

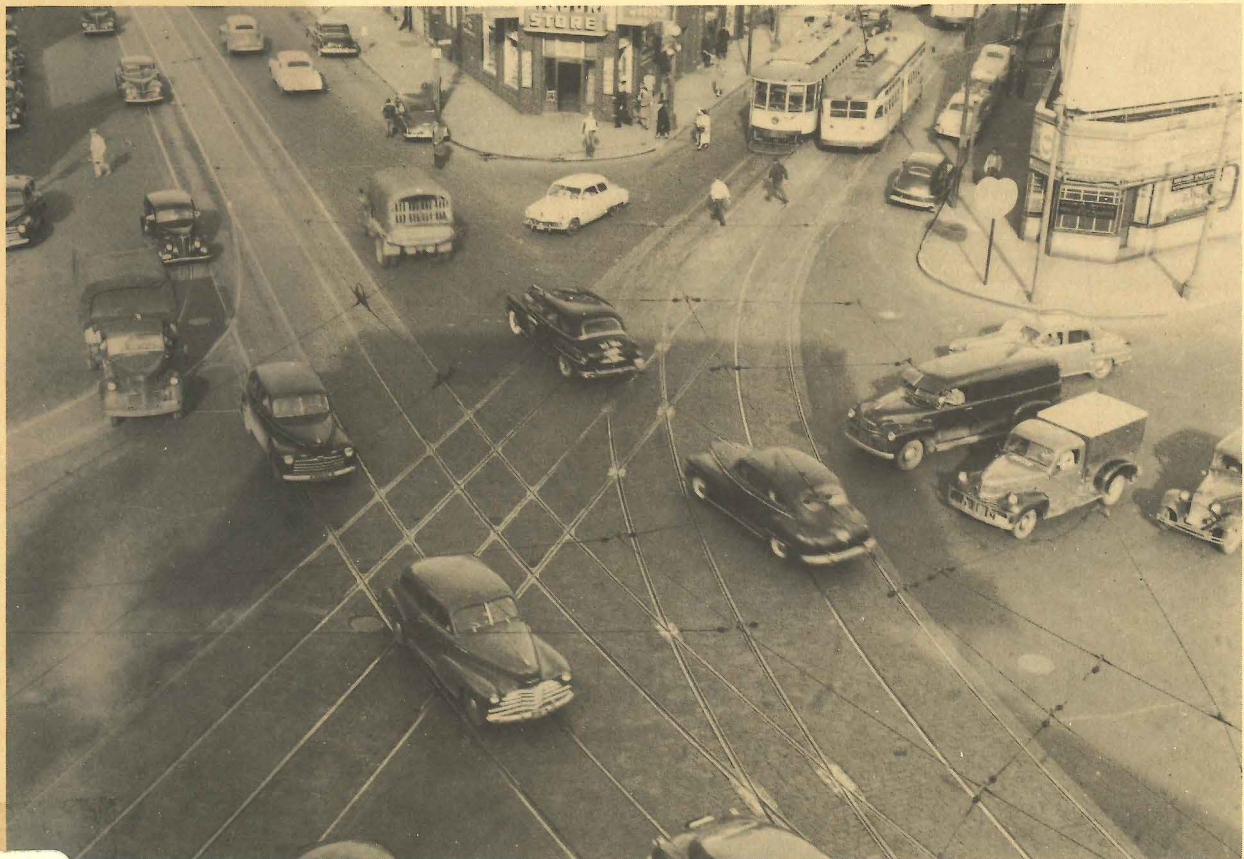


1984

Municipal

State Aid

Needs Report



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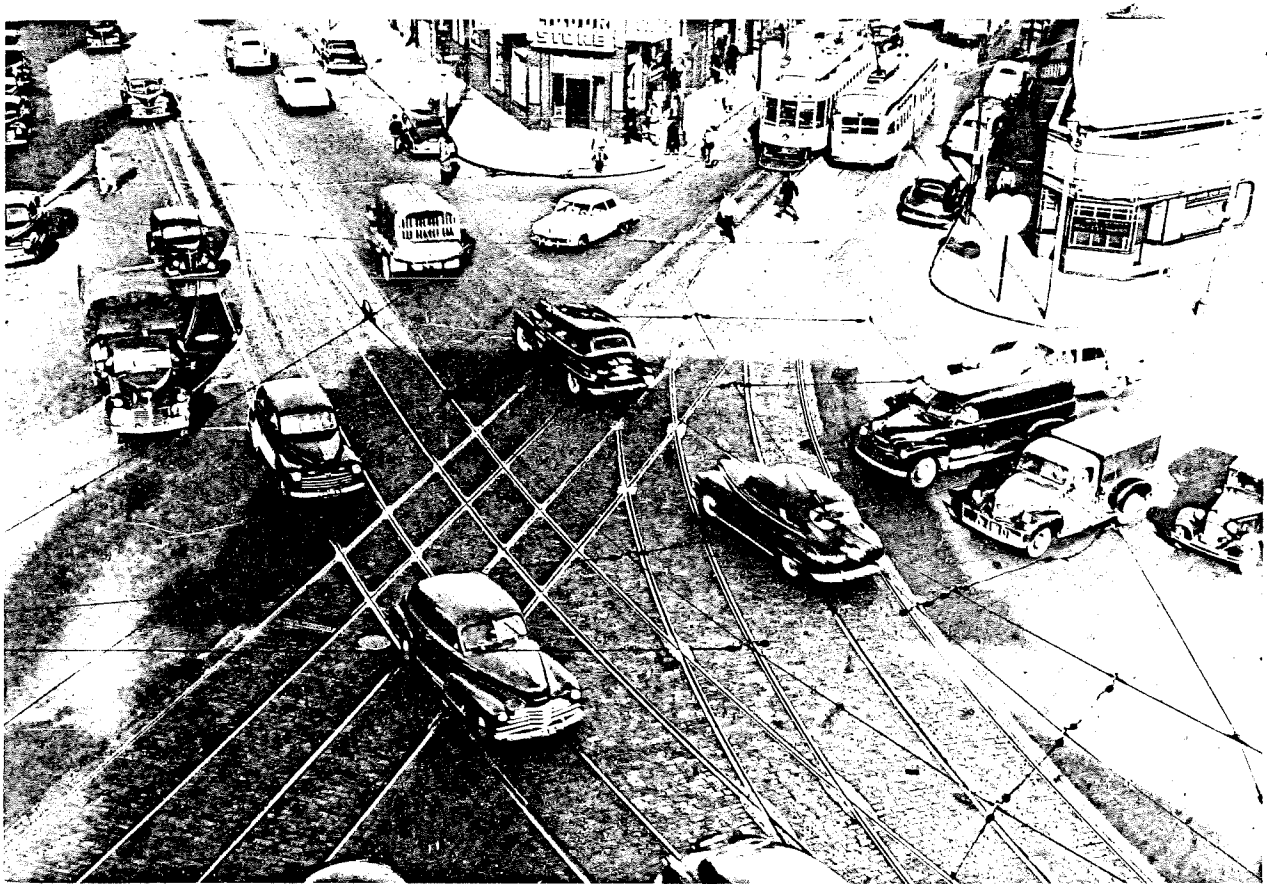
October 1984

1984

Municipal

State Aid

Needs Report



October 1984

PREFACE

The "1984 Municipal State Aid Needs Report" is presented to the Municipal Screening Board for use in making their annual money needs recommendation to the Commissioner of Transportation. This submittal is required by law and is to be made to the Commissioner on or before November 1 of each year for his final determination.

The money needs data contained in this publication has been compiled from reporting submitted by each individual municipality. Design is established by State Aid standards based on traffic, and the money needs are calculated using the unit prices as determined by the Screening Board at their spring meeting in June, 1984.

The 1980 census data is combined with the Commissioner's final money needs determination and the resulting 1985 allotments will be reported in the "1985 Municipal State Aid Apportionment Data publication in January, 1985.

DEDICATION TO

J. PAUL DAVIDSON

This 1984 Municipal State Aid Needs Report is being dedicated to Mr. J. Paul Davidson in appreciation for his serving 21 years on the Municipal State Aid Screening Board.



J. Paul Davidson, Duluth City Engineer for many years, died Saturday, September 15, 1984 in St. Mary's Hospital. Mr. Davidson 60, lived at 4415 Cooke Street.

He was born in Two Harbors and was a Duluth resident for 25 years. He served as a pilot of B-24 Liberator bombers with the Army Air Forces in World War II.

Mr. Davidson was a member of the City Engineers Association of Minnesota, the Minnesota Society of Professional Engineers and the National Society of Professional Engineers. He was also a member of Agate Bay Post 4454 of the Veterans of Foreign Wars in Two Harbors and the Lutheran Church of the Good Shepherd.

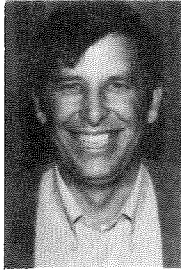
Surviving are his wife, Laurie; four daughters, Kimberlie Ignatius of Rochester, Minn., Pamela Grano of Minneapolis and Deborah and Roberta Davidson of Duluth; and a sister, Catherine Davidson of College Park, GA.

1984 MUNICIPAL STATE AID NEEDS REPORT

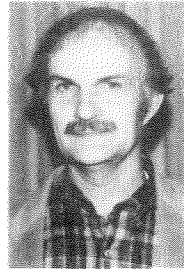
Table of Contents

	<u>Page</u>
1984 Municipal Screening Board	1
Subcommittees Appointed by the Screening Board	3
Map of Highway Districts and Urban Municipalities	4
 Municipal Screening Board Representatives	5
Minutes of the Spring Screening Board Meeting	7
Mileage, Needs and Apportionment History	15
 Maximum Mileage Record	17
Itemized Tabulation of Needs (Figure A)	21
Needs Study Update	22
 Tentative Money Needs Apportionment Determination	26
Construction Fund Balance	30
Expenditures Off the M.S.A.S. System	32
 Unamortized Bond Account Balance	34
Non-Existent Bridge Construction	36
Right-of-Way Acquisition	37
 Needs Adjustment for Reconstruction Projects	39
Trunk Highway Turnback Allowance	40
Money Needs Recommendation to the Commissioner	42
 1984 to 1985 Money Needs Apportionment Comparison	45
Theoretical 1985 Population Apportionment	49
Total Tentative 1985 Apportionment	53
 1984 to 1985 Total Apportionment Comparison	57
Report of Needs Study Subcommittee	61
I. One-Way Streets	63
II. Variances	64
III. Bridges	71
 Report of Unencumbered Construction Fund Subcommittee	73
Research Account Motion	80
Screening Committee Resolutions	81

1984 MUNICIPAL SCREENING COMMITTEE



Vice-Chairman
HENRY SPURRIER
Shakopee



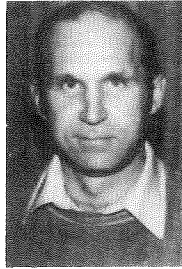
Chairman
HERBERT REIMER
Moorhead



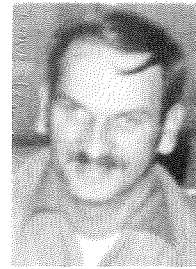
Secretary
LARRY ANDERSON
Prior Lake



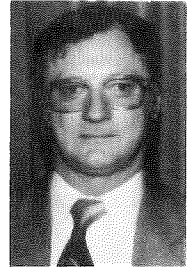
District 1
JAMES PRUSAK
Cloquet



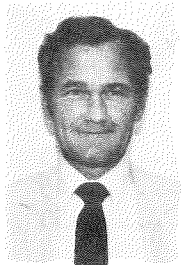
District 2
BRIAN FREEBERG
Bemidji



District 3
JOHN DOLENTZ
Saint Cloud



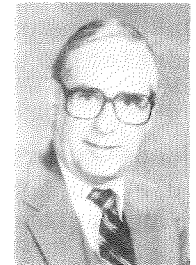
District 4
IRVING BAKKEN
Detroit Lakes



District 5
RONALD RUDRUD
Bloomington



District 6
ROGER PLUMB
Rochester



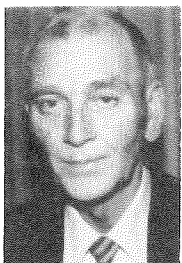
District 7
MARTIN MENK
North Mankato



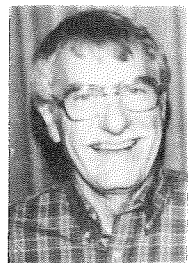
District 8
DUANE ADEN
Marshall



District 9
STEVEN GATLIN
White Bear Lake



J. PAUL DAVIDSON
Duluth



ROBERT PETERSON
Saint Paul



MARVIN HOSHAW
Minneapolis

1984 MUNICIPAL SCREENING BOARD

OFFICERS

Chairman	Herbert Reimer	Moorhead	(218)	299-5390
Vice Chairman	Henry Spurrier	Shakopee	(612)	445-3650
Secretary	Larry Anderson	Prior Lake	(612)	447-4230

MEMBERS

<u>District</u>	<u>Served</u>	<u>Representative</u>			
1	2	James Prusak	Cloquet	(218)	879-6758
2	3	Brian Freeberg	Emidji	(218)	751-5610
3	3	John Dolentz	St. Cloud	(612)	255-7200
4	2	Irving Bakken	Detroit Lakes	(218)	847-5607
5	1	Ronald Rudrud	Bloomington	(612)	881-5811
6	2	Roger Plumb	Rochester	(507)	288-4316
7	1	Martin Menk	North Mankato	(507)	625-4171
8	3	Duane Aden	Marshall	(507)	537-6774
9	1	Steven Gatlin	White Bear Lake	(612)	429-8526
(Three Cities		Henry Berg, Acting	Duluth	(218)	723-3278
of the		Marvin Hoshaw	Minneapolis	(612)	348-2456
First Class)		Robert Peterson	St. Paul	(612)	298-5070

<u>District</u>	<u>Alternates</u>				
1	Clyde Busby	Hibbing	(218)	262-3486	
2	Gary Saunders	East Grand Forks	(218)	773-1185	
3	Ronald Schweninger	Brainerd	(218)	829-1495	
4	Daniel Edwards	Fergus Falls	(218)	739-2251	
5	William Ottensman	Coon Rapids	(612)	755-2880	
6	Richard Murphy	Austin	(507)	437-7671	
7	Kenneth Saffert	Mankato	(507)	625-3161	
8	Thomas Rodeberg	Montevideo	(612)	269-6575	
9	Charles Siggerud	Burnsville	(612)	890-4100	

1984 SUBCOMMITTEES APPOINTED BY THE SCREENING BOARD

NEEDS STUDY SUBCOMMITTEE

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

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

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

STANDARD SUBCOMMITTEE

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

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

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

STORM SEWER NEEDS SUBCOMMITTEE

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

Ronald Rudrud
Bloomington
(612-881-5811)

Daniel Edwards
Fergus Falls
(218-739-2251)

Vern Carlson
Willmar
(612-235-4202)

Lowell Odland
Golden Valley
(612-545-3781)

UNENCUMBERED CONSTRUCTION FUNDS SUBCOMMITTEE

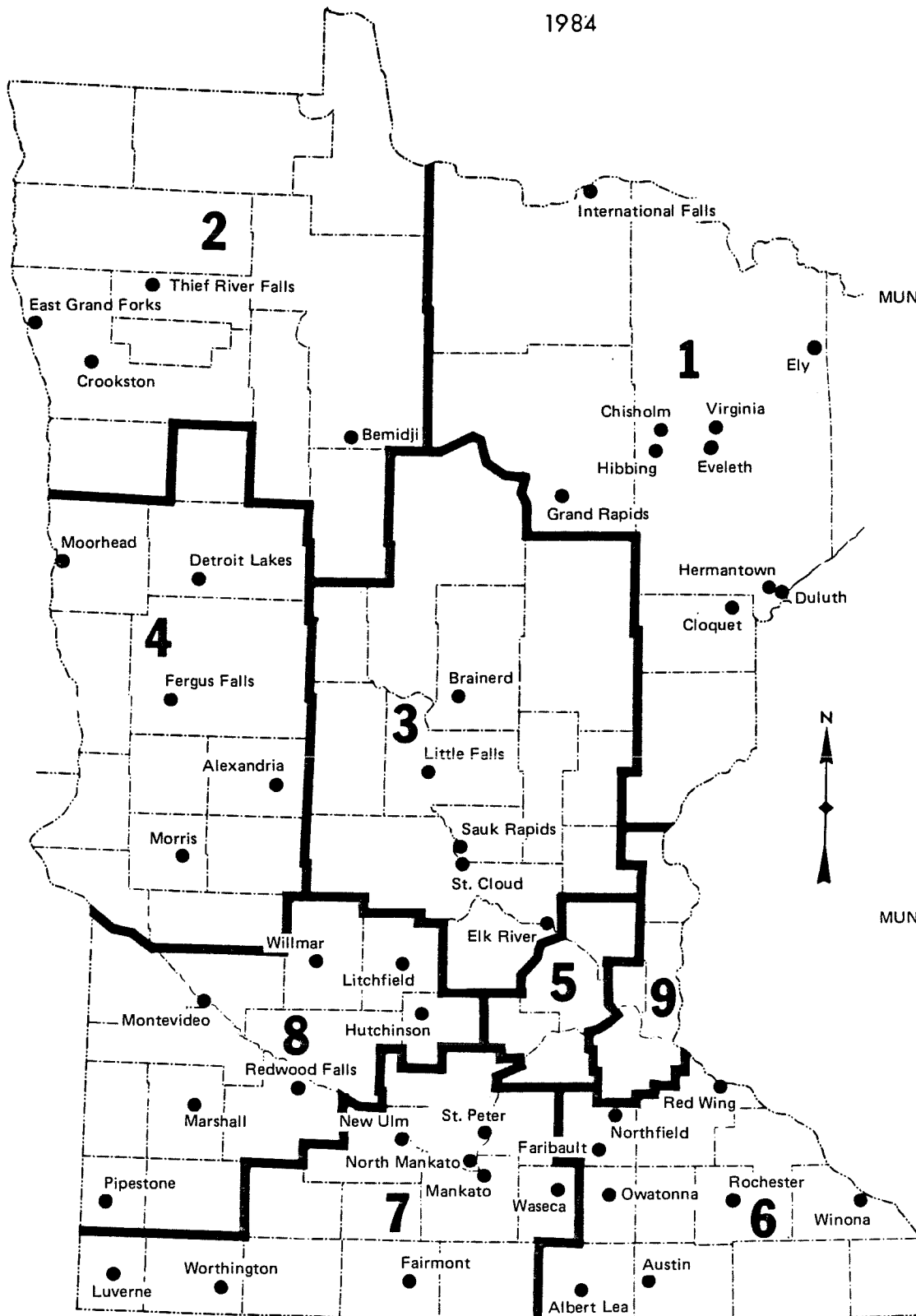
Chairman - Paul Baker
Mankato
(507-625-3161)
Expires in 1984

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

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

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

1984



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 BOARD 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	FREEBERG	DOLENTZ	BAKKEN	ASMUS	PLUMB Rochester	ORTLOFF	ADEN
1984	PRUZAK	FREEBERG	DOLENTZ	BAKKEN	RUDRUD Bloomington	PLUMB	MENK	ADEN

MUNICIPAL SCREENING BOARD 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		POLLAND St. Louis Park
1959	POLLAND St. Louis Pk.	BODIEN	AVERY	HENSCH	RIDGE Anoka		BADALICH S. St. Paul
1960	POLLAND	BODIEN	AVERY	HENSCH	RIDGE Anoka		BADALICH S. St. Paul
1961	BADALICH So. St. Paul	BODIEN	AVERY	HENSCH	BADALICH S. St. Paul		JOHNSON Anoka
1962	BROWN Columbia Hgts.	BODIEN	AVERY	HENSCH	JOHNSON Anoka		KNAPP St. Cloud
1963	BROWN	BODIEN	AVERY	HENSCH	BOYER Cloquet		KNAPP St. Cloud
1964	BADALICH	BODIEN	AVERY	DAVIDSON	BROWN Columbia Hgts.		KNAPP St. Cloud
1965	BADALICH	ERICKSON	AVERY	DAVIDSON	NELSON Austin		BURAND Northfield
1966	ODLAND Roseville	THOMPSON	AVERY	DAVIDSON	HOBBS Bloomington		KNAPP St. Cloud
1967	SORENSEN Burnsville	THOMPSON	AVERY	DAVIDSON	PECORE Owatonna		KNAPP St. Cloud
1968	SORENSEN	SORENSEN	AVERY	DAVIDSON	REED Brainerd		KNAPP St. Cloud
1969	SORENSEN	SORENSEN	SCHNARR	DAVIDSON	KNAPP St. Cloud		ODLAND Golden Valley
1970	SORENSEN	SORENSEN	SCHNARR	DAVIDSON	KNAPP St. Cloud		LANGSETH Bloomington
1971	PRICE W. St. Paul	SORENSEN	SCHNARR	DAVIDSON	ODLAND Golden Valley		SIMON N. St. Paul
1972	THENE White Bear Lk.	SORENSEN	SCHNARR	DAVIDSON	LANGSETH Bloomington		CARLSON Willmar
1973	THENE	SORENSEN	SCHNARR	DAVIDSON	STROJAN Hopkins		JOHNSON Albert Lea
1974	THENE	SORENSEN	SCHNARR	DAVIDSON	CARLSON Willmar		MERILA Brooklyn Park
1975	THENE	SORENSEN	SCHNARR	DAVIDSON	JOHNSON Anoka		COOK Faribault
1976	DAVIDSON Inver Gr. Hgts.	SORENSEN	SCHNARR	DAVIDSON	MERILA Brooklyn Park		ASMUS Minnetonka
1977	DAVIDSON	SORENSEN	SCHNARR	DAVIDSON	COOK Faribault	ASMUS Minnetonka	THENE White Bear Lk.
1978	HONCHELL Roseville	SMITH	WHEELER	DAVIDSON	ASMUS Minnetonka	THENE Wh. Br. Lk.	PRIEBE Hutchinson
1979	HONCHELL	SMITH	WHEELER	DAVIDSON	PRIEBE Hutchinson	ADEN Marshall	BAKER Mankato
1980	SIMON S. St. Paul	SMITH	WHEELER	DAVIDSON	ADEN Marshall	BAKER Mankato	HONCHELL Roseville
1981	KLEINSCHMIDT Inver Gr. Hgts.	SMITH	PETERSON	DAVIDSON	BAKER Mankato	HONCHELL Roseville	SIMON S. St. Paul
1982	KLEINSCHMIDT	HOSHAW	PETERSON	DAVIDSON	HONCHELL Roseville	SIMON S. St. Paul	REIMER Moorhead
1983	KLEINSCHMIDT	HOSHAW	PETERSON	DAVIDSON	SIMON S. St. Paul	REIMER Moorhead	SPURRIER Shakopee
1984	GATLIN White Bear Lk.	HOSHAW	PETERSON	DAVIDSON	REIMER Moorhead	SPURRIER Shakopee	ANDERSON Prior Lake

MINUTES
OF
1984 MUNICIPAL SCREENING BOARD MEETING
JUNE 27 AND 28, 1984
BRainerd, MINNESOTA

The spring meeting, June 27 and 28, 1984 was called to order by Chairman Herbert Reimer at 1:03 P.M. Chairman Reimer welcomed the 1984 Screening Board Members and guests and asked everyone to introduce themselves.

