

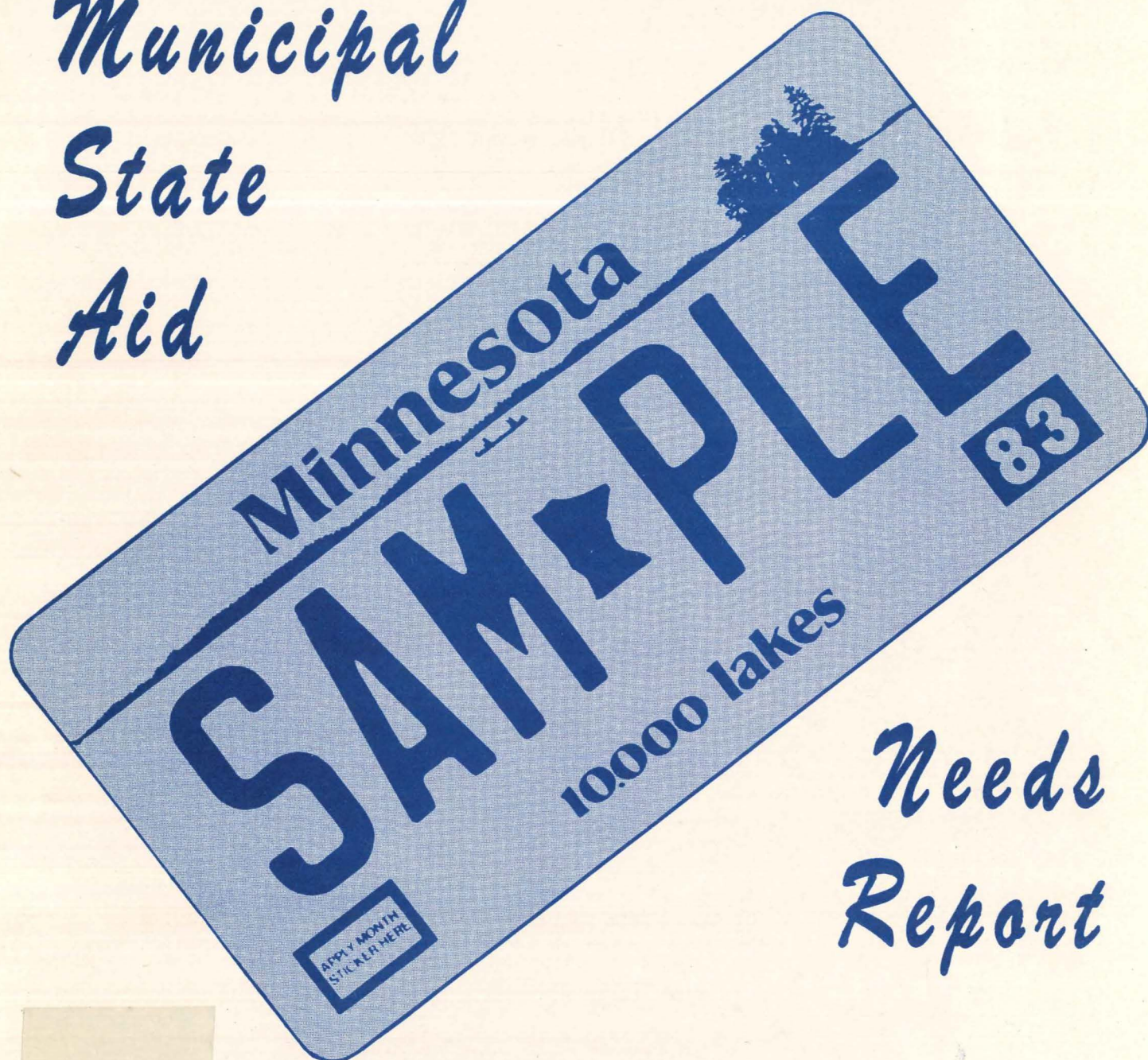


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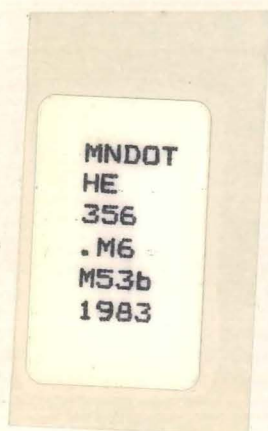
Municipal

State

Aid



Needs
Report



October 1983

PREFACE

The "1983 Municipal State Aid Needs Report" is presented to the Municipal Screening Committee 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 Committee at their spring meeting in June, 1983.

The 1980 census data is combined with the Commissioner's final money needs determination and the resulting 1984 allotments will be reported in the "1984 Municipal State Aid Apportionment Data publication in January, 1984.

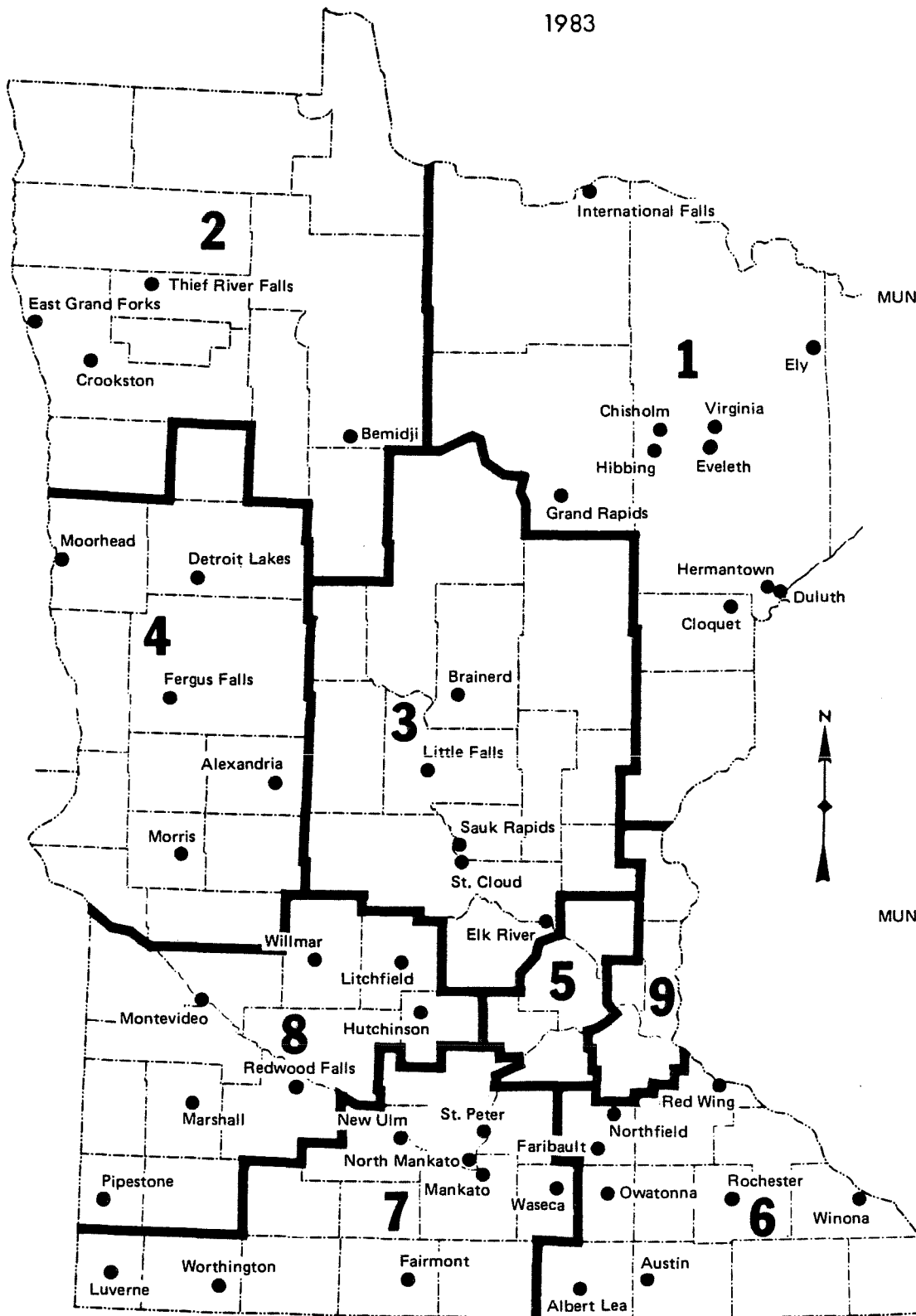
1983 MUNICIPAL STATE AID NEEDS REPORT

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

1983



MUNICIPALITIES IN DISTRICT NO. 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
St. Anthony
St. Louis Park
Shakopee
Spring Lake Park

MUNICIPALITIES IN DISTRICT NO. 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 St. Paul
Oakdale
Rosemount
Roseville
St. Paul
St. Paul Park
Shoreview
South St. Paul
Stillwater
Vadnais Heights
West St. Paul
White Bear Lake
Woodbury

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	FLOAN 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	FREEBERG Bemidji	DOLENTZ St. Cloud	BAKKEN Detroit Lakes	ASMUS	LUETH	ORTLOFF	ADEN
1983	PRUZAK Cloquet	FREEBERG	DOLENTZ	BAKKEN	ASMUS	FLUMB Rochester	ORTLOFF	ADEN

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 W. 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

1983 MUNICIPAL SCREENING COMMITTEE

OFFICERS

Chairman	Robert Simon	South St. Paul	(612)	451-1738
Vice Chairman	Herbert Reimer	Moorhead	(218)	299-5390
Secretary	Henry Spurrier	Shakopee	(612)	445-3650

MEMBERS

<u>District</u>	<u>Term Served</u>	<u>Representative</u>			
1	1	James Prusak	Cloquet	(218)	879-6758
2	2	Brian Freeberg	Bemidji	(218)	751-5610
3	2	John Dolentz	St. Cloud	(612)	251-5541
4	1	Irving Bakken	Detroit Lakes	(218)	847-5607
5	3	Donald Asmus	Minnetonka	(612)	933-2511
6	1	Roger Plumb	Rochester	(507)	288-4316
7	3	Orlin Ortloff	Waseca	(507)	835-3840
8	2	Duane Aden	Marshall	(507)	537-6774
9	3	James Kleinschmidt	Inver Grove Heights	(612)	457-2111
(Three Cities		J. Paul Davidson	Duluth	(218)	723-3278
of the		Marvin Hoshaw	Minneapolis	(612)	348-2456
First Class)		Robert Peterson	St. Paul	(612)	298-5070

District

Alternates

1	Clyde Busby	Hibbing	(218)	262-3486
2	Gary Sanders	East Grand Forks	(218)	773-1185
3	Ronald Schweninger	Brainerd	(218)	829-1495
4	Daniel Edwards	Fergus Falls	(218)	739-2251
5	Ronald Rudrud	Bloomington	(612)	881-5811
6	Richard Murphy	Austin	(507)	437-7671
7	Martin Menk	North Mankato	(507)	625-4171
8	Thomas Rodeberg	Montevideo	(612)	269-6575
9	Steven Gatlin	White Bear Lake	(612)	429-8526

1983 SUBCOMMITTEES APPOINTED BY THE SCREENING COMMITTEE

NEEDS STUDY SUBCOMMITTEE

Chairman - Lowell Odland
Golden Valley
(612-545-3781)
Expires in 1983

Arnold Putnam
New Ulm
(507-359-8245)
Expires in 1984

Gerald Butcher
Maple Grove
(612-425-4521)
Expires in 1985

HYDRAULICS & SEWER SUBCOMMITTEE

Chairman - John Dolentz
St. Cloud
(612-251-5541)
Expires in 1983

Ronald Rudrud
Bloomington
(612-881-5811)
Expires in 1984

Daniel Edwards
Fergus Falls
(218-739-2251)
Expires in 1985

TRAFFIC SUBCOMMITTEE

Chairman - H. R. Spurrier
Shakopee
(612-445-3650)
Expires in 1983

Steven Gatlin
White Bear Lake
(612-429-8526)
Expires in 1984

Philip Stefaniak
West St. Paul
(612-455-9671)
Expires in 1985

STANDARDS SUBCOMMITTEE

Chairman - Maynard Lueth
Owatonna
(507-451-4541)
Expires in 1983

Robert Peterson
St. Paul
(612-298-5070)
Expires in 1984

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

BRIDGE SUBCOMMITTEE

Chairman - James Kleinschmidt
Inver Grove Heights
(612-457-2111)
Expires in 1983

Ken Saffert
Mankato
(507-625-3161)
Expires in 1984

David Kotilinek
North St. Paul
(612-770-4463)
Expires in 1985

UNENCUMBERED CONSTRUCTION FUNDS SUBCOMMITTEE

Chairman - Duane Aden
Marshall
(507-537-6774)
Expires in 1983

Paul Baker
Mankato
(507-625-3161)
Expires in 1984

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

**MINUTES
OF
1983 MUNICIPAL SCREENING COMMITTEE MEETING
JUNE 8 - 9, 1983
BRAINERD, MINNESOTA**

The spring meeting, June 8, 1983 was called to order by Chairman Robert Simon at 12:55 P.M.

The following members were in attendance:

OFFICERS:

Chairman, Robert Simon	South St. Paul
Vice Chairman, Herbert Reimer	Moorhead
Secretary, Henry Spurrier	Shakopee

MEMBERS:

District 1 - James Prusak	Cloquet
District 2 - Brian Freeberg	Bemidji
District 3 - John Dolentz	St. Cloud
District 4 - Erving Bakken	Detroit Lakes
District 5 - Donald Asmus	Minnetonka
District 6 - Roger Plumb	Rochester
District 7 - Orlin Ortloff	Waseca
District 8 - Duane Aden	Marshall
District 9 - James Kleinschmidt	Inver Grover Heights
First Class City - J. Paul Davidson	Duluth
First Class City - Marvin Hoshaw	Minneapolis
First Class City - Robert Peterson	St. Paul

OTHERS PRESENT:

Don Tufte	St. Paul
John Ketokoski	Minneapolis
Elmer Morris	Mn/DOT Dist. 9, State Aid
Harvey Sudebeck	Mn/DOT Dist. 7, State Aid
Ron Rudrud	Bloomington
Gordon Fay	Mn/DOT State Aid
Roy Hanson	Mn/DOT State Aid
David Reed	Mn/DOT Dist. 3, State Aid
Richard Hansen	Mn/DOT Dist. 1, State Aid
George Quickstad	Mn/DOT State Aid
Lowell Odland	Golden Valley

Chairman Simon welcomed the 1983 Municipal Screening Committee members and guests.

It was moved by Robert Peterson (St. Paul) and seconded by John Dolentz (St. Cloud), to approve the minutes as published in the 1983 Municipal Screening Committee Data, dated June 1983. All members voting "Aye", on the motion.

SCREENING COMMITTEE MINUTES

MUNICIPAL STATE AID NEEDS STUDY SUB-COMMITTEE REPORT:

Lowell Odland (Golden Valley), reviewed the report of the joint Hydraulics & Sewer and Municipal State Aid Needs Study Sub-Committee Meeting held April 21, 1983. James Kleinschmidt (Inver Grove Heights), questioned the proposed price for concrete removal items. Lowell Odland agreed that the prices were higher than 1981 and 1982 bids, but noted that it was a policy to dampen rapid fluctuations in prices by only changing part of the difference each year. The sub-committee also felt that the removal items were going to increase once more because more stringent requirements have been placed on landfills making disposal more difficult for contractors.

Lowell Odland also explained the meaning of a recommended amendment to a screening committee resolution approved October 20, 1982.

HYDRAULICS & SEWER SUBCOMMITTEE NEEDS STUDY SUBCOMMITTEE REPORT:

John Dolentz (St. Cloud), reported on the joint subcommittee meeting. (See page 46-51 of 1983 Municipal Screening Committee Data for details of the report.)

Duane Aden (Marshall), noted that a joint meeting of District 7 and 8 gave support to getting funds when they were spent.

James Kleinschmidt (Inver Grove Heights), expressed concern about the loss of needs. John Dolentz (St. Cloud) answered by noting that needs actually increase.

James Prusak (Cloquet), was worried that the proposed alteration would further shift the emphasis to a population-based formula and was concerned about the effect of the formula on larger communities such as St. Paul and Minneapolis.

Robert Peterson (St. Paul), was concerned about how complex rules were getting and how complicated the formula was becoming, even though St. Paul would probably gain.

James Prusak (Cloquet), did not want a requirement for a comprehensive storm sewer plan. Ron Rudrud (Bloomington), a member of the committee, answered that the comprehensive storm sewer plan could evolve from a simple plan of the system to a more detailed plan.

Gordon Fay (Mn/DOT), explained that the present formula provided a 24-inch pipe in the center of an urban section and not a major drainage system. He supported needs after a system was built and favored needs based on population density.

Chairman Simon suggested that members discuss the proposed recommendations of the sub-committee and discuss the matter again the following day.

SCREENING COMMITTEE MINUTES

UNENCUMBERED CONSTRUCTION FUNDS SUB-COMMITTEE REPORT:

Duane Aden (Marshall), reported on the unencumbered construction fund. He expected only two cities to have difficulty reducing their construction fund balance to \$300,000.00, these cities are listed on page 57 of the report.

VARIANCES:

Gordon Fay and George Quickstad reported that the variance process was working well. That variances from 46 to 44 feet were being made without hearing. They also reported that the new rules were progressing with difficulty.

George Quickstad, Mn/DOT State Aid, referred questions on the status of municipal traffic counting to Page 82 of the 1983 Municipal Screening Committee Date, Dated June 1983.

OLD BUSINESS:

There was no old business brought before the Screening Committee.

NEW BUSINESS:

TOLTZ, KING, DUVALL, ANDERSON & ASSOCIATES, INC., LETTER

Donald Asmus (Minnetonka), presented a letter from Toltz, King, Duvall, Anderson & Associates, Inc., requesting that the District State Aid Engineers be authorized to allow up to 10 percent of the construction cost for engineering reimbursement.

Robert Peterson (St. Paul), noted that the Screening Committee had recommended to the Rules Committee that the limit be increased to 18 percent, provided the municipality could document the increase between 13 percent and 18 percent. Gordon Fay (Mn/DOT) was concerned that a high limit may encourage abuse.

BURNSVILLE REQUEST

James Kleinschmidt (Inver Grove Heights), submitted a letter from C. A. Siggerud, Director of Public Works and City Engineer for the City of Burnsville. The letter requested authorization to use MSA Funds off the MSA System, on the Trunk Highway System and on County State Aid System, even though the city had not completed the MSA System. Donald Asmus (Minnetonka), George Quickstad and Gordon Fay all spoke in opposition to the use of MSA Funds off system, as proposed by the City of Burnsville.

SPECIFICATION REVIEW

Elmer Morris (Mn/DOT), asked the Screening Committee if there was any desire to incorporate the City Engineers Association of Minnesota Specification for Utilities Construction in the Mn/DOT Standard Specifications for Construction. Lowell Odland (Golden Valley),

SCREENING COMMITTEE MINUTES

gave a short history of the evolution of the specifications and recommended that the specifications remain separated. The Screening Committee concurred with that recommendation.

CITIES DROPPING BELOW 5,000 POPULATION

George Quickstad (Mn/DOT State Aid), reported that the four cities that dropped below 5,000 population will be included for two more years because the 1983 Legislature appropriated \$155,000.00 in 1984 and \$163,500.00 in 1985 to be allocated to these communities.

Being no other new business, Chairman Simon adjourned the meeting until 9:00 A.M., June 9, 1983.

