



*1987*

*Municipal  
State Aid  
Needs Report*



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1987

*October 1987*



Minnesota Department of Transportation

Transportation Building, St. Paul, MN 55155

Phone 612-296-1662

October 1, 1987

TO : Municipal Engineers

SUBJECT : The 1987 Municipal State Aid Needs Report

Gentlemen:

Enclosed is a copy of the 1987 Municipal State Aid Needs Report, which will be reviewed October 27 & 28 by the Screening Committee to make a final determination of the money needs.

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

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

Sincerely,

A handwritten signature in cursive script that reads 'Kenneth Straus'.

Kenneth Straus

Municipal State Aid Needs Unit

Enclosures:

1987 Municipal State Aid Needs Report

## PREFACE

The "1987 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, 1987.

The 1980 and Special Census data is combined with the Commissioner's final money needs determination and is the resulting 1988 allocation which will be reported in the "1988 Municipal State Aid Apportionment Data" to be published in January, 1988.

## 1987 MUNICIPAL SCREENING BOARD DATA

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# 1987 MUNICIPAL SCREENING BOARD

## OFFICERS

Chairman	Kenneth Saffert	Mankato	(507) 625-3161
Vice Chairman	Fred Moore	Plymouth	(612) 559-2800
Secretary	Ronald Rudrud	Bloomington	(612) 881-5811

## MEMBERS

District	Served	Representative		
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1	2	Clyde Busby	Hibbing	(218) 262-3486
2	3	Gary Sanders	East Grand Forks	(218) 773-1185
3	3	Ronald Schweninger	Brainerd	(218) 828-2309
4	2	Dan Edwards	Fergus Falls	(218) 739-2251
5	1	William Ottensmann	Coon Rapids	(612) 755-2880
6	2	Richard Murphy	Austin	(507) 437-7671
7	1	Dwayne Haffield	Worthington	(507) 376-3161
8	3	Thomas Rodeberg	Montevideo	(612) 260-6575
9	1	Charles Siggerud	Burnsville	(612) 890-4100
(Three Cities		John Carlson	Duluth	(218) 723-3278
of the		Marvin Hoshaw	Minneapolis	(612) 348-2456
First Class)		Thomas Kuhfeld	St. Paul	(612) 298-5070

District	Alternates		
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1	Norman Schmidt	Hermantown	(218) 729-6331
2	James Walker	Thief River Falls	(218) 751-3004
3	Terry Maurer	Elk River	(612) 774-6021
4	Alvin Moen	Alexandria	(612) 762-8149
5	Michael Eastling	Richfield	(612) 869-7521
6	Robert Bollant	Winona	(507) 452-8550
7	Brian Backmeier	Fairmont	(507) 238-9461
8	Joseph Bettendorf	Litchfield	(612) 252-4740
9	Ken Haider	Maplewood	(612) 770-4552

1987 SUBCOMMITTEES APPOINTED BY THE SCREENING BOARD

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NEEDS STUDY SUBCOMMITTEE

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Chairman - Roger Plumb  
Rochester  
(507-281-6008)  
Expires in 1987