The following members were in attendance.

OFFICERS:

Chairman, Herbert Reimer	Moorhead
Vice Chairman, Henry Spurrier	Shakopee
Secretary, Larry Anderson	Prior Lake

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 - Ron Rudrud	Bloomington
District 6 - Roger Plumb	Rochester
District 7 - Martin Menk	North Mankato
District 8 - Duane Aden	Marshall
District 9 - Steven Gatlin	White Bear Lake
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
Lowell Odland	Golden Valley
Don Asmus	Minnetonka
Jon Ketokoski	Minneapolis
Vern Carlson	Willmar
Dick Hansen	Mn/DOT Dist. 1, State Aid
Jack Isaacson	Mn/DOT Dist. 2, State Aid
David Reed	Mn/DOT Dist. 3, State Aid
Vern Karzendorfer	Mn/DOT Dist. 4, State Aid
Chuck Weichselbaum	Mn/DOT Dist. 5, State Aid
Earl Welshons	Mn/DOT Dist. 6, State Aid
H. Suedbeck	Mn/DOT Dist. 7, State Aid
John Hoeke	Mn/DOT Dist. 8, State Aid
Elmer Morris	Mn/DOT Dist. 9, State Aid
George Quickstad	Mn/DOT State Aid
Roy Hanson	Mn/DOT State Aid
Gordon Fay	Mn/DOT State Aid

SCREENING BOARD MINUTES

APPROVAL OF MINUTES:

It was moved by John Dolentz (St. Cloud) and seconded by Erving Bakken (Detroit Lakes) to approve the minutes dated October 27, 1983 as published in the June 1984 Municipal Screening Board Data book. All members voting "aye" on the motion.

NEEDS STUDY SUBCOMMITTEE REPORT:

Unit Prices

Donald Asmus (Minnetonka) - reviewed the 1984 unit price recommendation and indicated that Mn/DOT has provided additional information on items such as lighting and traffic signals.

Roger Plumb (Rochester) - asked how the unit prices for 2341 bituminous were determined.

Don Asmus (Minnetonka) - Mn/DOT supplies the average bid price paid for the previous year.

Roger Plumb (Rochester) - The City Engineers from District 6 felt that the prices paid in District 6 are higher than that of the average for the state. Mr. Plumb stated that District 6 City Engineers passed a motion that "1984 unit price recommendations be adjusted as follows:

Bituminous Spec #2331	\$24/Ton
Bituminous Spec #2341	\$26/Ton
Bituminous Spec #2361	\$38/Ton
Sidewalks	\$18/Sq. Yd."

Duane Aden (Marshall) - District 8 felt that the bituminous unit prices were each two dollars per ton too low.

Martin Menk (North Mankato) - Districts 7 & 8 meet together and that the consensus was the bituminous and class five prices were all two dollars per ton low.

Steven Gatlin (White Bear Lake) - District 9 felt the unit price for street lighting is too low.

Revisions in Resolutions

Donald Asmus (Minnetonka) - The revisions in the "Current Resolutions of the Municipal Screening Board" are house keeping items which were recommended by Mn/DOT.

Reconstruction Projects

Donald Asmus (Minnetonka) reviewed the letter from the City of St. Paul and stated that the Needs Study Subcommittee questioned if the bituminous overlay and preliminary engineering should be eligible as payback items for the next 15 years. The Needs Study has credited this segment with needs for a bituminous overlay for 22 years.

SCREENING BOARD MINUTES

Reconstruction Projects (cont.)

Robert Peterson (St. Paul) agreed that the preliminary engineering should not be included but the mat should be.

One Way Streets

Donald Asmus (Minnetonka) - The Subcommittee recommended establishing a minimum criteria for one-way pairs. That the total traffic for the two streets be at least 10,000 ADT before it be considered as a oneway pair.

Ron Rudrud (Bloomington) - District 5 felt the requirements should not be tied to 10,000 but rather to the requirements of a four lane roadway.

Steven Gatlin (White Bear Lake) - District 9 felt 10,000 ADT is too high, and possibly a lower figure should be used for smaller communities.

MUNICIPAL VARIANCES

George Quickstad - The current law requires that when a City applies for a variance from State Standards, adjustment in money needs would have to be considered. The Needs Study Subcommittee recommended that the proposed reductions in apportionments be related to the requested variances for street widths.

Discussion of others revolved around the practicality of making adjustments of needs for width only and not considering other factors. Comments were made on the fairness of only penalizing those who applied for variances.

HYDRAULICS & SEWER & NEEDS STUDY JOINT SUBCOMMITTEE REPORT

Storm Sewer Needs

Lowell Odland (Golden Valley) - Currently the storm sewer needs are computed on the basis of \$196,000 per mile regardless of actual needs. The storm sewer item represents approximately 19% of the total needs. Storm sewers should be treated the same way we treat non existent bridges. The recommendation is to take the needs out of our needs reporting and include the needs on a 15 year basis at the time the actual construction takes place. The cost of the storm sewer which is eligible for State Aid would be included in your needs for the next 15 year period.

Duane Aden (Marshall) - Under this proposal the 19 percent would be redistributed out to the other items so that the money still would be available on a yearly basis.

Ron Rudrud (Bloomington) - District 5 felt that if this were implemented that it be agreed over a period of time such as five years so there would be a cap as to how much could be lost by some communities. It appears that some of the other items should also be looked at besides storm sewer.

SCREENING BOARD MINUTES

Storm Sewer Needs (cont.)

Roger Plumb (Rochester) - District 6 said that if you are going to make the change, first study all the items.

Steven Gatlin (White Bear Lake) - District 9 opposed the change.

John Dolentz (St. Cloud) - All cities would still have to continue to report their storm sewer needs each year to show their total needs.

UNENCUMBERED CONSTRUCTION FUND SUBCOMMITTEE REPORT:

Duane Aden (Marshall) - Reviewed page 85 which indicates twenty-one cities which may exceed the limitations of the Screening Board Directives. George Quickstad has mailed all cities on the list a notice indicating what they can do so that they don't receive a reduction in funds. Several communities have responded.

STATUS OF MUNICIPAL TRAFFIC COUNTING:

George Quickstad reviewed page 89 on traffic counting.

OLD BUSINESS:

Chairman Reimer asked if there was any old business. There was no old business.

NEW BUSINESS:

Resolution Concerning State Aid Rules

Chairman Reimer read a resolution from the City Engineers Association entitled "Synopsis of Municipal State Aid Rules".

Roy Hanson indicated that new rules are being printed.

A motion was made by Duane Aden (Marshall) seconded by Martin Menk (North Mankato) to receive and file the resolution. All members voting "aye" on the motion.

MN/DOT POLICY POSITION STATEMENT:

Gordy Fay passed out and reviewed a policy concerning bridge widening projects. He suggested that everyone review this document so that it could be discussed tomorrow.

SCREENING BOARD MINUTES

COOPERATIVE AGREEMENTS:

Lowell Odland (Golden Valley) requested that the central office be requested to be put on notice that the City Engineers are concerned about the length of time required for approval on cooperative agreements.

The meeting was adjourned until 9:00 A.M. June 28, 1984.

Chairman Reimer called the meeting to order at 9:00 A.M. June 28, 1984.

ACCEPTANCE OF NEEDS REPORT MOTION:

Martin Menk (North Mankato) made a motion to accept the Needs Report as shown on page 42, with the exception that the unit prices for Bituminous Spec #2331, 2341, and 2361 be increased by two dollars per ton. The motion was seconded by Roger Plumb (Rochester). Chairman Reimer called for the motion by calling for the sign of "aye" for approval. Voting "nay" was John Dolentz (St. Cloud). The motion carried.

STORM SEWER NEEDS REPORTING:

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

This adjustment will be phased over a 2-year period to temper the effect over the 1985-1986 apportionments. The motion was seconded by John Dolentz (St. Cloud). The motion was called by Chairman Reimer by all in favor saying "aye". The motion was carried with no one voting "nay".

CURRENT RESOLUTIONS MOTION:

Chairman Reimer reviewed the proposed changes to the current resolutions as shown on page 63, item 1 is that a traffic subcommittee is not needed and the Screening Board should revoke the paragraph dealing with this. The second item is that the action taken last year on Special Resurfacing Projects makes the wording on page 63 obsolete.

Ron Rudrud (Bloomington) made a motion to approve the deletions as shown on page 63, seconded by Roger Plumb (Rochester). Chairman Reimer called the motion by asking for all those in favor to say "aye". The motion carried with no one voting "nay".

SCREENING BOARD MINUTES

RECONSTRUCTION PROJECTS MOTION:

Chairman Reimer and Don Asmus (Minnetonka) reviewed the subcommittee recommendation as shown on page 48. There was discussion by others concerning the need for any change.

Motion by Marvin Hoshaw (Minneapolis) that the present reconstruction resolution be revised to exclude preliminary engineering as a payback item, seconded by Jim Prusak (Cloquet). Chairman Reimer called for all in favor of the motion to say "aye". Roger Plumb (Rochester) voted "nay". The motion carried.

ONE WAY STREETS:

Chairman Reimer stated that the purpose of this item was to establish criteria under which one way pairs can be allowed. It has been recommended by the Needs Subcommittee that a ADT of 10,000 be established as a minimum criteria for allowing the one way pairs to be designated and reducing the mileage by one half. That before any street can be added to the Municipal State Aid System it must be approved by the Screening Board.

Donald Asmus (Minnetonka) District 5 felt that the minimum requirement of 10,000 ADT should be replaced with the minimum requirement for a four lane roadway instead.

Chairman Reimer asked if this would be based on existing or projected ADT.

Donald Asmus (Minnetonka) - The ADT should be based on existing ADT.

Motion by John Dolentz (St. Cloud) that the City of Hastings request be denied and to refer the question of warrants for one way streets to the Needs Study Subcommittee for further review, seconded by Irv Bakken. The motion was called by Chairman Reimer with asking for all in favor say "aye". Steven Gatlin (White Bear Lake) voted "nay". The motion carried.

M.S.A.S. VARIANCE REQUESTS MOTION:

Chairman Reimer reviewed page 66 and stated that any variance granted shall be reflected in the estimated construction and maintenance costs in determining money needs; however, the law does not state what type of adjustment should be made.

Motion by Duane Aden (Marshall) that the Needs Study Subcommittee Study this issue and report to the Screening Board at the fall meeting. That the 45 variances on page 66 thru 75 be approved with no adjustment and the 12 width variances, plus future variances be studied.

Chairman Reimer called the motion with all voting "aye" in favor. The motion carried.

SCREENING BOARD MINUTES

MN/DOT POLICY POSITION STATEMENT:

Gordon Fay stated that this proposed policy is not currently in effect. Commissioner Braun is looking for response from those involved.

Roger Plumb (Rochester) - this policy talks about bridge widening. In the future this could be expanded to apply to new construction. Combined with the Highway functional classification this will cause the local share to increase.

Marvin Hoshaw (Minneapolis) - The bridges are owned by Mn/DOT in fee title and under the jurisdiction of the state. If the municipalities do work in their R.O.W., a permit is required. Why should the municipalities pick up the cost when the state is short of funding.

Motion by Steve Gatlin (White Bear Lake) - to approve the following resolution, seconded by Duane Aden (Marshall).

Whereas the Municipal Screening Board has reviewed Mn/DOT Policy Position Statement Highway No. 84-1, and Mn/DOT Policy Guidelines Highways No. 84-1-6-1, Highways No. 84-1-6-2,

and

Whereas it is the belief of the Municipal Screening Board that such policies would be detrimental to the municipalities.

Now therefore be it resolved: By the Municipal Screening Board that the implementation of Mn/DOT Policy Position Statement is opposed.

Chairman Reimer called the motion all voting in favor "aye". The motion carried with no opposition.

REPORT FROM STATE AID ENGINEER:

Gordon Fay commented that a synopsis of State Aid Rules is being sent out.

Mr. Fay commented that under no circumstance should the Engineers' estimate be given to contractors prior to the bid opening.

Mr. Fay stated that he made a misstatement at the City Engineers meeting concerning the need to have more than one bidder to award a project. There has been a new law change for quotes under \$10,000. The old law mandated two quotes on items under \$10,000, the new law added words "wherever practical".

Mr. Fay commented on the Highway Jurisdiction Task Force. Brian Vollum will be presenting Life Cycle Costs to the Highway Jurisdiction Task Force of the County Engineer on July 11, 1984 at the State Highway Building Room 618. The City Engineers are welcome to attend.

Mr. Fay will put together for the fall meeting what affects our apportionment.

SCREENING BOARD MINUTES

ONE WAY STREETS - RECONSTRUCTION MOTION:

Motion by Ron Rudrud (Bloomington) for the Needs Study Subcommittee to review the policy for One Way Pairs and Needs For Reconstruction, seconded by Jim Prusak (Cloquet). Chairman Reimer called the question with all voting "aye". The motion carried.

Chairman Reimer thanked the State Aid Engineers, the Screening Board and especially the Subcommittee, Lowell Odland, Don Asmus, and Vern Carlson.

Chairman Reimer adjourned the meeting at 11:05 A.M.

Respectfully submitted,

Larry Anderson
Secretary
1984 Municipal Screening Board

1984 MUNICIPAL STATE AID NEEDS REPORT

M.S.A.S. Mileage, Needs and Apportionment 1958 to 1985

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 2,121 miles, while the needs have increased to three and one-quarter times the 1959 estimate. Apportionment income during this same period has fortunately increased to almost seven times the 1958 amount.

The apportionment amount in this summary, and also the remainder of this report, is the same amount used for the 1984 allotment. The actual income is not yet known, but will be announced in January, 1985, when the Commissioner of Transportation makes the determination of the 1985 apportionment.

1984 MUNICIPAL STATE AID NEEDS REPORT

M.S.A.S. Mileage, Needs and Apportionment 1958 to 1985

<u>Year</u>	<u>Number of Municipalities</u>	<u>Mileage</u>	<u>Needs</u>	<u>Apportionment</u>	<u>Accumulative Apportionment</u>
1958	58	920.40	\$190,373,337	\$ 7,286,074	\$
1959	59	938.36	195,749,800	8,108,428	15,394,502
1960	59	968.82	197,971,488	8,370,596	23,765,098
1961	77	1,131.78	233,276,540	9,185,862	32,950,960
1962	77	1,140.83	223,014,549	9,037,698	41,988,658
1963	77	1,161.06	221,458,428	9,451,125	51,439,783
1964	77	1,177.11	218,487,546	10,967,128	62,406,911
1965	77	1,208.81	218,760,538	11,370,240	73,777,151
1966	80	1,271.87	221,992,032	11,662,274	85,439,425
1967	80	1,309.93	212,065,299	12,442,900	97,882,325
1968	84	1,372.36	214,086,481	14,287,775	112,170,100
1969	86	1,406.36	209,186,115	15,121,277	127,291,377
1970	86	1,427.59	205,103,981	16,490,064	143,781,441
1971	90	1,437.09	204,854,564	18,090,833	161,872,274
1972	92	1,490.86	216,734,617	18,338,440	180,210,714
1973	94	1,580.23	311,183,279	18,648,610	198,859,324
1974	94	1,597.44	324,787,253	21,728,373	220,587,697
1975	99	1,669.02	419,869,718	22,841,302	243,428,999
1976	100	1,696.56	448,678,585	22,793,386	266,222,385
1977	101	1,748.55	488,779,846	27,595,966	293,818,351
1978	104	1,807.94	494,433,948	27,865,892	321,684,243
1979	106	1,853.71	529,996,431	30,846,555	352,530,798
1980	106	1,889.03	623,880,689	34,012,618	386,543,416
1981	106	1,913.57	695,487,179	35,567,962	422,111,378
1982	109	1,995.74	712,299,816	42,032,978	464,144,356
1983	109	2,041.94	651,035,697	46,306,272	510,450,628
1984	110	2,066.80	641,783,969	48,735,190	559,185,818
1985	110	2,121.49	624,641,459	48,735,190	607,921,008

1984 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, 1983.

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

ANNUAL CERTIFICATION OF MILEAGE

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

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

MAXIMUM STATE-AID MILEAGE COMPUTATIONS

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

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

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

1984 MUNICIPAL STATE AID NEEDS REPORT

Maximum Mileage Record

<u>Municipality</u>	<u>1983 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	17.60	0.41		0
Alexandria	10.55	10.57	0.02		+ 0.71
Andover	21.07	22.51	1.44		+ 0.83
Anoka	11.08	11.37	0.29		0
Apple Valley	19.30	19.95	0.65		+ 1.05
Arden Hills	4.58	5.84	1.26		0
Austin	21.97	20.95	----	1.02	0
Bemidji	14.43	13.99	----	0.44	0
Blaine	26.95	28.08	1.13		+ 1.42
Bloomington	71.63	72.03	0.40		+ 0.03
Brainerd	13.86	14.24	0.38		0
Brooklyn Center	20.70	20.75	0.05		+ 1.30
Brooklyn Park	30.28	31.46	1.18		0
Burnsville	36.96	37.15	0.19		+ 2.79
Champlin	10.37	10.67	0.30		+ 1.06
Chanhassen	11.82	12.12	0.30		0
Chaska	8.59	9.30	0.71		0
Chisholm	6.93	7.10	0.17		+ 0.26
Cloquet	17.73	17.75	0.02		+ 0.49
Columbia Heights	11.52	11.78	0.26		0
Coon Rapids	28.23	33.04	4.81		+ 1.93
Cottage Grove	23.19	23.90	0.71		0
Crookston	9.28	9.28	----		0
Crystal	17.61	17.78	0.17		0
Detroit Lakes	8.46	8.70	0.24		0
Duluth	89.69	86.13	----	3.56	+ 0.07
Eagan	28.87	29.50	0.63		+ 2.84
East Bethel	20.81	21.18	0.37		0
East Grand Forks	10.98	9.13	----	1.85	0
Eden Prairie	28.85	28.85	----		+ 6.38
Edina	38.87	39.46	0.59		+ 1.19
Elk River	17.33	18.50	1.17		+ 0.01
Ely	5.51	5.57	0.06		0
Eveleth	5.95	5.99	0.04		0
Fairmont	17.08	14.61	----	2.47	0
Falcon Heights	2.41	2.55	0.14		0

<u>Municipality</u>	1983 M.S.A.S. <u>Mileage</u>	Mileage for <u>Designation</u>	Mileage below <u>Maximum</u>	Trunk Highway Turnback <u>Overage</u>	Mileage <u>Change</u>
Faribault	17.98	18.01	0.03		+ 0.94
Fergus Falls	11.36	12.42	1.06		0
Fridley	22.54	24.46	1.92		+ 1.87
Golden Valley	23.18	23.61	0.43		- 2.93
Grand Rapids	10.31	10.93	0.62		- 0.07
Ham Lake	18.09	18.15	0.06		+ 0.05
Hastings	12.56	12.80	0.24		+ 0.66
Hermantown	13.04	13.32	0.28		0
Hibbing	48.32	48.44	0.12		+ 0.75
Hopkins	8.99	9.23	0.24		0
Hutchinson	9.49	9.60	0.11		+ 1.86
International Falls	4.81	4.82	0.01		0
Inver Grove Heights	16.38	17.19	0.81		+ 0.68
Lake Elmo	8.92	9.67	0.75		0
Lakeville	21.88	22.42	0.54		+ 0.33
Lino Lakes	13.11	13.58	0.47		+13.11
Litchfield	7.41	7.73	0.32		0
Little Canada	4.51	4.74	0.23		0
Little Falls	13.84	12.11	----	1.73	- 0.08
Luverne	2.59	5.23	2.64		0
Mankato	20.71	21.02	0.31		+ 0.47
Maple Grove	28.60	29.73	1.13		+ 0.50
Maplewood	17.78	19.10	1.32		0
Marshall	9.63	9.75	0.12		0
Mendota Heights	9.93	10.27	0.34		0
Minneapolis	187.62	187.66	0.04		- 0.10
Minnetonka	46.01	46.91	0.90		0
Montevideo	7.54	8.09	0.55		0
Moorhead	22.81	23.72	0.91		0
Morris	6.16	6.43	0.27		+ 0.38
Mound	7.08	7.52	0.44		0
Mounds View	7.06	7.49	0.43		0
New Brighton	13.15	13.41	0.26		0
New Hope	12.64	12.64	----		0
New Ulm	12.68	13.98	1.30		0
Northfield	9.13	9.33	0.20		+ 0.33
North Mankato	8.47	8.58	0.11		0
North St. Paul	8.03	8.10	0.07		0
Oakdale	9.27	10.01	0.74		+ 0.14

<u>Municipality</u>	1983 M.S.A.S. <u>Mileage</u>	Mileage for <u>Designation</u>	Mileage below <u>Maximum</u>	Trunk Highway <u>Turnback Overage</u>	<u>Mileage Change</u>
Orono	9.36	11.41	2.05		0
Owatonna	16.71	17.31	0.60		+ 0.99
Pipestone	6.61	6.76	0.15		0
Plymouth	35.98	37.91	1.93		+ 6.79
Prior Lake	11.11	11.47	0.36		+ 1.25
Ramsey	22.51	22.51	----		+ 0.57
Red Wing	18.93	18.94	0.01		0
Redwood Falls	5.01	5.12	0.11		+ 0.57
Richfield	26.21	26.28	0.07		0
Robbinsdale	10.33	9.97	----	0.36	0
Rochester	34.34	36.36	2.02		+ 0.91
Rosemount	12.07	12.27	0.20		+ 0.96
Roseville	21.89	22.44	0.55		0
St. Anthony	5.21	5.48	0.27		0
St. Cloud	33.40	32.42	----	0.98	+ 0.06
St. Louis Park	24.61	25.91	1.30		- 0.03
St. Paul	154.85	157.37	2.52		0
St. Paul Park	4.85	5.12	0.27		0
St. Peter	7.33	8.43	1.10		0
Sauk Rapids	7.33	7.59	0.26		0
Shakopee	11.64	12.58	0.94		0
Shoreview	9.92	12.99	3.07		- 0.71
South St. Paul	14.23	14.33	0.10		0
Spring Lake Park	4.69	4.73	0.04		0
Stillwater	11.91	12.50	0.59		+ 2.02
Thief River Falls	10.62	10.75	0.13		0
Vadnais Heights	4.52	4.95	0.43		0
Virginia	11.71	12.21	0.50		- 0.02
Waseca	5.70	6.25	0.55		0
West St. Paul	11.62	12.06	0.44		0
White Bear Lake	16.54	17.13	0.59		+ 0.04
Willmar	18.83	19.08	0.25		0
Winona	18.08	18.96	0.88		+ 0.04
Woodbury	18.82	20.06	1.24		0
Worthington	9.78	10.52	0.74		0
TOTALS	2,121.49	2,171.75	62.67	12.41	54.69

1984 MUNICIPAL STATE AID NEEDS REPORT

1984 Itemized Tabulation of Needs

The 1984 itemized tabulation of needs on the following page shows all the construction items used in the Municipal State Aid Needs Study for apportionment purposes.