The 1983 Municipal Screening Committee Meeting reconvened at 9:00 A.M., on June 9, 1983.

NEEDS REPORT:

CONSTRUCTION PRICES

A motion by Donald Asmus (Minnetonka), and a second by Marvin Hoshaw (Minneapolis), to accept the 1983 construction prices as suggested by the sub-committee. All Screening Committee Members voting "Aye", on the motion.

STORM SEWER NEEDS

Chairman Simon distributed an analysis prepared by the Engineering Department in St. Paul. Bob Peterson (St. Paul), introduced Don Tufte, who explained the analysis. James Kleinschmidt (Inver Grove Heights), maintained the present system was valid. James Prusak (Cloquet), concurred and suggested if modification were necessary that District Engineers could handle the adjustments. Brian Freeberg (Bemidji), did not see a problem with the present formula and was concerned about the formula becoming more complicated. Gordon Fay (Mn/DOT) commended the membership for reviewing the needs formula as being a worthwhile effort of the Screening Committee.

A motion was made by Duane Aden (Marshall) and seconded by James Kleinschmidt (Inver Grove Heights), that the Chairman appoint a subcommittee to review the guidelines for storm sewer needs reporting consisting of Lowell Odland, Golden Valley and John Dolentz, St. Cloud, as co-chairman, Henry Spurrier as Secretary and Ron Rudrud, Bloomington and Gerald Butcher, Maple Grove. The subcommittee should be prepared to report to the Screening Committee at its October meeting. All Screening Committee Members voting "Aye", on the motion.

SCREENING COMMITTEE MINUTES

TOLTZ, KING, DUVALL ANDERSON & ASSOCIATES, INC., LETTER

Duane Aden (Marshall), reported that the Rules Committee was considering an increase in the Preliminary Engineering fees from 8 percent to 10 percent and an increase in the Construction Engineering Fee from 8 percent to 12 percent. A motion was made by Robert Peterson (St. Paul) seconded by Erving Bakken (Detroit Lakes), that the Screening Committee recommend to the Rules Committee that Preliminary Engineering cost be 8 percent and may be increased to 10 percent with documentation; and that Construction Engineering costs be 8 percent and increased to 10 percent with documentation. All Screening Committee Members voting "Aye", on the motion.

Chairman Simon directed the Secretary to draft a letter to Toltz, King, Duvall, Anderson & Associates, Inc., detailing the action of the Screening Committee.

BURNSVILLE REQUEST

A motion was made by Donald Asmus (Minnetonka) seconded by Roger Plumb (Rochester), that no change be made in the present policy governing off-system use of MSA Funds. All Screening Committee Members voting "Aye" on the motion.

Chairman Simon directed the Secretary to draft a letter to the City of Burnsville, noting the action of the Screening Committee.

SCREENING COMMITTEE RESOLUTION

Lowell Odland (Golden Valley) and George Quickstad (Mn/DOT State Aid), reviewed the revisions to Screening Committee resolution approved October 20, 1982, which would help Mn/DOT identify streets being reconstructed.

A motion was made by Donald Asmus (Minnetonka) and seconded by Orlin Ortloff (Waseca), to amend the resolution approved October 20, 1982 by changing the last sentence to read:

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

All members voting, "Aye" on the motion.

A motion was made by James Kleinschmidt (Inver Grove Heights) and seconded by Donald Asmus (Minnetonka), that in order to be consistent with the revision to the October 20, 1982 resolution passed by the Municipal State Aid Screening Committee, it is recommended that the Municipal State Aid Division be instructed to remove all needs except additional surface for all roads that have been improved, with the use of Municipal State Aid Funds for construction. All members voting "Aye" on the motion.

Duane Aden (Marshall), described how Rules treat completed systems and

SCREENING COMMITTEE MINUTES

how MSA Funds can be used for local streets so long as the municipality passes the proper resolution to hold the State harmless where sub-standard design is used.

ONE-WAY STREETS

The revision to the one-way street designation was discussed.

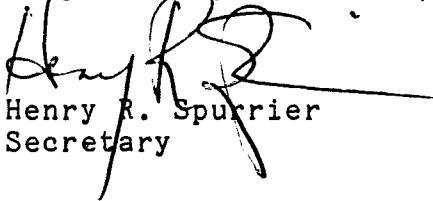
A motion was made by Duane Aden (Marshall), second by John Dolentz (St. Cloud), that any one-way streets added to the MSA System must be reviewed by the Needs Sub-Committee. The Needs Sub-Committee must make their recommendation to the Screening Committee at their next meeting and the Screening Committee must approve the addition of the one-way street to the MSA System before the one-way street can be treated as 50 percent of the Needs. Ron Rudrud (Bloomington), Duane Aden (Marshall) and Robert Peterson (St. Paul) discussed the need for establishing this requirement. All members voting "Aye" on the motion.

LEGISLATIVE REPORT

Gordon Fay (Mn/DOT State Aid), reported on the 1982 Legislative Session including allocations to cities below 5,000, the gas tax, 10 ton routes, proposed turn-backs and documentation procedure on Federal Aid Projects.

Being no other business, Chairman Simon thanked the State Aid Engineers and the Screening Committee and adjourned the session at 10:50 A.M.

Respectfully submitted,



Henry R. Spurrier
Secretary

1983 MUNICIPAL STATE AID NEEDS REPORT

M.S.A.S. Mileage, Needs and Apportionment 1958 to 1984

Since the initial apportionment in 1958, the number of participating municipalities has almost doubled from 58 to 110. In this same period mileage has more than doubled from 920 to 2066 miles, while the needs have increased to almost three and one-half times the 1958 estimate. Apportionment income during this same period has fortunately increased to more than six times the 1958 amount.

The apportionment amount in this summary, and also the remainder of this report, is the same amount used for the 1983 allotment. The actual income is not yet known, but will be announced in January, 1984, when the Commissioner of Transportation makes the determination of the 1984 apportionment.

1983 MUNICIPAL STATE AID NEEDS REPORT

M.S.A.S. Mileage, Needs and Apportionment 1958 to 1984

<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	46,306,272	556,756,900

1983 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, 1982.

Mn/DOT TP 29172-01 (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.

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1983 MUNICIPAL STATE AID NEEDS REPORT

Maximum Mileage Record

<u>Municipality</u>	<u>1982 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	17.71	0.52		-0-
Alexandria	9.84	10.55	0.71		-0-
Andover	20.24	21.60	1.36		-0-
Anoka	11.08	11.32	0.24		-0-
Apple Valley	18.25	19.65	1.40		-0-
Arden Hills	4.58	5.80	1.22		-0-
Austin	21.97	20.72	----	1.25	+0.06
Bemidji	14.43	13.87	----	0.56	+1.09
Blaine	25.53	27.29	1.76		+0.52
Bloomington	71.60	71.76	0.16		+1.05
Brainerd	13.86	14.24	0.38		-0-
Brooklyn Center	19.40	20.72	1.32		-0-
Brooklyn Park	30.28	30.79	0.51		+1.83
Burnsville	34.17	35.76	1.59		-0.04
Champlin	9.31	10.41	1.10		-0-
Chanhassen	11.82	12.11	0.29		+2.61
Chaska	8.59	9.27	0.68		-0-
Chisholm	6.67	7.03	0.36		-0-
Cloquet	17.24	17.73	0.49		+0.10
Columbia Heights	11.52	11.75	0.23		+0.15
Coon Rapids	26.30	32.25	5.95		-0.01
Cottage Grove	23.19	23.75	0.56		+0.70
Crookston	9.28	9.28	----		+0.15
Crystal	17.61	17.78	0.17		-0-
Detroit Lakes	8.46	8.70	0.24		-0-
Duluth	89.62	86.09	----	3.53	-0.04
Eagan	26.03	28.25	2.22		+0.10
East Bethel	20.81	21.18	0.37		-0-
East Grand Forks	10.98	9.13	----	1.85	+4.04
Eden Prairie	22.47	26.18	-3.71		+0.06
Edina	37.68	39.46	1.78		-0-
Elk River	17.32	18.04	0.72		-0-
Ely	5.51	5.57	0.06		-0-
Eveleth	5.95	5.99	0.04		-0.04
Fairmont	17.08	14.53	----	2.55	-0-
Falcon Heights	2.41	2.44	0.03		+0.01

<u>Municipality</u>	<u>1982 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>
Faribault	17.04	17.96	0.92		-0.08
Fergus Falls	11.36	12.08	0.72		-0-
Fridley	20.67	24.46	3.79		+0.35
Golden Valley	26.11	26.62	0.51		-0-
Grand Rapids	10.38	10.92	0.54		-0-
Ham Lake	18.04	18.15	0.11		-0-
Hastings	11.90	12.75	0.85		-0-
Hermantown	13.04	13.32	0.28		-0-
Hibbing	47.57	48.34	0.77		-0-
Hopkins	8.99	9.20	0.21		-0-
Hutchinson	7.63	9.58	1.95		-0-
International Falls	4.81	4.82	0.01		+0.32
Inver Grove Heights	15.70	16.88	1.18		-0-
Lake Elmo	8.92	9.40	0.48		-0-
Lakeville	21.55	22.00	0.45		+2.27
Litchfield	7.41	7.70	0.29		+0.36
Little Canada	4.51	4.68	0.17		+0.78
Little Falls	13.92	12.11	----	1.81	-0-
Luverne	2.59	5.23	2.64		-0-
Mankato	20.24	20.77	0.53		-0-
Maple Grove	28.10	28.84	0.74		-0-
Maplewood	17.78	18.81	1.03		+0.68
Marshall	9.63	9.80	0.17		-0.07
Mendota Heights	9.93	10.39	0.46		+0.66
Minneapolis	187.72	187.72	-0-		+0.48
Minnetonka	46.01	46.49	0.48		+0.60
Montevideo	7.54	8.06	0.52		+0.03
Moorhead	22.81	23.66	0.85		-0-
Morris	5.78	6.37	0.59		-0-
Mound	7.08	7.52	0.44		-0-
Mounds View	7.06	7.49	0.43		-0-
New Brighton	13.15	13.39	0.24		+0.50
New Hope	12.64	12.64	-0-		+0.25
New Ulm	12.68	13.98	1.30		-0-
Northfield	8.80	9.17	0.37		-0-
North Mankato	8.47	8.44	----	0.03	-0-
North St. Paul	8.03	8.05	0.02		+0.79
Oakdale	9.13	9.53	0.40		+1.03
Orono	9.36	11.29	1.93		+0.64

<u>Municipality</u>	<u>1982 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>
Owatonna	15.72	17.26	1.54		-0-
Pipestone	6.61	6.76	0.15		-0-
Plymouth	29.19	37.23	8.04		+0.68
Prior Lake	9.86	11.22	1.36		-0-
Ramsey	21.94	22.51	0.57		+0.01
Red Wing	18.93	18.94	0.01		+0.29
Redwood Falls	4.44	5.12	0.68		-0-
Richfield	26.21	26.28	0.07		-0.01
Robbinsdale	10.33	9.97	----	0.36	-0-
Rochester	33.43	34.77	1.34		-0-
Rosemount	11.11	11.93	0.82		-0-
Roseville	21.89	22.44	0.55		-0-
St. Anthony	5.21	5.48	0.27		-0-
St. Cloud	33.34	32.24	----	1.10	-0.08
St. Louis Park	24.64	25.93	1.29		+0.12
St. Paul	154.85	157.37	2.52		-0-
St. Paul Park	4.85	5.12	0.27		-0-
St. Peter	7.33	8.27	0.94		-0-
Sauk Rapids	7.33	7.43	0.10		-0-
Shakopee	11.64	12.43	0.79		-0-
Shoreview	10.63	12.05	1.42		+0.71
South St. Paul	14.23	14.33	0.10		-0.01
Spring Lake Park	4.69	4.73	0.04		-0-
Stillwater	9.89	11.57	1.68		+0.25
Thief River Falls	10.62	10.73	0.11		+0.09
Vadnais Heights	4.52	4.89	0.37		-0-
Virginia	11.73	12.21	0.48		+0.31
Waseca	5.70	6.25	0.55		-0-
West St. Paul	11.62	12.04	0.42		-0-
White Bear Lake	16.50	17.13	0.63		-0.01
Willmar	18.83	19.08	0.25		-0-
Winona	18.04	18.56	0.52		-0-
Woodbury	18.82	19.03	0.21		+0.58
Worthington	9.78	10.51	0.73		-0-
Totals	2066.80	2139.12	85.36	13.04	24.86

1983 MUNICIPAL STATE AID NEEDS REPORT

1983 Itemized Tabulation of Needs

The 1983 itemized tabulation of needs on the opposite 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 in 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 \$284,558, while the lowest average recorded is Richfield with \$75,822 per mile. The seven cities which exceed \$400,000 per mile are listed alphabetically as follows:

Chaska	Maplewood
Cloquet	Northfield
Lakeville	Woodbury
Maple Grove	

The highest average is Woodbury with \$491,173 per mile.

1983 MUNICIPAL STATE AID NEEDS REPORT

1983 Needs Study Update

The following tabulation reflects the total difference between the 1982 and the 1983 25-Year Construction Needs Studies. This update was accomplished in three individual steps to measure the effect each type of revision has to the total needs.

1. 1982 Construction Accomplishments and System Revisions -- includes construction accomplishments, system revisions, corporate limit revisions and other miscellaneous changes.
2. 1982 Traffic Update -- shows the change in needs for the municipalities that had their traffic counted in 1981-1982.
3. 1983 Unit Cost Revisions -- measures the effect of the unit prices approved by this committee at the 1983 spring meeting.

The resulting 1983 25-Year Construction Needs as adjusted in the following "Tentative Money Needs Apportionment Determination will be used in computing the 1984 money needs allotment.