Steve Gatlin  
White Bear Lake  
(612-429-8531)  
Expires in 1988

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

UNENCUMBERED CONSTRUCTION FUNDS SUBCOMMITTEE

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

H. R. Spurrier  
Brooklyn Center  
(612-561-5440)  
Expires in 1988

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

MUNICIPAL SCREENING COMMITTEE REPRESENTATIVES  
Districts and First Class Cities

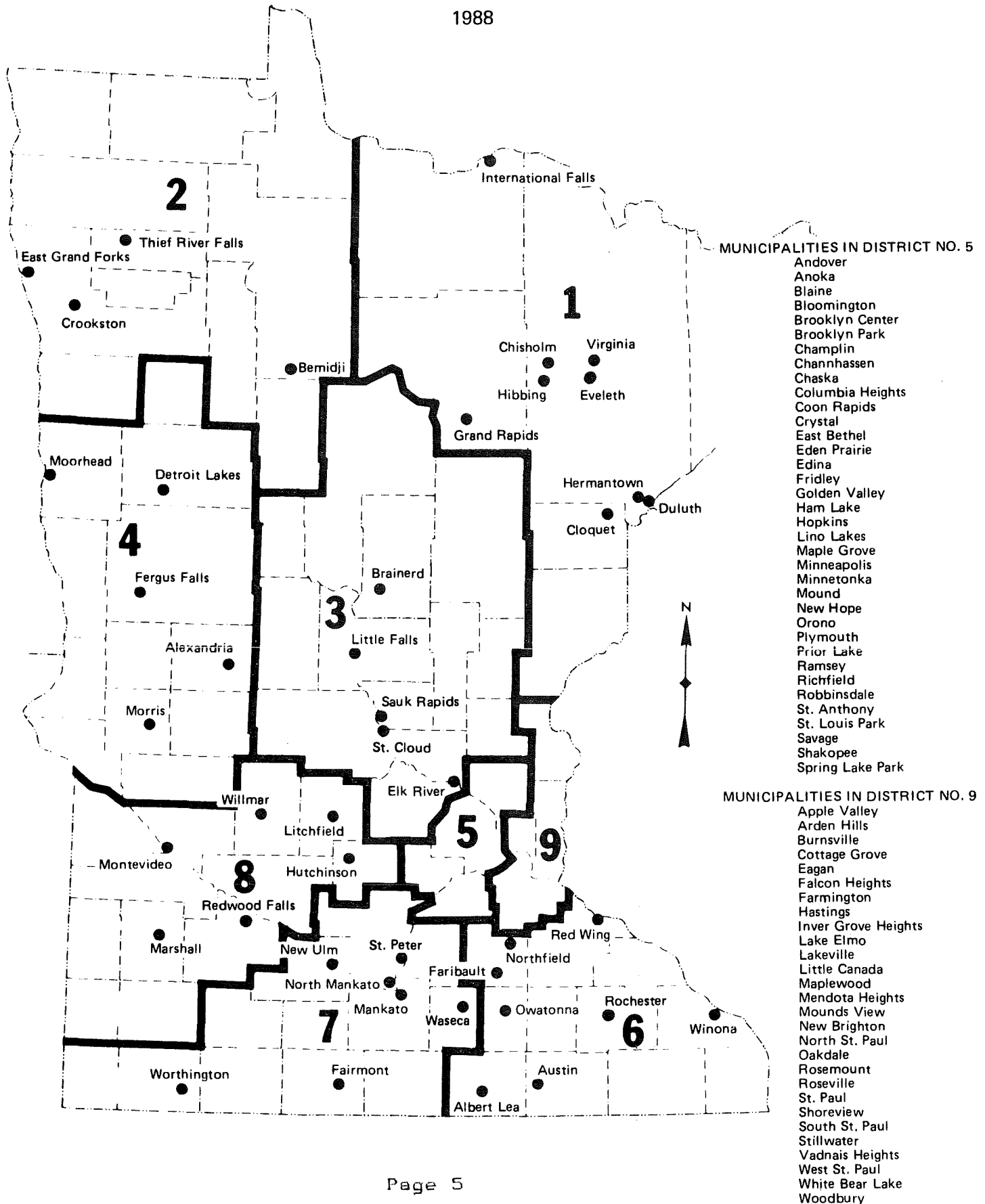
Year	1	2	3	4	5	6	7	8
1970	BOYER Cloquet	WIDSETH Crookston	KNAPP St. Cloud	STAHLBERG Moorhead	STROJAN Hopkins	ARMSTRONG Rochester	OTHMAN Mankato	PRIEBE Hutchinson
1971	BOYER	WIDSETH	KNAPP	STAHLBERG	ODLAND Golden Valley	JOHNSON Albert Lea	OTHMAN	CARLSON Willmar
1972	BOYER	WIDSETH	REED Brainerd	RONNING Fergus Falls	LANGSETH Bloomington	JOHNSON	OTHMAN	PRIEBE
1973	BOYER	WIDSETH	REED	LARSON Detroit Lakes	STROJAN	ARMSTRONG	OTHMAN	PRIEBE
1974	MADSEN Hibbing	SANDERS E. Gr. Forks	KNAPP	LARSON	STROJAN	BOLLANT Winona	OTHMAN	CARLSON
1975	MADSEN	SANDERS	KNAPP	REIMER Moorhead	ASMUS Minnetonka	BOLLANT	MENK St. Peter	CARLSON
1976	BOYER	WIDSETH	KRIHA Brainerd	REIMER	ODLAND	ANDERSON Red Wing	MENK	ADEN Marshall
1977	PFUTZENREUTER Virginia	WIDSETH	KRIHA	RONNING Fergus Falls	ODLAND	ANDERSON	MENK	ADEN
1978	PFUTZENREUTER	WIDSETH	KRIHA	RONNING	BUTCHER Maple Grove	ANDERSON	PUTNAM New Ulm	ADEN
1979	PFUTZENREUTER	VENCEL Bemidji	ENGSTROM Little Falls	RONNING	BUTCHER	ANDERSON	PUTNAM	CARLSON
1980	MADSEN	VENCEL	ENGSTROM	REIMER	BUTCHER	LEUTH Owatonna	PUTNAM	CARLSON
1981	PFUTZENREUTER	WIDSETH	ENGSTROM	REIMER	ASMUS	LEUTH	ORTLOFF Waseca	CARLSON
1982	PFUTZENREUTER Cloquet	FREEBERG Bemidji	DOLENTZ St. Cloud	BAKKEN Detroit Lakes	ASMUS	LEUTH	ORTLOFF	ADEN
1983	PRUZAK Cloquet	FREEBERG	DOLENTZ	BAKKEN	ASMUS	PLUMB Rochester	ORTLOFF	ADEN
1984	PRUZAK	FREEBERG	DOLENTZ	BAKKEN	RUDRUD Bloomington	PLUMB	MENK	ADEN
1985	PRUZAK	SANDERS	SCHWENINGER Brainerd	BAKKEN	RUDRUD	PLUMB	MENK	RODEBERG Montevideo
1986	BUSBY Hibbing	SANDERS	SCHWENINGER	EDWARDS Fergus Falls	RUDRUD	MURPHY Austin	MENK	RODEBERG
1987	BUSBY	SANDERS	SCHWENINGER	EDWARDS	OTTENSMANN Coon Rapids	MURPHY	HAFFIELD Worthington	RODEBERG

Year	9	Mpls.	St. Paul	Duluth	Chairman	Vice Chairman	Secretary
1970	SORENSEN Minneapolis	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 Wt. Br. Lk.
1978	HONCHELL Roseville	SMITH	WHEELER	DAVIDSON	ASMUS Minnetonka	THENE Wt. Br. Lk.	PRIEBE Hutchinson
1979	HONCHELL	SMITH	WHEELER	DAVIDSON	PRIEBE Hutchinson	ADEN Marshall	BAKER Mankato
1980	SIMON S. St. Paul	SMITH	WHEELER	DAVIDSON	ADEN Marshall	BAKER Mankato	HONCHELL Roseville
1981	KLEINSCHMIDT Inver Gr. Hgts.	SMITH	PETERSON	DAVIDSON	BAKER Mankato	HONCHELL Roseville	SIMON S. St. Paul
1982	KLEINSCHMIDT	HOSHAW	PETERSON	DAVIDSON	HONCHELL Roseville	SIMON S. St. Paul	REIMER Moorhead
1983	KLEINSCHMIDT	HOSHAW	PETERSON	DAVIDSON	SIMON S. St. Paul	REIMER Moorhead	SPURRIER Shakopee
1984	GATLIN White Bear Lk.	HOSHAW	PETERSON	BERG	REIMER Moorhead	SPURRIER Shakopee	ANDERSON Prior Lake
1985	GATLIN	HOSHAW	PETERSON	CARLSON	SPURRIER Shakopee	ANDERSON Prior Lake	SAFFERT Mankato
1986	GATLIN	HOSHAW	PETERSON	CARLSON	ANDERSON Prior Lake	SAFFERT Mankato	MOORE Plymouth
1987	SIGGERUD Burnsville	HOSHAW	KUHFELD	CARLSON	SAFFERT Mankato	MOORE Plymouth	RUDRUD Bloomington

# STATE OF MINNESOTA

## HIGHWAY DISTRICTS AND URBAN MUNICIPALITIES AS ESTABLISHED FOR STATE AID PURPOSES

1988



MINUTES  
SUMMER  
MUNICIPAL SCREENING COMMITTEE  
June 16 - 17, 1987

The summer meeting of the Screening Board was called to order by Chairman Saffert at 1:15 p.m., Tuesday, June 16, 1987. Roll call was taken.