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

The cost per mile shown 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 \$273,543, while the lowest average recorded is Richfield with \$81,850 per mile. The ten cities which exceed \$375,000 per mile are listed alphabetically as follows:

Chaska	Maplewood
Cloquet	Minneapolis
Ely	Northfield
International Falls	Rosemount
Maple Grove	Woodbury

The highest average is Northfield with \$446,886 per mile.

MUNICIPAL NAME	GRADING	COMP SEWER	ADJ SEWER	BASE	SURFACE	SHOULDER	CURB/GUTTER	SIDEWALK	SIGNALS	LIGHTING	RET WALLS	RIGHT OF WAY	BRIDGES	RR CROSSINGS	MAINT	NEEDS	MILEAGE	COST/MIL	MUNICIPAL NAME	
ALBERT LEA	526,924	34,280	252,960	757,433	1,232,428		339,975	116,864	171,899	34,330	24,000	1,000			1,000	1,195,618	17.19	220,856	ALBERT LEA	
ALEXANDRIA	226,471	153,860	11,160	339,962	699,052	867	139,526	26,222	105,497	21,100					11,794	1,780,442	10.55	168,762	ALEXANDRIA	
ANDOVER	745,349	238,120	6,200	992,595	1,091,748	97,153	199,629		210,682	42,140	5,000	103,400	115,364		14,130	3,608,920	21.07	175,950	ANDOVER	
ANDOKA	453,804	458,640		590,274	934,330		290,428	46,690	109,799	21,960		5,000			11,575	3,012,501	11.08	271,896	ANDOKA	
APPLE VALLEY	317,441	667,380		1,291,009	1,632,125		454,520		192,986	38,600		50,000			19,277	4,663,342	19.30	241,762	APPLE VALLEY	
ARDEN HILLS	131,983	263,620	620	423,415	422,738		199,365	7,700	46,796	9,160		22,500			2,934	1,519,631	4.58	331,797	ARDEN HILLS	
AUSTIN	122,933	119,560	57,660	157,595	1,244,360		166,229	54,446	218,794	43,760					29,519	3,408,610	21.97	112,647	AUSTIN	
BEWIDJIT	186,660	267,540		335,784	950,097		187,145	48,034	137,094	27,420	16,000		1,264,032	260,000	18,301	3,628,111	14.43	163,931	BEWIDJIT	
BLAINE	487,923	1,129,940	1,240	1,446,397	2,214,645	22,538	774,513		269,679	53,900		11,000			20,344	6,421,519	26.95	239,651	BLAINE	
BLOOMINGTON	1,265,498	519,400	902,720	2,296,568	5,696,664		1,231,164	650,502	716,267	143,260	16,000	54,600	259,616	390,000	105,962	14,249,611	71.63	195,295	BLOOMINGTON	
BRainerd	244,019	204,820		356,870	192,463		192,463	18,074	138,600	27,720		1,700			16,210	2,787,050	13.96	201,296	BRainerd	
BROOKLYN CENTER	521,173	732,040	141,360	1,276,626	1,959,236		636,977	140	206,992	41,400	39,797	7,600	185,135	95,000	28,499	5,921,976	20.70	277,142	BROCKLYN CENTER	
BROOKLYN PARK	522,137	1,335,740	44,640	1,237,495	2,404,823		829,924		302,783	59,300		59,300			27,192	6,824,594	30.28	225,393	BROCKLYN PARK	
BURNSVILLE	595,788	1,276,940		3,276,802	3,748,787		938,960		269,576	73,920		49,200	227,240		43,647	10,600,860	36.96	286,672	BURNSVILLE	
CHAMPLIN	216,339	500,780	13,020	535,177	850,975		395,454	2,800	103,695	20,740		13,900			8,503	2,661,390	10.37	256,643	CHAMPLIN	
CHANDLER	580,780	532,140		1,147,797	712,715	11,796	329,126		118,197	23,640		10,900		95,000	6,844	3,568,921	11.82	301,939	CHANDLER	
CHASKA	237,177	639,940		723,755	842,990		370,508	79,324	55,894	17,180			45,144	260,000	9,089	3,317,000	8.59	301,891	CHASKA	
CHISHOLM	260,545	236,180	61,380	213,197	534,656		195,741	132,482	69,300	13,660	15,800				7,473	1,740,619	6.93	251,172	CHISHOLM	
CLOQUET	1,114,249	1,012,340	3,720	1,681,277	1,436,490	5,717	578,924	422,478	177,295	35,460	45,000	34,100	232,560	415,000	19,399	7,314,909	17.73	399,456	CLOQUET	
COLUMBIA HEIGHTS	186,433	31,340	31,000	189,152	724,699		139,167	45,850	115,195	23,040		4,500			14,509	1,685,295	11.52	146,232	COLUMBIA HEIGHTS	
COON RAPIDS	238,601	701,680	2,480	715,765	2,237,984		442,912		282,282	56,460		28,600			65,300	35,744	4,807,808	28.23	170,308	COON RAPIDS
COTTAGE GROVE	538,836	880,040	58,280	1,699,733	1,667,462	11,981	571,335		221,889	46,385		57,700	292,500		30,352	6,086,447	23.19	249,849	COTTAGE GROVE	
CROOKSTON	463,253	249,900	73,780	650,432	768,297		227,076	105,728	92,800	18,560	5,000	4,700	316,800	95,300	10,592	3,077,218	9.78	297,459	CROCKSTON	
CRYSTAL	634,398	560,491	172,360	1,276,110	1,423,156		464,796		176,089	35,220		13,400		332,500	19,793	5,144,998	17.61	192,163	CRYSTAL	
DETROIT LAKES	147,771	132,280	40,920	255,212	600,120	72	139,508	33,026	94,599	16,920	20,000		14,840		9,217	1,555,225	8.46	192,074	DETROIT LAKES	
DULUTH	4,740,967	2,323,480	348,440	5,484,230	6,157,735	30,962	1,681,103	1,553,510	879,158	175,840	290,000	17,700	6,250,180	477,400	114,775	30,530,484	89.65	270,714	DULUTH	
EAGAN	606,839	1,355,140	56,420	2,039,625	2,557,898		926,451		288,674	57,740		34,400			28,755	7,971,942	28.47	276,132	EAGAN	
EAST BETHEL	846,450			1,048,841	722,932	26,339	208,083		41,620						18,090	2,912,255	20.81	193,945	EAST BETHEL	
EAST GRAND FORKS	208,170	246,960	42,780	442,299	765,435		227,098	1,162	107,297	21,460				285,500	11,369	2,359,630	10.98	214,903	EAST GRAND FORKS	
EDEN PRAIRIE	743,274	1,546,440	175,460	2,023,374	2,554,296		1,016,628		288,473	57,700	210,000	31,100	254,250	65,000	27,594	9,093,589	28.45	304,390	EDEN PRAIRIE	
EDINA	1,154,147	1,293,071	92,380	1,958,649	2,919,212		842,490	65,100	388,675	77,740	96,354	25,500	545,420	95,000	47,201	9,600,999	38.87	232,969	EDINA	
ELK RIVER	717,605	500,780	37,820	1,071,254	1,122,838	49,179	390,976	171,506	173,285	34,660	26,000		1,212,200	95,000	15,045	5,668,148	17.32	251,353	ELK RIVER	
ELY	403,901	201,880	9,920	606,633	497,625		249,396	146,216	55,099	11,020					5,705	2,187,375	5.61	196,946	ELY	
EVELETH	136,321	288,120		98,319	482,650	748	138,801	103,754	55,500	11,900					6,757	1,326,870	5.95	223,023	EVELETH	
FAIRMONT	255,896	388,080	34,100	509,516	1,153,040	1,237	356,606	55,850	170,792	34,150	4,500	500	69,920	65,500	22,315	3,126,212	17.08	178,540	FAIRMONT	
FALCON HEIGHTS	38,277	53,900		72,745	138,732		39,693		36,100	4,820					2,730	374,057	2.41	155,210	FALCON HEIGHTS	
FARIBAULT	282,191	258,720	90,520	746,348	1,239,198		292,509	45,346	178,992	35,800	3,000		526,482	130,500	21,178	3,850,894	17.98	184,594	FARIBAULT	
FERGUS FALLS	143,705	163,141	13,020	227,098	705,748	2,023	87,682	47,264	113,598	22,720	10,500			390,300	12,227	2,439,726	11.36	214,755	FERGUS FALLS	
FRIDLEY	289,026	169,540	188,480	489,960	1,516,557		404,393		225,399	45,080		14,300		445,000	25,508	3,813,243	22.54	165,177	FRIDLEY	
GOLDEN VALLEY	799,449	1,109,360	13,600	1,837,005	2,027,841		678,651		231,793	46,360	243,200	16,200	52,400	517,500	25,220	7,603,979	23.18	325,763	GOLDEN VALLEY	
GRAND RAPIDS	63,730	113,680	8,060	136,133	696,058	646	118,894	2,800	103,099	20,620				355,000	13,073	1,631,793	10.31	158,272	GRAND RAPIDS	
HAM LAKE	452,097			736,188	653,202	86,271	42,405		190,882	36,180		16,500			16,490	2,220,215	18.09	127,732	HAM LAKE	
HASTINGS	259,353	343,980		412,499	880,845	867	392,292	145,152	125,596	25,120	23,400	5,200			14,155	2,629,469	12.56	207,353	HASTINGS	
HERMANTOWN	1,006,600	292,040		1,666,149	937,093	1,925	142,292		180,388	26,098	45,000	52,400			13,150	4,394,341	13.04	331,604	HERMANTOWN	
HIBBING	2,520,806	761,460	253,500	3,410,684	2,647,952	103,446	717,233		117,233	86,640				255,000	50,459	11,471,984	48.32	235,792	HIBBING	
HOPKINS	235,574	279,300	40,300	393,554	745,831		192,182	2,695	89,898	17,980			452,000		10,784	2,421,101	8.99	220,145	HOPKINS	
HUTCHINSON	160,919	214,620	63,960	490,149	709,648		190,637	4,788	94,896	13,980				190,900	10,616	2,150,013	9.49	226,556	HUTCHINSON	
INTERNATIONAL FALLS	456,380		169,260	418,050	454,321		157,355		202,635	48,099					5,530	1,931,251	4.81	401,507	INTERNATIONAL FALLS	
INVER GROVE HEIGHTS	728,933	943,740		1,307,519	1,369,818		559,260		163,788	32,760		52,500			13,154	5,181,572	16.38	316,735	INVER GROVE HEIGHTS	
LAKE ELMO	223,324	145,040	27,900	905,651	475,092	39,300	111,921		85,192	17,840					8,920	2,049,150	8.92	229,730	LAKE ELMO	
LAKEVILLE	585,265	1,317,900		2,149,899	1,981,743		1,218,442		218,779	43,760		66,400		65,300	19,320	7,966,808	21.84	364,114	LAKEVILLE	
LIND LAKES	863,108	624,260		1,683,921	1,026,825		349,396		131,099	26,220		2,200			3,290	4,729,709	13.11	361,534	LIND LAKES	
LITCHFIELD	325,452	446,880		533,155	622,468		275,266	44,540	74,100	14,820					8,041	2,350,422	7.41	317,196	LITCHFIELD	
LITTLE CANADA	164,680	135,240	17,980	347,608	379,500		149,138		46,099	9,020				65,000	4,271	1,317,536	4.51	292,137	LITTLE CANADA	
LITTLE FALLS	307,646	135,240	42,160	492,652	1,009,429	1,339	268,039	26,796	138,398	27,680				300	16,597	2,466,245	13.84	178,197	LITTLE FALLS	
LUVERNE	75,673		1,460	59,065	210,750		135,252	1,946	25,600	5,180					2,733	519,359	2.59	200,139	LUVERNE	
MANKATO	602,549	553,700	53,860	1,265,871	1,710,789		366,761	2,800	204,691	40,940	727,000	12,900			30,102	5,681,963	20.71	269,520	MANKATO	
MAPLE GROVE	387,651	1,744,400	64,480	3,596,906	3,243,450	752	1,292,174		285,979	37,200		158,900		65,000	23,354	11,420,254	28.60	399,310	MAPLE GROVE	
MAPLEWOOD	579,426	873,080	10,540	2,212,001	2,151,482		759,617		177,793	35,560		59,000		320,000	20,429	7,213,929	17.78	405,733	MAPLEWOOD	
MARSHALL	344,794	137,180	8,060	432,335	731,118	1,734	127,789</													

1984 MUNICIPAL STATE AID NEEDS REPORT

1984 Needs Study Update

The following tabulation reflects the total difference between the 1983 and the 1984 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. 1983 Construction Accomplishments and System Revisions -- includes construction accomplishments, system revisions, corporate limit revisions and other miscellaneous changes.
2. 1983 Traffic Update -- shows the change in needs for the municipalities that had their traffic counted in 1982-1983.
3. 1983 Unit Cost Revisions -- measures the effect of the unit prices approved by this committee at the 1984 spring meeting.

Revisions were made in the following cost items: Grading +\$0.25 C.Y.; Curb and gutter removal +\$1.00 S.Y.; Concrete pavement removal +\$1.00 S.Y.; Tree removal +\$40.00 unit; Subbase Class 4 +\$0.25 ton; Base Class 5 +\$0.40 ton; Bituminous #2331 +\$3.50 ton; #2341 +\$3.50 ton; #2361 +\$5.50 ton; Gravel Shoulders +\$0.50 ton; Storm sewer construction -\$98,000 mile; Sidewalk construction +\$0.50 S.Y.; Bridges: 0-149 ft. +\$2.00 S.F., 150-499 ft. +\$1.00 S.F., 500 ft. and over -\$12.00 S.F.; Bridge Widening -\$10.00 S.F. The most significant revision was reducing the Storm Sewer cost (-\$59,628,000).

The resulting 1984 25-Year Construction Needs as adjusted in the following "Tentative Money Needs Apportionment Determination will be used in computing the 1985 money needs allotment.

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

1984 MUNICIPAL STATE AID NEEDS REPORT

1984 M.S.A.S. Needs Study Update

Municipality	1983 M.S.A.S. Needs	Accomplishments & System Revisions	Traffic Update	Unit Cost Update	1984 M.S.A.S. Needs	Net Change	% Change 1983 to 1984	Mileage Change
Albert Lea	\$ 3,716,445	\$- 169,994	0	\$+ 250,067	\$ 3,796,518	+ 80,073	+ 2.2	0
Alexandria	1,707,818	+ 59,642	- 5,348	+ 18,330	1,780,442	+ 72,624	+ 4.3	+ 0.71
Andover	3,953,333	- 43,886	- 133,495	+ 130,968	3,906,920	- 46,413	- 1.2	+ 0.83
Anoka	3,352,861	- 146,618	+ 2,647	- 196,389	3,012,501	- 340,360	- 10.2	0
Apple Valley	4,288,956	+ 634,527	0	- 260,141	4,663,342	+ 374,386	+ 8.7	+ 1.05
Arden Hills	1,669,499	+ 0	- 4,692	- 145,176	1,519,631	- 149,868	- 9.0	0
Austin	3,250,651	+ 38,619	0	+ 119,340	3,408,610	+ 157,959	+ 4.9	0
Bemidji	3,740,395	- 84,245	0	- 28,039	3,628,111	- 112,284	- 3.0	0
Blaine	5,873,068	+ 1,096,761	+ 51,375	- 589,285	6,431,919	+ 558,851	+ 9.5	+ 1.42
Bloomington	14,238,125	- 834,206	+ 27,161	+ 817,531	14,248,611	+ 10,486	+ 0.1	+ 0.03
Brainerd	2,891,793	- 140,712	0	+ 35,969	2,787,050	- 104,743	- 3.6	0
Brooklyn Center	5,626,864	+ 523,477	+ 34,552	- 262,917	5,921,976	+ 295,112	+ 5.2	+ 1.30
Brooklyn Park	7,721,279	- 149,286	+ 45,697	- 793,096	6,824,594	- 896,685	- 11.6	0
Burnsville	11,181,118	- 284,210	+ 2,875	- 298,923	10,600,860	- 580,258	- 5.2	+ 2.79
Champlin	2,638,673	+ 372,164	- 61,760	- 287,687	2,661,390	+ 22,717	+ 0.9	+ 1.06
Chanhausen	3,996,271	0	- 127,173	- 300,177	3,568,921	- 427,350	- 10.7	0
Chaska	4,027,594	- 391,042	+ 93,475	- 413,027	3,317,000	- 710,594	- 17.6	0
Chisholm	1,658,451	+ 164,387	0	- 82,219	1,740,619	+ 82,168	+ 5.0	+ 0.26
Cloquet	7,257,045	+ 542,676	- 19,873	- 464,939	7,314,909	+ 57,864	+ 0.8	+ 0.49
Columbia Heights	1,931,949	- 335,015	+ 9,903	+ 78,448	1,685,285	- 246,664	- 12.8	0
Coon Rapids	5,556,926	- 554,770	+ 45,338	- 239,686	4,807,808	- 749,118	- 13.5	+ 1.93
Cottage Grove	7,754,281	- 1,200,287	- 30,241	- 437,266	6,086,487	- 1,667,794	- 21.5	0
Crookston	3,263,967	- 194,268	0	+ 7,519	3,077,218	- 186,749	- 5.7	0
Crystal	5,591,035	- 295,239	- 13,725	- 137,073	5,144,998	- 446,037	- 8.0	0
Detroit Lakes	1,700,559	- 103,143	0	- 42,191	1,555,225	- 145,334	- 8.5	0
Duluth	32,984,792	- 1,392,906	0	- 1,061,402	30,530,484	- 2,454,308	- 7.4	+ 0.07
Eagan	8,702,404	- 30,957	+ 13,699	- 713,204	7,971,942	- 730,462	- 8.4	+ 2.84
East Bethel	2,679,393	0	0	+ 232,862	2,912,255	+ 232,862	+ 8.7	0
East Grand Forks	2,668,124	- 238,959	0	- 69,535	2,359,630	- 308,494	- 11.6	0
Eden Prairie	6,879,700	+ 3,077,179	- 7,019	- 856,271	9,093,589	+ 2,213,889	+ 32.2	+ 6.38
Edina	10,813,284	- 694,661	- 61,121	- 456,563	9,600,939	- 1,212,345	- 11.2	+ 1.19
Elk River	6,107,090	- 270,419	0	- 268,523	5,568,148	- 538,942	- 8.8	+ 0.01
Ely	2,202,794	0	0	- 15,399	2,187,395	- 15,399	- 0.7	0
Eveleth	1,591,545	- 92,077	0	- 172,598	1,326,870	- 264,675	- 16.6	0
Fairmont	3,235,664	+ 16,326	0	- 125,778	3,126,212	- 109,452	- 3.4	0
Falcon Heights	397,403	0	- 1,826	- 21,520	374,057	- 23,346	- 5.9	0