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

MUNICIPAL NAME	GRADING	COMP SEWER	ADJ SEWER	BASE	SURFACE	SHCULDER	CURB&GUTTER	SIDEWALK	SIGNALS	LIGHTING	RET WALLS	RIGHT OF WAY	BRIDGES	RR CROSSINGS	MAINT	NEEDS	MILEAGE	COST/MIL	MUNICIPAL NAME		
ALBERT LEA ALEXANDRIA ANDOVER	499,940 197,263 723,699	168,560 321,440 670,320	256,060 11,160 6,200	684,303 350,605 912,086	1,035,045 548,405 981,890		391,955 132,713 227,487	182,728 9,129	171,899 98,397 202,385	34,380 19,680 40,480	36,000 6,000	9,300		225,300	20,975 11,158 13,300	3,716,445 1,707,818 3,953,333	17.19 9.84 20.24	216,198 173,559 155,323	ALBERT LEA ALEXANDRIA ANDOVER		
ANCKA APPLE VALLEY ARDEN HILLS	443,865 235,851 126,094	917,280 1,364,160 527,240		549,559 887,875 379,555	808,437 1,161,765 358,962		413,490 401,236 189,365	72,039 7,425	109,799 182,487 45,796	21,960 36,500 9,160		5,000			11,432 19,082 2,742	3,352,861 4,288,956 1,669,499	11.08 18.25 4.58	302,605 235,311 364,519	ANCKA APPLE VALLEY ARDEN HILLS		
AUSTIN BEMICUI BLAINE	111,687 181,908 380,212	239,120 546,840 1,852,200	63,860 1,240	141,344 319,739 1,040,296	1,015,413 814,956 1,563,268		166,229 198,765 653,706	52,506 54,068	210,295 137,094 259,280	42,060 27,420 51,060	16,000		919,935 1,235,304	260,000 190,000	28,199 18,301 20,562	3,250,651 3,740,395 5,873,068	21.97 14.43 25.53	106,386 173,603 230,043	AUSTIN BEMICUI BLAINE		
BLOOMINGTON BRAINERD BROCKLYN CENTER	1,251,571 224,665 651,271	1,156,400 409,640 1,343,480	1,005,020 161,820 239,320	2,129,843 374,767 926,820	4,984,574 934,545 1,408,644		1,336,578 234,021 637,351	694,243 18,105 3,888	715,967 138,600 193,993	143,200 27,720 38,800	23,743 1,700 39,797	56,100 17,600	245,952	390,000 350,000 95,000	104,534 16,210 25,900	14,238,125 2,891,753 5,626,864	71.60 13.86 19.40	195,421 208,643 250,345	BLOOMINGTON BRAINERD BROCKLYN CENTER		
BROCKLYN PARK BURNSVILLE CHAMPLIN	525,208 574,324 190,283	2,726,360 2,422,560 323,200	49,600 16,120 13,020	1,100,787 3,206,751 448,512	2,004,765 3,235,624 693,651		853,734 1,005,743 333,898	9,909	302,783 341,675 93,096	60,560 68,340 18,620		60,900 57,400 13,900		215,280	26,673 37,121 7,793	7,721,279 11,161,118 2,638,673	30.28 34.17 9.31	254,996 320,920 283,424	BROCKLYN PARK BURNSVILLE CHAMPLIN		
CHANHASSEN CHASKA CHISHOLM	568,726 224,961 196,663	1,064,280 1,462,160 382,200		1,112,956 738,382 191,063	653,731 678,774 424,838	13,005	325,126 431,921 175,270		118,187 85,894 66,700	23,640 17,180 13,340		10,900			95,000 260,000 7,018	6,720 9,062 1,658,451	3,996,271 4,027,554 1,658,451	11.82 8.59 6.67	328,094 463,891 248,643	CHANHASSEN CHASKA CHISHOLM	
CLOQUET COLUMBIA HEIGHTS CCON RAPIDS	872,825 213,408 208,155	1,824,760 260,680 1,853,080	3,720 37,820	1,496,647 270,753 685,854	1,189,509 641,049 1,848,328	5,044	604,314 175,061 514,127	346,914 45,564	172,396 115,195 262,983	34,486 23,040 52,600	10,000 4,500	43,200	220,220	415,000 130,300 65,300	17,916 14,579 32,899	7,257,045 1,931,949 5,556,926	17.24 11.52 26.30	408,163 167,704 211,250	CLOQUET COLUMBIA HEIGHTS CCON RAPIDS		
COTTAGE GROVE CRICKSTON CRYSTAL	542,160 437,513 623,160	2,314,760 574,280 1,219,943	113,460 73,780 172,360	1,672,064 636,118 1,233,467	1,670,436 659,484 1,254,303	4,733	780,335 244,027 464,796		231,888 92,800 176,089	46,380 18,560 35,220		57,700 4,700 23,500	292,500 309,600		27,865 10,592 18,997	7,754,281 3,263,967 5,591,035	23.15 9.28 17.61	321,767 318,359 317,452	COTTAGE GROVE CRICKSTON CRYSTAL		
DETROIT LAKES DULUTH EAGAN	184,328 4,380,903 539,979	303,800 4,688,320 2,873,360	5,300 434,620 103,540	298,442 5,399,345 1,722,095	536,613 5,619,633 2,064,609	26,191	185,157 1,771,130 1,003,548	32,617 1,552,473	84,599 878,258 260,275	16,920 175,660 52,060	20,000 294,000		14,880 7,115,012	9,903 114,147 477,400	9,903 32,964,752 28,038	1,700,555 3,964,752 8,702,404	8.46 89.62 26.03	199,253 288,661 334,322	DETROIT LAKES DULUTH EAGAN		
EAST BETHEL EAST GRAND FORKS EDEN PRAIRIE	846,450 247,670 385,067		493,920 2,042,320	78,120 150,040	930,011 477,058 1,226,247	23,241	611,898 682,986 653,061		208,083 107,297 224,679	41,620 21,460 44,940					18,090 11,311 20,287	2,679,393 4,124,628 6,875,700	20.81 10.98 22.47	128,755 242,999 294,358	EAST BETHEL EAST GRAND FORKS EDEN PRAIRIE		
EDINA ELK RIVER ELY	1,474,458 705,345 358,735	2,760,581 1,123,080 403,760	92,380 37,820 9,920	1,816,820 994,770 550,157	2,500,768 977,749 418,005	43,392	852,935 433,601 249,396		376,777 117,168 55,099	75,360 34,640 11,020	104,354 26,000	25,500			529,740 1,330,684	95,000 45,835 5,705	10,813,284 6,107,050 2,202,794	37.68 17.32 5.51	272,918 275,762 359,781	EDINA ELK RIVER ELY	
EVELETH FAIRMONT FALCON HEIGHTS	115,933 230,959 35,167	617,400 776,160 107,800	40,300	114,560 441,955 66,583	413,285 971,370 117,474	660 1,091	151,000 356,006 38,693		59,500 77,792 24,100	11,900 34,160 4,820	4,500	600			66,240	6,757 22,343 2,766	1,551,545 3,235,664 397,403	5.95 17.08 2.41	267,487 185,563 164,898	EVELETH FAIRMONT FALCON HEIGHTS	
FARIBAULT FERGUS FALLS FRIDLEY	238,895 153,131 228,510	360,640 301,076 254,800	90,520 8,680 188,480	611,206 258,676 374,327	971,604 604,037 1,168,188	1,785	260,098 104,693 317,878		45,212 113,598 206,699	33,760 22,720 41,340					467,802	130,600 890,300 445,000	20,130 12,760 23,827	3,402,260 2,547,598 3,263,349	17.04 11.36 20.67	172,210 224,260 157,879	FARIBAULT FERGUS FALLS FRIDLEY
GOLDEN VALLEY GRAND RAPIDS HAM LAKE	740,501 63,409 440,497	2,154,040 227,360	14,880 8,060	1,620,725 127,734 793,799	1,747,538 570,759 794,557		672,639 122,569 42,405		261,090 103,759 180,382	52,220 20,766 36,080	10,000	16,200			52,800	517,500 12,930 16,411	7,868,155 1,415,650 2,422,325	26.11 10.38 18.04	300,090 155,650 134,275	GOLDEN VALLEY GRAND RAPIDS HAM LAKE	
HASTINGS HERMANTOWN HIBBING	161,477 1,057,900 2,424,601	684,040 466,480 1,538,600		336,979 1,592,015 3,095,732	687,861 723,153 2,222,534		397,505 109,192 704,131		118,997 130,388 475,670	23,800 26,080 55,140	23,400 45,000				6,200 62,400	12,960 13,150 50,177	2,578,959 4,260,855 11,360,045	11.90 13.04 47.57	216,719 321,551 237,243	HASTINGS HERMANTOWN HIBBING	
HOPKINS HUTCHINSON INTERNATIONAL FALLS	188,592 135,134 403,049	623,280 376,320	40,300 39,060 200,880	351,619 275,369 377,326	628,413 463,701 390,276		152,182 132,898 245,190		3,564 567 48,099	17,980 15,260 9,620					452,000	10,786 8,735 5,530	2,598,614 1,714,242 1,921,288	8.99 7.63 4.61	238,778 224,671 359,436	HOPKINS HUTCHINSON INTERNATIONAL FALLS	
INVER GROVE HEIGHTS LAKE ELMO LAKEVILLE	385,106 227,198 558,594	1,824,760 290,080 3,984,680	3,720 27,900	1,100,075 753,241 1,977,346	1,097,109 357,228 1,761,702	32,021	519,768 111,931 1,121,792		156,988 89,192 215,479	31,400 17,840 43,100		62,600				13,061 8,920 18,966	5,194,587 1,515,551 9,813,059	15.70 8.92 21.55	330,865 214,748 455,362	INVER GROVE HEIGHTS LAKE ELMO LAKEVILLE	
LITCHFIELD LITTLE CANADA LITTLE FALLS	290,517 154,385 308,318	936,880 270,480 319,480	17,980 66,960	480,401 307,483 373,685	522,945 323,631 871,993	1,155	278,366 149,138 313,920		43,337 45,059 139,199	14,820 9,020 27,840		2,200				8,041 4,256 2,563,012	2,651,607 1,346,472 2,563,012	7.41 4.51 13.92	357,842 258,553 184,124	LITCHFIELD LITTLE CANADA LITTLE FALLS	
LUVERNE MANKATO MAPLE GROVE	72,166 563,443 822,513		1,860 63,860 66,960	53,293 1,141,064 3,169,867	177,030 1,416,840 2,741,001	319	135,252 371,409 1,209,729		1,880 2,700 280,979	5,180 40,000 56,200		12,900				2,733 27,384 23,356	475,294 5,685,671 12,262,324	2.59 20.24 28.10	183,511 281,110 436,382	LUVERNE MANKATO MAPLE GROVE	
MAPLEWOOD MARSHALL MENDOTA HEIGHTS	536,517 220,167 325,549	1,756,160 552,720 1,111,320	10,540 8,060	1,929,475 401,861 721,699	1,838,790 600,732 841,155		759,617 131,831 405,031		177,793 94,595 99,290	35,560 18,920 19,860		69,000				320,000 130,000 95,000	20,276 11,957 9,517	7,453,728 2,214,443 3,645,721	17.78 9.63 9.93	419,220 229,953 367,142	MAPLEWOOD MARSHALL MENDOTA HEIGHTS
MINNEAPOLIS MINNETONKA MONTEVIDEO	16,224,735 1,611,970 297,853	9,021,880 2,536,240 221,480	2,418,000 27,280 156,240	15,549,325 3,872,314 446,487	15,466,854 3,556,878 504,870	3,818	5,277,354 2,075,507 182,653		6,365,928 460,062 75,400	374,120 92,020 15,080		4,000			11,634,283	1,075,800 289,200 9,048	85,572,022 14,527,079 1,554,840	187.72 46.01 7.54	393,872 315,737 259,233	MINNEAPOLIS MINNETONKA MONTEVIDEO	
MOORHEAD MORRIS MOUND	1,152,313 268,597 108,220	533,120 370,440 221,480	314,960 4,960 1,240	1,889,147 487,139 294,165	1,746,619 407,799 425,697		671,184 153,141 101,861		52,538 10,762 70,794	227,195 57,799 11,160		6,200			1,000,000	160,000 65,000 130,300	33,835 6,525 7,525	7,874,549 1,889,722 1,339,842	22.81 5.78 7.08	301,383 326,943 189,243	MOORHEAD MORRIS MOUND
MOUNDS VIEW NEW BRIGHTON NEW HOPE	70,319 269,089 105,718	1,185,800 472,360 133,280	52,080 105,400	179,502 675,653 206,587	480,483 809,731 645,807		352,842 295,532 125,989		70,598 131,498 126,392	14,120 26,300 25,280		2,000 10,000				7,401 3,209,434 1,938,411	2,364,065 3,209,434 1,938,411	7.06 13.15 12.64	334,353 244,063 127,544	MOUNDS VIEW NEW BRIGHTON NEW HOPE	
NEW ULM NORTHFIELD NORTH MANKATO	325,609 493,709 179,647	483,532 958,440 562,520	44,020 94,880 35,340	672,542 623,419 237,528	855,998 635,223 395,445	158	260,717 295,175 180,230		126,799 87,999 66,798	25,360 17,000 13,360		5,600			567,000	261,500 550,000 8,045	14,407 3,954,518 1,756,522	12.68 8.80 8.47	243,778 945,377 207,382	NEW ULM NORTHFIELD NORTH MANKATO	
NORTH ST PAUL OAK DALE ORONO	170,809 120,654 281,425	392,000 821,240 351,624	29,140 9,300	426,902 857,772 710,115	498,495 844,125 612,159		181,463 360,730 58,620		80,299 91,294 93,591	16,060 18,260 18,720		20,200 34,700 13,500				7,313 7,890 8,780	2,147,842 3,166,003 2,174,566	8.03 9.13 9.36	267,477 34,769 232,325	NORTH ST PAUL OAK DALE ORONO	
OWATONNA PIESTONE PLYMOUTH	558,764 512,721 503,465	452,760 303,800 1,237,250	69,440 57,660	941,756 589,611 1,207,196	1,121,568 505,135 1,553,363		457,598 195,402 330,100		46,134 27,690	157,200 66,100 291,870		31,440 13,220 50,380			1,233 30,000	500 226,800 250,000	17,306 9,430 32,979	4,713,366 2,513,290 5,569,840	15.72 6.61 29.19	267,485 380,225 191,498	OWATONNA PIESTONE PLYMOUTH
PRICE LAKE RAMSEY RED WING REDWOOD FALLS	353,005 1,470,625 575,986 122,369	1,015,280 778,120 1,342,600 115,640		913,827 869,258 1,180,630 319,950	635,358 1,126,583 1,221,454 303,291	3,788 79,125 7,733	359,078 292,050 583,012 122,398		98,594 219,382 189,290 44,399	15,720 33,880 37,660 8,660		44,200 89,500 37,000									

1983 MUNICIPAL STATE AID NEEDS REPORT

1983 M.S.A.S. Needs Study Update

Municipality	1982 M.S.A.S. Needs	Accomplishments & System Revisions	Traffic Update	Unit Cost Update	1983 M.S.A.S. Needs	Net Change	% Change 1982 to 1983	Mileage Change
Albert Lea	\$ 3,605,529	\$+ 95,239	0	\$+ 15,677	\$ 3,716,445	\$+ 110,916	+ 3.1	0
Alexandria	1,831,007	- 133,741	0	+ 10,552	1,707,818	- 123,189	- 6.7	0
Andover	4,080,123	- 173,808	0	+ 47,018	3,953,333	- 126,790	- 3.1	0
Anoka	3,502,589	- 169,373	0	+ 19,645	3,352,861	- 149,728	- 4.3	0
Apple Valley	4,255,056	- 3	0	+ 33,903	4,288,956	+ 33,900	+ 0.8	0
Arden Hills	1,751,928	- 97,899	0	+ 15,470	1,669,499	- 82,429	- 4.7	0
Austin	3,383,272	- 160,777	0	+ 28,156	3,250,651	- 132,621	- 3.9	+ 0.06
Bemidji	3,535,080	+ 176,684	+ 17,494	+ 11,137	3,740,395	+ 205,315	+ 5.8	+ 1.09
Blaine	6,106,989	- 294,638	0	+ 60,717	5,873,068	- 233,921	- 3.8	+ 0.52
Bloomington	13,289,518	+ 853,586	0	+ 95,021	14,238,125	+ 948,607	+ 7.1	+ 1.05
Brainerd	2,984,424	- 130,650	0	+ 38,019	2,891,793	- 92,631	- 3.1	0
Brooklyn Center	5,875,552	- 298,751	0	+ 50,063	5,626,864	- 248,688	- 4.2	0
Brooklyn Park	7,102,554	+ 554,138	0	+ 64,587	7,721,279	+ 618,725	+ 8.7	+ 1.83
Burnsville	14,204,825	- 3,149,201	0	+ 125,494	11,181,118	- 3,023,707	- 21.3	- 0.04
Champlin	3,441,321	- 828,942	0	+ 26,294	2,638,673	- 802,648	- 23.3	0
Chanhassen	2,779,031	+ 1,185,542	0	+ 31,698	3,996,271	+ 1,217,240	+ 43.8	+ 2.61
Chaska	3,982,956	0	0	+ 44,638	4,027,594	+ 44,638	+ 1.1	0
Chisholm	1,716,411	- 44,831	0	- 13,129	1,658,451	- 57,960	- 3.4	0
Cloquet	8,431,112	- 1,194,001	0	+ 19,934	7,257,045	- 1,174,067	- 13.9	+ 0.10
Columbia Heights	1,890,922	+ 27,034	0	+ 13,993	1,931,949	+ 41,027	+ 2.2	+ 0.15
Coon Rapids	5,497,083	+ 4,339	0	+ 55,504	5,556,926	+ 59,843	+ 1.1	- 0.01
Cottage Grove	7,376,751	+ 319,470	0	+ 58,060	7,754,281	+ 377,530	+ 5.1	+ 0.70
Crookston	3,018,316	+ 250,315	0	- 4,664	3,263,967	+ 245,651	+ 8.1	+ 0.15
Crystal	5,531,771	- 7	0	+ 59,271	5,591,035	+ 59,264	+ 1.1	0
Detroit Lakes	1,618,211	+ 69,155	0	+ 13,193	1,700,559	+ 82,348	+ 5.1	0
Duluth	34,630,384	- 1,512,901	0	- 132,691	32,984,792	- 1,645,592	- 4.8	- 0.04
Eagan	8,935,729	- 308,223	0	+ 74,898	8,702,404	- 233,325	- 2.6	+ 0.10
East Bethel	2,632,549	0	0	+ 46,844	2,679,393	+ 46,844	+ 1.8	0
East Grand Forks	1,778,294	+ 2,328,532	0	+ 17,802	4,124,628	+ 2,346,334	+ 131.9	+ 4.04
Eden Prairie	8,985,025	- 2,134,143	0	+ 28,818	6,879,700	- 2,105,325	- 23.4	+ 0.06
Edina	10,905,203	- 124,956	0	+ 33,037	10,813,284	- 91,919	- 0.8	0
Elk River	6,373,347	- 309,064	0	+ 42,807	6,107,090	- 266,257	- 4.2	0
Ely	2,201,221	0	0	+ 1,573	2,202,794	+ 1,573	+ 0.1	0
Eveleth	1,715,832	- 117,214	0	- 7,073	1,591,545	- 124,287	- 7.2	- 0.04
Fairmont	3,286,183	- 67,695	0	+ 17,176	3,235,664	- 50,519	- 1.5	0
Falcon Heights	522,012	- 128,261	0	+ 3,652	397,403	- 124,609	- 23.9	+ 0.01

<u>Municipality</u>	<u>1982 M.S.A.S. Needs</u>	<u>Accomplishments & System Revisions</u>	<u>Traffic Update</u>	<u>Unit Cost Update</u>	<u>1983 M.S.A.S. Needs</u>	<u>Net Change</u>	<u>% Change 1982 to 1983</u>	<u>Mileage Change</u>
Faribault	\$ 3,208,709	\$+ 167,521	0	\$+ 26,030	\$ 3,402,260	\$+ 193,551	+ 6.0	- 0.08
Fergus Falls	2,844,239	- 315,263	0	+ 18,622	2,547,598	- 296,641	- 10.4	0
Fridley	3,202,996	+ 26,190	0	+ 34,163	3,263,349	+ 60,353	+ 1.9	+ 0.35
Golden Valley	7,736,399	+ 55,009	0	+ 96,747	7,888,155	+ 151,756	+ 2.0	0
Grand Rapids	1,584,535	0	0	+ 31,115	1,615,650	+ 31,115	+ 2.0	0
Ham Lake	2,391,175	0	0	+ 31,150	1,422,325	+ 31,150	+ 1.3	0
Hastings	2,563,893	+ 16,844	0	- 1,778	2,578,959	+ 15,066	+ 0.6	0
Hermantown	4,115,878	+ 117,357	0	+ 27,620	4,260,855	+ 144,977	+ 3.5	0
Hibbing	13,795,478	- 2,499,386	0	+ 63,957	11,360,049	-2,435,429	- 17.7	0
Hopkins	2,648,094	- 61,654	0	+ 12,174	2,598,614	- 49,480	- 1.9	0
Hutchinson	1,699,994	- 3	0	+ 14,251	1,714,242	+ 14,248	+ 0.8	0
International Falls	1,149,650	+ 795,980	0	- 24,342	1,921,288	+ 771,638	+ 67.1	+ 0.32
Inver Grove Heights	5,346,800	- 192,253	0	+ 40,040	5,194,587	- 152,213	- 2.8	0
Lake Elmo	2,044,397	- 151,000	0	+ 22,154	1,915,551	- 128,846	- 6.3	0
Lakeville	9,154,135	+ 573,727	0	+ 85,197	9,813,059	+ 658,924	+ 7.2	+ 2.27
Litchfield	2,249,059	+ 391,946	0	+ 10,602	2,651,607	+ 402,548	+ 17.9	+ 0.36
Little Canada	1,191,452	+ 138,634	0	+ 16,386	1,346,472	+ 155,020	+ 13.0	+ 0.78
Little Falls	2,513,717	+ 24,197	0	+ 25,098	2,563,012	+ 49,295	+ 2.0	0
Luverne	470,490	0	0	+ 4,804	475,294	+ 4,804	+ 1.0	0
Mankato	5,678,852	- 22,225	0	+ 33,044	5,689,671	+ 10,819	+ 0.2	0
Maple Grove	12,256,618	- 119,888	0	+ 125,594	12,262,324	+ 5,706	+ 0.1	0
Maplewood	7,241,708	+ 124,922	0	+ 87,098	7,453,728	+ 212,020	+ 2.9	+ 0.68
Marshall	1,785,541	+ 410,481	0	+ 18,421	2,214,443	+ 428,902	+ 24.0	- 0.07
Mendota Heights	3,566,652	+ 47,232	0	+ 31,837	3,645,721	+ 79,069	+ 2.2	+ 0.66
Minneapolis	84,108,521	+ 2,350,386	0	- 886,885	85,572,022	+1,463,501	+ 1.7	+ 0.48
Minnetonka	14,168,481	+ 278,218	0	+ 80,380	14,527,079	+ 358,598	+ 2.5	+ 0.60
Montevideo	1,806,029	+ 147,862	0	+ 949	1,954,840	+ 148,811	+ 8.2	+ 0.03
Moorhead	8,208,758	- 358,871	0	+ 24,662	7,874,549	- 334,209	- 4.1	0
Morris	2,411,785	- 541,250	0	+ 19,187	1,889,722	- 522,063	- 21.6	0
Mound	1,325,639	- 6,622	0	+ 20,825	1,339,842	+ 14,203	+ 1.1	0
Mounds View	2,358,593	- 1,424	0	+ 6,896	2,364,065	+ 5,472	+ 0.2	0
New Brighton	3,096,366	+ 64,122	0	+ 48,946	3,209,434	+ 113,068	+ 3.7	+ 0.50
New Hope	1,825,932	+ 95,118	0	+ 17,361	1,938,411	+ 112,479	+ 6.2	+ 0.25
New Ulm	3,736,265	- 128,982	0	+ 50,818	3,658,101	- 78,164	- 2.1	0
Northfield	4,057,093	- 127,017	0	+ 24,442	3,954,518	- 102,575	- 2.5	0
North Mankato	2,065,912	- 312,403	0	+ 3,013	1,756,522	- 309,390	- 15.0	0
North St. Paul	2,230,431	- 117,924	0	+ 35,336	2,147,843	- 82,588	- 3.7	+ 0.79
Oakdale	2,865,987	+ 267,635	0	+ 32,381	3,166,003	+ 300,016	+ 10.5	+ 1.03
Orono	2,120,141	+ 61,989	0	- 7,564	2,174,566	+ 54,425	+ 2.6	+ 0.64

