taking their own counts and preparing their own traffic maps at five year intervals.
3. Some deviations from the present five-year counting cycle shall be permitted during the interim period of conversion to counting by State forces in the outstate area.