<u>Municipality</u>	1983 M.S.A.S. <u>Needs</u>	Accomplishments & System <u>Revisions</u>	Traffic <u>Update</u>	Unit Cost <u>Update</u>	1984 M.S.A.S. <u>Needs</u>	Net <u>Change</u>	% Change 1983 to 1984	Mileage <u>Change</u>
Faribault	\$ 3,402,260	\$+ 352,140	0	\$+ 96,484	\$ 3,850,884	+ 448,624	+ 13.2	+ 0.94
Fergus Falls	2,547,598	- 110,409	+ 14,260	- 11,723	2,439,726	- 107,872	- 4.2	0
Fridley	3,263,349	+ 433,028	- 29,337	+ 146,203	3,813,243	+ 549,894	+ 16.9	+ 1.87
Golden Valley	7,888,155	+ 239,237	+ 15,759	- 539,172	7,603,979	- 284,176	- 3.6	- 2.93
Grand Rapids	1,615,650	- 21,748	+ 21,740	+ 16,141	1,631,783	+ 16,133	+ 1.0	- 0.07
Ham Lake	2,422,325	- 57,510	- 348,757	+ 204,157	2,220,215	- 202,110	- 8.3	+ 0.05
Hastings	2,578,959	+ 184,364	- 25,128	- 108,726	2,629,469	+ 50,510	+ 2.0	+ 0.66
Hermantown	4,260,855	+ 116,973	0	+ 16,513	4,394,341	+ 133,486	+ 3.1	0
Hibbing	11,360,049	+ 87,891	0	+ 24,044	11,471,984	+ 111,935	+ 1.0	+ 0.75
Hopkins	2,598,614	- 64,680	0	- 102,833	2,431,101	- 167,513	- 6.4	0
Hutchinson	1,714,242	+ 476,785	0	- 41,014	2,150,013	+ 435,771	+ 25.4	+ 1.86
International Falls	1,921,288	- 183,052	0	+ 193,015	1,931,251	+ 9,963	+ 0.5	0
Inver Grove Heights	5,194,587	+ 429,277	+ 093	- 442,385	5,181,572	- 13,015	- 0.3	+ 0.68
Lake Elmo	1,915,551	0	+ 118,223	+ 15,416	2,049,190	+ 133,639	+ 7.0	0
Lakeville	9,813,059	- 466,487	- 112,056	- 1,267,708	7,966,808	- 1,846,251	- 18.8	+ 0.33
Lino Lakes	4,306,064	+ 714,040	0	- 280,395	4,739,709	+ 433,645	+ 10.1	+ 1.85
Litchfield	2,651,607	- 43,120	0	- 258,065	2,350,422	- 301,185	- 11.4	0
Little Canada	1,346,472	0	+ 1,381	- 30,317	1,317,536	- 28,936	- 2.1	0
Little Falls	2,563,012	- 205,892	0	+ 109,126	2,466,246	- 96,766	- 3.8	- 0.08
Luverne	475,294	0	0	+ 43,065	518,359	+ 43,065	+ 9.1	0
Mankato	5,689,671	- 2,885	0	- 104,823	5,581,963	- 107,708	- 1.9	+ 0.47
Maple Grove	12,262,324	+ 89,476	- 123,932	- 807,614	11,420,254	- 842,070	- 6.9	+ 0.50
Maplewood	7,453,728	0	+ 22,696	- 262,496	7,213,928	- 239,800	- 3.2	0
Marshall	2,214,443	- 15,445	0	+ 645	2,199,643	- 14,800	- 0.7	0
Mendota Heights	3,645,721	- 703,433	- 23,300	- 175,132	2,743,856	- 901,865	- 24.7	0
Minneapolis	85,572,022	- 2,189,839	+ 397,740	+ 3,800,975	87,580,898	+ 2,008,876	+ 2.3	- 0.10
Minnetonka	14,527,079	- 37,169	- 17,516	- 49,768	14,422,626	- 104,453	- 0.7	0
Montevideo	1,954,840	- 181,620	0	+ 61,035	1,834,255	- 120,585	- 6.2	0
Moorhead	7,874,549	- 259,155	0	+ 422,480	8,037,874	+ 163,325	+ 2.1	0
Morris	1,889,722	+ 345,872	0	- 122,660	2,112,934	+ 223,212	+ 11.8	+ 0.38
Mound	1,339,842	- 84,263	+ 1,191	+ 22,176	1,278,946	- 60,896	- 4.5	0
Mounds View	2,364,065	- 1,000,662	- 15,950	- 100,338	1,247,115	- 1,116,950	- 47.2	0
New Brighton	3,209,434	- 100,947	- 17,119	+ 24,257	3,115,625	- 93,809	- 2.9	0
New Hope	1,938,411	- 102,381	- 11,846	+ 97,902	1,922,086	- 16,325	- 0.8	0
New Ulm	3,658,101	- 72,924	0	+ 17,265	3,602,442	- 55,659	- 1.5	0
Northfield	3,954,518	+ 360,773	0	- 235,220	4,080,071	+ 125,553	+ 3.2	+ 0.33
North Mankato	1,756,522	+ 21,997	+ 5,660	- 155,262	1,628,917	- 127,605	- 7.3	0
North St. Paul	2,147,843	0	+ 5,664	- 35,511	2,117,996	- 29,847	- 1.4	0
Oakdale	3,166,003	- 222,620	+ 15,902	- 174,144	2,785,141	- 380,862	- 12.0	+ 0.14

<u>Municipality</u>	<u>1983 M.S.A.S. Needs</u>	<u>Accomplishments & System Revisions</u>	<u>Traffic Update</u>	<u>Unit Cost Update</u>	<u>1984 M.S.A.S. Needs</u>	<u>Net Change</u>	<u>% Change 1983 to 1984</u>	<u>Mileage Change</u>
Orono	\$ 2,174,566	\$ 0	+ 16,878	+\$ 82,041	\$ 2,273,485	+ 98,919	+ 4.5	0
Owatonna	4,713,366	+ 122,036	+ 29,322	+ 239,561	5,104,285	+ 390,919	+ 8.3	+ 0.99
Pipestone	2,513,290	0	0	+ 87,696	2,600,986	+ 87,696	+ 3.5	0
Plymouth	5,589,840	+ 3,403,779	- 2,111	- 331,360	8,660,148	+ 3,070,308	+ 54.9	+ 6.79
Prior Lake	3,451,163	- 364,015	- 15,436	- 31,846	3,039,866	- 411,297	- 11.9	+ 1.25
Ramsey	5,075,683	+ 377,535	- 37,099	- 163,262	5,252,857	+ 177,174	+ 3.5	+ 0.57
Red Wing	5,759,102	0	+ 43,128	- 247,589	5,554,641	- 204,461	- 3.6	0
Redwood Falls	1,090,506	+ 343,427	- 2,975	+ 11,241	1,442,199	+ 351,693	+ 32.3	+ 0.57
Richfield	1,987,296	- 180	0	+ 158,169	2,145,285	+ 157,989	+ 7.9	0
Robbinsdale	1,584,988	- 221,867	- 032	- 36,087	1,327,002	- 257,986	- 16.3	0
Rochester	9,053,310	+ 121,868	0	+ 108,504	9,283,682	+ 230,372	+ 2.5	+ 0.91
Rosemount	4,224,175	+ 1,063,025	+ 030	- 355,662	4,931,568	+ 707,393	+ 16.7	+ 0.96
Roseville	4,961,592	- 173,216	- 19,917	- 48,366	4,720,093	- 241,499	- 4.9	0
St. Anthony	1,207,746	0	+ 5,725	- 48,373	1,165,098	- 42,648	- 3.5	0
St. Cloud	14,975,272	- 5,828,867	0	+ 340,516	9,486,921	- 5,488,351	- 36.6	+ 0.06
St. Louis Park	6,630,159	- 336,881	+ 91,326	- 105,397	6,279,207	- 350,952	- 5.3	- 0.03
St. Paul	76,200,056	- 959,080	- 29,727	- 1,407,245	73,804,004	- 2,396,052	- 3.1	0
St. Paul Park	1,171,891	0	0	- 113,102	1,058,789	- 113,102	- 9.7	0
St. Peter	1,272,353	- 25,465	+ 1,916	- 15,370	1,233,434	- 38,919	- 3.1	0
Sauk Rapids	2,755,617	- 126,100	+ 7,795	- 158,735	2,478,577	- 277,040	- 10.1	0
Shakopee	3,312,014	- 196,763	+ 3,712	- 51,035	3,067,928	- 244,086	- 7.4	0
Shoreview	3,920,185	- 497,355	+ 246	- 391,960	3,031,116	- 889,069	- 22.7	- 0.71
South St. Paul	2,928,540	- 25,441	- 14,483	- 36,989	2,851,627	- 76,913	- 2.6	0
Spring Lake Park	1,043,716	0	+ 11,487	- 41,307	1,013,896	- 29,820	- 2.9	0
Stillwater	3,418,073	+ 515,544	+ 30,649	- 237,879	3,726,387	+ 308,314	- 9.0	+ 2.02
Thief River Falls	2,863,854	- 10,450	- 27,129	- 105,617	2,720,658	- 143,196	- 5.0	0
Vadnais Heights	959,438	- 95,386	+ 8,252	+ 44,119	916,423	- 43,015	- 4.5	0
Virginia	2,452,295	- 243,124	0	+ 48,141	2,257,312	- 194,983	- 8.0	- 0.02
Waseca	1,102,973	41,160	0	+ 55,366	1,117,179	+ 14,206	+ 1.3	0
West St. Paul	3,274,066	- 19,600	- 24,058	- 112,566	3,117,842	- 156,224	- 4.8	0
White Bear Lake	5,307,051	+ 13,258	- 14,164	- 109,985	5,196,160	- 110,891	- 2.1	+ 0.04
Willmar	4,238,562	- 737,346	0	- 39,668	3,461,548	- 777,014	- 18.3	0
Winona	4,454,663	- 507,242	0	+ 331,529	4,278,950	- 175,713	- 3.9	+ 0.04
Woodbury	9,243,884	- 1,107,524	- 20,943	- 598,910	7,516,507	- 1,727,377	- 18.7	0
Worthington	1,939,717	- 72,688	0	+ 31,903	1,898,932	- 40,785	- 2.1	0
TOTALS	\$644,159,979	- 9,024,808	- 201,791	-10,291,921	\$624,641,459	-19,518,520	- 3.0	+ 43.43

1984 MUNICIPAL STATE AID NEEDS REPORT

Tentative 1985 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 1985.

The 1984 Needs shown on this report are those computed on the "1984 Needs Study Update". The 1984 construction needs are the result of subtracting for the Construction Fund Deduction and Expenditures Off the Municipal State Aid System, and adding a credit for Bond Accounts, Non-existing Bridge Adjustments, Reconstruction Projects, Right-of-Way Aquisitions, and Trunk Highway Turnback Adjustments. These adjustments to the actual needs are made as directed by the City Engineers Screening Board.

Two additional cities are in the process of taking a special census. Savage and Buffalo may be included in the 1985 apportionment should they exceed the 5,000 population requirement. If time permits, their needs will be processed in the normal manner; if not, their needs will be determined at the cost per mile of the lowest other city which presently is Richfield at \$81,849 per mile.

This summary provides specific data and shows the impact of the adjustments to each municipality for the Board's use in establishing the 1985 Money Needs Apportionment Determination.

These adjustments will be reviewed individually immediately following this tentative 1985 Money Needs Apportionment Determination summary.

1984 MUNICIPAL STATE AID NEEDS REPORT

Determination of the 1985 Money Needs Apportionment

<u>Municipality</u>	<u>1984 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>Recon- struction Adjustment</u>	<u>Adjusted 25-Year Construction Needs</u>	<u>Tentative Apportionment Less Turnback Adjustment</u>	<u>Turnback Adjustment</u>	<u>Tentative 1985 Money Needs Apportionment</u>	<u>Distribution Percentage</u>
Albert Lea	\$ 3,796,518	\$ 477,234	\$ 0	\$ 0	\$ 245,320	\$ 0	\$ 0	\$ 3,564,604	\$ 145,745	\$ 0	\$ 145,745	.5981
Alexandria	1,780,442	194,832	0	60,000	0	0	0	1,645,610	67,284	0	67,284	.2761
Andover	3,906,920	62,100	61,682	0	0	0	0	3,783,138	154,680	0	154,680	.6348
Anoka	3,012,501	0	198,718	0	0	28,974	0	2,842,757	116,231	150	116,381	.4776
Apple Valley	4,663,342	290,859	0	975,000	0	0	0	5,347,483	218,641	0	218,641	.8973
Arden Hills	1,519,631	42,130	37,308	0	0	0	0	1,440,193	58,885	0	58,885	.2417
Austin	3,408,610	688,730	353,850	0	0	0	0	2,366,030	96,739	0	96,739	.3970
Bemidji	3,628,111	0	0	25,000	0	0	0	3,653,111	149,363	1,080	150,443	.6174
Blaine	6,431,919	525,323	233,659	0	0	0	0	5,672,937	231,948	0	231,948	.9519
Bloomington	14,248,611	0	1,616,159	110,237	0	145,300	0	12,887,989	526,948	0	526,948	2.1625
Brainerd	2,787,050	94,819	40,806	375,000	576,113	0	0	3,602,538	147,296	0	147,296	.6045
Brooklyn Center	5,921,976	353,049	38,893	480,000	197,709	0	0	6,207,743	253,814	0	253,814	1.0416
Brooklyn Park	6,824,594	324,000	8,274	0	0	0	0	6,492,320	265,450	0	265,450	1.0894
Burnsville	10,600,860	785,337	0	0	0	0	0	9,815,523	401,324	0	401,324	1.6470
Champlin	2,661,390	0	0	0	0	0	0	2,661,390	108,816	0	108,816	.4466
Chanhausen	3,568,921	153,907	0	0	0	0	0	3,415,014	139,629	0	139,629	.5730
Chaska	3,317,000	635,109	15,980	0	28,800	0	0	2,694,711	110,178	0	110,178	.4521
Chisholm	1,740,619	9,989	0	0	0	0	0	1,730,630	70,760	0	70,760	.2904
Cloquet	7,314,909	663,178	0	0	0	73,539	0	6,725,270	274,974	0	274,974	1.1284
Columbia Heights	1,685,285	0	30,000	0	0	0	0	1,655,285	67,679	0	67,679	.2777
Coon Rapids	4,807,808	112,928	451,191	0	0	0	0	4,243,689	173,511	0	173,511	.7121
Cottage Grove	6,086,487	411,795	0	169,478	0	0	0	5,844,170	238,949	0	238,949	.9806
Crookston	3,077,218	64,610	0	0	0	149,174	0	3,161,782	129,275	0	129,275	.5305
Crystal	5,144,998	1,833,499	182,488	0	0	333,203	0	3,462,214	141,559	0	141,559	.5809
Detroit Lakes	1,555,225	221,770	0	55,000	0	0	0	1,388,455	56,769	0	56,769	.2330
Duluth	30,530,484	2,780,367	234,592	0	0	85,601	0	27,601,126	1,128,519	1,575	1,130,094	4.6377
Eagan	7,971,942	0	6,235	0	0	271,918	0	8,237,625	336,809	0	336,809	1.3822
East Bethel	2,912,255	156,948	0	0	0	0	0	2,755,307	112,655	0	112,655	.4623
East Grand Forks	2,359,630	0	0	180,000	0	0	0	2,539,630	103,837	0	103,837	.4261
Eden Prairie	9,093,589	0	237,532	1,720,613	0	0	0	10,576,670	432,445	0	432,445	1.7747
Edina	9,600,939	388,916	797,670	0	0	0	0	8,414,353	344,035	0	344,035	1.4119
Elk River	5,568,148	54,953	0	0	0	0	0	5,513,195	225,416	0	225,416	.9251
Ely	2,187,395	67,210	0	0	0	0	0	2,120,185*	(29,430)*	0	(29,430)*	.1208
Eveleth	1,326,870	0	0	0	0	0	0	1,326,870	54,251	0	54,251	.2226
Fairmont	3,126,212	275,341	0	0	0	1,825	0	2,852,696	116,637	0	116,637	.4787
Falcon Heights	374,057	0	0	87,806	0	0	0	461,863	18,884	0	18,884	.0775

Municipality	1984 Actual 25-Year Construction Needs	Construction Fund Deduction	Deductions for Expenditures Off System Aid System	Credit for Bond Account	Non- Existing Bridge Adjustment	Right-of-Way Acquisition Adjustment	Recon- struction Adjustment	Adjusted 25-Year Construction Needs	Tentative Apportionment Less Turnback Adjustment	Turnback Adjustment	Tentative 1985 Money Needs Apportionment	Distribution Percentage
Paribault	\$ 3,850,884	\$ 118,757	\$ 70,369	\$ 305,000	\$ 0	\$ 2,346	\$	\$ 3,969,104	\$ 162,284	\$	\$ 162,284	.6660
Fergus Falls	2,439,726	44,224	128,635	0	0	0		2,266,867	92,685		92,685	.3804
Fridley	3,813,243	789,455	50,280	0	0	5,853		2,979,361	121,816		121,816	.4999
Golden Valley	7,603,979	1,335,322	12,756	0	0	720,932		6,976,833	285,260		285,260	1.1707
Grand Rapids	1,631,783	0	0	70,000	553,858	0		2,255,641	92,226		92,226	.3785
Ham Lake	2,220,215	35,403	0	150,000	0	0		2,334,812	95,463		95,463	.3918
Hastings	2,629,469	196,434	201,463	0	247,538	17,620		2,496,730	102,083		102,083	.4189
Hermantown	4,394,341	396,481	0	0	0	0		3,997,860	163,459		163,459	.6708
Hibbing	11,471,984	0	0	798,867	0	14,000		12,284,851	502,287		502,287	2.0613
Hopkins	2,431,101	532,998	344,723	0	0	0		1,553,380	63,513		63,513	.2606
Hutchinson	2,150,013	254,018	0	0	570,793	0		2,466,788	100,859		100,859	.4139
International Falls	1,931,251	0	0	0	0	0		1,931,251	78,963		78,963	.3240
Inver Grove Heights	5,181,572	0	0	0	0	20,997		5,202,569	212,716		212,716	.8729
Lake Elmo	2,049,190	178,009	0	0	0	0		1,871,181	76,506		76,506	.3140
Lakeville	7,966,808	0	230,065	0	0	0		7,736,743	316,330		316,330	1.2982
Lino Lakes	4,739,709	56,752	0	0	0	0		4,682,957	191,471		191,471	.7858
Litchfield	2,350,422	134,172	123,958	0	0	0		2,092,292	85,547		85,547	.3511
Little Canada	1,317,536	105,696	0	86,051	0	43,300		1,341,191	54,837		54,837	.2250
Little Falls	2,466,246	31,813	0	37,443	0	0		2,471,876	101,067		101,067	.4148
Luverne	518,359	44,458	0	0	0	0		473,901	(5,723)*		(5,723)*	.0235
Mankato	5,581,963	666,889	678,164	0	0	0		4,236,910	173,233	360	173,593	.7124
Maple Grove	11,420,254	303,459	11,706	601,625	0	18,538		11,725,252	479,407		479,407	1.9674
Maplewood	7,213,928	151,591	0	305,000	664,966	0		8,032,303	328,414		328,414	1.3477
Marshall	2,199,643	0	12,703	170,496	0	58,320		2,415,756	98,772		98,772	.4053
Mendota Heights	2,743,856	174,890	0	298,628	0	0		2,867,594	117,247		117,247	.4812
Minneapolis	87,580,898	0	1,239,446	400,000	410,521	3,145,585		90,297,558	3,691,970		3,691,970	15.1511
Minnetonka	14,422,626	1,542,075	2,031,334	0	0	282,150		11,131,367	455,125		455,125	1.8677
Montevideo	1,834,255	0	0	0	0	0		1,834,255	74,997		74,997	.3078
Moorhead	8,037,874	1,212,484	7,017	0	7,530	21,000		6,846,903	279,947		279,947	1.1489
Morris	2,112,934	109,190	182,849	0	0	13,097		1,833,992	74,986		74,986	.3077
Mound	1,278,946	60,462	125,252	215,000	0	0		1,308,232	53,489		53,489	.2195
Mounds View	1,247,115	604,999	0	0	0	0		642,116	26,254		26,254	.1077
New Brighton	3,115,625	379,412	780,623	0	0	0		1,955,590	79,958		79,958	.3281
New Hope	1,922,086	259,564	191,466	0	0	0		1,471,056	60,147		60,147	.2468
New Ulm	3,602,442	415,601	74,364	0	0	0		3,112,477	127,259		127,259	.5222
Northfield	4,080,071	358,082	357,412	0	0	0		3,364,577	137,566		137,566	.5645
North Mankato	1,628,917	0	0	0	0	0		1,628,917	66,601	2,520	69,121	.2837
North St. Paul	2,117,996	0	268,676	0	0	0		1,849,320	75,613		75,613	.3103
Oakdale	2,785,141	109,101	0	0	0	0		2,676,040	109,414		109,414	.4490