Present were:

Officers:

Chairman Ken Saffert, Mankato  
Vice Chairman Fred Moore, Plymouth  
Secretary Ron Rudrud, Bloomington

District 1 - Clyde Busby	Hibbing
District 2 - Gary Sanders	East Grand Forks
District 3 - Ronald Schweninger	Brainerd
District 4 - Dan Edwards	Fergus Falls
District 5 - Wm. Ottensmann	Coon Rapids
District 6 - Richard Murphy	Austin
District 7 - Dwayne Haffield	Worthington
District 8 - Thomas Rodeberg	Montevideo
District 9 - Charles Siggerud	Burnsville
First Class City - John Carlson	Duluth
First Class City - Marvin Hoshaw	Minneapolis
First Class City - Tom Kuhfeld	St. Paul
Chairman Needs Study	
Subcommittee - Roger Plumb	Rochester

Others:

Don Asmus	Minnetonka
Perry Smith	Minneapolis
Ed Leone	Duluth
Jon Ketokoski	Minneapolis
Gordon Fay	Mn/DOT Director, Office of State Aid
Roy Hanson	Mn/DOT Assistant State Aid Engineer
Ken Straus	Mn/DOT Municipal State Aid Needs Unit
Bill Croke	Mn/DOT District 1, State Aid
Jack Isaacson	Mn/DOT District 2, State Aid
Dave Reed	Mn/DOT District 3, State Aid
Vern Korzendorfer	Mn/DOT District 4, State Aid
Chuck Weichselbaum	Mn/DOT District 5, State Aid
Earl Welshons	Mn/DOT District 6, State Aid
Harv Suedbeck	Mn/DOT District 7, State Aid
John Hoeke	Mn/DOT District 8, State Aid
Elmer Morris	Mn/DOT District 9, State Aid
Ken Hoeschen	Mn/DOT County State Aid Needs Unit

Chairman Saffert mentioned that Bill Ottensmann, Dwayne Haffield, and Chuck Siggerud are new voting members.

I. MINUTES CONSIDERATION:

Chairman Saffert called for consideration of approval of the minutes of the October 28 and 29, 1986, Screening Board meeting. They are printed on pages 4 through 11 of the 1987 Municipal Screening Board Data Book dated June 1987. John Carlson moved, seconded by Schweninger, to approve the minutes. Motion carried.

## II. MEETING PROCEDURE

Chairman Saffert mentioned that all agenda items regarding needs, rules, and presentations will be discussed today. Additional informal discussion will occur this evening beginning at 8:00 p.m. Action on all items will occur at tomorrow's meeting, which will be in this room at 8:30 a.m.

## III. NEEDS REPORT

Ken Straus presented the spread sheets that had been handed out and discussed the inclusions in the 1987 Screening Board Data booklet. He mentioned there had been discussion, which doesn't show up in their minutes, by the Needs Committee about removing after the fact needs if the street is removed from the designated mileage.

Straus went through the unit price recommendations that were recommended by the subcommittee. He also gave last years prices, 5-year averages, last year's averages, and last year's high and low prices for each of the items.

Roger Plumb mentioned that the bituminous price was a little high because costs outstate are higher than in the Metro area.

Schweninger said the price of bituminous delivered to Brainerd went up from \$135 to \$170 last week.

Plumb stated the reason the bridge prices went down was that approaches were removed. Straus said an error had been found after the committee met in the backup information for concrete pavement removal. He felt they would have recommended about \$3.75 instead of \$4.00 with this correct information.

Siggerud mentioned that District 9 had discussed how the needs prices for traffic signals and street lighting had been determined. Straus said he thought the prices had been pretty much picked out of the air. Siggerud felt various communities would give information to help determine these costs.

The district meetings of city engineers showed agreement with the unit prices, according to Straus.

Saffert said we would continue action on unit prices until tomorrow.

## IV. TRAFFIC COUNTING

Ken Straus mentioned that the traffic count information is found on page 78.

Schweninger asked when the 1985 counts are coming out. "We received a pencil copy and were told the final copy was to follow in January, 1986." It has not been received.

Straus mentioned that the traffic counts outstate are done on a 4-year cycle. We have a resolution on page 108 that needs to have the 6 years changed to 4 years in paragraph 2.

Austin will not be done in 1990, but in 1988, along with the county. Murphy said it is planned for January of 1989. That is okay with Straus.

## V. UNENCUMBERED CONSTRUCTION BALANCE

This is found on pages 79 and 80, Straus mentioned. The letters were sent out in April, informing cities of the amount of excess balance they had. The list increased this year from 14 to 31. This is partly due to higher apportionment in previous years. Multiplying this year's lower apportionment amount by the 2 factor gave a smaller amount, and created excess balances. This will be a

bad year. The number of communities with excess balances is expected to reduce in the future. The unencumbered subcommittee will be meeting some time after June 30 to have each city explain their excess balance. Their balance as of June 30th will also be reviewed.

## VI. MAINTENANCE ALLOCATION AND BALANCES

Straus mentioned there is, on page 81, a list of 19 cities which have not submitted their required maintenance expenditure reports.

He stated, "The subcommittee recommended that these cities appear before the unencumbered subcommittee and explain their situation. We're not concerned about 1986, but are about the cities that are delinquent for periods as far back as 1978.

"Cities that obtain maximum maintenance allotments retain extra needs since they aren't reducing needs by construction. This is against the goal of improving streets. Some cities get a 20% benefit from using extra funds for maintenance.

"This was discussed at some of the district meetings." Straus passed out sheets showing the effect on needs of this extra money being used for maintenance.

He continued, "The subcommittee recommended using lane miles. After thinking about it, I suggest it would be better to use a money needs adjustment, since there wouldn't be a need to change the state rule. It's presently based on \$1,500 per mile. Anything over that, up to 25%, would need to have a request in before December 15.

"Every \$1,000 in money needs generates about \$50 in apportionment.

"Another method would be to have every city receive the same, say 10%. That would require a rule change. That's how the counties do it.

"We work at getting an equal distribution of state aid."

Hoshaw stated, "I want to see a good system. If we are going to go into one item, maintenance, we should make everything equitable, including traffic signals and lighting. Each city should have some choice on how they want to use their funds. We should be concerned that we don't reduce the overall systems' needs."

Siggerud asked how an adjustment would be made.