<u>Municipality</u>	<u>1982 M.S.A.S. Needs</u>	<u>Accomplishments & System Revisions</u>	<u>Traffic Update</u>	<u>Unit Cost Update</u>	<u>1983 M.S.A.S. Needs</u>	<u>Net Change</u>	<u>% Change 1982 to 1983</u>	<u>Mileage Change</u>
Owatonna	\$ 4,679,587	\$+ 10,733	0	\$+ 23,046	\$ 4,713,366	\$+ 33,779	+ 0.7	0
Pipestone	2,513,347	- 1,784	0	+ 1,727	2,513,290	- 57	0	0
Plymouth	5,153,013	+ 400,272	0	+ 36,555	5,589,840	+ 436,827	+ 8.5	+ 0.68
Prior Lake	3,440,906	+ 26	0	+ 10,231	3,451,163	+ 10,257	+ 0.3	0
Ramsey	5,136,112	- 108,510	0	+ 48,081	5,075,683	- 60,429	- 1.2	+ 0.01
Red Wing	5,553,201	+ 168,940	0	+ 36,961	5,759,102	+ 205,901	+ 3.7	+ 0.29
Redwood Falls	1,245,673	- 167,994	0	+ 12,827	1,090,506	- 155,167	- 12.5	0
Richfield	1,970,572	- 22,211	0	+ 38,935	1,987,296	+ 16,724	+ 0.8	- 0.01
Robbinsdale	1,635,637	- 56,289	0	+ 5,640	1,584,988	- 50,649	- 3.1	0
Rochester	9,242,963	- 224,747	0	+ 35,094	9,053,310	- 189,653	- 2.1	0
Rosemount	4,187,115	- 53	0	+ 37,113	4,224,175	+ 37,060	+ 0.9	0
Roseville	5,302,882	- 412,300	0	+ 71,010	4,961,592	- 341,290	- 6.4	0
St. Anthony	1,258,578	- 48,539	0	- 2,293	1,207,746	- 50,832	- 4.0	0
St. Cloud	16,023,285	- 1,074,869	0	+ 26,856	14,975,272	-1,048,013	- 6.5	- 0.08
St. Louis Park	6,848,532	- 275,012	0	+ 56,639	6,630,159	- 218,373	- 3.2	+ 0.12
St. Paul	80,116,047	- 3,550,796	0	- 365,195	76,200,056	-3,915,991	- 4.9	0
St. Paul Park	1,162,899	0	0	+ 8,992	1,171,891	+ 8,992	+ 0.8	0
St. Peter	1,538,524	- 279,759	0	+ 13,588	1,272,353	- 266,171	- 17.3	0
Sauk Rapids	2,988,832	- 245,194	0	+ 11,979	2,755,617	- 233,215	- 7.8	0
Shakopee	3,276,999	+ 12	0	+ 35,003	3,312,014	+ 35,015	+ 1.1	0
Shoreview	3,884,942	+ 23,668	0	+ 11,575	3,920,185	+ 35,243	+ 0.9	+ 0.71
South St. Paul	3,275,648	- 369,781	0	+ 22,673	2,928,540	- 347,108	- 10.6	- 0.01
Spring Lake Park	1,032,213	0	0	+ 11,503	1,043,716	+ 11,503	+ 1.1	0
Stillwater	3,256,776	+ 161,891	0	- 594	3,418,073	+ 161,297	+ 5.0	+ 0.25
Thief River Falls	3,002,232	- 166,541	0	+ 28,163	3,863,854	- 138,378	- 4.6	+ 0.09
Vadnais Heights	962,723	0	0	- 3,285	959,438	- 3,285	- 0.3	0
Virginia	2,374,450	+ 102,271	-10,109	- 14,317	2,452,295	+ 77,845	+ 3.3	+ 0.31
Waseca	1,087,713	- 310	0	+ 15,570	1,102,973	+ 15,260	+ 1.4	0
West St. Paul	3,249,724	+ 52	0	+ 24,290	3,274,066	+ 24,342	+ 0.7	0
White Bear Lake	5,602,752	- 327,621	0	+ 31,920	5,307,051	- 295,701	- 5.3	- 0.01
Willmar	4,914,586	- 681,686	0	+ 5,662	4,238,562	- 676,024	- 13.8	0
Winona	4,762,794	- 333,025	+21,843	+ 3,051	4,454,663	- 308,131	- 6.5	0
Woodbury	8,883,622	+ 273,694	0	+ 86,568	9,243,884	+ 360,262	+ 4.1	+ 0.58
Worthington	1,886,314	+ 58,953	-15,315	+ 9,765	1,939,717	+ 53,403	+ 2.8	0
TOTALS	\$651,035,697	-11,462,349	+13,913	+ 1,723,158	\$641,310,419	-9,725,278	+ 1.5	+ 24.86

1983 MUNICIPAL STATE AID NEEDS REPORT

Tentative 1984 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 1984.

The 1983 Needs shown on this report are those computed on the "1983 Needs Study Update". The 1983 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, Right-of-Way Acquisitions, and Trunk Highway Turnback Adjustments. These adjustments to the actual needs are made as directed by the City Engineers Screening Committee.

The City of Lino Lakes was included in the 1983 apportionment based on money needs of \$35,000 per mile times their maximum mileage for designation because a needs study had not been submitted. At the time of this publication, an approved needs study still has not been received, therefore, the money needs in this report will continue to be computed at 13.53 miles available times \$35,000 per mile equals \$473,550.

This summary provides specific data and shows the impact of the adjustments to each municipality for the committee's use in establishing the 1984 Money Needs Apportionment Determination.

These adjustments will be reviewed individually immediately following this tentative 1984 Money Needs Apportionment Determination summary.

1983 MUNICIPAL STATE AID NEEDS REPORT

Determination of the 1984 Money Needs Apportionment

<u>Municipality</u>	<u>1983 Actual 25-Year Construction Needs</u>	<u>Construction Fund Deduction</u>	<u>Deductions for Expenditures Off State Aid System</u>	<u>Credit for Bond Account</u>	<u>Non- Existing Bridge Adjustment</u>	<u>Right-of-Way Acquisition Adjustment</u>	<u>Adjusted 25-Year Construction Needs</u>	<u>Tentative Apportionment Less Turnback Adjustment</u>	<u>Turnback Adjustment</u>	<u>Tentative 1984 Money Needs Apportionment</u>	<u>Distribution Percentage</u>
Albert Lea	\$ 3,716,445	\$ 476,165	\$ 0	\$ 0	\$ 245,320	\$ 0	\$ 3,485,600	\$ 130,314	\$ 0	\$ 130,314	.5628
Alexandria	1,707,818	244,602	0	70,000	0	0	1,533,216	57,321	0	57,321	.2476
Andover	3,953,333	46,161	61,682	0	0	0	3,845,490	143,769	0	143,769	.6210
Anoka	3,352,861	18,991	208,400	0	0	28,974	3,154,444	117,933	150	118,083	.5100
Apple Valley	4,288,956	0	0	1,015,000	0	0	5,303,956	198,295	0	198,295	.8565
Arden Hills	1,669,499	0	34,006	0	0	0	1,635,493	61,145	0	61,145	.2641
Austin	3,250,651	610,821	260,863	0	0	0	2,378,967	88,941	1,275	90,216	.3897
Bemidji	3,740,395	320,385	0	50,000	0	0	3,470,010	129,731	1,170	130,901	.5654
Blaine	5,873,068	111,738	221,698	0	0	0	5,539,632	207,106	0	207,106	.8945
Bloomington	14,238,125	0	1,623,131	538,292	0	145,300	13,298,586	497,185	0	497,185	2.1474
Brainerd	2,891,793	112,907	40,806	415,000	576,113	0	3,729,193	139,421	0	139,421	.6022
Brooklyn Center	5,626,864	0	38,893	540,000	197,709	0	6,325,680	236,494	0	236,494	1.0214
Brooklyn Park	7,721,279	0	7,378	0	0	0	7,713,901	288,394	0	288,394	1.2456
Burnsville	11,181,118	684,903	7,985	0	0	0	10,488,230	392,116	0	392,116	1.6936
Champlin	2,638,673	46,640	0	0	0	0	2,592,033	96,907	0	96,907	.4186
Chanhassen	3,996,271	0	0	0	0	0	3,996,271	149,406	0	149,406	.6453
Chaska	4,027,594	432,376	15,980	0	28,800	0	3,608,038	134,891	0	134,891	.5826
Chisholm	1,658,451	6,588	0	0	0	0	1,651,863	61,757	0	61,757	.2667
Cloquet	7,257,045	308,901	0	13,490	0	73,539	7,035,173	263,019	0	263,019	1.1360
Columbia Heights	1,931,949	293,785	33,971	0	0	0	1,604,193	59,975	0	59,975	.2590
Coon Rapids	5,556,926	194,236	451,191	0	0	0	4,911,499	183,623	0	183,623	.7931
Cottage Grove	7,754,281	445,126	0	239,478	0	0	7,548,633	282,216	0	282,216	1.2189
Crookston	3,263,967	77,799	0	0	0	149,174	3,335,342	124,696	0	124,696	.5386
Crystal	5,591,035	1,658,426	172,699	0	0	333,203	4,093,113	153,026	0	153,026	.6609
Detroit Lakes	1,700,559	233,736	0	80,000	0	0	1,546,823	57,830	0	57,830	.2498
Duluth	32,984,792	2,176,218	266,556	0	0	85,601	30,627,619	1,145,054	1,575	1,146,629	4.9524
Eagan	8,702,404	71,170	6,235	0	0	0	8,624,999	322,457	0	322,457	1.3927
East Bethel	2,679,393	25,550	0	0	0	0	2,653,843	99,217	0	99,217	.4285
East Grand Forks	4,124,628	20,491	0	190,000	0	0	4,294,137	160,542	0	160,542	.6934
Eden Prairie	6,879,700	0	237,532	0	0	0	6,642,168	248,326	0	248,326	1.0725
Edina	10,813,284	276,143	802,325	0	0	0	9,734,816	363,949	0	363,949	1.5719
Elk River	6,107,090	374,709	0	0	0	0	5,732,381	214,313	0	214,313	.9256
Ely	2,202,794	42,794	0	0	0	0	2,160,000*	(27,672)*	0	(27,672)*	.1195
Eveleth	1,591,545	8,253	0	0	0	0	1,583,292	59,193	0	59,193	.2557
Fairmont	3,235,664	286,279	0	0	0	1,825	2,951,210	110,335	0	110,335	.4765
Falcon Heights	397,403	0	0	130,306	0	0	527,709	19,729	0	19,729	.0852

Municipality	1983 Actual 25-Year Construction Needs	Construction Fund Deduction	Deductions for Expenditures Off State Aid System	Credit for Bond Account	Non- Existing Bridge Adjustment	Right-of-Way Acquisition Adjustment	Adjusted 25-Year Construction Needs	Tentative Apportionment Less Turnback Adjustment	Turnback Adjustment	Tentative 1984 Money Needs Apportionment	Distribution Percentage
Faribault	\$ 3,402,260	\$ 0	\$ 70,369	\$ 340,000	\$ 0	\$ 0	\$ 3,671,891	\$ 137,279	\$ 0	\$ 137,279	.5929
Fergus Falls	2,547,598	228,125	128,635	0	0	0	2,190,838	81,907	0	81,907	.3538
Fridley	3,263,349	602,544	51,765	0	0	5,853	2,614,893	97,761	0	97,761	.4222
Golden Valley	7,888,155	917,528	12,756	15,320	0	720,932	7,694,123	287,655	0	287,655	1.2424
Grand Rapids	1,615,650	0	0	92,000	553,858	0	2,261,508	84,549	0	84,549	.3652
Ham Lake	2,422,325	19,039	0	210,000	0	0	2,613,286	97,701	0	97,701	.4220
Hastings	2,578,959	228,065	0	0	247,538	17,620	2,616,052	97,805	0	97,805	.4224
Hermantown	4,260,855	204,936	0	0	0	0	4,055,919	151,636	0	151,636	.6549
Hibbing	11,360,049	0	0	405,013	0	14,000	11,779,062	440,376	0	440,376	1.9020
Hopkins	2,598,614	313,953	320,653	0	0	0	1,964,008	73,427	0	73,427	.3171
Hutchinson	1,714,242	358,563	0	0	570,793	0	1,926,472	72,024	0	72,024	.3111
International Falls	1,921,288	0	0	0	0	0	1,921,288	71,830	0	71,830	.3102
Inver Grove Heights	5,194,587	0	23,142	10,000	0	20,997	5,202,442	194,500	0	194,500	.8401
Lake Elmo	1,915,551	86,122	0	0	0	0	1,829,429	68,396	0	68,396	.2954
Lakeville	9,813,059	337,149	230,065	0	0	0	9,245,845	345,668	0	345,668	1.4930
Lino Lakes	473,550	0	0	0	0	0	473,550	17,704	0	17,704	.0765
Litchfield	2,651,607	330,095	123,363	0	0	0	2,198,149	82,181	0	82,181	.3550
Little Canada	1,346,472	12,017	0	96,051	0	43,300	1,473,806	55,100	0	55,100	.2380
Little Falls	2,563,012	98,512	0	52,443	0	0	2,516,943	94,099	0	94,099	.4064
Luverne	475,294	32,242	0	0	0	0	443,052*	(5,676)*	0	(5,676)*	.0245
Mankato	5,689,671	459,262	678,164	0	0	0	4,552,245	170,192	360	170,552	.7366
Maple Grove	12,262,324	0	11,706	731,625	0	18,538	13,000,781	486,051	0	486,051	2.0993
Maplewood	7,453,728	0	0	335,000	664,966	0	8,453,694	316,053	0	316,053	1.3651
Marshall	2,214,443	0	12,703	205,496	0	58,320	2,465,556	92,178	255	92,433	.3992
Mendota Heights	3,645,721	354,504	0	318,628	0	0	3,609,845	134,959	0	134,959	.5829
Minneapolis	85,572,022	0	883,769	800,000	410,521	3,145,585	89,044,359	3,329,041	0	3,329,041	14.3784
Minnetonka	14,527,079	886,399	1,931,165	0	0	282,150	11,991,665	448,324	0	448,324	1.9363
Montevideo	1,954,840	61,526	0	0	0	0	1,893,314	70,784	0	70,784	.3057
Moorhead	7,874,549	879,254	7,017	0	7,530	21,000	7,016,808	262,333	0	262,333	1.1330
Morris	1,889,722	0	158,179	0	0	13,097	1,744,640	65,226	0	65,226	.2817
Mound	1,339,842	62,655	59,925	245,000	0	0	1,462,262	54,669	0	54,669	.2361
Mounds View	2,364,065	422,789	0	0	0	0	1,941,276	72,577	0	72,577	.3135
New Brighton	3,209,434	89,509	797,477	0	0	0	2,322,448	86,828	0	86,828	.3750
New Hope	1,938,411	174,657	191,466	0	0	0	1,572,288	58,782	0	58,782	.2539
New Ulm	3,658,101	174,952	152,400	0	0	0	3,330,749	124,524	0	124,524	.5378
Northfield	3,954,518	270,162	357,412	0	0	0	3,326,944	124,382	0	124,382	.5372
North Mankato	1,756,522	397,162	0	0	0	0	1,359,360	50,821	2,685	53,506	.2311
North St. Paul	2,147,843	0	268,676	0	0	0	1,879,167	70,255	0	70,255	.3034
Oakdale	3,166,003	277,787	0	0	0	0	2,888,216	107,980	0	107,980	.4664

Municipality	1983 Actual 25-Year Construction Needs	Construction Fund Deduction	Deductions for Expenditures Off State Aid System	Credit for Bond Account	Non- Existing Bridge Adjustment	Right-of-Way Acquisition Adjustment	Adjusted 25-Year Construction Needs	Tentative Apportionment Less Turnback Adjustment	Turnback Adjustment	Tentative 1984 Money Needs Apportionment	Distribution Percentage
Orono	\$ 2,174,566	\$ 84,311	\$ 28,516	\$ 0	\$ 0	\$ 0	\$ 2,061,739	\$ 77,081	\$ 0	\$ 77,081	.3329
Owatonna	4,713,366	129,667	367,636	0	0	113,638	4,329,701	161,872	0	161,872	.6991
Pipestone	2,513,290	37,084	0	0	0	0	2,476,206*	(31,723)*	0	(31,723)*	.1370
Plymouth	5,589,840	329	343,491	0	0	25,208	5,271,228	197,072	0	197,072	.8512
Prior Lake	3,451,163	23,211	0	0	0	0	3,427,952	128,159	0	128,159	.5535
Ramsey	5,075,683	0	0	0	0	35,188	5,110,871	191,077	0	191,077	.8253
Red Wing	5,759,102	537,932	0	0	154,168	14,000	5,389,338	201,488	0	201,488	.8702
Redwood Falls	1,090,506	0	0	68,140	0	0	1,158,646	43,318	0	43,318	.1871
Richfield	1,987,296	78,133	3,161	0	0	1,152,857	3,058,859	114,359	0	114,359	.4939
Robbinsdale	1,584,988	0	251,258	0	0	0	1,333,730	49,863	0	49,863	.2154
Rochester	9,053,310	1,522,671	0	0	84,378	98,550	7,713,567	288,382	0	288,382	1.2455
Rosemount	4,224,175	355,041	0	0	0	0	3,869,134	144,653	0	144,653	.6248
Roseville	4,961,592	0	0	0	0	0	4,961,592	185,496	0	185,496	.8012
St. Anthony	1,207,746	213,590	34,108	0	0	0	960,048	35,893	0	35,893	.1550
St. Cloud	14,975,272	0	252,241	354,249	0	0	15,077,280	563,684	4,785	568,469	2.4553
St. Louis Park	6,630,159	982,753	57,350	0	1,492,570	335,520	7,418,146	277,337	0	277,337	1.1978
St. Paul	76,200,056	3,556,698	1,740,782	1,952,464	1,221,432	1,527,145	75,603,617	2,826,541	0	2,826,541	12.2080
St. Paul Park	1,171,891	201,677	0	0	0	0	970,214*	(12,429)*	0	(12,429)*	.0537
St. Peter	1,272,353	231,237	0	0	0	0	1,041,116	38,923	0	38,923	.1681
Sauk Rapids	2,755,617	139,404	54,561	0	0	0	2,571,486	96,138	660	96,798	.4181
Shakopee	3,312,014	288,281	21,176	0	0	0	3,002,557	112,255	0	112,255	.4848
Shoreview	3,920,185	289,682	69,982	0	0	0	3,560,521	133,115	0	133,115	.5749
South St. Paul	2,928,540	38,031	183,942	0	0	0	2,706,567	101,189	0	101,189	.4370
Spring Lake Park	1,043,716	167,152	0	116,107	0	0	992,671	37,112	0	37,112	.1603
Stillwater	3,418,073	218,542	8,993	50,000	0	104,442	3,344,980	125,057	0	125,057	.5401
Thief River Falls	2,863,854	326,519	46,831	0	0	0	2,490,504	93,111	0	93,111	.4022
Vadnais Heights	959,438	127,925	0	0	0	0	831,513	31,087	0	31,087	.1343
Virginia	2,452,295	37,471	35,380	335,000	0	0	2,714,444	101,483	0	101,483	.4383
Waseca	1,102,973	97,339	0	0	0	0	1,005,	37,597	0	37,597	.1624
West St. Paul	3,274,066	251,285	190,000	0	0	0	2,832,781	105,907	0	105,907	.4574
White Bear Lake	5,307,051	0	167,468	0	0	0	5,139,583	192,150	0	192,150	.8299
Willmar	4,238,562	24,742	162,076	0	0	22,500	4,074,244	152,321	0	152,321	.6579
Winona	4,454,663	440,171	0	0	0	340,950	4,355,442	162,834	0	162,834	.7033
Woodbury	9,243,884	646,691	71,559	45,936	0	0	8,571,570	320,459	0	320,459	1.3841
Worthington	1,939,717	316,450	31,113	0	0	0	1,592,154	59,525	0	59,525	.2571
TOTALS	\$641,783,969	\$29,249,420	\$15,083,762	\$10,060,038	\$6,455,696	\$8,958,840	\$622,925,361	\$23,140,221	\$12,915	\$23,153,136	100.0000

* Cities not reclassified as defined in Chapter 169, Section 52, Subdivision 4 of 1981 Laws. These cities will divide \$155,000 in 1984, and \$163,500 in 1985 based on the same ratio as the amount allocated to each in 1981.