Municipality	1984 Actual 25 Year Construction Needs	Construction Fund Deduction	Deductions for Expenditures Off System Aid System	Credit for Bond Account	Non- Existing Bridge Adjustment	Right-of-Way Acquisition Adjustment	Recon- struction Adjustment	Adjusted 25-Year Construction Needs	Tentative Apportionment Less Turnback Adjustment	Turnback Adjustment	Tentative 1985 Money Needs Apportionment	Distribution Percentage
Orono	\$ 2,273,485	\$ 163,140	\$ 28,516	\$ 114,747	\$ 0	\$ 0	\$	\$ 2,196,576	\$ 89,811	\$	\$ 89,811	.3686
Owatonna	5,104,285	364,552	439,119	0	0	113,638		4,414,252	180,484		180,484	.7407
Pipestone	2,600,986	63,759	0	0	0	0		2,537,227*	(33,517)*		(33,517)*	.1375
Plymouth	8,660,148	62,657	381,328	0	0	25,208		8,241,371	336,963		336,963	1.3828
Prior Lake	3,039,866	205,161	0	0	0	0		2,834,705	115,902		115,902	.4756
Ramsey	5,252,857	1	0	0	0	44,008		5,296,864	216,571		216,571	.8888
Red Wing	5,554,641	108,207	0	0	154,168	76,176		5,676,778	232,105		232,105	.9525
Redwood Falls	1,442,199	0	0	25,000	0	0		1,467,199	59,989		59,989	.2462
Richfield	2,145,285	86,851	31,752	0	0	1,152,857		3,179,539	130,001		130,001	.5335
Robbinadale	1,327,002	0	257,206	0	0	0		1,069,796	43,740		43,740	.1795
Rochester	9,283,682	1,203,244	43,384	0	84,378	129,452		8,250,884	337,352		337,352	1.3844
Rosemount	4,931,568	132,297	0	0	0	0		4,799,271	196,226		196,226	.8053
Roseville	4,720,093	459,690	0	0	0	0		4,260,403	174,194		174,194	.7149
St. Anthony	1,165,098	301,409	34,108	0	0	0		829,581	33,919		33,919	.1392
St. Cloud	9,486,921	0	266,665	1,115,155	0	0		10,335,411	422,581	3,765	426,346	1.7496
St. Louis Park	6,279,207	0	1,349,852	0	1,492,570	335,520		6,757,445	276,290		276,290	1.1338
St. Paul	73,804,004	5,138,295	1,740,782	1,674,893	1,221,432	1,544,022	549,904	71,915,178	2,940,375		2,940,375	12.0667
St. Paul Park	1,058,789	208,027	0	0	0	0		850,762*	(13,080)*		(13,080)*	.0537
St. Peter	1,233,434	333,089	0	0	0	0		900,345	36,812		36,812	.1511
Sauk Rapids	2,478,577	34,757	118,693	0	0	9,834		2,334,961	95,469		95,469	.3918
Shakopee	3,067,928	331,477	9,092	0	0	0		2,727,359	111,513		111,513	.4576
Shoreview	3,031,116	270,457	69,982	0	0	0		2,690,677	110,013		110,013	.4515
South St. Paul	2,851,627	265,055	107,333	0	0	0		2,479,239	101,368		101,368	.4160
Spring Lake Park	1,013,896	219,394	0	96,107	0	0		890,609	36,414		36,414	.1494
Stillwater	3,726,387	422,729	8,993	30,000	0	104,442		3,429,107	140,205		140,205	.5754
Thief River Falls	2,720,658	495,671	46,567	0	0	0		2,178,420	89,068		89,068	.3655
Vadnais Heights	916,423	1	0	0	0	0		916,422	37,469		37,469	.1538
Virginia	2,257,312	0	35,380	300,000	0	0		2,521,932	103,114		103,114	.4232
Waseca	1,117,179	200,441	0	0	0	0		916,738	37,482		37,482	.1538
West St. Paul	3,117,842	519,976	190,000	0	0	0		2,407,866	98,450		98,450	.4040
White Bear Lake	5,196,160	307,995	167,468	0	0	187,639		4,908,336	200,686		200,686	.8236
Willmar	3,461,548	26,113	246,630	0	0	22,500		3,211,305	131,300		131,300	.5388
Winona	4,278,950	118,413	0	0	0	340,950		4,501,487	184,051		184,051	.7553
Woodbury	7,516,507	470,404	71,559	15,936	0	0		6,990,480	285,818		285,818	1.1729
Worthington	1,898,932	377,008	31,113	0	0	0		1,490,811	60,954		60,954	.2501
TOTALS	\$624,641,459	\$35,160,994	\$17,343,820	\$11,048,082	\$6,455,696	\$9,539,518	\$549,904	\$599,729,845	\$24,358,145	\$9,450	\$24,367,595	100.0000

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

1984 MUNICIPAL STATE AID NEEDS REPORT

Unencumbered Construction Fund Balance (Amount as of June 30, 1984)

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

BE IT RESOLVED:

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

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

<u>Municipality</u>	<u>Amount</u>	<u>Percent of Basic Needs</u>	<u>Municipality</u>	<u>Amount</u>	<u>Percent of Basic Needs</u>
Albert Lea	\$477,234	13	Coon Rapids	112,928	2
Alexandria	194,832	11	Cottage Grove	411,795	7
Andover	62,100	2	Crookston	64,610	2
Apple Valley	290,859	6	Crystal	1,833,499	36
Arden Hills	42,130	3	Detroit Lakes	221,770	14
Austin	688,730	20	Duluth	2,780,367	9
Blaine	525,323	8	East Bethel	156,948	5
Brainerd	94,819	3	Edina	388,916	4
Brooklyn Center	353,049	6	Elk River	54,953	1
Brooklyn Park	324,000	5	*Ely	67,210	3
Burnsville	785,337	7	Fairmont	275,341	9
Chanhassen	153,907	4	Faribault	118,757	3
Chaska	635,109	19	Fergus Falls	44,224	2
Chisholm	9,989	1	Fridley	789,455	21
Cloquet	663,178	9	Golden Valley	1,335,322	18

<u>Municipality</u>	<u>Amount</u>	<u>Percent of Basic Needs</u>
Ham Lake	\$ 35,403	2
Hastings	196,434	7
Hermantown	396,481	9
Hopkins	532,998	22
Hutchinson	254,018	12
Lake Elmo	178,009	9
Lino Lakes	56,752	1
Litchfield	134,172	6
Little Canada	105,696	8
Little Falls	31,813	1
*Luverne	44,458	9
Mankato	666,889	12
Maple Grove	303,459	3
Maplewood	151,591	2
Mendota Heights	174,890	6
Minnetonka	1,542,075	11
Moorhead	1,212,484	15
Morris	109,190	5
Mound	60,462	5
Mounds View	604,999	49
New Brighton	379,412	12
New Hope	259,564	14
New Ulm	415,601	12
Northfield	358,082	9
Oakdale	109,101	4
Orono	163,140	7
Owatonna	364,552	7

- Less than 1%

<u>Municipality</u>	<u>Amount</u>	<u>Percent of Basic Needs</u>
*Pipestone	63,759	2
Plymouth	62,657	1
Prior Lake	205,161	7
Ramsey	1	-
Red Wing	108,207	2
Richfield	86,851	4
Rochester	1,203,244	13
Rosemount	132,297	3
Roseville	459,690	10
St. Anthony	301,409	26
St. Paul	5,138,295	7
*St. Paul Park	208,027	20
St. Peter	333,089	27
Sauk Rapids	34,757	1
Shakopee	331,477	11
Shoreview	270,457	9
South St. Paul	265,055	9
Spring Lake Park	219,394	22
Stillwater	422,729	11
Thief River Falls	495,671	18
Vadnais Heights	1	-
Waseca	200,441	18
West St. Paul	519,976	17
White Bear Lake	307,995	6
Willmar	26,113	1
Winona	118,413	3
Woodbury	470,404	6
Worthington	377,008	20
TOTAL	\$35,160,994	6
	* - 383,454	
	\$34,777,540	

1984 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 Board 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, 1983 and deducted from the money needs of the listed municipalities for the 1984 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	Chaska	\$ 15,980	-
Anoka	198,718	7	Columbia Heights	30,000	2
Arden Hills	37,308	2	Coon Rapids	451,191	9
Austin	353,850	10	Crystal	182,488	4
Blaine	233,659	4	Duluth	234,592	1
Bloomington	1,616,159	11	Eagan	6,235	-
Brainerd	40,806	1	Eden Prairie	237,532	3
Brooklyn Center	38,893	1	Edina	797,670	8
Brooklyn Park	8,274	-	Faribault	70,369	2

<u>Municipality</u>	<u>Amount</u>	<u>Percent of Basic Needs</u>
Fergus Falls	\$ 128,635	5
Fridley	50,280	1
Golden Valley	12,756	-
Hastings	201,463	8
Hopkins	344,723	14
Lakeville	230,065	3
Litchfield	123,958	5
Mankato	678,164	12
Maple Grove	11,706	-
Marshall	12,703	1
Minneapolis	1,239,446	1
Minnetonka	2,031,334	14
Moorhead	7,017	-
Morris	182,849	9
Mound	125,252	10
New Brighton	780,623	25
New Hope	191,466	10
New Ulm	74,364	2
Northfield	357,412	9
North St. Paul	268,676	13
Orono	28,516	1

- Less than 1%

<u>Municipality</u>	<u>Amount</u>	<u>Percent of Basic Needs</u>
Owatonna	\$ 439,119	9
Plymouth	381,328	4
Richfield	31,752	1
Robbinsdale	257,206	19
Rochester	43,384	-
St. Anthony	34,108	3
St. Cloud	266,665	3
St. Louis Park	1,349,852	21
St. Paul	1,740,782	2
Sauk Rapids	118,693	5
Shakopee	9,092	-
Shoreview	69,982	2
South St. Paul	107,333	4
Stillwater	8,993	-
Thief River Falls	46,567	2
Virginia	35,380	2
West St. Paul	190,000	6
White Bear Lake	167,468	3
Willmar	246,630	7
Woodbury	71,559	1
Worthington	31,113	2

TOTAL \$17,343,820 3

1984 MUNICIPAL STATE AID NEEDS REPORT

Unamortized Bond Account Balance (Amount as of December 31, 1983)

To compensate for unpaid Municipal State Aid obligations that are not reflected in the Municipal State Aid Needs Studies, the Municipal Engineers' Screening Board passed resolutions which provide that a separate annual adjustment shall be made in total money needs of a municipality that has sold and issued bonds pursuant to Minnesota Statutes, Chapter 162.18 for use on State Aid Projects. This adjustment, which covers the amortization period, and which annually reflects the net unamortized bonded debt, shall be accomplished by adding said net unamortized bond amount to the computed money needs of the municipality. For the purpose of this adjustment, the net unamortized bonded debt shall be the total unamortized bonded indebtedness less the unexpended bond amount as of December 31st of the preceding year.

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

<u>Municipality</u>	<u>Amount of Issue</u>	<u>Unamortized Bond Balance</u>	<u>Total Disbursements and Obligations to December 31, 1983</u>	<u>Unencumbered Balance Available</u>	<u>Bond Account Adjustment</u>
Alexandria	\$ 175,000	\$ 60,000	\$ 175,000	\$ 0	\$ 60,000
Apple Valley	1,225,000	975,000	1,225,000	0	975,000
Bemidji	325,000	25,000	325,000	0	25,000
Bloomington	3,359,000	850,000	2,619,237	0 (739,763)	110,237
Brainerd	620,000	375,000	620,000	0	375,000
Brooklyn Center	1,050,000	480,000	1,050,000	0	480,000
Cloquet	405,000	135,000	253,490	151,510	0
Cottage Grove	1,280,000	815,000	634,478	645,522	169,478
Detroit Lakes	200,000	55,000	200,000	0	55,000
East Grand Forks	325,000	180,000	325,000	0	180,000
Eden Prairie	2,300,000	1,900,000	2,120,613	179,387	1,720,613
Falcon Heights	245,000	117,500	215,306	29,694	87,806

Municipality	Amount of Issue	Unamortized Bond Balance	Total Disbursements and Obligations to December 31, 1983	Unencumbered Balance Available	Bond Account Adjustment
Faribault	\$ 550,000	\$ 305,000	\$ 550,000	\$ 0	\$ 305,000
Grand Rapids	200,000	70,000	200,000	0	70,000
Ham Lake	330,000	150,000	330,000	0	150,000
Hibbing	1,350,000	1,150,000	998,867	351,133	798,867
Little Canada	225,000	215,000	96,051	128,949	86,051
Little Falls	245,000	60,000	222,443	0 (22,557)	37,443
Mankato	610,000	0	582,062	27,938	0
Maple Grove	1,100,000	610,000	1,091,625	8,375	601,625
Maplewood	540,000	305,000	540,000	0	305,000
Marshall	310,000	245,000	235,496	74,504	170,496
Mendota Heights	535,000	310,000	523,628	11,372	298,628
Minneapolis	4,000,000	400,000	4,000,000	0	400,000
Minnetonka	750,000	0	620,939	129,061	0
Mound	275,000	215,000	275,000	0	215,000
Mounds View	140,000	0	133,094	6,906	0
Northfield	315,000	0	257,418	57,582	0
Orono	270,000	180,000	204,747	65,253	114,747
Redwood Falls	240,000	240,000	25,000	215,000	25,000
St. Cloud	3,980,000	3,100,000	1,995,155	1,984,845	1,115,155
St. Paul	0	0	0	0	1,674,893
Spring Lake Park	195,000	135,000	156,107	38,893	96,107
Stillwater	255,000	30,000	255,000	0	30,000
Virginia	420,000	300,000	420,000	0	300,000
Woodbury	263,000	180,000	98,936	164,064	15,936
TOTAL	\$28,607,000	\$14,167,500	\$23,574,692	\$5,032,308	\$11,048,082

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

1984 MUNICIPAL SCREENING BOARD DATA

Non-Existing Bridge Construction

To compensate for not allowing needs for non-existent structures in the 25-year needs study, the Municipal Screening 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, 1983, have been added to the total money needs of each of the following municipalities.

<u>Municipality</u>	<u>First Year of Adjustment</u>	<u>Year of Apportionment Expiration</u>	<u>Amount</u>
Albert Lea	1976	1991	\$ 245,320
Brainerd	1974	1989	576,113
Brooklyn Center	1974	1989	197,709
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

Note: No non-existent bridges were constructed in 1983 according to our records.

1984 MUNICIPAL SCREENING BOARD DATA

Needs Adjustment for Right-of-Way Acquisition

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

The resolution states:

That Right-of Way needs shall be included in the apportionment needs based on the unit price per mile, until such time that the Right-of-Way is acquired and the actual cost established. At that time a money needs adjustment shall be made by annually adding the local cost (which is the total cost less county or trunk highway participation) for a 15-year period.

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

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

The following summary shows the Right-of-Way acquisition reported in 1977 through 1984.

<u>Municipality</u>	<u>Adjust. For 1978 Apport.</u>	<u>Adjust For 1979 Apport.</u>	<u>Adjust For 1980 Apport.</u>	<u>Adjust For 1981 Apport.</u>	<u>Adjust For 1982 Apport.</u>	<u>Adjust For 1983 Apport.</u>	<u>Adjust For 1984 Apport.</u>	<u>Adjust For 1985 Apport.</u>	<u>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
Eagan	--	--	--	--	--	--	--	271,918	271,918
Fairmont	--	--	--	--	--	1,825	--	--	1,825
Faribault	--	--	--	--	--	--	--	2,346	2,346

<u>Municipality</u>	<u>Adjust.</u> <u>For 1978</u> <u>Apport.</u>	<u>Adjust</u> <u>For 1979</u> <u>Apport.</u>	<u>Adjust</u> <u>For 1980</u> <u>Apport.</u>	<u>Adjust</u> <u>For 1981</u> <u>Apport.</u>	<u>Adjust</u> <u>For 1982</u> <u>Apport.</u>	<u>Adjust</u> <u>For 1983</u> <u>Apport.</u>	<u>Adjust</u> <u>For 1984</u> <u>Apport.</u>	<u>Adjust</u> <u>For 1985</u> <u>Apport.</u>	<u>Total</u> <u>Adjust.</u>
Fridley	\$ 648	\$ 5,205	\$ --	\$ --	\$ --	\$ --	\$ --	\$ --	\$ 5,853
Golden Valley	--	--	--	720,932	--	--	--	--	720,932
Hastings	--	--	--	--	13,270	4,350	--	--	17,620
Hibbing	--	--	--	--	--	--	14,000	--	14,000
Inver Grove Heights	--	20,997	--	--	--	--	--	--	20,997
Little Canada	--	--	--	43,300	--	--	--	--	43,300
Maple Grove	--	--	--	--	18,538	--	--	--	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	8,820	44,008
Red Wing	14,000	--	--	--	--	--	--	62,176	76,176
Richfield	--	--	--	--	--	--	1,152,857	--	1,152,857
Rochester	4,728	--	93,822	--	--	--	--	30,902	129,452
St. Louis Park	335,520	--	--	--	--	--	--	--	335,520
St. Paul	741,034	638,881	12,636	129,673	--	4,921	--	16,877	1,544,022
Sauk Rapids	--	--	--	--	9,834	--	--	--	9,834
Stillwater	--	--	--	--	104,442	--	--	--	104,442
White Bear Lake	--	--	--	--	--	--	--	187,639	187,639
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	\$580,678	\$9,539,518

1984 MUNICIPAL STATE AID NEEDS REPORT

Needs Adjustment for Reconstruction Projects

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

The resolution states that:

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

The following summary shows the reconstruction projects reported in 1983.

<u>Municipality</u>	<u>Project No.</u>	<u>Type of Project</u>	<u>Date of Constr.</u>	<u>Date of Reconstr.</u>	<u>Years of Apport. Adj.</u>	<u>Amount</u>
St. Paul	164-113-17	Bridge Repair	1969	1983	1985-1999	\$307,298
St. Paul	164-156-10	Bridge Repair	1970	1983	1985-1999	103,674
St. Paul	164-108-14	G.B.S. & S.S.	1962	1983	1985-1999	<u>138,932</u>
						\$549,904

1984 MUNICIPAL SCREENING BOARD DATA

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 May 1, 1984. Adjustments will be made for additional turnbacks received by December 31, 1984. The total turnback maintenance apportionment has been computed in accordance with the 1967 Screening Board Resolution which reads as follows:

Initial Turnback Maintenance Adjustment - Fractional Year Reimbursement:

The initial turnback adjustment when for less than 12 full months shall provide partial maintenance cost reimbursement by adding said initial adjustment to the money needs which will produce approximately 1/12 of \$1500 per mile in apportionment funds for each month or part of a month that the municipality 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.

MSAS Route No.	Date of Release	Total Mileage	Plan Approved	Miles Const.	Miles Eligible Maint.	Date of MSAS Desig.	1983 Maintenance Allowance Months X Miles X \$1500	1984 Miles X \$1500	Total
<u>Anoka</u>									
134	5-79	0.46	Yes	0.36	0.10			0.10 X \$1500 = \$ 150	\$ 150
<u>Bemidji</u>									
125	9-82	0.72	No		0.72			0.72 X \$1500 = \$1,080	\$1,080
<u>Duluth</u>									
149	10-1-74	1.05	Yes		1.05			1.05 X \$1500 = \$1,575	\$1,575
<u>Mankato</u>									
120	6-1-77	0.66	Yes	0.42	0.24			0.24 X \$1500 = \$ 360	\$ 360
<u>North Mankato</u>									
116	8-78	1.79	Yes	0.11	1.68			1.68 X \$1500 = \$2,520	\$2,520
<u>St. Cloud</u>									
138	10-78	1.80	Yes	0.44	1.36			1.36 X \$1500 = \$2,040	
140	10-80	<u>1.36</u>	Yes	<u>0.21</u>	<u>1.15</u>			<u>1.15 X \$1500 = \$1,725</u>	
		3.16		0.65	2.51			2.51	\$3,765 \$3,765
<u>TOTAL</u>									
		7.84		1.54	6.30			6.30 X \$1500 = \$9,450	\$9,450
		6.79		1.54	5.25			5.25 X \$1500 = \$7,875	\$7,875

M.S.A.S. 149 in Duluth was constructed by Mn/DOT under project 6925-95.
This adjustment will be made in the needs prior to the 1985 apportionment.

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 1984 Municipal Screening Board, having reviewed all information available in relation to the 25-year money needs of the Municipal State Aid Street System, do hereby submit our findings as required by Minnesota Statutes.

We recommend that these findings be modified as required by Screening Board Resolutions, and 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 board, therefore, recommends that the money needs, as listed on the attached, be modified as required and used as the basis for apportioning to the urban municipalities the 1985 Apportionment Sum as provided by Minnesota Statutes, Chapter 162.13, Subdivision 1.