Straus said, "You could either deduct the total maintenance, or the amount greater than the amount based on the standard \$1,500 per mile, from the money needs. A resolution would be required by the Screening Committee.

## VII. FEDERAL AID URBAN TRANSFER

Straus reported, "It has been suggested that cities that transfer their Federal Aid Urban funds to Mn/DOT have a needs adjustment. Information is found on pages 82 and 83.

"The subcommittee discussed it and recommended that there not be an adjustment for this, since the Municipal State System is not necessarily on the same street as the Federal Aid Urban route. It's too hard to know where these funds would be spent."

## VIII. GRADING COSTS

Straus advised, "Information on grading costs is found on pages 84 through 97.

"I recommend that needs be based on cubic yards. Some of the costs used haven't been changed since 1965. The same figure is used, despite a lot of difference in conditions, including widths and whether the road is in place or not.

"It is up to each city to review their grading figures. Most of the needs are understated for grading."

## IX. RESOLUTIONS

Ken Straus introduced the following proposed new resolutions.

### A. Screening Board Chairman and Vice Chairman

That the Chairman and Vice Chairman, nominated annually at the annual meeting of the City Engineers Association of Minnesota and subsequently appointed by the Commissioner of the Minnesota Department of Transportation, shall not have a vote in matters before the Screening Board unless they are also the duly appointed Screening Board Representative of a construction District or of a City of the first class.

Schweninger suggested the terms chairman and vice-chairman just be inserted in the present resolution along with the secretary.

### B. Appointment to the Needs Study Subcommittee

The Screening Board Chairman shall annually appoint one city engineer to serve a three year term on the Needs Study Subcommittee. The appointment shall be made after the annual Spring meeting of the Municipal Screening Board. The appointed subcommittee person shall serve as chairman of the subcommittee in the third year of the appointment.

This resolution is to clarify how appointments are made.

### C. Construction Accomplishments.

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

In the event that a MSAS route earning needs as a result of reconstruction is removed from the MSAS system, then the reconstruction needs shall be removed from the needs study. No adjustment will be required on needs earned prior to the revocation.

This resolution would be modified by the addition of the above (underlined) 2nd paragraph.

Ken Straus stated, "All of the other after the fact needs could also be put in this clause. At present, we are not checking for removal of needs when revocations occur."

Roger Plumb said his concern would be for items that they just got on the system within the last one or two years before building the improvements. They would get after the fact needs, and then they would lose them.

#### D. Traffic Counting - September 1973

Straus advised, "The resolution found on page 108 would be altered by changing the word 'six' to 'four' in the 3rd line of paragraph 2, the word 'five' to 'four' in the 5th line of paragraph 2, and the word 'five' to 'four' in the first line of paragraph 3.

"This change would get the cities on the same cycle as the counties."

Richard Murphy said he feels they get a lot more accurate counts when they count themselves. Four years would be much better.

#### X. 1.5 Projection Factor

Straus compared 5 cities using the 1.5 and 2.0 factors. One city didn't change, and the others had very little change. All of the attendees at the District 6 meeting preferred going to the 1.5 factor.

Murphy mentioned that District 6 suggested using existing traffic instead of projected traffic. The counties use existing. It's tough when you just want to do an overlay.

Roy Hanson said, "There are different charts for resurfacing than reconstructing. It would have to go back to the Rules Committee, if we desired the change."

Straus mentioned that we are just talking about needs, not design.

#### XI. NEW BUSINESS

##### A. Pavement Striping

Murphy had been asked by the District 6 engineers to bring up low-volume street striping. They don't like the requirement.

Busby said, "It is a problem in Hibbing because we prohibit parking on alternate sides for snow plowing. Where should we put the stripe? It can't be moved for plowing."

Gordy Fay said, "The legislators had a law proposed to require striping. They were told it would be required without the bill. Cities that paint down the middle and allow parking on one side forcing vehicles to cross the centerline will be open for a huge tort liability in case of an accident."

Plumb mentioned they have low volume streets with alternate side parking, and do not stripe. Fay responded that they're subject to large tort liability also. They'll be asked, "Where should he have been driving?"

Plumb didn't feel we are adding a lot of safety by stripping low volume streets. Saffert mentioned, "By the streets being on our State Aid system, we're implying they have some significant volume on them or they wouldn't qualify as collectors. We should discuss this, this evening."

##### B. City of Plymouth Request

Fred Moore presented a city of Plymouth request to allow 1/2 mile of a 1 1/2 mile County State Aid highway to be designated on the city system. He mentioned, "The 1/2 mile east-west designation would serve as part of a

north-south street system connecting segment. It would meet the requirements of connecting to other city State Aid streets. State Aid has not approved it based on a 'system' concern, and desire to connect to the state and county roads.

"The turnback is part of an agreement with the county. There was a political agreement for the county to give Plymouth some money. An agreement was then made for work in another area of the city. The county added the turnback to the city of this total street section into that agreement.

"The State Aid office won't allow the county to take the full segment off unless the city designates the total length. That complicates our city-county agreement. If the Screening Committee doesn't approve their request, we have an alternate request. We constructed 3 or 4 years ago, at our costs, a bridge and ramps at T.H. 494 at a cost of about \$4,000,000. We would like after the fact needs for it."

It was mentioned that the road was a CSAH road at the time of that construction. "The segment west of our proposed designation may be physically disconnected in the future," he continued.

In response to questions, Moore stated the total 1 1/2 mile length is currently a CSAH road. The city of Plymouth is fortunate to have additional miles. We add about 2 miles a year and keep our balance at about a half-mile.

## XII. OLD BUSINESS

### A. Highway Jurisdiction and State Aid Director Comments

Schweninger asked what the status of Highway Jurisdiction is on a state-wide basis. Fay reported, "District 6 has completed their report. The others are coming in and going to make the deadline of July 30, I believe. It's hard to predict how it will come out.

"We have a good system, but we have trouble getting adequate funding.

"The only way the system is going to get paid for is from real estate taxes.

"Wisconsin thinks they've got the greatest system. The counties maintain the trunk highway system. It causes some problems. One county has plowed the snow and the next one hasn't."

### B. Alternate Appointment

Chairman Saffert announced he would be appointing an alternate member to replace Marlow Priebe in District 8.

## XIII. ADJOURNMENT

The Chairman announced that informal discussion of the subjects covered today will begin at 8:00 p.m.

Tomorrow's meeting will begin at 8:30 a.m.