1983 MUNICIPAL STATE AID NEEDS REPORT

Unencumbered Construction Fund Balance (Amount as of June 30, 1983)

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 Committee 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	\$476,165	13	Cloquet	\$ 308,901	4
Alexandria	244,602	14	Columbia Heights	293,785	15
Andover	46,161	1	Coon Rapids	194,236	3
Anoka	18,991	1	Cottage Grove	445,126	6
Austin	610,821	19	Crookston	77,799	2
Bemidji	320,385	9	Crystal	1,658,426	30
Blaine	111,738	2	Detroit Lakes	233,736	14
Brainerd	112,907	4	Duluth	2,176,218	7
Burnsville	684,903	6	Eagan	71,170	1
Champlin	46,640	2	East Bethel	25,550	1
Chaska	432,376	11	East Grand Forks	20,491	--
Chisholm	6,588	--	Edina	276,143	3

<u>Municipality</u>	<u>Amount</u>	<u>Percent of Basic Needs</u>
Elk River	\$374,709	6
*Ely	42,794	2
Eveleth	8,253	1
Fairmont	286,279	
Fergus Falls	228,125	9
Fridley	602,544	18
Golden Valley	917,528	12
Ham Lake	19,039	1
Hastings	228,065	9
Hermantown	204,936	5
Hopkins	313,953	12
Hutchinson	358,563	21
Lake Elmo	86,122	4
Lakeville	337,149	3
Litchfield	330,095	12
Little Canada	12,017	1
Little Falls	98,512	4
*Luverne	32,242	7
Mankato	459,262	8
Mendota Heights	354,504	10
Minnetonka	886,399	6
Montevideo	61,526	3
Moorhead	879,254	11
Mound	62,655	5
Mounds View	422,789	18
New Brighton	89,509	3
New Hope	174,657	9
New Ulm	174,952	5
Northfield	270,162	7
North Mankato	397,162	23

-- Less than 1%

<u>Municipality</u>	<u>Amount</u>	<u>Percent of Basic Needs</u>
Oakdale	\$ 277,787	9
Orono	84,311	4
Owatonna	129,667	3
*Pipestone	37,084	1
Plymouth	329	--
Prior Lake	23,211	1
Red Wing	537,932	9
Richfield	78,133	4
Rochester	1,522,671	17
Rosemount	355,041	8
St. Anthony	213,590	18
Sn. Louis Park	982,753	15
St. Paul	3,556,698	5
*St. Paul Park	201,677	17
St. Peter	231,237	18
Sauk Rapids	139,404	5
Shakopee	288,281	9
Shoreview	289,682	7
South St. Paul	38,031	1
Spring Lake Park	167,152	16
Stillwater	218,542	6
Thief River Falls	326,519	11
Vadnais Heights	127,925	13
Virginia	37,471	2
Waseca	97,339	9
West St. Paul	251,285	8
Willmar	24,742	1
Winona	440,171	10
Woodbury	646,691	7
Worthington	316,450	16
TOTAL	\$29,249,420	5
	* - 313,797	
	\$28,935,623	

1983 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 of the State Aid System that are not reflected in the Municipal State Aid Needs Studies, the Municipal Engineers' Screening Committee passed the following resolution:

BE IT RESOLVED: 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.

Pursuant to the above resolution, the following amounts have been computed as of December 31, 1982 and deducted from the money needs of the listed municipalities for the 1983 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	\$ 61,682	2	Burnsville	\$ 7,985	*
Anoka	208,400	6	Chaska	15,980	*
Arden Hills	34,006	2	Columbia Heights	33,971	2
Austin	260,863	8	Coon Rapids	451,191	8
Blaine	221,698	4	Crystal	172,699	3
Bloomington	1,623,131	11	Duluth	266,556	1
Brainerd	40,806	1	Eagan	6,235	*
Brooklyn Center	38,893	1	Eden Prairie	237,532	4
Brooklyn Park	7,378	*	Edina	802,325	7

<u>Municipality</u>	<u>Amount</u>	<u>Percent of Basic Needs</u>	<u>Municipality</u>	<u>Amount</u>	<u>Percent of Basic Needs</u>
Faribault	\$ 70,369	2	Richfield	\$ 3,161	*
Fergus Falls	128,635	5	Robbinsdale	251,258	16
Fridley	51,765	2	St. Anthony	34,108	3
Golden Valley	12,756	*	St. Cloud	252,241	2
Hopkins	320,653	12	St. Louis Park	57,350	1
Inver Grove Heights	23,142	*	St. Paul	1,740,782	2
Lakeville	230,065	2	Sauk Rapids	54,561	2
Litchfield	123,363	5	Shakopee	21,176	1
Mankato	678,164	12	Shoreview	69,982	2
Maple Grove	11,706	*	South St. Paul	183,942	6
Marshall	12,703	*	Stillwater	8,993	*
Minneapolis	883,769	1	Thief River Falls	46,831	2
Minnetonka	1,931,165	13	Virginia	35,380	1
Moorhead	7,017	*	West St. Paul	190,000	6
Morris	158,179	8	White Bear Lake	167,468	3
Mound	59,925	4	Willmar	162,076	4
New Brighton	797,477	25	Woodbury	71,559	1
New Hope	191,466	10	Worthington	31,113	2
New Ulm	152,400	4			
Northfield	357,412	9			
North St. Paul	268,676	13			
Orono	28,516	1			
Owatonna	367,636	8			
Plymouth	343,491	6			
			TOTAL	\$15,083,762	2

* Less than 1%

1983 MUNICIPAL STATE AID NEEDS REPORT

Unamortized Bond Account Balance (Amount as of December 31, 1982)

To compensate for unpaid Municipal State Aid obligations that are not reflected in the Municipal State Aid Needs Studies, the Municipal Engineers' Screening Committee 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.

Municipality	Amount of Issue	Unamortized Bond Balance	Total Disbursements and Obligations to December 31, 1982	Unencumbered Balance Available	Bond Account Adjustment
Alexandria	\$ 175,000	\$ 70,000	\$ 175,000	\$ 0	\$ 70,000
Apple Valley	1,225,000	1,015,000	1,225,000	0	1,015,000
Bemidji	325,000	50,000	325,000	0	50,000
Bloomington	3,359,000	1,310,000	2,762,853	31,945 (771,708)	538,292
Brainerd	620,000	415,000	620,000	0	415,000
Brooklyn Center	1,050,000	540,000	1,050,000	0	540,000
Cloquet	405,000	165,000	253,490	151,510	13,490
Cottage Grove	1,280,000	885,000	634,478	645,522	239,478
Detroit Lakes	200,000	80,000	200,000	0	80,000
East Grand Forks	325,000	190,000	325,000	0	190,000
Eden Prairie	2,300,000	2,300,000	0	2,300,000	0
Falcon Heights	245,000	160,000	215,306	29,694	130,306
Faribault	550,000	340,000	550,000	0	340,000
Golden Valley	450,000	30,000	435,320	0 (14,680)	15,320
Grand Rapids	390,000	92,000	390,000	0	92,000

Municipality	Amount of Issue	Unamortized Bond Balance	Total Disbursements and Obligations to December 31, 1982	Unencumbered Balance Available	Bond Account Adjustment
Ham Lake	\$ 330,000	\$ 210,000	\$ 330,000	\$ 0	\$ 210,000
Hibbing	1,350,000	1,200,000	555,013	794,987	405,013
Inver Grove Heights	85,000	10,000	85,000	0	10,000
Little Canada	225,000	225,000	96,051	128,949	96,051
Little Falls	245,000	75,000	222,443	0 (22,557)	52,443
Mankato	610,000	0	582,062	27,938	0
Maple Grove	1,100,000	740,000	1,091,625	8,375	731,625
Maplewood	540,000	335,000	540,000	0	335,000
Marshall	310,000	280,000	235,496	74,504	205,496
Mendota Heights	535,000	330,000	523,628	11,372	318,628
Minneapolis	4,000,000	800,000	4,000,000	0	800,000
Minnetonka	750,000	0	0	0 (619,043)	0*
Mound	275,000	245,000	275,000	0	245,000
Mounds View	140,000	0	133,094	6,906	0
New Hope	304,000	0	218,975	603 (85,025)	0
Northfield	315,000	35,000	257,418	57,582	0
Orono	270,000	210,000	0	270,000	0
Plymouth	270,000	0	270,000	0	0
Redwood Falls	240,000	240,000	68,140	171,860	68,140
St. Cloud	2,335,000	1,525,000	1,164,249	1,170,751	354,249
St. Paul	0	0	0	0	1,952,464
Spring Lake Park	195,000	155,000	156,107	38,893	116,107
Stillwater	255,000	50,000	255,000	0	50,000
Virginia	420,000	335,000	420,000	0	335,000
Woodbury	463,000	210,000	298,936	164,064	45,936
TOTAL	\$28,461,000	\$14,852,000	\$20,939,684	\$7,565,920	\$10,060,038

*Amount of Disbursements reduced due to monies being expended off the Municipal State Aid System:
 Bloomington - \$739,763 (1980-85); Golden Valley - \$14,680 (1979-84); Little Falls - \$22,557 (1979-87);
 New Hope - \$84,422 (1979-83); Minnetonka - \$619,043 (1979-82). TOTAL ADJUSTMENT = \$1,480,465

1983 MUNICIPAL STATE AID NEEDS REPORT

Non-Existent Bridge Construction

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

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

Pursuant to the above resolution, the listed amounts as of December 31, 1982, have been added to the total money needs of each of the following municipalities.

<u>Municipality</u>	<u>Year Constructed</u>	<u>Year of Expiration</u>	<u>Amount</u>
Albert Lea	1976	1991	\$ 245,320
Brainerd	1974	1989	576,113
Brooklyn Center	1974	1989	197,709
Chaska	1974	1989	28,800
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	1997	410,521
Moorhead	1974	1989	7,530
Red Wing	1978	1993	154,168
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			\$6,455,696

* First Year of Adjustment

Note: No non-existent bridges were constructed in 1982 according to our records.

1983 MUNICIPAL STATE AID NEEDS REPORT

Needs Adjustment for Right-of-Way Acquisition

The Municipal Screening Committee 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 Committee 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 1983.

<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>Total Adjust.</u>
Anoka	\$ --	\$ --	\$ --	\$ --	\$ --	\$ --	\$ 28,974	\$ 28,974
Bloomington	--	--	--	--	--	145,300	--	145,300
Cloquet	--	--	51,268	--	--	--	22,271	73,539
Crookston	--	--	--	93,000	56,174	--	--	149,174
Crystal	--	--	--	285,354	47,849	--	--	333,203
Duluth	49,401	--	--	--	--	--	36,200	85,601

<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>Total Adjust.</u>
Fairmont	\$ --	\$ --	\$ --	\$ --	\$ --	\$ 1,825	\$ --	\$ 1,825
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 Hieghts	--	20,997	--	--	--	--	--	20,997
Little Canada	--	--	--	43,300	--	--	--	43,300
Maple Grove	--	--	--	--	18,538	--	--	18,538
Marshall	--	--	--	--	--	58,320	--	58,320
Minneapolis	52,000	310,285	--	789,766	1,959,183	34,351	--	3,145,585
Minnetonka	--	--	--	210,700	--	71,450	--	282,150
Moorhead	21,000	--	--	--	--	--	--	21,000
Morris	--	13,097	--	--	--	--	--	13,097
Owatonna	79,517	34,121	--	--	--	--	--	113,638
Plymouth	25,208	--	--	--	--	--	--	25,208
Ramsey	7,884	--	--	--	--	8,427	18,877	35,188
Red Wing	14,000	--	--	--	--	--	--	14,000
Richfield	--	--	--	--	--	--	1,152,857	1,152,857
Rochester	4,728	--	93,822	--	--	--	--	98,550
St. Louis Park	335,520	--	--	--	--	--	--	335,520
St. Paul	741,034	638,881	12,636	129,673	--	4,921	--	1,527,145
Sauk Rapids	--	--	--	--	9,834	--	--	9,834
Stillwater	--	--	--	--	104,442	--	--	104,442
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	\$8,958,840

1983 MUNICIPAL STATE AID 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 July 1, 1983. Adjustments will be made for additional turnbacks received by December 31, 1983. The total turnback maintenance apportionment has been computed in accordance with the 1967 Screening Committee 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 had maintenance responsibility during the initial year.

To provide an advance payment for the coming year's maintenance obligations, 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.

<u>MSAS Route No.</u>	<u>Date of Release</u>	<u>Total Mileage</u>	<u>Plan Approved</u>	<u>Miles Const.</u>	<u>Miles Eligible Maint.</u>	<u>Date of MSAS Desig.</u>	<u>1982 Maintenance Allowance Months X Miles X \$1500</u>	<u>1983 Miles X \$1500</u>	<u>Total</u>
<u>Anoka</u>									
134	5-79	0.46	Yes	0.36	0.10			0.10 x \$1500 = \$ 150	\$ 150
<u>Austin</u>									
140	10-78	0.85	No		0.85			0.85 x \$1500 = \$ 1275	\$ 1,275
<u>Bemidji</u>									
125	9-82	0.72	No		0.72	12-6-82	1/12 x 0.72 x \$1500 = \$90	0.72 x \$1500 = \$ 1080	\$ 1,170
<u>Duluth</u>									
149	10-1-74	1.05	Yes		1.05			1.05 x \$1500 = \$ 1575	\$ 1,575
<u>Mankato</u>									
120	6-1-77	0.66	Yes	0.42	0.24			0.24 x \$1500 = \$ 360	\$ 360
<u>Marshall</u>									
122	12-1-75	1.44	Yes	1.27	0.17			0.17 x \$1500 = \$ 255	\$ 255

<u>MSAS Route No.</u>	<u>Date of Release</u>	<u>Total Mileage</u>	<u>Plan Approved</u>	<u>Miles Const.</u>	<u>Miles Eligible Maint.</u>	<u>Date of MSAS Desig.</u>	<u>1982 Maintenance Allowance Months X Miles X \$1500</u>	<u>1983 Miles X \$1500</u>	<u>Total</u>
<u>North Mankato</u>									
116	8-78	1.79	No		1.79			1.79 x \$1500 = \$ 2685	\$ 2,685
<u>St. Cloud</u>									
138	10-78	1.92	No	0.14	1.78			1.78 x \$1500 = \$ 2670	
140	10-80	<u>1.55</u>	No	<u>0.14</u>	<u>1.41</u>			<u>1.41</u> x \$1500 = \$ <u>2115</u>	
		3.47		0.28	3.19			3.19 \$ 4785	\$ 4,785
<u>Sauk Rapids</u>									
109	11-1-71	0.89	Yes	0.45	0.44			0.44 x \$1500 = \$ 660	\$ 660
TOTAL		11.33		2.78	8.55		.72/12 x \$1500 = \$90	8.55 x \$1500 = \$12825	\$12,915

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 1983 Municipal Screening Committee, 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 Committee Resolutions, and law that affects the cities of Ely, Luverne, Pipestone and St. Paul Park.

We also recommend 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 committee, 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 1984 Apportionment Sum as provided by Minnesota Statutes, Chapter 162.13, Subdivision 1.

Respectfully submitted,

Henry Spurrier
Secretary

Robert Simon
Chairman

Herbert Reimer
Vice Chairman

Approved:

James Prusak
District 1

Brian Freeberg
District 2

John Dolentz
District 3

Irving Bakken
District 4

Donald Asmus
District 5

Roger Plumb
District 6

Orlin Ortloff
District 7

Duane Aden
District 8

James Kleinschmidt
District 9

J. Paul Davidson
Duluth

Marvin Hoshaw
Minneapolis

Robert Peterson
St. Paul

Attachment: Money Needs Listing

1983 MUNICIPAL STATE AID NEEDS REPORT

1983 Money Needs Recommendations

<u>Municipality</u>	<u>Money Needs</u>
Albert Lea	\$ 3,716,445
Alexandria	1,707,818
Andover	3,953,333
Anoka	3,352,861
Apple Valley	4,288,956
Arden Hills	1,669,499
Austin	3,250,651
Bemidji	3,740,395
Blaine	5,873,068
Bloomington	14,238,125
Brainerd	2,891,793
Brooklyn Center	5,626,864
Brooklyn Park	7,721,279
Burnsville	11,181,118
Champlin	2,638,673
Chanhassen	3,996,271
Chaska	4,027,594
Chisholm	1,658,451
Cloquet	7,257,045
Columbia Heights	1,931,949
Coon Rapids	5,556,926
Cottage Grove	7,754,281
Crookston	3,263,967
Crystal	5,591,035
Detroit Lakes	1,700,559
Duluth	32,984,792
Eagan	8,702,404

<u>Municipality</u>	<u>Money Needs</u>
East Bethel	\$ 2,679,393
East Grand Forks	4,124,628
Eden Prairie	6,879,700
Edina	10,813,284
Elk River	6,107,090
Ely	2,202,794
Eveleth	1,591,545
Fairmont	3,235,664
Falcon Heights	397,403
Faribault	3,402,260
Fergus Falls	2,547,598
Fridley	3,263,349
Golden Valley	7,888,155
Grand Rapids	1,615,650
Ham Lake	2,422,325
Hastings	2,578,959
Hermantown	4,260,855
Hibbing	11,360,049
Hopkins	2,598,614
Hutchinson	1,714,242
International Falls	1,921,288
Inver Grove Heights	5,194,587
Lake Elmo	1,915,551
Lakeville	9,813,059
Litchfield	2,651,607
Little Canada	1,346,472
Little Falls	2,563,012

<u>Municipality</u>	<u>Money Needs</u>
Luverne	\$ 475,294
Mankato	5,689,671
Maple Grove	12,262,324
Maplewood	7,453,728
Marshall	2,214,443
Mendota Heights	3,645,721
Minneapolis	85,572,022
Minnetonka	14,527,079
Montevideo	14,954,840
Moorhead	7,874,549
Morris	1,889,722
Mound	1,339,842
Mounds View	2,364,065
New Brighton	3,209,434
New Hope	1,938,411
New Ulm	3,658,101
Northfield	3,954,518
North Mankato	1,756,522
North St. Paul	2,147,843
Oakdale	3,166,003
Orono	2,174,566
Owatonna	4,713,366
Pipestone	2,513,290
Plymouth	5,589,840
Prior Lake	3,451,163
Ramsey	5,075,683
Red Wing	5,759,102
Redwood Falls	1,090,506
Richfield	1,987,296
Robbinsdale	1,584,988

<u>Municipality</u>	<u>Money Needs</u>
Rochester	\$ 9,053,310
Rosemount	4,224,175
Roseville	4,961,592
St. Anthony	1,207,746
St. Cloud	14,975,272
St. Louis Park	6,630,159
St. Paul	76,200,056
St. Paul Park	1,171,891
St. Peter	1,272,353
Sauk Rapids	2,755,617
Shakopee	3,312,014
Shoreview	3,920,185
South St. Paul	2,928,540
Spring Lake Park	1,043,716
Stillwater	3,418,073
Thief River Falls	2,863,854
Vadnais Heights	959,438
Virginia	2,452,295
Waseca	1,102,973
West St. Paul	3,274,066
White Bear Lake	5,307,051
Willmar	4,238,562
Winona	4,454,663
Woodbury	9,243,884
Worthington	1,939,717
TOTAL	\$641,310,419

1983 MUNICIPAL STATE AID NEEDS REPORT

Comparison of 1983 to the Tentative 1984 Money Needs Apportionment

Comparing the actual 1983 to the tentative 1984 money needs apportionment which is based on the 1983 apportionment amount, we find that 58 cities show an increase in apportionment, and 18 have an increase of 10 percent or more. And 11 of the 52 cities which have decreased are 10 percent or larger.