Respectfully submitted,

Larry Anderson
Secretary

Herbert Reimer
Chairman

Henry Spurrier
Vice Chairman

Approved:

James Prusak
District 1

Brian Freeberg
District 2

John Dolentz
District 3

Irving Bakken
District 4

Ronald Rudrud
District 5

Roger Plumb
District 6

Martin Menk
District 7

Duane Aden
District 8

Steven Gatlin
District 9

Henry Berg, Acting
Duluth

Marvin Hoshaw
Minneapolis

Robert Peterson
St. Paul

Attachment: Money Needs Listing

1984 MUNICIPAL STATE AID NEEDS REPORT

1984 Money Needs Recommendations

<u>Municipality</u>	<u>Money Needs</u>	<u>Municipality</u>	<u>Money Needs</u>
Albert Lea	3,796,518	East Bethel	2,912,255
Alexandria	1,780,442	East Grand Forks	2,359,630
Andover	3,906,920	Eden Prairie	9,093,589
Anoka	3,012,501	Edina	9,600,939
Apple Valley	4,663,342	Elk River	5,568,148
Arden Hills	1,519,631	Ely	2,187,395
Austin	3,408,610	Eveleth	1,326,870
Bemidji	3,628,111	Fairmont	3,126,212
Blaine	6,431,919	Falcon Heights	374,057
Bloomington	14,248,611	Faribault	3,850,884
Brainerd	2,787,050	Fergus Falls	2,439,726
Brooklyn Center	5,921,976	Fridley	3,813,243
Brooklyn Park	6,824,594	Golden Valley	7,603,979
Burnsville	10,600,860	Grand Rapids	1,631,783
Champlin	2,661,390	Ham Lake	2,220,215
Chanhassen	3,568,921	Hastings	2,629,469
Chaska	3,317,000	Hermantown	4,394,341
Chisholm	1,740,619	Hibbing	11,471,984
Cloquet	7,314,909	Hopkins	2,431,101
Columbia Heights	1,685,285	Hutchinson	2,150,013
Coon Rapids	4,807,808	International Falls	1,931,251
Cottage Grove	6,086,487	Inver Grove Heights	5,181,572
Crookston	3,077,218	Lake Elmo	2,049,190
Crystal	5,144,998	Lakeville	7,966,808
Detroit Lakes	1,555,225	Lino Lakes	4,739,709
Duluth	30,530,484	Litchfield	2,350,422
Eagan	7,971,942	Little Canada	1,317,536

<u>Municipality</u>	<u>Money Needs</u>
Little Falls	2,466,246
Luverne	518,359
Mankato	5,581,963
Maple Grove	11,420,254
Maplewood	7,213,928
Marshall	2,199,643
Mendota Heights	2,743,856
Minneapolis	87,580,898
Minnetonka	14,422,626
Montevideo	1,834,255
Moorhead	8,037,874
Morris	2,112,934
Mound	1,278,946
Mounds View	1,247,115
New Brighton	3,115,625
New Hope	1,922,086
New Ulm	3,602,442
Northfield	4,080,071
North Mankato	1,628,917
North St. Paul	2,117,996
Oakdale	2,785,141
Orono	2,273,485
Owatonna	5,104,285
Pipestone	2,600,986
Plymouth	8,660,148
Prior Lake	3,039,866
Ramsey	5,252,857
Red Wing	5,554,641
Redwood Falls	1,442,199
Richfield	2,145,285

<u>Municipality</u>	<u>Money Needs</u>
Robbinsdale	1,327,002
Rochester	9,283,682
Rosemount	4,931,568
Roseville	4,720,093
St. Anthony	1,165,098
St. Cloud	9,486,921
St. Louis Park	6,279,207
St. Paul	73,804,004
St. Paul Park	1,058,789
St. Peter	1,233,434
Sauk Rapids	2,478,577
Shakopee	3,067,928
Shoreview	3,031,116
South St. Paul	2,851,627
Spring Lake Park	1,013,896
Stillwater	3,726,387
Thief River Falls	2,720,658
Vadnais Heights	916,423
Virginia	2,257,312
Waseca	1,117,179
West St. Paul	3,117,842
White Bear Lake	5,196,160
Willmar	3,461,548
Winona	4,278,950
Woodbury	7,516,507
Worthington	1,898,932
TOTAL	624,641,459

1984 MUNICIPAL STATE AID NEEDS REPORT

Comparison of 1984 to the Tentative 1985 Money Needs Apportionment

Comparing the actual 1984 to the tentative 1985 money needs apportionment which is based on the 1984 apportionment amount, we find that 52 cities show an increase in apportionment, and 13 have an increase of 10 percent or more. And 23 of the 58 cities which have decreased are 10 percent or larger.

The explanations for these changes from the 1983 apportionment are reflected in the "1984 M.S.A.S. Needs Study Update" and the "Tentative 1985 Money Needs Apportionment Determination" which appear previously in the book. Also, a detailed explanation of each variance is available on request.

1984 MUNICIPAL STATE AID NEEDS REPORT

1984 to 1985 Money Needs Apportionment (Based on the 1984 Apportionment Sum)

Municipality	1984	Tentative	Increase		Decrease	
	Money Needs Apportionment	1985 Money Needs Apportionment	Amount	%	Amount	%
Albert Lea	\$ 137,942	\$ 145,745	\$ 7,803	6		
Alexandria	60,677	67,284	6,607	11		
Andover	152,185	154,680	2,495	2		
Anoka	124,987	116,381			\$ 8,606	7
Apple Valley	209,904	218,641	8,737	4		
Arden Hills	64,725	58,885			5,840	9
Austin	95,422	96,739	1,317	1		
Bemidji	138,495	150,443	11,948	9		
Blaine	219,231	231,948	12,717	6		
Bloomington	526,291	526,948	657	--		
Brainerd	147,583	147,296			287	--
Brooklyn Center	250,338	253,814	3,476	1		
Brooklyn Park	305,277	265,450			39,827	13
Burnsville	415,071	401,324			13,747	3
Champlin	102,580	108,816	6,236	6		
Chanhassen	158,152	139,629			18,523	18
Chaska	108,565	110,178	1,613	1		
Chisholm	65,372	70,760	5,388	8		
Cloquet	278,416	274,974			3,442	1
Columbia Heights	63,486	67,679	4,193	7		
Coon Rapids	194,372	173,511			20,861	11
Cottage Grove	298,737	238,949			59,788	20
Crookston	131,996	129,275			2,721	2
Crystal	0	141,559	141,559	**		
Detroit Lakes	61,215	56,769			4,446	7
Duluth	1,213,661	1,130,094			83,567	7
Eagan	341,334	336,809			4,525	1
East Bethel	105,026	112,655	7,629	7		
East Grand Forks	112,299	103,837			8,462	8
Eden Prairie	262,863	432,445	169,582	65		
Edina	385,255	344,035			41,220	11
Elk River	226,859	225,416			1,443	1
Ely	(27,672)*	(29,430)*	1,758	6		
Eveleth	62,659	54,251			8,408	13
Fairmont	116,794	116,637			157	--
Falcon Heights	20,884	18,884			2,000	10

<u>Municipality</u>	1984	Tentative 1985	Increase		Decrease	
	Money Needs <u>Apportionment</u>	Money Needs <u>Apportionment</u>	Amount	%	Amount	%
Faribault	145,315	162,284	16,969	12		
Fergus Falls	86,702	92,685	5,983	7		
Fridley	103,484	121,816	18,332	18		
Golden Valley	304,494	285,260			19,234	6
Grand Rapids	89,499	92,226	2,727	3		
Ham Lake	103,421	95,463			7,958	8
Hastings	103,530	102,083			1,447	1
Hermantown	160,513	163,459	2,946	2		
Hibbing	466,156	502,287	36,131	8		
Hopkins	77,725	63,513			14,212	18
Hutchinson	76,240	100,859	24,619	32		
International Falls	76,035	78,963	2,928	4		
Inver Grove Heights	205,886	212,716	6,830	3		
Lake Elmo	72,400	76,506	4,106	6		
Lakeville	365,904	316,330			49,574	14
Lino Lakes	170,412	191,471	21,059	12		
Litchfield	86,992	85,547			1,445	2
Little Canada	58,326	54,837			3,489	6
Little Falls	99,608	101,067	1,459	1		
Luverne	(5,676)*	(5,723)*	47	1		
Mankato	180,515	173,593			6,922	4
Maple Grove	514,505	479,407			35,098	7
Maplewood	334,554	328,414			6,140	2
Marshall	97,829	98,772	943	1		
Mendota Heights	142,859	117,247			25,612	18
Minneapolis	3,523,924	3,691,970	168,046	5		
Minnetonka	474,569	455,125			19,444	4
Montevideo	74,928	74,997	69	--		
Moorhead	277,690	279,947	2,257	1		
Morris	69,044	74,986	5,942	9		
Mound	57,869	53,489			4,380	8
Mounds View	43,362	26,254			17,108	39
New Brighton	91,911	79,958			11,953	13
New Hope	62,223	60,147			2,076	3
New Ulm	131,814	127,259			4,555	3
Northfield	131,664	137,566	5,902	4		
North Mankato	56,482	69,121	12,639	22		
North St. Paul	74,368	75,613	1,245	2		
Oakdale	114,301	109,414			4,887	4

Municipality	1984	Tentative 1985	Increase		Decrease	
	Money Needs Apportionment	Money Needs Apportionment	Amount	%	Amount	%
Orono	81,593	89,811	8,218	10		
Owatonna	171,348	180,484	9,136	5		
Pipestone	(31,723)*	(33,517)*	1,794	6		
Plymouth	208,608	336,963	128,355	62		
Prior Lake	135,661	115,902			19,759	15
Ramsey	202,262	216,571	14,309	7		
Red Wing	213,283	232,105	18,822	9		
Redwood Falls	45,853	59,989	14,136	31		
Richfield	121,054	130,001	8,947	7		
Robbinsdale	52,782	43,740			9,042	17
Rochester	305,264	337,352	32,088	11		
Rosemount	153,121	196,226	43,105	28		
Roseville	196,355	174,194			22,161	11
St. Anthony	37,994	33,919			4,075	11
St. Cloud	601,467	426,346			175,121	29
St. Louis Park	293,573	276,290			17,283	6
St. Paul	2,992,008	2,940,375			51,633	2
St. Paul Park	(12,429)*	(13,080)*	651	5		
St. Peter	41,202	36,812			4,390	11
Sauk Rapids	102,426	95,469			6,957	7
Shakopee	118,826	111,513			7,313	6
Shoreview	140,907	110,013			30,894	22
South St. Paul	107,112	101,368			5,744	5
Spring Lake Park	39,285	36,414			2,871	7
Stillwater	132,377	140,205	7,828	6		
Thief River Falls	98,561	89,068			9,493	10
Vadnais Heights	32,907	37,469	4,562	14		
Virginia	107,424	103,114			4,310	4
Waseca	39,798	37,482			2,316	6
West St. Paul	112,107	98,450			13,657	12
White Bear Lake	203,399	200,686			2,713	1
Willmar	161,238	131,300			29,938	19
Winona	172,366	184,051	11,685	7		
Woodbury	339,219	285,818			53,401	16
Worthington	63,009	60,954			2,055	3
TOTAL	\$24,367,595	\$24,367,595	\$1,038,530		\$1,038,530	

*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 divided \$155,000 in 1984 and will divide \$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 1984 due to an unencumbered construction balance adjustment.

1984 MUNICIPAL STATE AID NEEDS REPORT

Theoretical 1985 M.S.A.S. Population Apportionment

The following theoretical 1985 population apportionment is based on the actual 1984 apportionment sum, and population figures current as of December 31, 1983. The final population data will be certified December 31, 1984, by the Secretary of State and the actual apportionment sum available to urban municipalities in 1985 will be provided by the Office of Finance and Accounting in January of 1985.

Based on 106 cities over 5,000 population (not including Ely, Luverne, Pipestone and St. Paul Park), each person presently earns approximately \$9.89 in apportionment. This figure will be somewhat revised when the actual revenue for the 1985 apportionment becomes available, or if additional cities should exceed 5,000 population prior to January 1, 1985

1984 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	\$ 192,198
Alexandria	7,608	.3098	75,238
Andover	9,387	.3822	92,821
Anoka	15,634	.6366	154,604
Apple Valley	21,818	.8884	215,755
Arden Hills	8,012	.3262	79,220
Austin	23,046	.9384	227,898
Bemidji	10,949	.4458	108,266
Blaine	28,558	1.1629	282,420
Bloomington	81,831	3.3321	809,229
Brainerd	11,489	.4678	113,609
Brooklyn Center	31,230	1.2717	308,843
Brooklyn Park	43,332	1.7645	428,524
Burnsville	35,674	1.4526	352,776
Champlin	9,006	.3667	89,056
Chanhassen	6,359	.2589	62,876
Chaska	8,346	.3398	82,523
Chisholm	5,930	.2415	58,650
Cloquet	11,142	.4537	110,185
Columbia Heights	20,029	.8156	198,075
Coon Rapids	35,826	1.4588	354,282
Cottage Grove	18,994	.7734	187,827
Crookston	8,628	.3513	85,316
Crystal	25,543	1.0401	252,597
Detroit Lakes	7,106	.2894	70,283
Duluth	92,811	3.7792	917,811
Eagan	20,532	.8361	203,054
East Bethel	6,626	.2698	65,523
East Grand Forks	8,537	.3476	84,417
Eden Prairie	16,263	.6622	160,821
Edina	46,073	1.8761	455,627
Elk River	6,785	.2763	67,102
Ely	(4,820)*	*	(20,601)*

<u>Municipalities</u>	<u>Population</u>	<u>Population Factor</u>	<u>Population Apportionment</u>
Eveleth	5,042	.2053	\$ 49,859
Fairmont	11,506	.4685	113,779
Falcon Heights	5,291	.2154	52,312
Faribault	16,241	.6613	160,602
Fergus Falls	12,609	.5134	124,684
Fridley	30,228	1.2309	298,934
Golden Valley	22,775	.9274	225,227
Grand Rapids	7,934	.3231	78,468
Ham Lake	7,832	.3189	77,447
Hastings	12,827	.5223	126,845
Hermantown	6,759	.2752	66,835
Hibbing	21,193	.8630	209,587
Hopkins	15,336	.6245	151,665
Hutchinson	9,335	.3801	92,310
International Falls	5,671	.2309	56,076
Inver Grove Heights	17,171	.6992	169,807
Lake Elmo	5,296	.2157	52,385
Lakeville	14,790	.6022	146,249
Lino Lakes	5,587	.2275	55,250
Litchfield	5,904	.2404	58,383
Little Canada	7,102	.2892	70,235
Little Falls	7,250	.2952	71,692
Luverne	(4,568)*	*	(19,538)*
Mankato	28,651	1.1667	283,343
Maple Grove	20,525	.8358	202,981
Maplewood	26,990	1.0990	266,901
Marshall	11,163	.4546	110,403
Mendota Heights	7,288	.2968	72,080
Minneapolis	370,951	15.1050	3,668,377
Minnetonka	38,683	1.5752	382,551
Montevideo	5,882	.2395	58,165
Moorhead	29,998	1.2215	296,652
Morris	5,385	.2193	53,259
Mound	9,280	.3779	91,776
Mounds View	12,593	.5128	124,538
New Brighton	23,269	.9475	230,108
New Hope	23,087	.9401	228,311
New Ulm	13,755	.5601	136,025
Northfield	12,562	.5115	124,222
North Mankato	9,145	.3724	90,440
North St. Paul	11,921	.4854	117,883
Oakdale	12,123	.4937	119,899

<u>Municipalities</u>	<u>Population</u>	<u>Population Factor</u>	<u>Population Apportionment</u>
Orono	6,845	.2787	\$ 67,685
Owatonna	18,632	.7587	184,257
Pipestone	(4,887)*	*	(20,846)*
Plymouth	31,615	1.2874	312,656
Prior Lake	7,284	.2966	72,032
Ramsey	10,093	.4110	99,815
Red Wing	13,736	.5593	135,831
Redwood Falls	5,210	.2122	51,535
Richfield	37,851	1.5413	374,318
Robbinsdale	14,422	.5873	142,631
Rochester	57,855	2.3558	572,126
Rosemount	5,083	.2070	50,272
Roseville	35,820	1.4586	354,233
St. Anthony	7,981	.3250	78,929
St. Cloud	42,566	1.7333	420,947
St. Louis Park	42,931	1.7481	424,541
St. Paul	270,230	11.0037	2,672,342
St. Paul Park	(4,864)*	*	(20,765)*
St. Peter	9,056	.3688	89,566
Sauk Rapids	5,793	.2359	57,290
Shakopee	9,941	.4048	98,309
Shoreview	17,300	.7045	171,094
South St. Paul	21,235	.8647	210,000
Spring Lake Park	6,477	.2637	64,042
Stillwater	12,322	.5018	121,866
Thief River Falls	9,105	.3708	90,052
Vadnais Heights	5,111	.2081	50,539
Virginia	11,056	.4502	109,335
Waseca	8,219	.3347	81,285
West St. Paul	18,527	.7544	183,212
White Bear Lake	22,538	.9177	222,871
Willmar	15,895	.6472	157,178
Winona	25,075	1.0210	247,958
Woodbury	10,297	.4193	101,831
Worthington	10,243	.4171	101,296
TOTAL	2,455,813	100.0000	\$24,367,595
			- (81,750)*
			\$24,285,845

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

1984 MUNICIPAL STATE AID NEEDS REPORT

Theoretical 1985 M.S.A.S. Total Apportionment

Based on the actual 1984 apportionment amount, the following tabulation shows each municipality's tentative money needs and population apportionment amounts for 1985. The tentative percentages shown in this summary are for informational purposes only.

The actual revenue will be announced in January, 1985, when the Commissioner of Transportation determines the annual Municipal State-Aid allotment.

1984 MUNICIPAL STATE AID NEEDS REPORT

Theoretical 1985 M.S.A.S. Total Apportionment (Based on the Actual 1984 Apportionment Sum)

<u>Municipalities</u>	<u>Population Apportionment</u>	<u>Money Needs Apportionment</u>	<u>Total Apportionment</u>	<u>Total Distribution Percentage</u>
Albert Lea	\$ 192,198	\$ 145,745	\$ 337,943	.6934
Alexandria	75,238	67,284	142,522	.2924
Andover	92,821	154,680	247,501	.5079
Anoka	154,604	116,381	270,985	.5560
Apple Valley	215,755	218,641	434,396	.8913
Arden Hills	79,220	58,885	138,105	.2834
Austin	227,898	96,739	324,637	.6661
Bemidji	108,266	150,443	258,709	.5309
Blaine	282,420	231,948	514,368	1.0554
Bloomington	809,229	526,948	1,336,177	2.7417
Brainerd	113,609	147,296	260,905	.5354
Brooklyn Center	308,843	253,814	562,657	1.1545
Brooklyn Park	428,524	265,450	693,974	1.4240
Burnsville	352,776	401,324	754,100	1.5474
Champlin	89,056	108,816	197,872	.4060
Chanhassen	62,876	139,629	202,505	.4155
Chaska	82,523	110,178	192,701	.3954
Chisholm	58,650	70,760	129,410	.2655
Cloquet	110,185	274,974	385,159	.7903
Columbia Heights	198,075	67,679	265,754	.5453
Coon Rapids	354,282	173,511	527,793	1.0830
Cottage Grove	187,827	238,949	426,776	.8757
Crookston	85,316	129,275	214,591	.4403
Crystal	252,597	141,559	394,156	.8088
Detroit Lakes	70,283	56,769	127,052	.2607
Duluth	917,811	1,130,094	2,047,905	4.2021
Eagan	203,054	336,809	539,863	1.1078
East Bethel	65,523	112,655	178,178	.3656
East Grand Forks	84,417	103,837	188,254	.3863
Eden Prairie	160,821	432,445	593,266	1.2173
Edina	455,627	344,035	799,662	1.6408
Elk River	67,102	225,416	292,518	.6002
Ely	(20,601)*	(29,430)*	(50,031)*	.1027

<u>Municipality</u>	<u>Population Apportionment</u>	<u>Money Needs Apportionment</u>	<u>Total Apportionment</u>	<u>Total Distribution Percentage</u>
Eveleth	49,859	54,251	104,110	.2136
Fairmont	113,779	116,637	230,416	.4728
Falcon Heights	52,312	18,884	71,196	.1461
Faribault	160,602	162,284	322,886	.6625
Fergus Falls	124,684	92,685	217,369	.4460
Fridley	298,934	121,816	420,750	.8633
Golden Valley	225,227	285,260	510,487	1.0475
Grand Rapids	78,468	92,226	170,694	.3503
Ham Lake	77,447	95,463	172,910	.3548
Hastings	126,845	102,083	228,928	.4697
Hermantown	66,835	163,459	230,294	.4725
Hibbing	209,587	502,287	711,874	1.4607
Hopkins	151,665	63,513	215,178	.4415
Hutchinson	92,310	100,859	193,169	.3964
International Falls	56,076	78,963	135,039	.2771
Inver Grove Heights	169,807	212,716	382,523	.7849
Lake Elmo	52,385	76,506	128,891	.2645
Lakeville	146,249	316,330	462,579	.9492
Lino Lakes	55,250	191,471	246,721	.5063
Litchfield	58,383	85,547	143,930	.2953
Little Canada	70,235	54,837	125,072	.2566
Little Falls	71,692	101,067	172,759	.3545
Luverne	(19,538)*	(5,723)*	(25,261)*	.0518
Mankato	283,343	173,593	456,936	.9376
Maple Grove	202,981	479,407	682,388	1.4002
Maplewood	266,901	328,414	595,315	1.2215
Marshall	110,403	98,772	209,175	.4292
Mendota Heights	72,080	117,247	189,327	.3885
Minneapolis	3,668,377	3,691,970	7,360,347	15.1027
Minnetonka	382,551	455,125	837,676	1.7188
Montevideo	58,165	74,997	133,162	.2732
Moorhead	296,652	279,947	576,599	1.1831
Morris	53,259	74,986	128,245	.2632
Mound	91,776	53,489	145,265	.2981
Mounds View	124,538	26,254	150,792	.3094
New Brighton	230,108	79,958	310,066	.6362
New Hope	228,311	60,147	288,458	.5919
New Ulm	136,025	127,259	263,284	.5402
Northfield	124,222	137,566	261,788	.5372
North Mankato	90,440	69,121	159,561	.3274
North St. Paul	117,883	75,613	193,496	.3970
Oakdale	119,899	109,414	229,313	.4705

<u>Municipalities</u>	<u>Population</u> <u>Apportionment</u>	<u>Money Needs</u> <u>Apportionment</u>	<u>Total</u> <u>Apportionment</u>	<u>Total</u> <u>Distribution</u> <u>Percentage</u>
Orono	\$ 67,685	\$ 89,811	\$ 157,496	.3232
Owatonna	184,257	180,484	364,741	.7484
Pipestone	(20,846)*	(33,517)*	(54,363)*	.1116
Plymouth	312,656	336,963	649,619	1.3330
Prior Lake	72,032	115,902	187,934	.3856
Ramsey	99,815	216,571	316,386	.6492
Red Wing	135,831	232,105	367,936	.7550
Redwood Falls	51,535	59,989	111,524	.2288
Richfield	374,318	130,001	504,319	1.0348
Robbinsdale	142,631	43,740	186,371	.3824
Rochester	572,126	337,352	909,478	1.8662
Rosemount	50,272	196,226	246,498	.5058
Roseville	354,233	174,194	528,427	1.0843
St. Anthony	78,929	33,919	112,848	.2316
St. Cloud	420,947	426,346	847,293	1.7386
St. Louis Park	424,541	276,290	700,831	1.4380
St. Paul	2,672,342	2,940,375	5,612,717	11.5168
St. Paul Park	(20,765)*	(13,080)*	(33,845)*	.0695
St. Peter	89,566	36,812	126,378	.2593
Sauk Rapids	57,290	95,469	152,759	.3135
Shakopee	98,309	111,513	209,822	.4305
Shoreview	171,094	110,013	281,107	.5768
South St. Paul	210,000	101,368	311,368	.6389
Spring Lake Park	64,042	36,414	100,456	.2061
Stillwater	121,866	140,205	262,071	.5378
Thief River Falls	90,052	89,068	179,120	.3675
Vadnais Heights	50,539	37,469	88,008	.1806
Virginia	109,335	103,114	212,449	.4359
Waseca	81,285	37,482	118,767	.2437
West St. Paul	183,212	98,450	281,662	.5780
White Bear Lake	222,871	200,686	423,557	.8691
Willmar	157,178	131,300	288,478	.5919
Winona	247,958	184,051	432,009	.8864
Woodbury	101,831	285,818	387,649	.7954
Worthington	101,296	60,954	162,250	.3329
TOTAL	\$24,367,595	\$24,367,595	\$48,735,190	100.0000

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

1984 MUNICIPAL STATE AID NEEDS REPORT

Comparison of Total 1984 to the Tentative 1985 Apportionment

Comparing the actual 1984 to the tentative 1985 total apportionment, we find that 52 municipalities increase, and 58 decrease.