This session adjourned at 3:40 p.m.

## SECOND SESSION

Chairman Saffert called the Municipal Screening Committee Board meeting back into session at 8:30 a.m. on June 17. Roll call was taken and the list of attendees was the same as at yesterday's meeting.

### XIV. UNIT PRICES (Reference III)

A motion was made by Siggerud, seconded by Busby, to approve the subcommittee's report only, and discuss specific items. Motion carried.

Straus brought up the fact that the concrete pavement removal recommendation was based on incorrect information. The recommendation to raise the price from 3.75 to \$4.00 was based on an incorrect figure of \$4.10. The correct figure is \$3.33.

A motion by Ottensmann, seconded by Edwards, to set concrete pavement removal at \$3.75. Motion carried.

A motion was made by Hoshaw, seconded by Ottensmann, to approve the recommended unit price list, including the revision to the price of concrete pavement removal. Motion passed.

A motion was made by Siggerud, seconded by Kuhfeld, to ask the Needs Committee to report back at the fall meeting on signal, lighting, and railroad crossing costs. Motion passed.

Discussion indicated the intent was not necessarily to change prices, but to report how the price is determined, and make any recommendation they determine. A third railroad crossing classification might be added. The report would not affect the unit prices just approved.

### XV. UNENCUMBERED CONSTRUCTION BALANCE (Reference V)

Chairman Saffert said no action is required on this item.

### XVI. MAINTENANCE ALLOCATION AND BALANCE (Reference VI)

A motion was made by Edwards, seconded by Schweninger, to leave the minimum price and let the individual cities decide whether they want to apply for the extra maintenance fund's approval. Motion passed.

Ken Straus said the subcommittee recommended that cities that were delinquent in submitting their expenditure reports be called before the unencumbered subcommittee. We should have some action on that. Page 81 lists these cities, and the subcommittee's recommendation is on page 12.

A motion was made by Murphy to call cities that are delinquent in submitting their maintenance expenditure reports before the unencumbered subcommittee. It died for lack of a second.

Asmus said they should be told they can't get any funds until their reports are received.

Hoshaw suggested, "The staff should notify delinquent cities that they won't be eligible for funds until they get their reports submitted. The first letter just went out about one month ago. Straus would then report back in the fall. If the problem is not resolved, other action may be taken by the Screening Committee."

"A letter should be sent to the cities, with a copy of the rules, requesting they read them," Siggerud said. "I don't intend it to be worded as a sales

letter encouraging the use of extra maintenance funds, but only as information."

XVII. FEDERAL AID URBAN TRANSFER (Reference VII)

In discussion, it was established that we are not presently penalizing any cities. If we continue the same procedure and use up the money, no action is necessary.

XVIII. GRADING COSTS (Reference VIII)

Straus said, "We included a listing of all the set amounts of the grading costs different than the charts in the State Aid manual. This was to bring up the differences in how the amounts are determined. In last night's discussions, it was decided we should handle it with a letter in the fall before the needs are submitted. I don't think any action is needed at this time."

Busby asked if there would be any guidelines. Straus responded that it would be included in the letter that goes out in the fall asking that cities update their information, such as road data sheets.

Roy Hanson said, "All of the listed grading costs look realistic. If you want the standard grading, just check it off and you'll get the \$3. If you want more, you'll need to give the information. In most instances you'll come out much better."

The needs cost for a width of 44' and a soil factor of 100 is about \$68,000 per mile according to Straus. Most of those listed are much less than that.

No action is needed.

XIX. CITY OF PLYMOUTH REQUEST (Reference XI B)

A motion was made by Carlson, seconded by Hoshaw, that the Screening Board recommend that Plymouth be allowed to designate the short east-west jog in the north-south system.

Comments were made that we had only heard Plymouth's side of the issue. What is State Aid's position? Asmus commented that this was an unusual situation. A combination of factors caused it.

It was pointed out that there would be a long distance (2 miles) between east-west designated streets on the system if the total length didn't stay on the State Aid system.

Hanson said he feels that we have an interchange, it's a good traffic generator, and the street should be on the State Aid system. If we do this type of removal, eventually we're going to have a piecemeal system.

Hoshaw didn't know if we should take any action. The county and state should work out the county's removing it from their system.

Fay stated, "I don't think this is an unusual one-time matter. It is becoming more common that the community pays for improvements and intersections, if they want the improvements. This will probably set a precedent for what we do in the future."

Siggerud asked, "Is there any way to give Plymouth extra mileage and put the full length on the system? I see Hanson's position, wanting to integrate the system. It wouldn't be with Plymouth's proposal. It wouldn't provide an integrated system in an east-west direction. It wouldn't continue across 494."

The original motion and second were withdrawn.

A motion was made by Ottensmann, seconded by Carlson, to take no action. Motion passed.

There was concern expressed by the members, but it was felt it should be a county, state, city problem to resolve.

## XX. RESOLUTIONS (Reference IX)

### A. Screening Board Chairman and Vice-Chairman

A motion was made by Ottensmann, seconded by Siggerud, to approve the following new resolution:

That the Chairman and Vice Chairman, nominated annually at the annual meeting of the City Engineers Association of Minnesota and subsequently appointed by the Commissioner of the Minnesota Department of Transportation, shall not have a vote in matters before the Screening Board unless they are also the duly appointed Screening Board Representative of a construction District or of a City of the first class.

Motion passed.

### B. Appointment to the Needs Subcommittee

A motion was made by Carlson, seconded by Murphy, to approve the proposed new resolution amended to read as follows:

The Screening Board Chairman shall annually appoint one city engineer, who has served on the Screening Board, to serve a three-year term on the Needs Study Subcommittee. The appointment shall be made after the annual spring meeting of the Municipal Screening Board. The appointed subcommittee person shall serve as chairman of the subcommittee in the third year of the appointment.

Motion passed.

### C. Construction Accomplishments

A motion was made by Busby, seconded by Ottensmann, to approve the proposed addition to this resolution, amending it to read as follows:

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

In the event that an MSAS route earning after the fact needs is removed from the MSAS system, then the reconstruction and/or after the fact needs shall be removed from the needs study, except if it is transferred to a different state system. No adjustment will be required on needs earned prior to the revocation.

Motion passed.

#### D. Traffic Counting

A motion was made by Rodeberg, seconded by Carlson, to approve changes to the resolution found on page 108 consisting of changing the words "five" and "six" to "four" to read as follows:

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

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

Motion passed.