The explanations for these changes from the 1982 apportionment are reflected in the "1983 M.S.A.S. Needs Study Update" and the "Tentative 1984 Money Needs Apportionment Determination" which appear previously in the book. Also, a detailed explanation of each variance is available on request.

1983 MUNICIPAL STATE AID NEEDS REPORT

1983 to 1984 Money Needs Apportionment (Based on the 1983 Apportionment Sum)

Municipality	1983	Tentative	Increase		Decrease	
	Money Needs Apportionment	1984 Money Needs Apportionment	Amount	%	Amount	%
Albert Lea	\$ 129,268	\$ 130,314	\$ 1,046	1		
Alexandria	63,332	57,321			6,011	9
Andover	139,973	143,769	3,796	3		
Anoka	115,796	118,083	2,287	2		
Apple Valley	187,491	198,295	10,804	6		
Arden Hills	62,779	61,145			1,634	3
Austin	101,591	90,216			11,375	11
Bemidji	126,326	130,901	4,575	4		
Blaine	206,492	207,106	614	—		
Bloomington	483,416	497,185	13,769	3		
Brainerd	135,510	139,421	3,911	3		
Brooklyn Center	242,444	236,494			5,950	2
Brooklyn Park	259,283	288,394	29,111	11		
Burnsville	514,554	392,116			122,438	24
Champlin	112,045	96,907			15,138	14
Chanhassen	101,556	149,406	47,850	47		
Chaska	137,093	134,891			2,202	2
Chisholm	62,724	61,757			967	2
Cloquet	304,841	263,019			41,822	14
Columbia Heights	61,854	59,975			1,879	3
Coon Rapids	184,234	183,623			611	—
Cottage Grove	273,309	282,216	8,907	3		
Crookston	111,898	124,696	12,798	11		
Crystal	0	153,026	153,026	**		
Detroit Lakes	57,021	57,830	809	1		
Duluth	1,162,840	1,146,629			16,211	1
Eagan	319,027	322,457	3,430	1		
East Bethel	96,203	99,217	3,014	3		
East Grand Forks	70,854	160,542	89,688	127		
Eden Prairie	319,319	248,326			70,993	22
Edina	371,610	363,949			7,661	2
Elk River	215,333	214,313			1,020	—
Ely	(17,279)*	(23,568)*	(6,289)*	36		
Eveleth	60,466	59,193			1,273	2
Fairmont	107,978	110,335	2,357	2		
Falcon Heights	19,076	19,729	653	3		

<u>Municipality</u>	1983	Tentative 1984	Increase		Decrease	
	<u>Money Needs Apportionment</u>	<u>Money Needs Apportionment</u>	<u>Amount</u>	<u>%</u>	<u>Amount</u>	<u>%</u>
Faribault	\$ 129,768	\$ 137,279	\$ 7,511	6	\$	
Fergus Falls	93,515	81,907			11,608	12
Fridley	97,956	97,761			195	--
Golden Valley	286,437	287,655	1,218	--		
Grand Rapids	82,237	84,549	2,312	3		
Ham Lake	97,249	97,701	452	--		
Hastings	97,865	97,805			60	--
Hermantown	147,527	151,636	4,109	3		
Hibbing	506,863	440,376			66,487	13
Hopkins	79,345	73,427			5,918	7
Hutchinson	74,695	72,024			2,671	4
International Falls	41,683	71,830	30,147	72		
Inver Grove Heights	192,691	194,500	1,809	1		
Lake Elmo	67,616	68,396	780	1		
Lakeville	309,976	345,668	35,692	12		
Lino Lakes	17,305	17,704	399	2		
Litchfield	69,143	82,181	13,038	19		
Little Canada	42,462	55,100	12,638	30		
Little Falls	94,325	94,099			226	--
Luverne	(3,835)*	(4,859)*	(1,024)*	27		
Mankato	179,746	170,552			9,194	5
Maple Grove	479,321	486,051	6,730	1		
Maplewood	302,277	316,053	13,776	5		
Marshall	75,778	92,433	16,655	22		
Mendota Heights	135,506	134,959			547	--
Minneapolis	3,218,296	3,329,041	110,745	3		
Minnetonka	451,005	448,324			2,681	1
Montevideo	59,622	70,784	11,162	19		
Moorhead	275,064	262,333			12,731	5
Morris	85,243	65,226			20,017	23
Mound	56,303	54,669			1,634	3
Mounds View	75,831	72,577			3,254	4
New Brighton	86,764	86,828	064	--		
New Hope	59,729	58,782			947	2
New Ulm	130,212	124,524			5,688	4
Northfield	126,729	124,382			2,347	2
North Mankato	68,440	53,506			14,934	22
North St. Paul	63,725	70,255	6,530	10		
Oakdale	101,486	107,980	6,494	6		

<u>Municipality</u>	1983	Tentative 1984	Increase		Decrease	
	Money Needs <u>Apportionment</u>	Money Needs <u>Apportionment</u>	<u>Amount</u>	<u>%</u>	<u>Amount</u>	<u>%</u>
Orono	\$ 75,433	\$ 77,081	\$ 1,648	2	\$	
Owatonna	160,965	161,872	907	1		
Pipestone	(22,884)*	(31,798)*	(8,914)*	39		
Plymouth	176,765	197,072	20,307	11		
Prior Lake	125,743	128,159	2,416	2		
Ramsey	188,288	191,077	2,789	1		
Red Wing	199,114	201,488	2,374	1		
Redwood Falls	43,075	43,318	243	1		
Richfield	71,896	114,359	42,463	59		
Robbinsdale	50,155	49,863			292	1
Rochester	311,737	288,382			23,355	7
Rosemount	147,116	144,653			2,463	2
Roseville	190,367	185,496			4,871	3
St. Anthony	33,294	35,893	2,599	8		
St. Cloud	596,762	568,469			28,293	5
St. Louis Park	280,614	277,337			3,277	1
St. Paul	3,023,811	2,826,541			197,270	7
St. Paul Park	(12,183)*	(17,275)*	(5,092)*	42		
St. Peter	46,853	38,923			7,930	17
Sauk Rapids	105,005	96,798			8,207	8
Shakopee	114,546	112,255			2,291	2
Shoreview	126,805	133,115	6,310	5		
South St. Paul	102,922	101,189			1,733	2
Spring Lake Park	35,379	37,112	1,733	5		
Stillwater	123,847	125,057	1,210	1		
Thief River Falls	97,422	93,111			4,311	4
Vadnais Heights	33,059	31,087			1,972	6
Virginia	93,956	101,483	7,527	8		
Waseca	33,788	37,597	3,809	11		
West St. Paul	111,813	105,907			5,906	5
White Bear Lake	198,625	192,150			6,475	3
Willmar	175,212	152,321			22,891	13
Winona	169,036	162,834			6,202	4
Woodbury	315,334	320,459	5,125	2		
Worthington	60,947	59,525			1,422	2
TOTAL	\$23,153,136	\$23,153,136	\$797,485		\$797,485	

*Cities not reclassified as defined in Chapter 169, Section 52, Subdivision 4 of 1981 Laws. These cities which received 33 percent of their 1981 apportionment in 1983 will divide \$155,000 in 1984 and \$163,500 in 1985 based on the same ratio as the amount allocated to each in 1983.

**Crystal did not receive a money needs apportionment in 1983 due to an unencumbered construction balance adjustment.

1983 MUNICIPAL STATE AID NEEDS REPORT

Theoretical 1984 M.S.A.S. Population Apportionment

The following theoretical 1984 population apportionment is based on the actual 1983 apportionment sum, and population figures current as of December 31, 1982. The final population data will be certified December 31, 1983, by the Secretary of State and the actual apportionment sum available to urban municipalities in 1984 will be provided by the Office of Finance and Accounting in January of 1984.

Based on 106 cities over 5,000 population (not including Ely, Luverne, Pipestone and St. Paul Park), each person presently earns approximately \$9.41 in apportionment. This figure will be somewhat revised when the actual revenue for the 1984 apportionment becomes available, or if additional cities should exceed 5,000 population prior to January 1, 1983.

1983 MUNICIPAL STATE AID NEEDS REPORT

Population Apportionment

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

<u>Municipalities</u>	<u>Population</u>	<u>Population Factor</u>	<u>Population Apportionment</u>
Albert Lea	19,435	.7914	\$ 182,621
Alexandria	7,608	.3098	71,488
Andover	9,387	.3823	88,218
Anoka	15,634	.6367	146,923
Apple Valley	21,818	.8885	205,027
Arden Hills	8,012	.3263	75,296
Austin	23,020	.9374	216,311
Bemidji	10,949	.4459	102,894
Blaine	28,558	1.1629	268,347
Bloomington	81,831	3.3323	768,949
Brainerd	11,489	.4679	107,971
Brooklyn Center	31,230	1.2718	293,476
Brooklyn Park	43,332	1.7646	407,193
Burnsville	35,674	1.4527	335,220
Champlin	9,006	.3667	84,618
Chanhassen	6,359	.2590	59,766
Chaska	8,346	.3399	78,434
Chisholm	5,930	.2415	55,728
Cloquet	11,142	.4537	104,694
Columbia Heights	20,029	.8156	188,205
Coon Rapids	35,826	1.4589	336,650
Cottage Grove	18,994	.7735	178,490
Crookston	8,628	.3514	81,088
Crystal	25,543	1.0402	240,033
Detroit Lakes	7,106	.2894	66,781
Duluth	92,811	3.7795	872,144
Eagan	20,532	.8361	192,935
East Bethel	6,626	.2698	62,258
East Grand Forks	8,537	.3476	80,211
Eden Prairie	16,263	.6623	152,830
Edina	46,073	1.8762	432,945
Elk River	6,785	.2763	63,758
Ely	(4,820)*	*	(19,522) *

<u>Municipalities</u>	<u>Population</u>	<u>Population Factor</u>	<u>Population Apportionment</u>
Eveleth	5,042	.2053	\$ 47,374
Fairmont	11,506	.4685	108,109
Falcon Heights	5,291	.2155	49,728
Faribault	16,241	.6614	152,622
Fergus Falls	12,519	.5098	117,640
Fridley	30,228	1.2310	284,061
Golden Valley	22,775	.9275	214,027
Grand Rapids	7,934	.3231	74,557
Ham Lake	7,832	.3189	73,588
Hastings	12,827	.5223	120,524
Hermantown	6,759	.2752	63,504
Hibbing	21,193	.8630	199,143
Hopkins	15,336	.6245	144,107
Hutchinson	9,330	.3799	87,664
International Falls	5,671	.2309	53,282
Inver Grove Heights	17,171	.6992	161,345
Lake Elmo	5,296	.2157	49,774
Lakeville	14,790	.6023	138,985
Lino Lakes	5,587	.2275	52,497
Litchfield	5,904	.2404	55,474
Little Canada	7,102	.2892	66,735
Little Falls	7,250	.2952	68,119
Luverne	(4,568)*	*	(18,499)*
Mankato	28,651	1.1667	269,223
Maple Grove	20,525	.8358	192,866
Maplewood	26,990	1.0991	253,624
Marshall	11,161	.4545	104,879
Mendota Heights	7,288	.2968	68,488
Minneapolis	370,951	15.1060	3,485,806
Minnetonka	38,683	1.5753	363,511
Montevideo	5,845	.2380	54,920
Moorhead	29,998	1.2216	281,892
Morris	5,385	.2193	50,605
Mound	9,280	.3779	87,203
Mounds View	12,593	.5128	118,332
New Brighton	23,269	.9476	218,665
New Hope	23,087	.9402	216,957
New Ulm	13,755	.5601	129,247
Northfield	12,562	.5116	118,055
North Mankato	9,145	.3724	85,934
North St. Paul	11,921	.4855	112,032
Oakdale	12,123	.4937	113,924

<u>Municipalities</u>	<u>Population</u>	<u>Population Factor</u>	<u>Population Apportionment</u>
Orono	6,845	.2787	\$ 64,312
Owatonna	18,632	.7587	175,075
Pipestone	(4,887)*	*	(19,786)*
Plymouth	31,615	1.2874	297,076
Prior Lake	7,284	.2966	68,442
Ramsey	10,093	.4110	94,841
Red Wing	13,736	.5594	129,085
Redwood Falls	5,210	.2122	48,966
Richfield	37,851	1.5414	355,688
Robbinsdale	14,422	.5873	135,523
Rochester	57,855	2.3560	543,662
Rosemount	5,083	.2070	47,767
Roseville	35,820	1.4587	336,604
St. Anthony	7,981	.3250	74,996
St. Cloud	42,566	1.7334	399,993
St. Louis Park	42,931	1.7483	403,431
St. Paul	270,230	11.0044	2,539,335
St. Paul Park	(4,864)*	*	(19,693)*
St. Peter	9,056	.3688	85,103
Sauk Rapids	5,793	.2359	54,435
Shakopee	9,941	.4048	93,410
Shoreview	17,300	.7045	162,568
South St. Paul	21,235	.8647	199,535
Spring Lake Park	6,477	.2638	60,874
Stillwater	12,322	.5018	115,794
Thief River Falls	9,105	.3708	85,564
Vadnais Heights	5,111	.2081	48,020
Virginia	11,056	.4502	103,887
Waseca	8,219	.3347	77,234
West St. Paul	18,527	.7545	174,106
White Bear Lake	22,538	.9178	211,788
Willmar	15,895	.6473	149,369
Winona	25,075	1.0211	235,625
Woodbury	10,297	.4193	96,756
Worthington	10,243	.4171	96,248
TOTAL	2,474,792	100.0000	\$23,153,136
	- (19,139)*		- (77,500)*
	<u>2,455,653</u>		<u>\$23,075,636</u>

* Cities not reclassified as defined in Chapter 169, Section 52, Subdivision 4 of 1981 Laws. These cities will divide \$155,000 in 1984, and \$163,500 in 1985 based on the same ratio as the amount allocated to each in 1983. (See the total apportionment.)

1983 MUNICIPAL STATE AID NEEDS REPORT

Total Tentative 1984 M.S.A.S. Apportionment

Based on the actual 1983 apportionment amount, the following tabulation shows each municipality's tentative money needs and population apportionment amounts for 1984. The tentative percentages shown in this summary are for informational purposes only.

The actual revenue will be announced in January, 1984, when the Commissioner of Transportation determines the amount Municipal State-Aid allotment.

1983 MUNICIPAL STATE AID NEEDS REPORT

Theoretical 1984 M.S.A.S. Total Apportionment (Based on the Actual 1983 Apportionment Sum)

<u>Municipality</u>	<u>Population Apportionment</u>	<u>Money Needs Apportionment</u>	<u>Total Apportionment</u>	<u>Total Distribution Percentage</u>
Albert Lea	\$ 182,621	\$ 130,314	\$ 312,935	.6758
Alexandria	71,488	57,321	128,809	.2782
Andover	88,218	143,769	231,987	.5010
Anoka	146,923	118,083	265,006	.5723
Apple Valley	205,027	198,295	403,322	.8710
Arden Hills	75,296	61,145	136,441	.2946
Austin	216,311	90,216	306,527	.6620
Bemidji	102,894	130,901	233,795	.5049
Blaine	268,347	207,106	475,453	1.0268
Bloomington	768,949	497,185	1,266,134	2.7343
Brainerd	107,971	139,421	247,392	.5343
Brooklyn Center	293,476	236,494	529,970	1.1445
Brooklyn Park	407,193	288,394	695,587	1.5021
Burnsville	335,220	392,116	727,336	1.5707
Champlin	84,618	96,907	181,525	.3921
Chanhassen	59,766	149,406	209,172	.4517
Chaska	78,434	134,891	213,325	.4607
Chisholm	55,728	61,757	117,485	.2537
Cloquet	104,694	263,019	367,713	.7941
Columbia Heights	188,205	59,975	248,180	.5360
Coon Rapids	336,650	183,623	520,273	1.1235
Cottage Grove	178,490	282,216	460,706	.9949
Crookston	81,088	124,696	205,784	.4444
Crystal	240,033	153,026	393,059	.8488
Detroit Lakes	66,781	57,830	124,611	.2691
Duluth	872,144	1,146,629	2,018,773	4.3596
Eagan	192,935	322,457	515,392	1.1130
East Bethel	62,258	99,217	161,475	.3487
East Grand Forks	80,211	160,542	240,753	.5199
Eden Prairie	152,830	248,326	401,156	.8663
Edina	432,945	363,949	796,894	1.7209
Elk River	63,758	214,313	278,071	.6005
Ely	(19,522)*	(23,568)*	(43,090)*	.0931
Eveleth	47,374	59,193	106,567	.2301
Fairmont	108,109	110,335	218,444	.4717
Falcon Heights	49,728	19,729	69,457	.1500

<u>Municipality</u>	<u>Population Apportionment</u>	<u>Money Needs Apportionment</u>	<u>Total Apportionment</u>	<u>Total Distribution Percentage</u>
Faribault	\$ 152,622	\$ 137,279	\$ 289,901	.6261
Fergus Falls	117,640	81,907	199,547	.4309
Fridley	284,061	97,761	381,822	.8246
Golden Valley	214,027	287,655	501,682	1.0834
Grand Rapids	74,557	84,549	159,106	.3436
Ham Lake	73,588	97,701	171,289	.3699
Hastings	120,524	97,805	218,329	.4715
Hermantown	63,504	151,636	215,140	.4646
Hibbing	199,143	440,376	639,519	1.3811
Hopkins	144,107	73,427	217,534	.4698
Hutchinson	87,664	72,024	159,688	.3449
International Falls	53,282	71,830	125,112	.2702
Inver Grove Heights	161,345	194,500	355,845	.7685
Lake Elmo	49,774	68,396	118,170	.2552
Lakeville	138,985	345,668	484,653	1.0466
Lino Lakes	52,497	17,704	70,201	.1516
Litchfield	55,474	82,181	137,655	.2973
Little Canada	66,735	55,100	121,835	.2631
Little Falls	68,119	94,099	162,218	.3503
Luverne	(18,499)*	(4,859)*	(23,358)*	.0504
Mankato	269,223	170,552	439,775	.9497
Maple Grove	192,866	486,051	678,917	1.4661
Maplewood	253,624	316,053	569,677	1.2302
Marshall	104,879	92,433	197,312	.4261
Mendota Heights	68,488	134,959	203,447	.4394
Minneapolis	3,485,806	3,329,041	6,814,847	14.7169
Minnetonka	363,511	448,324	811,835	1.7532
Montevideo	54,920	70,784	125,704	.2715
Moorhead	281,892	262,333	544,225	1.1753
Morris	50,605	65,226	115,831	.2501
Mound	87,203	54,669	141,872	.3064
Mounds View	118,332	72,577	190,909	.4123
New Brighton	218,665	86,828	305,493	.6597
New Hope	216,957	58,782	275,739	.5955
New Ulm	129,247	124,524	253,771	.5480
Northfield	118,055	124,382	242,437	.5236
North Mankato	85,934	53,506	139,440	.3011
North St. Paul	112,032	70,255	182,287	.3937
Oakdale	113,924	107,980	221,904	.4792

<u>Municipality</u>	<u>Population Apportionment</u>	<u>Money Needs Apportionment</u>	<u>Total Apportionment</u>	<u>Total Distribution Percentage</u>
Orono	\$ 64,312	\$ 77,081	\$ 141,393	.3053
Owatonna	175,075	161,872	336,947	.7276
Pipestone	(19,786)*	(31,798)*	(51,584)*	.1114
Plymouth	297,076	197,072	494,148	1.0671
Prior Lake	68,442	128,159	196,601	.4246
Ramsey	94,841	191,077	285,918	.6174
Red Wing	129,085	201,488	330,573	.7139
Redwood Falls	48,966	43,318	92,284	.1993
Richfield	355,688	114,359	470,047	1.0151
Robbinsdale	135,523	49,863	185,386	.4003
Rochester	543,662	288,382	832,044	1.7968
Rosemount	47,767	144,653	192,420	.4155
Roseville	336,604	185,496	522,100	1.1275
St. Anthony	74,996	35,893	110,889	.2395
St. Cloud	399,993	568,469	968,462	2.0914
St. Louis Park	403,431	277,337	680,768	1.4701
St. Paul	2,539,335	2,826,541	5,365,876	11.5878
St. Paul Park	(19,693)*	(17,275)*	(36,968)*	.0798
St. Peter	85,103	38,923	124,026	.2678
Sauk Rapids	54,435	96,798	151,233	.3266
Shakopee	93,410	112,255	205,665	.4441
Shoreview	162,568	133,115	295,683	.6385
South St. Paul	199,535	101,189	300,724	.6494
Spring Lake Park	60,874	37,112	97,986	.2116
Stillwater	115,794	125,057	240,851	.5201
Thief River Falls	85,564	93,111	178,675	.3859
Vadnais Heights	48,020	31,087	79,107	.1708
Virginia	103,887	101,483	205,370	.4435
Waseca	77,234	37,597	114,831	.2480
West St. Paul	174,106	105,907	280,013	.6047
White Bear Lake	211,788	192,150	403,938	.8723
Willmar	149,369	152,321	301,690	.6515
Winona	235,625	162,834	398,459	.8605
Woodbury	96,756	320,459	417,215	.9010
Worthington	96,248	59,525	155,773	.3364
TOTAL	\$23,075,636	\$23,075,636	\$46,151,272	100.0000
			155,000*	
			\$46,306,272	

* Cities not reclassified as defined in Chapter 169, Section 52, Subdivision 4 of 1981 Laws. These cities will divide \$155,000 in 1984, and \$163,500 in 1985 based on the same ratio as the amount allocated to each in 1983.