Five cities had increases which exceeded ten percent.

Cottage Grove, Lakeville, Mendota Heights, Mounds View, Prior Lake, St. Cloud, Shoreview and Woodbury 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 1985.

1984 MUNICIPAL STATE AID NEEDS REPORT

1984 to 1985 Apportionment Comparison (Based on 1984 Apportionment Sum)

<u>Municipality</u>	<u>1984 Total</u> <u>Apportionment</u>	<u>Tentative</u> <u>1985 Total</u> <u>Apportionment</u>	<u>Increase</u> <u>Amount</u>	<u>%</u>	<u>Decrease</u> <u>Amount</u>	<u>%</u>
Albert Lea	\$ 330,174	\$ 337,943	\$ 7,769	2	\$	
Alexander	135,928	142,522	6,594	5		
Andover	245,022	247,501	2,479	1		
Anoka	279,618	270,985			8,633	3
Apple Valley	425,697	434,396	8,699	2		
Arden Hills	143,959	138,105			5,854	4
Austin	323,360	324,637	1,277	--		
Bemidji	246,780	258,709	11,929	5		
Blaine	501,701	514,368	12,667	3		
Bloomington	1,335,661	1,336,177	516	--		
Brainerd	261,212	260,905			307	--
Brooklyn Center	559,235	562,657	3,422	1		
Brooklyn Park	733,876	693,974			39,902	5
Burnsville	767,909	754,100			13,809	2
Champlin	191,652	197,872	6,220	3		
Chanhassen	221,039	202,505			18,534	8
Chaska	191,103	192,701	1,598	1		
Chisholm	124,033	129,410	5,377	4		
Cloquet	388,620	385,159			3,461	1
Columbia Heights	261,596	265,754	4,158	2		
Coon Rapids	548,716	527,793			20,923	4
Cottage Grove	486,597	426,776			59,821	12
Crookston	217,327	214,591			2,736	1
Crystal	252,641	394,156	141,515	**		
Detroit Lakes	131,511	127,052			4,459	3
Duluth	2,131,632	2,047,905			83,727	4
Eagan	544,423	539,863			4,560	1
East Bethel	170,561	178,178	7,617	4		
East Grand Forks	196,731	188,254			8,477	4
Eden Prairie	423,712	593,266	169,554	40		
Edina	840,961	799,662			41,299	5
Elk River	293,973	292,518			1,455	--
Ely	47,194*	(50,031)*	2,837	6		

<u>Municipality</u>	<u>1984 Total Apportionment</u>	<u>Tentative 1985 Total Apportionment</u>	<u>Increase Amount</u>	<u>%</u>	<u>Decrease Amount</u>	<u>%</u>
Eveleth	112,527	104,110			8,417	7
Fairmont	230,593	230,416			177	--
Falcon Heights	73,205	71,196			2,009	3
Faribault	305,945	322,886	16,941	6		
Fergus Falls	211,407	217,369	5,962	3		
Fridley	402,471	420,750	18,279	5		
Golden Valley	529,760	510,487			19,273	4
Grand Rapids	167,980	170,694	2,714	2		
Ham Lake	180,882	172,910			7,972	4
Hastings	230,397	228,928			1,469	1
Hermantown	227,359	230,294	2,935	1		
Hibbing	675,780	711,874	36,094	5		
Hopkins	229,417	215,178			14,239	6
Hutchinson	168,567	193,169	24,602	15		
International Falls	132,121	135,039	2,918	2		
Inver Grove Heights	375,722	382,523	6,801	2		
Lake Elmo	124,794	128,891	4,097	3		
Lakeville	512,179	462,579			49,600	10
Lino Lakes	225,672	246,721	21,049	9		
Litchfield	145,385	143,930			1,455	1
Little Canada	128,573	125,072			3,501	3
Little Falls	171,312	172,759	1,447	1		
Luverne	24,175	(25,261)*	1,086	5		
Mankato	463,908	456,936			6,972	2
Maple Grove	717,522	682,388			35,134	5
Maplewood	601,502	595,315			6,187	1
Marshall	208,252	209,175	923	--		
Mendota Heights	214,952	189,327			25,625	12
Minneapolis	7,192,942	7,360,347	167,405	2		
Minnetonka	857,187	837,676			19,511	2
Montevideo	133,103	133,162	59	--		
Moorhead	574,394	576,599	2,205	--		
Morris	122,312	128,245	5,933	5		
Mound	149,661	145,265			4,396	3
Mounds View	167,922	150,792			17,130	10
New Brighton	322,060	310,066			11,994	4
New Hope	290,574	288,458			2,116	1
New Ulm	267,863	263,284			4,579	2
Northfield	255,908	261,788	5,880	2		
North Mankato	146,938	159,561	12,623	9		
North St. Paul	192,272	193,496	1,224	1		
Oakdale	234,221	229,313			4,908	2

<u>Municipality</u>	<u>1984 Total</u> <u>Apportionment</u>	<u>Tentative</u> <u>1985 Total</u> <u>Apportionment</u>	<u>Increase</u>		<u>Decrease</u>	
			<u>Amount</u>	<u>%</u>	<u>Amount</u>	<u>%</u>
Orono	149,289	157,496	8,207	5		
Owatonna	355,637	364,741	9,104	3		
Pipestone	51,509	(54,363)*	2,854	6		
Plymouth	521,319	649,619	128,300	25		
Prior Lake	207,705	187,934			19,771	10
Ramsey	302,094	316,386	14,292	5		
Red Wing	349,138	367,936	18,798	5		
Redwood Falls	97,397	111,524	14,127	15		
Richfield	495,437	504,319	8,882	2		
Robbinsdale	195,438	186,371			9,067	5
Rochester	877,490	909,478	31,988	4		
Rosemount	203,401	246,498	43,097	21		
Roseville	550,650	528,427			22,223	4
St. Anthony	116,937	112,848			4,089	3
St. Cloud	1,022,487	847,293			175,194	17
St. Louis Park	718,188	700,831			17,357	2
St. Paul	5,664,817	5,612,717			52,100	1
St. Paul Park	32,122	(33,845)*	1,723	5		
St. Peter	130,784	126,378			4,406	3
Sauk Rapids	159,726	152,759			6,967	4
Shakopee	217,152	209,822			7,330	3
Shoreview	312,031	281,107			30,924	10
South St. Paul	317,148	311,368			5,780	2
Spring Lake Park	103,338	100,456			2,882	3
Stillwater	254,265	262,071	7,806	3		
Thief River Falls	188,629	179,120			9,509	5
Vadnais Heights	83,455	88,008	4,553	5		
Virginia	216,778	212,449			4,329	2
Waseca	121,097	118,767			2,330	2
West St. Paul	295,351	281,662			13,689	5
White Bear Lake	426,309	423,557			2,752	1
Willmar	318,444	288,478			29,966	9
Winona	420,368	432,009	11,641	3		
Woodbury	441,067	387,649			53,418	12
Worthington	164,323	162,250			2,073	1
TOTAL	\$48,735,190	\$48,735,190	\$1,040,777		\$1,040,777	

* 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, divided \$155,000 in 1984, and will divide \$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 1984 due to an unencumbered construction balance adjustment.

MINUTES OF THE NEEDS STUDY SUBCOMMITTEE MEETING

MINNETONKA CITY OFFICES

August 14, 1984

Members in attendance: Chairman Arnie Putnam, New Ulm; Jerry Butcher, Maple Grove; Don Asmus, Minnetonka.

Also in attendance: Roy Hanson, Mn/DOT; George Quickstad, Mn/DOT; Henry Spurrier, Shakopee (Vice-Chairman of the Screening Committee); Larry Anderson, Prior Lake (Secretary of the Screening Committee); and Marv Hoshaw and Jon Ketokoski, both of Minneapolis

The first item discussed was one-way streets and under what conditions one-half mileage would be charged. Butcher suggested considering only the total traffic and the needs would be based totally on the ADT. Asmus suggested that the needs be based on proposed width and the year 2000 ADT of each pair. General discussion followed in which it was stated that we could consider treating a pair of one-way streets as if it were a four-lane divided road and basically half of the cost of the four-lane divided road would be allocated to each leg of the one-way system. There was discussion about how the needs for sidewalks should be considered with regard to one-way streets. It was recommended that the sidewalk policy should be left as is.

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

The next item discussed was approved variances and penalties for these variances. Butcher suggested that there possibly be no penalty because if you would build a smaller street, you end up having more money available for other construction of State Aid streets and you will spend the money someplace else. Hoshaw showed, by using actual bid amounts, that the actual difference in the cost of a 36-foot street (which was built) and a 44-foot street (which is what they received needs on) for one block of Emerson Avenue was \$27,000. Preliminary calculations by the State Aid Division indicated that the difference might be as much as \$77,000 in extra needs over the years for that particular street. However, everyone agreed that there were some fallacies in the method used to make that determination. It was stated that the idea is to spend the MSA funds to construct good streets and that by granting the variances, the streets have been allowed to be constructed. After considerable discussion, it was recommended that any City receiving a variance for street width will

August 14, 1984

receive an adjustment to be computed as follows:

The State Aid Division will determine the difference in the amount that the lesser width street will cost because of the variance from the width that was used to determine the needs for that particular street, by using the State Aid unit costs for base and bituminous for that reduction in width. That dollar amount of reduced construction will be subtracted from the apportionment of the municipality for the following year by actually reducing the needs by an amount that will give the required reduction.

There was also considerable discussion about what penalty there should be for bridges that may be of a lesser width. After considerable discussion, it is recommended that the railroad bridge over Johnson Parkway in St. Paul (MSAS 129) be removed from the Needs. The rationale for this is that St. Paul requested and received a variance to construct a 36-foot street on this portion of Johnson Parkway and not rebuild the bridge. Since the road has been brought up to State Aid standards, so to speak, without rebuilding the bridge, it is felt that the bridge also should be considered to be up to standards and should be removed from the Needs. It is also the recommendation of the Committee that a portion of the needs should be removed for the Payne Avenue bridge over the C.N.W. Railroad in St. Paul (MSAS 179). A variance in street width from 72 feet to 46 feet was allowed for Payne Avenue. The existing bridge of 46 feet width was not replaced as a part of the project. The City has been drawing needs on a required bridge of 64 feet in width. The Committee is therefore recommending that St. Paul receive a penalty to be computed as follows:

The State Aid Division will determine the difference in the dollar amount that the narrower bridge will cost, as compared to the 64-foot bridge used in determination of the needs, by using the State Aid costs per square foot for bridge construction, and subtracted from the apportionment for the following year, by reducing the needs by an amount that will give the required reduction.

After additional discussion on needs for bridges, the Committee recommended that the needs for all bridges be removed and the amount actually spent from MSA funds, for the replacement of the bridge, be added back into the needs for a 15-year period after the actual construction of the bridge. Part of the rationale for this recommendation is that it is felt that many of the existing bridges that are in the Needs Study will not be reconstructed with MSA funds and therefore should not be shown in the Needs Study.

There being no other business, the Needs Study Subcommittee Meeting was adjourned.

Respectfully submitted,

Donald L. Asmus, P.E.

Secretary

1984 Needs Study Subcommittee

DLA/eel

1984 MUNICIPAL STATE AID NEEDS REPORT

Urban State-Aid Streets, 30 MPH Design Speed

TOTAL WIDTH IN FEET FACE TO FACE OF OUTER CURBS							
No. of Thru Lanes	Density	Undivided No Parking Lanes	With Median No Parking Lanes		Undivided, with Parallel Parking Lanes		With 4' Median and Two Parallel Parking Lanes
			4' Median	14' Median	One Side	Both Sides	
2 (Collector)	Low	28			34	40	
	High	32			36	44	
4 (Collector)	Low	44	50	60	56	64	70
	High	50	54	64	60	68	74
2 (Arterial)	Low	36			38	48	
4 (Arterial)	Low	50	54	64	60	68	74
	High	52	58	68	62	72	80
6 (Arterial)	High	76	82	92	86	96	104

NOTE: All urban design roadways must be a minimum nine-ton structural design. New and rehabilitated bridges must have a curb to curb width equal to the required street width. HS-20 loading required.

Where design speed is 40 mph or less, provide two-foot clearance from face of curb to fixed objects.

URBAN ROADWAY CLASSIFICATION

<u>Classification</u>	<u>Facility Function</u>	<u>Design Character</u>	<u>Projected ADT Range</u>
Collector (low density)	Serves as feeder facility from neighborhood and local streets to the collector/arterial network. Also serves access for business and residential development.	Low to moderate operating speeds	200-3,000 ADT
Collector (high density)	Collects traffic from local and feeder streets and connects with arterials. Can serve local business districts.	Moderate operating speed provides access and traffic mobility.	1,000-7,000 ADT
Arterial (low density)	Serves intra-community travel. Augments high density arterial system.	Some access control with emphasis on traffic mobility.	5,000-10,000 ADT
Arterial (high density)	Forms backbone of urban network. Serves as through facility.	Provides for thru traffic and turning movements. May provide divided roadway and access control.	8,000 ADT and up

1984 MUNICIPAL STATE AID NEEDS REPORT

Variances

Based on the Needs Study Subcommittee's recommendations at their meeting of August 14, 1984, the following cities would have their needs adjusted because of having been granted a variance for street width.

Minneapolis	--	MSAS 190	\$ 459,178
		MSAS 178	215,564
		MSAS 221	637,741
		MSAS 175	<u>1,681,722</u>
			\$2,994,205
Richfield	--	MSAS 363	\$ <u>945,061</u>
			\$ 945,061
St. Louis Park	--	MSAS 280	\$ <u>564,410</u>
			\$ 564,410
St. Paul		MSAS 135	\$ 133,343
		MSAS 129	1,327,104
		MSAS 138	315,640
		MSAS 179	3,078,299
		MSAS 193	319,147
		MSAS 132	2,242,296
		MSAS 158	<u>126,658</u>
			\$7,542,487

Effect of the Subcommittee's Recommendation to adjust the needs for a granted variance:

1. Minneapolis -- MSAS 190 - First Ave. S. from East Lake St. to 33rd St. S. Constructed to 36' instead of 44' as requested in the needs study. 0.36 miles constructed in 1983. The latest needs cost prior to construction:

Base	\$52,161
Surface	<u>43,731</u>
	\$95,892 x 8/44 (.1818) = \$ 17,435 needs
	+ <u>37.97</u> per 1,000
Needs Adjustment	\$459,178

2. Minneapolis -- MSAS 178 - West Grant St. from LaSalle Ave. to Nicollet Ave.

Constructed to 48' instead of 60' as requested in the needs study.
0.07 mile constructed in 1982.

The latest needs prior to construction:

Base	\$ 3,919	
Concrete Surface	<u>37,008</u>	
	$\$40,927 \times 12/60 (.2) = \$$	8,185 needs
		$\div 37.97$ per 1,000
	Needs Adjustment	\$215,564

- 3a. Minneapolis -- MSAS 221 - Emerson Ave. from Plymouth Ave. N. to W. Broadway Ave.

Constructed to 36' instead of 44' as requested in the needs study.
0.50 mile constructed in 1983.

Needs prior to construction:

Base	\$ 72,437	
Surface	<u>60,759</u>	
	$\$133,196 \times 8/44 (.1818) = \$$	24,215 needs
		$\div 37.97$ per 1,000
	Needs Adjustment	\$637,741

- 3b. Minneapolis -- MSAS 175 - Fremont Ave. N. from Plymouth Ave. N. to W. Broadway Ave.

Constructed to 32' instead of 48' as requested in the needs study.
0.50 mile constructed in 1983.

Needs prior to construction:

Base	\$115,484	
Surface	<u>76,083</u>	
	$\$191,567 \times 16/48 (.333) = \$$	63,855 needs
		$\div 37.97$ per 1,000
	Needs Adjustment	\$1,681,722

4. Richfield -- MSAS 363 - Lyndale Ave. from S. Lakeshore Drive to 74th St.

Constructed to 47' instead of 52' as requested in the needs study.
0.80 mile constructed in 1981.

Needs prior to construction:

Base	\$ 19,342	
Concrete Surface	<u>353,850</u>	
	$\$373,192 \times 5/52 (.096) = \$$	35,884 needs
		$\div 37.97$ per 1,000
	Needs Adjustment	\$945,061

5. St. Louis Park -- MSAS 280 - Dakota Ave. from CSAH 5 to W. 27th St.

Constructed to 36' instead of 44' as requested in the needs study.
0.36 mile constructed in 1981.

Needs prior to construction:

Base	\$ 18,339
Surface	<u>99,412</u>
	\$117,751 x 8/44 (.182) = \$ 21,431 needs
	<u>+ 37.97</u> per 1,000
Needs Adjustment	\$564,410

6. St. Paul -- MSAS 135 - Forest St. from Bush St. to Wells St.
Bridge #5962 over the C.N.&B.N. Railroad.

Constructed to 32' instead of 36' as requested in the needs study.
0.21 mile constructed in 1981.

Needs prior to construction:

Base	\$24,802
Surface	<u>20,811</u>
	\$45,613 x 4/36 (.11) = \$ 5,063 needs
	<u>+ 37.97</u> per 1,000
Needs Adjustment	\$133,343

7. St. Paul -- MSAS 129 - Johnson Parkway from Case St. to Prosperity Ave.

Constructed to 36' instead of 44' as requested in the needs study.
0.34 mile constructed in 1981.

Needs prior to construction:

Base	\$ 30,332
Concrete Surface	<u>270,336</u>
	#300,668 x .34/.72 x 8/44 = \$ 25,719 needs
	<u>+ 37.97</u> per 1,000
Road Needs Adjustment	\$677,354
Bridge #090423	<u>649,750</u>
Total Adjustment	\$1,327,104

8. St. Paul -- MSAS 138 - Front St. from Dale St. to Western Ave..

Constructed to 40' instead of 44' as requested in the needs study.
0.50 mile constructed in 1983.

Needs prior to construction:

Base	\$ 72,436
Surface	<u>60,729</u>
	\$133,165 x 4/44 (.09) = \$ 11,984 needs
	<u>+ 37.97</u> per 1,000
Needs Adjustment	\$315,640

9. St. Paul -- MSAS 179 - Payne Ave. over the C.N.W. Railroad and its approaches, between Whitall and Reaney Aves.

Variance approved 8-5-83 to permit a street width of 46' instead of 52' and bridge width of 64' as requested in the needs study.
0.18 mile

Needs prior to construction:

Base	\$310,262		
Surface	<u>204,402</u>		
	\$514,664	$\times .18/1.25 \times 6/52 =$	\$ 8,523
Bridge	\$387,000	$\times 18/64 =$	<u>108,360</u>
			\$ 116,883 needs
			$\div 37.97$ per 1,000
Needs Adjustment			\$3,078,299

10. St. Paul -- MSAS 193 - East 7th St. from Earl St. to Johnson Parkway.

Variance approved 3-16-84 to permit a street width of 40' instead of 44' as requested in the needs study.
0.50 mile project awarded in 1984.

Needs prior to construction:

Base	\$ 72,436		
Surface	<u>60,729</u>		
	\$133,165	$\times 4/44 =$	\$ 12,118 needs
			$\div 37.97$
Needs Adjustment			\$319,147

11. St. Paul -- MSAS 132 - Fairview Ave. from Montreal to St. Clair Ave.

Variance approved 3-16-84 to permit widths of 40' and 56' instead of 44' and 68' as requested in the needs study. 1.62 miles
Needs prior to construction:

	<u>Base</u>	<u>Surface</u>	<u>Total</u>
0.97 mi. (40' instead of 44')	\$140,528	\$117,783	\$258,311
0.65 mi. (56' instead of 68')	<u>210,641</u>	<u>138,753</u>	<u>349,394</u>
	\$351,169	\$256,536	\$607,705

	\$258,311	$\times 4/44 =$	\$ 23,482
	\$349,394	$\times 23/68 =$	<u>61,658</u>
			\$ 85,140 needs
			$\div 37.97$ per 1,000
Needs Adjustment			\$2,242,296

12. St. Paul -- MSAS 158 - Kellogg Boulevard from West 7th St. to Robert St.
 (The only adjustment is from Market St. to St. Peter St. - 0.10 mile)

Variance approved 3-16-84 to permit a street width of 56' instead of 64' as requested in the needs study.