#### XXI. PROJECTION FACTOR (Reference X)

A motion was made by Murphy, seconded by Kuchfeld, to approve going to 1.5 across the board. If previously justified, those justifications will stay in effect. If you had the automatic 2 factor and want to continue with it, you must justify it.

Murphy mentioned that we had discussed using the county's method of using existing traffic for additional surfacing on reconstruction. A rules change would be needed.

Roy Hanson said we should indicate how rules should be changed, if we request it.

#### XXII. PLAN REVIEW

Carlson noted that there is a concern about speed of plan reviews. There had been discussion about additional personnel to speed it up, so that approvals will be received in a timely fashion.

#### XXIII. GORDON FAY, STATE AID DIRECTOR, REPORT

Marv Hoshaw acknowledged the good and hard work that the State Aid office, especially Ken Straus, has done for us the last couple of years, and expressed our appreciation. Leone also thanked Straus for his chart giving cities the schedule of events.

Gordy Fay said he appreciates the complimentary comments to Straus, and acknowledged he deserves it.

He proceeded with the following comments:

##### A. Federal Highway Administration

About a year ago, the Federal Highway Administration came through with a demonstration project where we would write an agreement between Mn/DOT and the Federal Highway Administration on how we would handle agreements. We are presently working on two things. A secondary road plan which includes

roads in the County State Aid system, would be administered through our office.

The Federal Aid Urban projects would be administered through our office and the cities. It will be a shortcut of the old F.A.U. methods.

The federal personnel will pick 11 states to do it in. They said Minnesota's combined road plan is the best in the 11-state area. They plan to use it as a model, but they won't approve it because of a pending lawsuit.

State Aid will work with the CEAM Executive Committee and others to come up with a combined road plan. The review of a project will be by the District State Aid Engineer and Federal Highway Representative. That should speed up approvals considerably. It's possible an outside District State Aid Engineer may be the one in order to avoid the federal representative's concern about reviewing our own work.

#### B. Personnel

We have been able to add a position in our office. He is Jim Hansen. Julie Skallman is down to two weeks' backlog on plan approvals at present. Jim will work mainly with John Wheeler in reviewing federal aid.

If you have plans done for 1988 projects, you can get a letting date now. Most of the 1988 project plans are reviewed at this time of year for 1988 work. You can currently get a 1-day turnaround.

#### C. Bridge Bonding

We now have \$2.5 million in bridge bonding. There is no money for bridges replaced under 20 feet in length.

#### D. Funding

The federal bill gave \$54,000,000 less to Minnesota than previous years. It's over 5 years instead of 4 years, so that's an advantage. We urge you to move faster, and get the projects out.

#### E. Retirements

A lot of people in Mn/DOT are retiring this month. Harvey Suedbeck is attending his last Screening Committee meeting and retiring June 30.

#### F. Jurisdiction

Gordy Fay attended a Metro Council hearing on jurisdiction. A Citizen League spokesman pushed meeting the original intent of transferring roads from the state. The Minnesota Association of Municipalities representative responded and disagreed. He said if they were transferred, it would raise taxes.

#### G. Bridge Inspection

We have had a poor record of inspection reports being submitted.

If something were to happen with the reminder letters on file, there will be a tough situation in a lawsuit. It will also be a bad situation in the press.

Individuals, communities, the state and everyone else is being sued.

Hoshaw stated there will be more stringent rules coming down on bridge inspection.

#### H. Minnesota Department of Transportation

The Minnesota Highway Department has been a leader in several areas over the years. The county and city engineers have been registered professional engineers longer than any other state. Mn/DOT has been directed by professional engineers longer, and more, than any other state in the USA.

#### XXIV. NEW BUSINESS

##### A. Busby asked, "What is the advantage of using bond accounts?"

Straus stated you get a plus adjustment in the amount of the bond for doing the construction ahead of schedule. It does not include interest. You're losing needs by having the work done. It probably balances out.

##### B. Busby asked about the off-system adjustment.

Straus said it appears in the apportionment figures. It goes for 10 years.

##### C. Busby asked what mileage rate we get for driving our cars. Fay indicated the rate is \$0.27 per mile.

##### D. Hoshaw mentioned, "Several of us have been in on conference calls, through Fay's office during the legislative session. More calls are expected to be made in the future. The city engineers are really political novices. The county engineers are much more involved, although cities, including our roads, are really affected by the legislation."

Saffert thanked Bob Peterson for his work on this Board, and for St. Paul, and Harvey Suedbeck for his work.

He mentioned that he will be making two appointments, after discussion with the officers. One will be an alternate for the delegate mentioned yesterday. The other is to the Needs Subcommittee.

Chairman Saffert adjourned the meeting at 11:05 a.m.

Respectfully submitted,

*Ronald L. Rudrud*

Ronald L. Rudrud  
Secretary, CEAM

RLR/an

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

During the year 1958 thru 1982 the 25 year construction needs have steadily gone up. But with introduction of "After the Fact" needs the needs have decreased substantially, now the basic needs indicate an increase. These "After the Fact" needs are added into the totals after the construction needs are computed and should continuously increase the total apportionment money needs.

The continuous increase in M.S.A.S. milage is due to annexations, an increase in the improved local street mileage in the municipality of which 20% is allowed for M.S.A. street designation and the number of cities over 5000 population.

The apportionment amount in this summary, and the remainder of this report will use a projected amount of \$56,819,000. This approximate amount reflects an increase in revenue since the last apportionment and is approximately the same as the 1985 apportionment.

The increase is due to the passage of the 5 per cent excise tax which went into effect July 1987, higher interest received than predicted, and no negative adjustment. The actual income is not known at this time but will be announced in January 1988 when the Commissioner of Transportation makes a determination of the 1988 apportionment.