1983 MUNICIPAL STATE AID NEEDS REPORT

Comparison of Total 1983 to the Tentative 1984 Apportionment

Comparing the actual 1983 to the tentative 1984 total apportionment, we find that 57 municipalities increase, and 53 decrease.

Eleven cities had increases which exceeded ten percent.

Burnsville, Cloquet, Eden Prairie, Morris, and North Mankato were the only 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 1984.

1983 MUNICIPAL STATE AID NEEDS REPORT

1983 to 1984 Apportionment Comparison (Based on 1983 Apportionment Sum)

<u>Municipality</u>	<u>1983 Total Apportionment</u>	<u>Tentative 1984 Total Apportionment</u>	<u>Increase Amount</u>	<u>%</u>	<u>Decrease Amount</u>	<u>%</u>
Albert Lea	\$ 312,101	\$ 312,935	\$ 834	--	\$	
Alexandria	134,903	128,809			6,094	5
Andover	228,294	231,987	3,693	2		
Anoka	262,889	265,006	2,117	1		
Apple Valley	392,756	403,322	10,566	3		
Arden Hills	138,162	136,441			1,721	1
Austin	318,154	306,527			11,627	4
Bemidji	229,340	233,795	4,455	2		
Blaine	475,151	475,453	302	--		
Bloomington	1,253,259	1,266,134	12,875	1		
Brainerd	243,606	247,392	3,786	2		
Brooklyn Center	536,261	529,970			6,291	1
Brooklyn Park	666,949	695,587	28,638	4		
Burnsville	850,164	727,336			122,828	14
Champlin	196,762	181,525			15,237	8
Chanhassen	161,391	209,172	47,781	30		
Chaska	215,618	213,325			2,293	1
Chisholm	118,517	117,485			1,032	1
Cloquet	409,657	367,713			41,944	10
Columbia Heights	250,278	248,180			2,098	1
Coon Rapids	521,276	520,273			1,003	--
Cottage Grove	452,007	460,706	8,699	2		
Crookston	193,080	205,784	12,704	7		
Crystal	240,312	393,059	152,747	64		
Detroit Lakes	123,880	124,611	731	1		
Duluth	2,035,998	2,018,773			17,225	1
Eagan	512,187	515,392	3,205	1		
East Bethel	158,533	161,475	2,942	2		
East Grand Forks	151,158	240,753	89,595	59		
Eden Prairie	472,327	401,156			71,171	15
Edina	805,059	796,894			8,165	1
Elk River	279,165	278,071			1,094	--
Ely	(29,703)	(43,090)*	(13,387)*	45		

<u>Municipality</u>	<u>1983 Total Apportionment</u>	<u>Tentative 1984 Total Apportionment</u>	<u>Increase Amount</u>	<u>%</u>	<u>Decrease Amount</u>	<u>%</u>
Eveleth	\$ 107,895	\$ 106,567	\$		\$ 1,328	1
Fairmont	216,213	218,444	2,231	1		
Falcon Heights	68,862	69,457	595	--		
Faribault	282,568	289,901	7,333	3		
Fergus Falls	211,291	199,547			11,744	6
Fridley	382,347	381,822			525	--
Golden Valley	500,712	501,682	970	--		
Grand Rapids	156,881	159,106	2,225	1		
Ham Lake	170,923	171,289	366	--		
Hastings	218,529	218,329			200	--
Hermantown	211,105	215,140	4,035	2		
Hibbing	706,237	639,519			66,718	9
Hopkins	223,620	217,534			6,086	3
Hutchinson	162,461	159,688			2,773	2
International Falls	95,027	125,112	30,085	32		
Inver Grove Heights	354,223	355,845	1,622	--		
Lake Elmo	117,448	118,170	722	1		
Lakeville	449,122	484,653	35,531	8		
Lino Lakes	69,863	70,201	338	--		
Litchfield	124,681	137,655	12,974	19		
Little Canada	109,274	121,835	12,561	11		
Little Falls	162,524	162,218			306	--
Luverne	(16,101)	(23,358)*	(7,257)*	45		
Mankato	449,283	439,775			9,508	2
Maple Grove	672,411	678,917	6,506	1		
Maplewood	556,196	569,677	13,481	2		
Marshall	180,779	197,312	16,533	9		
Mendota Heights	204,074	203,447			627	--
Minneapolis	6,708,154	6,814,847	106,693	2		
Minnetonka	814,938	811,835			3,103	--
Montevideo	114,606	125,704	11,098	7		
Moorhead	557,284	544,225			13,059	2
Morris	135,907	115,831			20,076	15
Mound	143,607	141,872			1,735	1
Mounds View	194,301	190,909			3,392	2
New Brighton	305,683	305,493			190	--
New Hope	276,938	275,739			1,199	--
New Ulm	259,609	253,771			5,838	2
Northfield	244,921	242,437			2,484	1
North Mankato	154,474	139,440			15,034	10
North St. Paul	175,888	182,287	6,399	4		
Oakdale	215,543	221,904	6,361	3		

Municipality	1983 Total Apportionment	Tentative 1984 Total Apportionment	Increase		Decrease	
			Amount	%	Amount	%
Orono	\$ 139,820	\$ 141,393	\$ 1,573	1	\$	
Owatonna	336,243	336,947	704	—		
Pipestone	(35,566)	(51,584)*	(16,018)*	45		
Plymouth	474,186	494,148	19,962	4		
Prior Lake	194,265	196,601	2,336	1		
Ramsey	283,239	285,918	2,679	1		
Red Wing	328,349	330,573	2,224	1		
Redwood Falls	92,099	92,284	185	—		
Richfield	427,997	470,047	42,050	10		
Robbinsdale	185,836	185,386			450	—
Rochester	856,031	832,044			23,987	3
Rosemount	194,938	192,420			2,518	1
Roseville	527,363	522,100			5,263	1
St. Anthony	108,377	110,889	2,512	2		
St. Cloud	997,220	968,462			28,758	3
St. Louis Park	684,514	680,768			3,746	1
St. Paul	5,566,099	5,365,876			200,223	4
St. Paul Park	(25,482)	(36,968)*	(11,486)*	45		
St. Peter	132,055	124,026			8,029	6
Sauk Rapids	159,504	151,233			8,271	5
Shakopee	208,065	205,665			2,400	1
Shoreview	289,562	295,683	6,121	2		
South St. Paul	302,689	300,724			1,965	1
Spring Lake Park	96,323	97,986	1,663	2		
Stillwater	239,775	240,851	1,076	—		
Thief River Falls	183,086	178,675			4,411	2
Vadnais Heights	81,135	79,107			2,028	3
Virginia	197,963	205,370	7,407	4		
Waseca	111,112	114,831	3,719	3		
West St. Paul	286,121	280,013			6,108	2
White Bear Lake	410,659	403,938			6,721	2
Willmar	324,754	301,690			23,064	7
Winona	404,935	398,459			6,476	2
Woodbury	412,203	417,215	5,012	1		
Worthington	157,307	155,773			1,534	1
TOTAL	\$46,306,272	\$46,306,272	\$811,700		\$811,700	

*Cities not reclassified as defined in Chapter 169, Section 52, Subdivision 4 of 1981 Laws. These cities which received 33 percent of their 1981 apportionment in 1983 will divide \$155,000 in 1984 and \$163,500 in 1985 based on the same ratio as the amount allocated to each in 1983.

-- Less than 1%

MINUTES OF THE UNENCUMBERED CONSTRUCTION FUND SUBCOMMITTEE MEETING
Wednesday, August 17, 1983

Mankato City Hall
Mankato, Minnesota

Subcommittee Members:

Duane Aden -- Marshall, Chairman
Paul Baker -- Mankato
Charles Honchell -- Roseville

Others in Attendance:

Robert Simon -- South St. Paul - Chairman, 1983 Screening Committee
George Quickstad -- Minnesota Department of Transportation

Meeting was called to order at 9:45 A.M., by Chairman Duane Aden.

The subcommittee discussed the guidelines by which the meeting would be conducted until 10:00 A.M., at which time the interviews began.

The following format was used for conducting each interview in the same manner:

THE CHAIRMAN WILL:

1. Review the rules that apply.
2. Explain 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 Engineer.
 - c. Plan approval by 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 statewide account (\$38,000,000 as of 12/31/82).
 - b. Possible legislative action.

OTHER SUBCOMMITTEE MEMBERS WILL:

1. Ask other applicable questions.
 - a. Are city councils aware of Screening Committee rules?
 - b. What financial impact the rules would have on each community.
 - c. Status and support of 5-year Capital Improvement Fund.
 - d. What is anticipated construction next year to avoid the problem being continued.

The primary screening committee rules that are applicable are:

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.

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 6/30/83	1983 CONSTRUCTION ALLOTMENT	RATIO
1. CRYSTAL	\$1,658,426	\$180,234	9.20

The City of Crystal has had its needs adjusted for the past 3 years. William Sherburne, City Engineer, called George Quickstad of Mn/DOT prior to the meeting. He indicated to Mr. Quickstad that there was no new information available and the status of the situation was the same as had been last year.

RECOMMENDED ACTION: The construction needs for the City of Crystal be reduced by 5 times their present construction fund balance less the current construction allotment period.

	AMOUNT AVAILABLE AS OF 6/30/83	1983 CONSTRUCTION ALLOTMENT	RATIO
2. CHASKA	\$432,376	\$202,733	2.13

Glenn Cook of the consulting firm of Bonestroo, Rosene, Anderlik and Associates, represented the city at the meeting. He indicated that the city is currently developing a project in cooperation with Mn/DOT to construct traffic control improvements along TH 41 at Crosstown Blvd., Engler Road and Hunter Road. This \$350,000 project would require approximately \$100,000 of MSAS funds from the City of Chaska. The project is in location design status now and may be taken to contract before the end of the year. The city is also reviewing projects to be taken to construction in the next few years. These include Staughton, Co. Rd. 10 and Pioneer Rd. They hope to get a \$400,000 project moving by the end of this year and another in June of 1984.

The city is still hopeful of the project moving quickly enough to meet the rules and will be sending a letter to George Quickstad before October, 1983, updating the situation.

RECOMMENDED ACTION: The construction needs for the City of Chaska be reduced by 2 times their present construction fund balance less current construction allotment prior to the 1983 apportionments, unless significant progress is made in accordance with the guidelines which would result in the unencumbered construction fund balance being reduced by December 31, 1983, conform to the regulation. In the event that the screening committee accepts the probability that the construction will, indeed, occur late in 1983 and does not move to have the construction needs adjusted and said project does not, in fact, move at the anticipated rate before the end of 1983; then it is further recommended that in 1984 the needs be adjusted for the City of Chaska by reducing it by a factor of 2 times the balance in the construction fund that existed as of June 30, 1983.

	AMOUNT AVAILABLE AS OF 6/30/83	1983 CONSTRUCTION ALLOTMENT	RATIO
3. HUTCHINSON	\$358,563	\$151,016	2.37

Marlow Priebe, Director of Engineering for the City of Hutchinson, represented the community at the meeting. He stated that this past year did award a contract, but found that past overpayments from the state has caused the entire amount of his requested use of MSAS funds to be eliminated.

The city is, however, also progressing on five other MSAS projects with an estimated total MSAS funding of \$236,483. On three of these projects hearings have already been held and it is expected that bids would be taken during 1983. These projects total approximately \$87,700 of estimated MSAS funds. The committee indicated that at the very latest, these bid dates should be established by December 1, 1983.

RECOMMENDED ACTION: The construction needs for the City of Hutchinson be reduced by 2 times their present construction fund less the current construction allotment period to the 1983 apportionment unless they have succeeded in progressing projects to the point of having bid dates established by December 1, 1983, which would bring their construction balance into line with the rules. In the event that the screening committee accepts the probability that the construction will, indeed, occur late in 1983 and does not move to have the construction needs adjusted and said project does not, in fact, move at the anticipated rate before the end of 1983; then it is further recommended that in 1984 the needs be adjusted for the City of Hutchinson by reducing it by a factor of 2 times the balance in the construction fund that existed as of June 30, 1983.

	AMOUNT AVAILABLE AS OF 6/30/83	1983 CONSTRUCTION ALLOTMENT	RATIO
4. LITCHFIELD	\$330,095	\$114,586	2.88

Wayne Carlson, City Administrator, represented the community at the meeting. He informed the committee that on July 15, 1983, the State Aid Project 47-611-18

for the improvement to County State Aid Highway No. 11 was awarded. Construction has now begun on that project which is utilizing \$48,438 of MSAS money from the City of Litchfield. This would reduce their unencumbered construction balance to an amount which meets the criteria set forth in the rules.

An additional expenditure of \$222,000 of MSAS funds is currently being considered by the city for a Ripley St. improvement. At this point, right-of-way problems and matching funds are slowing up the project, but is expected that it will go to contract in the spring of 1984. This would avoid the reoccurrence of problems in the foreseeable future.

RECOMMENDED ACTION: None, as the community is now within the guidelines.

	AMOUNT AVAILABLE AS OF 6/30/83	1983 CONSTRUCTION ALLOTMENT	RATIO
5. MOUNDSVIEW	\$422,789	\$184,086	2.30

John Johnson, Director of Public Works, represented the community at this meeting. He indicated that the city had been developing its overall city approach to storm drainage problems over the last 5 years and as such been unable to pursue any projects. Final deliberation is anticipated this fall to guide the community in its future decision. The city had been working with Ramsey County and the State to have various improvements done on those roadway systems with MSAS funds being utilized for local shares. These projects, however, are not currently high enough on the priority system of these organizations to cause the construction to take place until 1986 or 1987 at the earliest.

A set of resurfacing projects had been developed by the city with the expectation that this 3½ miles of work would be done late in 1983. The day before the subcommittee's meeting, however, the Mn/DOT review of these plans indicated that the projects would not be acceptable for MSAS funding because of the unsuitability of the subsoils and the failure of the design, therefore, to meet the standards. Mr. Johnson indicated the city would now attempt to modify its original resurfacing plans for the reconstruction of some of these roadways. This would result in a change in the schedule and the extent of the improvement. The actual timeframe is unknown at this point, but every effort would be made to have this accomplished to the point of establishing a bid letting date by December 1, 1983. He was to provide a letter to Mr. Quickstad by October 1, indicating the progress of this endeavor.

RECOMMENDED ACTION: The construction needs of the City of Moundsvie be reduced by 2 times their present construction fund balance less the current construction allotment prior to the 1983 apportionment unless the city is able to provide reasonable probability that they will make significant progress on projects to reach a point of establishing a bid date by December 1, 1983, which would lead to the reduction of the unencumbered construction funds to the point where it met the regulation. In the event that the screening committee accepts the probability that the construction will, indeed, occur late in 1983 and does not move to have the construction needs adjusted and said project does not, in

fact, move at the anticipated rate before the end of 1983; then it is further recommended that in 1984 the needs be adjusted for the City of Mounds View by reducing it by a factor of 2 times the balance in the construction fund that existed as of June 30, 1983.

	AMOUNT AVAILABLE AS OF 6/30/83	1983 CONSTRUCTION ALLOTMENT	RATIO
6. NORTH MANKATO	\$397,162	\$141,769	2.80

Robert Ringhofer, City Administrator, and Martin Menk of a consultant firm of Bolton and Menk, Inc., represented the city at the meeting. They indicated that the city had, in fact, planned to undertake projects that would reduce the MSAS construction balance to that which is allowable this year, but were unable to do so because of the natural disasters which struck their community this spring and summer. They experienced a major failure of their primary sanitary sewer transmission line and a landslide which caused removal and reconstruction problems.

It was indicated that a project, Lee Blvd., with a total estimated cost of \$250,000 and an estimated MSAS funding need of \$75,000, was now being aggressively developed. The city has already approved the project and it has been sent to the state for review and approval. They are interested in having the bid letting be late in 1983 with construction in 1984. An unknown factor affecting this project, however, is the availability of Federal Aid Urban Funds which had not been released as of this date for construction projects. The city is also progressing on the reconstruction of Belgrade Ave., Lake Street and Range Street. These \$400,000 to \$700,000 projects, however, are not anticipated to be let until 1984. Utility reconstruction, siting of a river crossing and other improvements, all will have an impact on the final scheduling of these improvements. The representatives were instructed to send a letter to George Quickstad outlining the natural disaster problems which had deferred their original schedule for completing projects in 1983. They were further instructed to demonstrate by December 1, significant action on the Lee Blvd. project, or others. It should be noted that the anticipated draw-down of \$75,000 of MSAS funds for the Lee Blvd. project would still leave the community approximately \$20,000 too high in its fund balance.

RECOMMENDED ACTION: The construction needs for the City of North Mankato be reduced by 2 times their present construction fund balance less the current construction allotment prior to the 1983 apportionment unless the screening committee feels that North Mankato has made significant progress on moving to the construction stage one of its major projects. In the event that the screening committee accepts the probability that the construction will, indeed, occur late in 1983 and does not move to have the construction needs adjusted and said project does not, in fact, move at the anticipated rate before the end of 1983; then it is further recommended that in 1984 the needs be adjusted for the City of North Mankato by reducing it by a factor of 2 times the balance in the construction fund that existed as of June 30, 1983.