Needs prior to construction:

Base	\$37,702	
Surface	<u>31,620</u>	
	\$69,322	$\times .10/.18 \times 8/64 = \$ 4,809 \text{ needs}$
		$+ \underline{37.97} \text{ per 1,000}$
	Needs Adjustment	\$126,658

Needs on Payne Avenue Bridge #90418
Over the C.N.W. Railroad - MSAS 179

<u>Year</u>	<u>Needs</u>	<u>Apportionment Per \$1,000</u>	<u>Apportionment Earned</u>
1975	\$192,000	25.66	4,926
1976	288,000	28.54	8,219
1977	288,000	28.42	8,184
1978	288,000	29.46	8,484
1979	393,600	27.89	10,977
1980	415,950	25.85	10,752
1981	387,000	30.06	11,633
1982	387,000	35.56	13,761
1983	387,000	37.97	14,694
1984	396,000	38.00	<u>15,048</u>
			106,678

Beyond 1975 the needs data is not available, but assuming an average of \$10,668 in apportionment earned for 27 years would equal \$288,036 this bridge has earned. Taking 18/64 of the \$288,036 total equals \$81,010 the extra 18-foot width has earned. The subcommittee recommends a reduction of \$108,360.

Notes on Payne Avenue Bridge (continued)

Another possibility would be to assume the bridge needs remained the same as in 1975, and revise the apportionment earnings for each year by the percent the state total apportionment varied.

Using the 1975 amount as a base year, the following earnings were calculated:

The bridge earned \$4,926 in apportionment in 1975.

1974 - \$4,926 x .9513 = \$	4,686
1973 x .8583 =	4,022
1972 x .9834 =	3,955
1971 x .9864 =	3,901
1970 x .9115 =	3,556
1969 x .9170 =	3,261
1968 x .9449 =	3,081
1967 x .8709 =	2,684
1966 x .9373 =	2,515
1965 x .9750 =	2,452
1964 x .9646 =	2,366
1963 x .8618 =	2,039
1962 x .9563 =	1,950
1961 x 1.0164 =	1,982
1960 x .9112 =	1,806
1959 x .9687 =	1,749
1958 x .8986 =	1,572
1958 to 1974 Earnings	\$ 47,577
1975 to 1984 Earnings	<u>106,678</u>
27 Years Earnings	\$153,255

1984 MUNICIPAL STATE AID NEEDS REPORT

Bridges

The Needs Study Subcommittee recommended that the needs for all bridges be removed and the amount actually spent from Municipal State Aid funds, for the replacement of the bridge, be added back into the needs for a 15-year period after the actual construction of the bridge. Part of the rationale for this recommendation is that it is felt that many of the existing bridges that are in the Needs Study will not be reconstructed with Municipal State Aid funds and, therefore, should not be shown in the Needs Study.

The effect of this revision would be as follows:

<u>Municipality</u>	<u>Bridge Cost</u>	<u>Apportionment at \$39.00 per \$1,000</u>
Andover	\$ 115,368	\$ 4,496
Austin	933,754	36,414
Bemidji	1,264,032	49,296
Bloomington	259,616	10,124
Brooklyn Center	185,136	7,219
Burnsville	227,240	8,861
Chaska	45,144	1,759
Cloquet	232,560	9,070
Cottage Grove	292,500	11,408
Crookston	316,800	12,355
Detroit Lakes	14,880	580
Duluth	6,250,180	243,758
Eden Prairie	254,250	9,916
Edina	545,420	21,271
Elk River	1,212,200	47,276

<u>Municipality</u>	<u>Bridge Cost</u>	<u>Apportionment at \$39.00 per \$1,000</u>
Fairmont	\$ 69,920	\$ 2,727
Faribault	526,482	20,533
Golden Valley	52,800	2,059
Hermantown	70,224	2,739
Hibbing	78,508	3,062
Hopkins	452,000	17,628
Minneapolis	11,850,889	462,185
Moorhead	1,000,000	39,000
New Hope	326,250	12,724
New Ulm	567,000	22,113
Owatonna	508,500	19,831
Red Wing	240,769	9,390
St. Paul	15,904,160	620,262
Willmar	73,644	2,872
Worthington	452,000	17,628
TOTALS	\$44,322,226	\$1,728,567

Should this adjustment be made, the \$1,728,567 in apportionment would be distributed to all 107 cities based on needs without bridges.



Minnesota Department of Transportation
Transportation Building, St. Paul, MN 55155

July 13, 1984

Phone 612-296-9872

TO : CITY ENGINEERS OF ATTACHED LIST

SUBJECT : Unencumbered Construction Funds

The present Screening Board Directives state that whenever a municipality exceeds \$300,000, or two times their annual construction allotment in their 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 each city to explain the reason for the large balance.

Our records show that as of June 30, 1984, you have \$_____ available for construction not including the 1984 allotment, and is _____ times the 1984 construction allotment.

We are requesting that you supply the Unencumbered Construction Fund Subcommittee a status report of the progress made toward awarding a construction project that would reduce the amount available for construction.

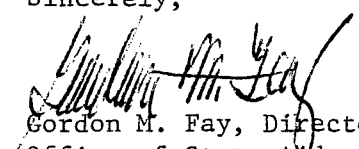
Please give us a brief summary covering the following items and the dates accomplished for each project:

1. Has a 429 feasibility hearing been held by the City Council and the project ordered in?
2. Project submitted to the District State Aid Engineer?
3. Plan approval by City Council and the District State Aid Engineer?
4. Project has a letting date or has been let?
5. State Aid Construction Funds have been encumbered?

Please return your progress report by July 27, 1984 to George Quickstad, Room 420 State Transportation Building, St. Paul, Minnesota 55155, (612-296-1662). The Unencumbered Construction Fund Subcommittee will review these reports, and should they require further explanation, your city will have the opportunity to meet with them on Friday, August 10, 1984.

Thank you in advance for your cooperation.

Sincerely,


Gordon M. Fay, Director
Office of State Aid

cc:
R. Hanson
P. Baker
C. Honchell
R. Simon
H. Reimer
L. Anderson
G. Quickstad

GMF:ds
G. Quickstad

An Equal Opportunity Employer

SUMMARY OF THE TWELVE CITIES WHICH EXCEED THE LIMITATIONS
OF THE SCREENING BOARD DIRECTIVES

<u>Municipality</u>	<u>A</u> Amount Available 6-30-84 <u>(Less 1984 Allotment)</u>	<u>B</u> 1984 Construction Allotment	<u>C</u> <u>Column A</u> <u>Column B</u>
1. Austin	\$ 688,730	\$291,065	2.37
2. Chaska	635,109	178,218	3.56
3. Crystal	1,833,499	189,481	9.68
4. Fridley	789,455	373,236	2.12
5. Golden Valley	1,335,322	492,995	2.70
6. Hopkins	532,998	216,217	2.47
7. Moorhead	1,212,484	540,374	2.24
8. Mounds View	605,999	125,942	4.80
9. St. Anthony	301,409	109,122	2.76
10. St. Peter	333,089	119,789	2.78
11. Thief River Falls	495,671	173,314	2.86
12. Worthington	377,008	149,653	2.52

CONSTRUCTION FUNDS AVAILABLE FOR ALL 110 CITIES
AS OF JUNE 30, 1984

<u>Municipality</u>	<u>A</u> Amount Available 6-30-84 (Less 1984 Allotment)	<u>B</u> 1984 Construction Allotment	<u>C</u> Column A Column B
Albert Lea	\$ 477,234	\$ 304,389	1.57
Alexandria	194,832	121,513	1.60
Andover	62,100	225,072	0.28
Anoka	0	264,108	0
Apple Valley	290,859	406,077	0.72
Arden Hills	42,130	140,089	0.30
Austin	688,730	291,065	2.37
Bemidji	0	225,135	0
Blaine	525,323	455,496	1.15
Bloomington	0	1,135,661	0
Brainerd	94,819	205,572	0.46
Brooklyn Center	353,049	531,635	0.66
Brooklyn Park	324,000	703,681	0.46
Burnsville	785,337	725,714	1.08
Champlin	0	180,237	0
Chanhausen	153,907	210,959	0.73
Chaska	635,109	178,218	3.56
Chisholm	9,989	114,328	0.09
Cloquet	663,178	364,200	1.82
Columbia Heights	0	244,316	0
Coon Rapids	112,928	514,741	0.22
Cottage Grove	411,795	451,812	0.91
Crookston	64,610	203,557	0.32
Crystal	1,833,499	189,481	9.68
Detroit Lakes	221,770	118,821	1.87
Duluth	2,780,367	1,598,724	1.74
Eagan	0	511,783	0
East Bethel	156,948	143,426	1.09
East Grand Forks	0	181,611	0
Eden Prairie	0	400,852	0
Edina	388,916	784,996	0.50
Elk River	54,953	272,883	0.20
Ely	67,210	38,929	1.73

<u>Municipality</u>	<u>A</u> Amount Available 6-30-84 <u>(Less 1984 Allotment)</u>	<u>B</u> 1984 Construction Allotment	<u>C</u> Column A Column B
Eveleth	\$ 0	\$ 103,602	0
Fairmont	275,341	205,318	1.34
Falcon Heights	0	63,205	0
Faribault	118,757	280,385	0.42
Fergus Falls	44,224	194,367	0.23
Fridley	789,455	373,236	2.12
Golden Valley	1,335,322	492,995	2.70
Grand Rapids	0	152,800	0
Ham Lake	35,403	156,297	0.23
Hastings	196,434	213,027	0.92
Hermantown	396,481	207,799	1.91
Hibbing	0	506,835	0
Hopkins	532,998	216,217	2.47
Hutchinson	254,018	157,122	1.62
International Falls	0	124,906	0
Inver Grove Heights	0	357,512	0
Lake Elmo	178,009	111,414	1.60
Lakeville	0	483,979	0
Lino Lakes	56,752	211,737	0.27
Litchfield	134,172	134,270	1.00
Little Canada	105,696	122,498	0.86
Little Falls	31,813	150,432	0.21
Luverne	44,458	20,290	2.19
Mankato	666,889	434,763	1.53
Maple Grove	303,459	636,822	0.48
Maplewood	151,591	579,527	0.26
Marshall	0	193,807	0
Mendota Heights	174,890	202,112	0.87
Minneapolis	0	5,394,707	0
Minnetonka	1,542,075	803,262	1.92
Montevideo	0	121,793	0
Moorhead	1,212,484	540,374	2.24
Morris	109,190	113,732	0.96
Mound	60,462	115,661	0.52
Mounds View	604,999	125,942	4.80
New Brighton	379,412	306,280	1.24
New Hope	259,564	217,931	1.19
New Ulm	415,601	248,843	1.67
Northfield	358,082	232,308	1.54

<u>Municipality</u>	<u>A</u> Amount Available 6-30-84 (Less 1984 Allotment)	<u>B</u> 1984 Construction Allotment	<u>C</u> Column A Column B
North Mankato	\$ 0	\$ 134,233	0
North St. Paul	0	182,762	0
Oakdale	109,101	222,776	0.49
Orono	163,140	111,967	1.46
Owatonna	364,552	332,897	1.10
Pipestone	63,759	41,594	1.53
Plymouth	62,657	480,774	0.13
Prior Lake	205,161	195,390	1.05
Ramsey	1	284,814	0
Red Wing	108,207	325,663	0.33
Redwood Falls	0	91,772	0
Richfield	86,851	456,497	0.19
Robbinsdale	0	179,943	0
Rochester	1,203,244	832,550	1.45
Rosemount	132,297	194,536	0.68
Roseville	459,690	520,290	0.88
St. Anthony	301,409	109,122	2.76
St. Cloud	0	766,865	0
St. Louis Park	0	668,188	0
St. Paul	5,138,295	4,248,613	1.21
St. Paul Park	208,027	24,847	8.37
St. Peter	333,089	119,789	2.78
Sauk Rapids	34,757	149,151	0.23
Shakopee	331,477	201,657	1.64
Shoreview	270,457	305,656	0.88
South St. Paul	265,055	296,928	0.89
Spring Lake Park	219,394	77,504	2.83
Stillwater	422,729	240,375	1.76
Thief River Falls	495,671	173,314	2.86
Vadnais Heights	1	78,520	0
Virginia	0	199,738	0
Waseca	200,441	113,087	1.77
West St. Paul	519,976	277,921	1.87
White Bear Lake	307,995	319,732	0.96
Willmar	26,113	290,199	0.09
Winona	118,413	396,608	0.30
Woodbury	470,404	419,032	1.12
Worthington	377,008	149,653	2.52
TOTAL	\$35,160,994	\$41,962,145	0.83

MINUTES OF UNENCUMBERED CONSTRUCTION FUND
SUB-COMMITTEE MEETING

The Unencumbered Construction Fund Subcommittee met at the Shakopee City Hall at 9:00 A.M., August 10, 1984 to review the fund balances of the following Cities:

Chaska
St. Anthony
Golden Valley
St. Peter
Worthington
Thief River Falls
Crystal

Attendance: Paul Baker/Mankato Chairman, Charles Honchell/Roseville, Bob Simon/South St. Paul (Secretary), Ray L. Hanson/Assistant State Aid Engineer. Also Present: George Quickstad from the State Aid Needs Unit, Bo Spurrier/Vice Chairman-Shakopee, Larry Anderson/Prior Lake-Secretary of the Screening Committee.

All Cities, except Thief River Falls, had representatives at the meeting. Thief River Falls had previously complied with the criteria and the discussion was handled over the telephone between Chairman Baker and David Kildahl from the consulting firm of Stewart and Walker, representing the City.

All Cities with the exception of the following three, had reduced their fund balances to meet the established criteria:

Chaska
Crystal
Worthington

Chaska

Jim Olson, representing the City of Chaska, reported that the plans for the Pioneer Trail Street Improvement (Estimated Cost \$471,000), has been submitted to MN/Dot State Aid, however, they were returned for revisions and resubmitted. MN/Dot District 5 and the Central office have not as of this time completed their review. He stated this project, if approved by Mn/Dot State Aid, will be under contract this year.

Recommendation: The Subcommittee recommends that if the Pioneer Trail Project does not meet the established Committee criteria on or

before the Screening Committee meeting in late October, the City of Chaskas Construction Needs be reduced by 3 times the amount available (\$635,109).

Crystal

Don Smith, representing the City of Crystal, indicated they do not have plans for MSA Construction for 1984, however, it appears in 1985 they will have projects that will reduce their accumulated MSA funds.

Recommendation: The Subcommittee recommends that the construction needs for the City of Crystal be reduced by 6 times the amount available (\$1,833,499).

Worthington

Dwayne Haffield, City Engineer for Worthington, stated they have several projects under consideration, however, none of these will be under contract in 1984 with the possible exception of the Collegeway Project (Estimated Cost \$300,000).

Recommendation: The Subcommittee recommends that the construction needs for the City of Worthington be reduced by 2 times the amount available (\$377,008), unless they meet the established criteria on or before the fall meeting of the Screening Committee.

By: Robert G. Simon
Secretary

1984 MUNICIPAL STATE AID NEEDS REPORT

Research Account Motion

THAT: An amount, \$121,838, ($\frac{1}{4}$ of 1%) of the 1984 Municipal State Aid Apportionment of \$48,735,189 be transferred to the Research Account for the 1985 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	37,656	67,426	710,025	297,847	412,178
1984	115,766			745,773		
	\$1,257,858	\$726,469	\$421,095	\$8,575,184	\$3,738,681	\$4,090,730

CURRENT RESOLUTIONS
OF THE
MUNICIPAL SCREENING BOARD

JUNE 1984

BE IT RESOLVED:

ADMINISTRATION

Improper Needs Report - Oct. 1961

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

Screening Board Secretary - Oct. 1961

That annually, the Commissioner of the Minnesota Department of Transportation (Mn/DOT) may be requested to appoint a secretary, upon recommendation of the City Engineers' Association of Minnesota, as a non-voting member of the Municipal Screening Board for the purpose of recording all Screening Board actions.

Appointments to Screening Board - Oct. 1961 (Revised June 1981)

That annually the Commissioner of Mn/DOT will be requested to appoint three (3) new members, upon recommendation of the City Engineers Association of Minnesota, to serve three (3) year terms as voting members of the Municipal Screening Board. These appointees are selected from the Nine Construction Districts together with one representative from each of the three (3) major cities of the first class.

Screening Board Alternate Attendance - June 1979

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

Research Account - Oct. 1961

That an annual resolution be considered for setting aside a reasonable amount of money for the Research Account to continue municipal street research activity.

Appearance Screening Board - Oct. 1962 (Revised Oct. 1982)

That any individual or delegation having items of concern regarding the study of State Aid Needs or State Aid Apportionment amounts, and wishing to have consideration given to these items, shall, in a written report, communicate with the State Aid Engineer. The State Aid Engineer with concurrence of the Chairman of the Screening Board shall determine which requests are to be referred to the Screening Board for their consideration. This resolution does not abrogate the right of the Screening Board to call any person or persons before the Board for discussion purposes.

Construction Cut Off Date - Oct. 1962 (Revised 1967)

That for the purpose of measuring the Needs of the Municipal State Aid Highway System, the annual cut off date for recording construction accomplishments based upon the project award date shall be December 31st of the preceding year.

Construction Accomplishments - Oct. 1965 (Revised June 1983)

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

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

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

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

Special-Resurfacing-Projects

~~That any municipality using M.S.A.S. Construction Funds for resurfacing projects which do not bring these streets up to the required design standards shall, for a period of ten years, have these 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.

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

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

One Way Street Mileage - June 1983

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

COST

Construction Item Unit Prices - (Revised Annually)

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

Miscellaneous:

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

Removal Items:

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

New Cities Needs - Oct. 1983

Any new city which has determined their eligible mileage, but does not have an approved State Aid System, their money needs will be determined at the cost per mile of the lowest other city.

Storm Sewer

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

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

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

The Right of Way needs shall be included in the apportionment needs based on the unit price per mile, until such time that the right of way is acquired and the actual cost established. At that time a money needs adjustment shall be made by annually adding the local cost (which is the total cost less county or trunk highway participation) for a 15-year period. Only right of way acquisition costs that are eligible for State-Aid reimbursement shall be included in the right-of-way money needs adjustment. This Directive to exclude all Federal or State grants.

Miscellaneous Limitations - Oct. 1961

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

NEEDS ADJUSTMENTS

Expenditures Off State Aid System - Oct. 1961

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

Bond Adjustment - Oct. 1961 (Revised 1962)

That a separate annual adjustment shall be made in total money Needs of a municipality that has sold and issued bonds pursuant to Minnesota Statutes, Section 162.18, for use on State Aid projects.

(Revised 1975)

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

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

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

(Revised June 1979)

"Bond account money spent off State Aid System would not be eligible for Bond Account Adjustment. This action would not be retroactive, but would be in effect for the remaining term of the Bond issue."

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

That for the determination of the 1962 Municipal State Aid

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

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

(Revised Oct. 1981)

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

(Revised Oct. 1981)

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

(Revised June 1979)

The Screening Board past Chairman be appointed to serve a three-year term on the Unencumbered Construction Fund Subcommittee. This will continue to maintain an experienced group to follow program of accomplishments.

STRUCTURES

Bridge Costs - Oct. 1961 (Revised Annually)

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

Bridges 0 to 149 Ft.	\$38.00 Sq. Ft.
Bridges 150 to 499 Ft.	\$44.00 Sq. Ft.
Bridges 500 & Over	\$50.00 Sq. Ft.
Bridge Widening	\$65.00 Sq. Ft.

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

Bridge Width & Costs - (Revised Annually)

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

Railroad Over Highway

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

RAILROAD CROSSINGS

Railroad Crossing Costs - (Revised Annually)

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

Railroad Grade Crossings

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

SOILS

Soil Type - Oct. 1961

That the soil type classification as approved by the 1961 Municipal Screening Board, for all municipalities under Municipal State Aid be adopted for the 1962 Needs Study and 1963 apportionment on all streets in the respective municipalities. Said classifications are to be continued in use until subsequently amended or revised by Municipal Screening Board action.

Trunk Highway Turnback - Oct. 1967

That any trunk highway turnback which reverts directly to the municipality and becomes part of the State Aid Street system shall not have its construction needs considered in the money needs apportionment determination as long as the former trunk highway is fully eligible for 100 percent construction payment from the Municipal Turnback Account. During this time of eligibility, financial aid for the additional maintenance obligation, of the municipality imposed by the turnback shall be computed on the basis of the current year's apportionment data and shall be accomplished in the following manner.

Initial Turnback Maintenance Adjustment - Fractional Year Reimbursement:

The initial turnback adjustment when for less than 12 full months shall provide partial maintenance cost reimbursement by adding said initial adjustment to the money needs which will produce approximately $1/12$ of \$1,500 per mile in apportionment funds for each month or part of a month that the municipality had maintenance responsibility during the initial year.

To provide an advance payment for the coming year's additional maintenance obligation, a needs adjustment per mile shall be added to the annual money needs. This needs adjustment per mile shall produce sufficient apportionment funds so that at least \$1,500 in apportionment shall be earned for each mile of trunk highway turnback on Municipal State Aid Street System.

Turnback adjustments shall terminate at the end of the calendar year during which a construction contract has been awarded that fulfills the Municipal Turnback Account Payment provisions; and the resurfacing needs for the awarded project shall be included in the Needs Study for the next apportionment.

DESIGN

Design Limitation on Non-Existing Streets - Oct. 1965

That non-existing streets shall not have their needs computed on the basis of urban design unless justified to the satisfaction of the Commissioner.

Less Than Minimum Width - Oct. 1961 (Revised 1967)

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

Variance Granted - Reduction of Money Needs - Oct. 1982

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

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 Board regarding methods of counting traffic and computing average daily traffic. The manner and scope of reporting is detailed in the above mentioned manual.

Traffic Counting - Sept. 1973

That future traffic data for State Aid Needs Studies be developed as follows:

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