M.S.A.S. Mileage, Needs and Apportionment 1958 to 1988

Appt. Year	Number of Municipalities	Mileage	Actual 25 Year Const. Needs	Apportionment	Accumulative Apportionment
1958	58	920.40	\$190,373,337	\$7,286,074	\$7,286,074
1959	59	938.36	195,749,800	8,108,428	15,394,502
1960	59	968.82	197,971,488	8,370,596	23,765,098
1961	77	1131.78	233,276,540	9,185,862	32,950,960
1962	77	1140.83	223,014,549	9,037,698	41,988,658
1963	77	1161.06	221,458,428	9,451,125	51,439,783
1964	77	1177.11	218,487,546	10,967,128	62,406,911
1965	77	1208.81	218,760,538	11,370,240	73,777,151
1966	80	1271.87	221,992,032	11,662,274	85,439,425
1967	80	1309.93	212,065,299	12,442,900	97,882,325
1968	84	1372.36	214,086,481	14,287,775	112,170,100
1969	85	1405.35	209,186,115	15,121,277	127,291,377
1970	86	1427.59	205,103,981	16,490,064	143,781,441
1971	85	1427.41	204,854,564	18,090,833	161,872,274
1972	92	1490.86	216,734,617	18,338,440	180,210,714
1973	92	1557.31	311,183,279	18,648,610	198,859,324
1974	92	1574.52	324,787,253	21,728,373	220,587,697
1975	99	1629.30	419,869,718	22,841,302	243,428,999
1976	99	1696.56	448,678,585	22,793,386	266,222,385
1977	101	1748.55	488,779,846	27,595,966	293,818,351
1978	101	1768.90	494,433,948	27,865,892	321,684,243
1979	104	1839.51	529,996,431	30,846,555	352,530,798
1980	106	1889.03	623,880,689	34,012,618	386,543,416
1981	106	1913.57	695,487,179	35,567,962	422,111,378
1982	109	1995.74	712,299,816	42,032,978	464,144,356
1983	109	2041.94	651,035,697	46,306,272	510,450,628
1984	109	2066.80	641,783,969	48,735,190	559,185,818
1985	110	2121.49	624,641,459	56,875,174	616,060,992
1986	107	2139.42	552,944,830	59,097,819	675,158,811
1987	107	2148.07	551,850,149	53,101,745	728,260,556
1988	108	2164.99	555,994,519	56,819,000	785,079,556

# 1987 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, 1987

MD/DOF 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.

Maximum Mileage Record  
-----  
(as of December 31, 1986)

Municipality -----	Mileage Allowed for Designation -----	1986 M. S. A. S. Mileage Designated -----	Mileage below Maximum -----	Trunk Highway Turnback Overage -----
Albert Lea	17.71	17.19	0.52	
Alexandria	11.70	11.63	0.07	
Andover	25.45	22.90	2.55	
Anoka	11.83	11.21	0.62	
Apple Valley	25.43	19.31	6.12	
Arden Hills	6.08	4.58	1.50	
Austin	21.70	21.97	--	-0.27
Bemidji	14.02	14.41	--	-0.39
Blaine	30.01	26.77	3.24	
Bloomington	73.01	71.83	1.18	
Brainerd	14.36	14.19	0.17	
Brooklyn Center	20.85	21.29	--	-0.44
Brooklyn Park	35.76	34.33	1.43	
Burnsville	39.77	38.03	1.74	
Champlin	12.66	11.06	1.60	
Chanhassen	13.89	12.03	1.86	
Chaska	9.98	8.59	1.39	
Chisholm	7.10	6.93	0.17	
Cloquet	18.00	17.75	0.25	
Columbia Heights	11.85	11.52	0.33	
Coon Rapids	37.17	31.83	5.34	
Cottage Grove	24.44	23.19	1.25	
Crookston	9.27	9.27	0.00	
Crystal	17.94	17.65	0.29	
Detroit Lakes	8.93	8.67	0.26	
Duluth	85.84	89.77	--	-3.93
Eagan	33.80	30.47	3.33	
East Bethel	21.38	20.83	0.55	
East Grand Forks	9.31	10.86	--	-1.55
Eden Prairie	33.01	28.19	4.82	
Edina	39.64	38.87	0.77	
Elk River	20.39	17.96	2.43	
Eveleth	5.99	5.98	0.01	
Fairmont	14.68	17.08	--	-2.40
Falcon Heights	2.55	2.54	0.01	
Faribault	18.08	17.96	0.12	

Municipality	Mileage Allowed for Designation	1986 M. S. A. S. Mileage Designated	Mileage below Maximum	Trunk Highway Turnback Overage
Fergus Falls	12.52	11.60	0.92	
Fridley	25.02	23.94	1.08	
Golden Valley	23.82	23.68	0.14	
Grand Rapids	11.20	10.09	1.11	
Ham Lake	18.77	18.04	0.73	
Hastings	13.54	12.56	0.98	
Hermantown	13.31	12.99	0.32	
Hibbing	48.45	48.34	0.11	
Hopkins	9.55	8.99	0.56	
Hutchinson	9.82	9.59	0.23	
International Falls	4.91	4.74	0.17	
Inver Grove Heights	18.33	17.63	0.70	
Lake Elmo	9.87	8.92	0.95	
Lakeville	26.50	24.26	2.24	
Lino Lakes	14.17	13.11	1.06	
Litchfield	7.86	7.83	0.03	
Little Canada	5.32	5.10	0.22	
Little Falls	12.11	13.84	--	-1.73
Mankato	22.31	23.63	--	-1.32
Maple Grove	32.30	31.46	0.84	
Maplewood	19.13	15.26	3.87	
Marshall	10.12	9.74	0.38	
Mendota Heights	11.00	10.47	0.53	
Minneapolis	187.05	186.12	0.93	
Minnetonka	47.98	45.69	2.29	
Montevideo	8.09	7.54	0.55	
Moorhead	23.70	23.51	0.19	
Morris	6.49	6.45	0.04	
Mound	7.97	7.16	0.81	
Mounds View	7.46	7.36	0.10	
New Brighton	13.53	13.25	0.28	
New Hope	12.68	12.64	0.04	
New Ulm	14.36	12.74	1.62	
Northfield	9.72	9.13	0.59	
North Mankato	9.13	8.43	0.70	
North St. Paul	8.19	8.03	0.16	
Oakdale	11.88	11.25	0.63	
Orono	11.68	10.94	0.74	
Owatonna	17.49	16.72	0.77	