Page 6
Subcommittee Meeting

	AMOUNT AVAILABLE AS OF 6/30/83	1983 CONSTRUCTION ALLOTMENT	RATIO
7 WORTHINGTON	\$316,450	\$142,637	2.22

Duane Haffield, the engineer, represented the community at the meeting. He indicated that the city had awarded a project which is drawing the unencumbered fund balance down by approximately \$80,000. The city would, therefore, be within the guidelines of the screening committee.

Mr. Haffield also indicated that a \$270,000 reconstruction project is anticipated for 1984 which would avoid the community's problems with the fund requirements.

RECOMMENDED ACTION: None. The community is now meeting the regulations of the unencumbered fund rules.

The committee then discussed the advisability of increasing the \$300,000 limit and the 2.0 factor. It was ultimately determined that the committee would not recommend such changes at this time, but would monitor the situation in the future to see if such changes would be in order.

Respectfully submitted,


Charles Honchell, Secretary
1983 UNENCUMBERED CONSTRUCTION FUNDS SUBCOMMITTEE

CVH/c

1983 MUNICIPAL STATE AID NEEDS REPORT

Municipal Variances

Included in the recent adoption of Rules for State Aid Operations is the following section dealing with variances:

M. Variance.

1. Any formal request by a political subdivision for a variance from these rules shall be submitted to the commissioner in writing.
2. Contents of request.
 - a. The specific rule or standard for which the variance is requested.
 - b. The reasons for the request.
 - c. The economic, social, safety and environmental impacts which may result from the requested variance.
 - d. Effectiveness of the project in eliminating an existing and projected deficiency in the transportation system.
 - e. Effect on adjacent lands.
 - f. Number of persons affected.
 - g. Safety considerations as they apply to:
 - (1) Pedestrians.
 - (2) Bicyclists.
 - (3) Motoring public.
 - (4) Fire, police and emergency units.
3. The commissioner shall publish notice of variance request in the State Register and shall request comments from all interested parties be directed to the commissioner within 20 calendar days from date of publication.
4. The commissioner may appoint a committee to serve as required to investigate and determine a recommendation for each variance. No elected or appointed official that represents a political subdivision requesting the variance may serve on the committee.
 - a. The committee shall consist of any five of the following persons:
 - (1) Not more than two county engineers only one of whom may be from a county containing a city of the first class.
 - (2) Not more than two city engineers only one of whom may be from a city of the first class.

- (3) Not more than two county officials only one of whom may be from a county containing a city of the first class and
- (4) Not more than two city officials only one of whom may be from a city of the first class.

b. Operating procedure.

- (1) The committee shall meet on call from the commissioner at which time they shall elect a chairperson and establish their own procedure to investigate the requested variance.
- (2) The committee shall consider:
 - (a) The economic, social, safety and environmental impacts which may result from the requested variance in addition to the following criteria:
 - (b) Effectiveness of the project in eliminating an existing and projected deficiency in the transportation system.
 - (c) Effect on adjacent lands.
 - (d) Number of persons affected.
 - (e) Effect on future maintenance.
 - (f) Safety considerations as they apply to:
 - (i) Pedestrians.
 - (ii) Bicyclists.
 - (iii) Motoring public.
 - (iv) Fire, police and emergency units.
 - (g) Effect that the rule and standards may have in imposing an undue burden on a political subdivision.
- (3) The committee after considering all data pertinent to the requested variance shall recommend to the commissioner approval or disapproval of the request.

5. The commissioner shall base his decision on the criteria as specified in 14 MCAR § 1.5032 M. 4. b. (2), (a)-(g) and shall notify the political subdivision in writing of his decision.

6. Any variance objected to in writing or denied by the commissioner is subject to a contested case hearing as required by law.

The next several pages document the variances that have been requested since the variance procedure was established.

The Following Summary Lists All Cities Which Used the Variance Procedure
Since Passage of the Law.

These cities requested variances from 46 to 44 foot width:

Anoka	--	(APPROVED)	Fairmont	--	(APPROVED)
Anoka	--	(APPROVED)	South St. Paul	--	(APPROVED)
Burnsville	--	(APPROVED)	North Mankato	--	(APPROVED)
Fairmont	--	(APPROVED)	Winona	--	(APPROVED)
Litchfield	--	(APPROVED)	Coon Rapids	--	(APPROVED)
Cloquet	--	(APPROVED)	Chisholm	--	(APPROVED)
Mendota Heights	--	(APPROVED)	Fairmont	--	(APPROVED)
Fergus Falls	--	(APPROVED)			

1. Duluth -- Requested variance from 32 to 30 foot width,
No Parking. (DENIED)
2. East Grand Forks -- Requested bridge width variance from 36 to
28 foot width. (APPROVED)
3. Lake Elmo -- Requested design speed variance from 40 to 30
MPH. (DENIED)
4. Minneapolis -- Requested variance from 50 to 48 foot width
with No Parking to permit 4 lanes of traffic.
(APPROVED)
5. Minnetonka -- Requested street width variance from 32 foot,
No Parking to 26 foot with Parking. (DENIED)
6. St. Cloud -- Requested variance from 52 foot curb-to-curb
bridge width to 39 foot width. Street tapered
to provide two turning lanes at both ends of
the bridge. (DENIED)

Contested case hearing before the State Hearing
Examiner. (APPROVED)
7. St. Cloud -- Requested variance from 52 to 44 foot width
(4 - 11 foot lanes) plus traffic channelization.
(APPROVED)
8. St. Louis Park -- Requested variance from 46 to 36 foot width.
(DENIED)

9. St. Paul -- Requested a bridge width variance from 46 with Parking to 32 foot with No Parking. (APPROVED)
10. St. Paul -- Requested variance from 50 to 44 foot width (4 - 11 foot lanes) with No Parking. (APPROVED)
11. St. Paul -- Requested variance from 52 to 44 foot width (4 - 11 foot lanes) with No Parking. (APPROVED)
12. South St. Paul -- Street was built to standard in 1979, 36 feet wide with Parking on one side. Requested variance for Parking on both sides. (DENIED)
13. Virginia -- Requested variance from 66 to 60 foot width, Parking both sides. (DENIED)
Filed for contested case hearing. (SETTLED)
14. Richfield -- Requested variance from 52 foot, No Parking, to 47 foot width, No Parking. (APPROVED)
15. St. Paul -- Requested variance from 52 foot, No Parking, to 36 foot width, No Parking. (APPROVED)
16. Winona -- Requested design speed of 30 MPH instead of 40 MPH. (APPROVED)
17. St. Paul -- Requested street width of 44 foot instead of 52 foot width. (DENIED)
18. St. Cloud -- Requested street width of 60 foot with NO Parking instead of 68 foot with No Parking. (APPROVED)
19. Minneapolis -- Requested 44 foot and 40 foot street widths instead of 46 foot width. (APPROVED 44 foot -- DENIED 40 foot)
20. St. Louis Park -- Requested 32 foot street width with Parking instead of 32 foot width No Parking. (DENIED)
21. Duluth -- Requested street width of 24 foot instead of 28 foot. (DENIED)

22. Minneapolis -- Requested parking on a previously designated No Parking street. (DENIED)
23. Minneapolis -- Requested 44 foot width with No Parking instead of 46 foot; and 54 foot with Parking on one side instead of 62 foot. (APPROVED)
24. St. Louis Park -- Requested parking on a previously designated No Parking street. (DENIED)
25. Champlin -- Requested design speed of 25 miles per hour instead of 30 MPH. (APPROVED)
26. St. Paul -- Requested to allow parking on a two-block section on Sunday from 8 A.M. to 1 P.M. (DENIED)
27. St. Paul -- Requested street width of 40 foot instead of 46 foot width with parallel parking lanes for an overlay. (APPROVED)
28. St. Paul -- Requested street width of 40 foot instead of 46 foot width with parallel parking on both sides for reconstruction. (DENIED)
29. Minneapolis -- Requested street width of 36 foot instead of 38 foot on one-half of a one-way pair. (APPROVED)
30. Minneapolis -- Requested street width of 32 foot instead of 38 foot on one-half of a one-way pair. (DENIED)

Contested case hearing scheduled. (Settled -- APPROVED with stipulations prior to hearing)
31. Minneapolis -- Requested street width of 36 foot instead of 38 foot on one-half of a one-way facility. (APPROVED)
32. Alexandria -- Requested a design speed of less than 30 MPH instead of 30 MPH. (APPROVED)
33. Moorhead -- Requested a bridge width of 48 foot instead of 52 foot width for rehabilitating a bridge over the Red River. (APPROVED)
34. St. Cloud -- Requested street width of 60 foot with No Parking instead of 68 foot. (APPROVED)
35. St. Cloud -- Requested street width of 48 foot with No Parking instead of 68 foot. (APPROVED)

- 36. Duluth -- Requested a 42 foot street width with parking on both sides instead of 46 feet with parking on both sides. (APPROVED)
- 37. Red Wing -- Requested a design speed of 24 MPH instead of the required 30 MPH (APPROVED)
- 38. St. Paul -- Requested a street and bridge width of 46 feet instead of required 72 feet. (APPROVED)
- 39. St. Paul -- Requested a 36 foot street width with parking on both sides instead of 46 feet with parking on both sides. (DENIED)
- 40. Anoka -- Requested a design speed of 25 MPH instead of the required 30 MPH. (APPROVED)
- 41. Eveleth -- Requested a design speed of 20 MPH instead of the required 30 MPH (DEFERRED ACTION)
- 42. Faribault -- Requested a design speed of 27.4 MPH instead of the required 30 MPH (DENIED)
- 43. Hermantown -- Requested a design speed of 35 MPH instead of the required 45 MPH. (APPROVED at 40 MPH)

1983 MUNICIPAL STATE AID NEEDS REPORT

Research Account Motion

THAT: An amount, \$115,766, ($\frac{1}{4}$ of 1%) of the 1983 Municipal State Aid Apportionment of \$46,306,272 be transferred to the Research Account for the 1984 allotment.

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			710,025		
	<u>\$1,142,092</u>	<u>\$688,813</u>	<u>\$353,669</u>	<u>\$7,829,411</u>	<u>\$3,440,834</u>	<u>\$3,678,552</u>

**MINUTES
OF
STORM SEWER NEEDS
SUBCOMMITTEE
AUGUST 16, 1983
ST. CLOUD, MINNESOTA**

The Storm Sewer Needs Subcommittee met at City Hall at St. Cloud, 9:30 A.M.

The following members were present:

John Dolentz, Co-chairman (St. Cloud)
Lowell Odland, Co-chairman (Golden Valley)
Bo Spurrier, Secretary (Shakopee)
Ron Rudrud (Bloomington)
Gerald Butcher (Maple Grove)

Mn/DOT staff present:

Gordon Fay (State Aid)
George Quickstad (State Aid)

Subcommittee meeting consisted of an open forum discussing possible alterations to the existing Storm Sewer Needs formula.

Gordon Fay (Mn/DOT, State Aid) opened discussion with an explanation of how the existing Storm Sewer Needs are reported. Following those opening remarks, the Subcommittee discussed the following factors which would affect the method of reporting existing Storm Sewer Needs:

1. Separate urban from suburban or rural areas.
2. Limit Storm Sewer Needs to the urban section.
3. Establish a threshold density.
4. Establish a threshold population per Municipal State Aid (MSA) mile.
5. Establish some other threshold related to traffic count.
6. Require a map that denotes urban and rural areas which would be approved by the District State Aid Engineers.
7. Draw Storm Sewer Needs 15-years following storm sewer construction.
8. Establish specific termini for the Storm Sewer Needs based on the termini of the MSA route.
9. Eliminate Storm Sewer Needs for non-existent roadways.

Storm Sewer Needs
Subcommittee Meeting Minutes

August 16, 1983
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After a lengthy discussion of the preceding factors, the Subcommittee considered the question of whether revisions would simply create more problems than they would solve.


Since District State Aid Engineers would have the major administrative responsibility, the Subcommittee asked Gordon Fay to arrange a joint meeting with the nine District State Aid Engineers in order to reach some consensus on the following questions:

1. Should Storm Sewer Needs be based on a 24-inch sewer, limited to the length of the MSA route?
2. How should the length of the 24-inch sewer be reduced if it must be less than the length of the MSA route?
3. Do the District State Aid Engineers perceive a problem with Storm Sewer Needs reporting?
4. Do the District State Aid Engineers have any other suggestions for establishing Storm Sewer Needs?

Gordon Fay agreed to arrange a meeting with District State Aid Engineers as soon as practical.

Being no other business, the Storm Sewer Needs Subcommittee adjourned to the joint meeting with the nine District State Aid Engineer.

Respectfully submitted,



Henry R. Spurrier
Secretary

**MINUTES
OF
JOINT MEETING
STORM SEWER NEEDS SUBCOMMITTEE
AND
DISTRICT STATE AID ENGINEERS
SEPTEMBER 9, 1983
ST. PAUL, MINNESOTA**

A joint meeting of the Storm Sewer Needs Subcommittee and District State Aid Engineers met at the Transportation Building in St. Paul at 9:00 A.m., with the following members present:

Storm Sewer Needs Subcommittee members present:

John Dolentz, Cochairman (St. Cloud)
Lowell Odland, Cochairman (Golden Valley)
Bo Spurrier, Secretary (Shakopee)
Ron Rudrud (Bloomington)
Gerald Butcher (Maple Grove)
Bob Simon (South St. Paul)

District State Aid Engineers present:

Dick Hansen (District 1)
Dave Reed (District 3)
Vern Korzendorfer (District 4)
Chuck Weichselbaum (District 5)
G. Maidl (District 6)
Harv Suedbeck (District 7)
John Hoeke (District 8)
Elmer Morris (District 9)

Mn/DOT straff present:

Gordon Fay (State Aid)
George Quickstad (State Aid)
Roy L. Hanson (State Aid)

The purpose of the joint meeting of the Storm Sewer Needs Subcommittee of the Municipal Screening Commission and District State Aid Engineers was twofold. One purpose was to give the Storm Sewer Needs Subcommittee an overview of Storm Sewer Needs reporting practice and problems in the nine districts. The second purpose was to get any suggestions the nine District State Aid Engineers might have for improving reporting practice for Storm Sewer Needs.

Gordon Fay outlined the problem perceived by the Municipal Screening Committee and the Storm Sewer Needs Subcommittee and discussed present practice in reporting Storm Sewer Needs.

Prior to the meeting, all of the District State Aid Engineers had re-evaluated Storm Sewer Needs in their respective districts. Each District State Aid Engineer present described the evaluation process used by their respective district to evaluate the Storm Sewer Needs reported. As a result of this evaluation, some districts were taking steps to modify the Storm Sewer Needs reported within their districts, while most districts were satisfied with reporting practice.

The District State Aid Engineers present and the members of the Storm Sewer Needs Subcommittee agreed that the reporting practice for Storm Sewer Needs was somewhat subjective and varied throughout the state.

District State Aid Engineers recommended a review committee such as the Storm Sewer Needs Subcommittee to evaluate Storm Sewer Needs reporting practice and problems state-wide. This committee would function as a subcommittee of the Municipal Screening Committee.

It was the consensus of the District State Aid Engineers and the Storm Sewer Needs Subcommittee that the most effective solution to problems related to Storm Sewer Needs reporting was the formation of a Storm Sewer Needs Subcommittee, which would review Storm Sewer Needs and policy for the Municipal State Aid Screening Committee and District State Aid Engineers.

Upon reaching consensus, District State Aid Engineers adjourned for lunch and the Storm Sewer Needs Subcommittee remained in order to make formal recommendations to the Municipal Screening Committee.

The Storm Sewer Needs Subcommittee unanimously recommended that the Municipal Screening Committee appoint a Storm Sewer Needs Subcommittee. The Subcommittee would be a standing committee to review Storm Sewer Needs reporting and recommend future policy for Storm Sewer Needs reporting.

There was also consensus that the membership of the Storm Sewer Needs Subcommittee should consist of three or four of the following members:


John Dolentz (St. Cloud)
Lowell Odland (Golden Valley)
Ron Rudrud (Bloomington)
Gerald Butcher (Maple Grove)

The Storm Sewer Needs Subcommittee unanimously recommended the following policy:

Storm Sewer Needs shall be received for the total length of a urban section instead of reducing the length for non-tributary road segments.

Being no other business, the Storm Sewer Needs Subcommittee adjourned.

Respectfully submitted,


Henry R. Spurrer
Secretary

CURRENT RESOLUTIONS
OF THE
MUNICIPAL SCREENING COMMITTEE

JULY 1983

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 Committee, with a copy to the municipality involved, or its engineer.

Screening Committee 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 Committee for the purpose of recording all Screening Committee actions.

Appointments to Screening Committee - 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 Committee. 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 Committee 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 Committee - 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 Committee shall determine which requests are to be referred to the Screening Committee for their consideration. This resolution does not abrogate the right of the Screening Committee to call any person or persons before the Committee 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 to State Aid standards 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.

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.

Special Resurfacing Projects

That any municipality using M.S.A.S. Construction Funds for resurfacing projects which do not bring those streets up to the required design standards shall, for a period of ten years, have those streets treated in the Needs Study as having had complete construction.

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.

Mileage Cut Off Date - Oct. 1961 (Revised May 1980 and Oct. 1982)

All mileage adjustments or revisions to be considered in the Study Needs shall be requested by the City Engineer by November 15th. Said request shall be sent to the District State Aid Engineer's Office for approval. The District State Aid Engineer will then forward the request to the State Aid Engineer for his approval. A City Council resolution of approved mileage must be received by the State Aid Office prior to December 31st. Adjustments or revisions approved after December 31st will be considered by the Screening Committee for inclusion in the following year's Needs Study.

One Way Street Mileage - June 1983

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 Committee before any one-way street can be treated as one-half mileage in the Needs Study.

COST

Construction Item Unit Prices - (Revised Annually)

Right of Way:			\$ 10,000.00 Mile
Grading:			\$ 2.75 Cu. Yd.
Base:	Class 4	Spec. #2211	\$ 4.00 Ton
	Class 5	Spec. #2212	\$ 4.85 Ton
	Bituminous	Spec. #2331	20.00 Ton
Surface:	Bituminous	Spec. #2331	\$ 20.00 Ton
	Bituminous	Spec. #2341	21.50 Ton
	Bituminous	Spec. #2361	30.00 Ton
Shoulders:			
	Gravel	Spec. #2221	\$ 3.75 Ton

Miscellaneous:

Storm Sewer Construction	\$196,000.00	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	13.50	Sq. Yd.

Removal Items:

Curb & Gutter	\$	1.50	Lin. Ft.
Sidewalk		2.50	Sq. Yd.
Concrete Pavement		3.50	Sq. Yd.
Tree Removal		50.00	Unit

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 Committee prior to making adjustment. The 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 Committee 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.	\$36.00 Sq. Ft.
Bridges 150 to 499 Ft.	\$43.00 Sq. Ft.
Bridges 500 & Over	\$62.00 Sq. Ft.
Bridge Widening	\$75.00 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 Committee, 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 Committee 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

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

Municipal state aid needs
report

TRAFFIC - June 1971

That the Subcommittee on Traffic as appointed by the Screening Committee, is hereby empowered to act in its stead in making decisions providing the decisions are made by unanimous vote of the Subcommittee on Traffic, and annually report all activities of said Subcommittee to this Committee for policy review.

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 Committee 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.