Municipality	Mileage Allowed for Designation	1986 M. S. A. S. Mileage Designated	Mileage below Maximum	Trunk Highway Turnback Overage
Plymouth	40.86	38.40	2.46	
Prior Lake	12.17	11.11	1.06	
Ramsey	24.30	23.18	1.12	
Red Wing	20.31	18.86	1.45	
Redwood Falls	5.12	5.01	0.11	
Richfield	26.28	26.21	0.07	
Robbinsdale	10.00	10.33	--	-0.33
Rochester	43.38	40.05	3.33	
Rosemount	13.01	12.07	0.94	
Roseville	22.69	21.99	0.70	
St. Anthony	5.48	5.21	0.27	
St. Cloud	32.85	33.60	--	-0.75
St. Louis Park	26.19	25.20	0.99	
St. Paul	157.95	156.93	1.02	
St. Peter	8.33	7.33	1.00	
Sauk Rapids	7.89	7.67	0.22	
Savage	9.35	8.62	0.73	
Shakopee	13.18	12.59	0.59	
Shoreview	14.71	9.90	4.81	
South St. Paul	14.41	14.36	0.05	
Spring Lake Park	4.91	4.69	0.22	
Stillwater	12.62	11.91	0.71	
Thief River Falls	11.23	11.12	0.11	
Vadnais Heights	6.27	4.52	1.75	
Virginia	12.28	11.87	0.41	
Waseca	6.52	6.31	0.21	
West St. Paul	12.16	11.62	0.54	
White Bear Lake	17.84	17.57	0.27	
Willmar	20.58	21.93	--	-1.35
Winona	19.44	18.73	0.71	
Woodbury	21.98	19.55	2.43	
Worthington	10.55	9.80	0.75	
TOTALS	2245.75	2159.65	100.56	-14.46

# 1987 Improved Mileage Record

(based on 1986 certification)

Municipality		Municipality	
Albert Lea	17.19	Fergus Falls	11.60
Alexandria	10.93	Fridley	22.30
Andover	14.83	Golden Valley	22.69
Anoka	10.60	Grand Rapids	9.83
Apple Valley	13.81	Ham Lake	16.39
Arden Hills	2.58	Hastings	12.20
Austin	21.97	Hermantown	12.99
Bemidji	14.41	Hibbing	45.99
Blaine	17.66	Hopkins	8.99
Bloomington	70.62	Hutchinson	9.59
Brainerd	14.01	International Falls	4.74
Brooklyn Center	21.20	Inver Grove Heights	14.89
Brooklyn Park	25.06	Lake Elmo	8.92
Burnsville	33.15	Lakeville	21.51
Champlin	8.68	Lino Lakes	9.29
Chanhassen	7.75	Litchfield	7.83
Chaska	8.59	Little Canada	5.10
Chisholm	6.93	Little Falls	13.84
Cloquet	17.58	Mankato	22.89
Columbia Heights	11.52	Maple Grove	23.44
Coon Rapids	27.77	Maplewood	12.13
Cottage Grove	23.19	Marshall	9.74
Crookston	9.11	Mendota Heights	9.57
Crystal	17.55	Minneapolis	185.89
Detroit Lakes	8.67	Minnetonka	36.69
Duluth	88.53	Montevideo	7.54
Eagan	26.24	Moorhead	23.38
East Bethel	18.11	Morris	6.39
East Grand Forks	10.03	Mound	6.66
Eden Prairie	22.02	Mounds View	6.65
Edina	38.56	New Brighton	10.62
Elk River	15.79	New Hope	12.58
Eveleth	5.98	New Ulm	10.64
Fairmont	16.85	Northfield	8.39
Falcon Heights	2.54	North Mankato	8.43
Faribault	17.96	North St. Paul	6.34

# Municipality

Oakdale	10.58
Orono	10.84
Owatonna	16.16
Plymouth	29.80
Prior Lake	5.85
Ramsey	13.19
Red Wing	16.80
Redwood Falls	4.32
Richfield	25.96
Robbinsdale	10.33
Rochester	36.80
Rosemount	6.49
Roseville	20.61
St. Anthony	5.21
St. Cloud	32.52
St. Louis Park	22.18
St. Paul	155.57
St. Peter	7.33
Sauk Rapids	7.39
Savage	5.78
Shakopee	10.60
Shoreview	6.33
South St. Paul	13.61
Spring Lake Park	4.21
Stillwater	11.28
Thief River Falls	10.58
Vadnais Heights	3.29
Virginia	11.34
Waseca	6.31
West St. Paul	11.62
White Bear Lake	16.57
Willmar	21.93
Winona	18.17
Woodbury	16.27
Worthington	9.80
TOTAL	1980.25

## 1987 MUNICIPAL STATE AID NEEDS REPORT

### 1987 Itemized Tabulation of Needs

The 1987 itemized tabulation of needs on the following page shows all the construction items used in the Municipal State Aid Needs Study for apportionment purposes.

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

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

You will notice the average cost per mile is \$256,652, while the lowest average recorded is Robbinsdale with \$112,384 per mile. The seven cities which exceed \$350,000 per mile are listed alphabetically as follows:

International Falls	Northfield
Maple Grove	St. Paul
Maplewood	Northfield
Minneapolis	Woodbury

The highest average is Minneapolis with \$441,843 per mile.

MUNICIPAL NAME	GRADING	COMP SEWER	ADJ SENER	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	496,158		207,700	761,998	1,170,889		327,546	95,936	20,628	34,380	27,000	6,200		385,000	20,844	3,554,279	17.19	206,764	ALBERT LEA
ALEXANDRIA	244,606		6,820	486,980	751,854		181,728	30,568	139,800	23,300					12,880	1,879,403	11.65	161,322	ALEXANDRIA
ANDOVER	1,189,472			981,860	1,146,030	81,603	151,482		279,120	46,520		135,000			14,930	4,026,017	23.26	173,088	ANDOVER
ANOKA	450,937			548,960	916,944		402,546	48,361	133,440	22,240		5,000			12,181	2,540,609	11.21	226,638	ANOKA
APPLE VALLEY	245,561			1,221,866	1,567,863		417,168		231,720	38,620		50,000			20,072	3,792,870	19.31	196,420	APPLE VALLEY
ARDEN HILLS	72,499		620	328,625	325,563		145,980	7,975	54,840	9,140		22,500			3,576	971,318	4.57	212,562	ARDEN HILLS
AUSTIN	926,942		20,460	1,049,537	1,588,598		361,284	233,371	263,880	43,980			1,025,128	195,000	30,260	5,738,440	21.99	214,339	AUSTIN
BEMIDJI	184,585			262,104	902,086		141,318	35,395	173,040	28,840	10,000		499,902	285,000	18,221	2,540,491	14.54	140,343	BEMIDJI
BLAINE	441,987		1,240	1,484,346	2,148,133	23,911	726,708		318,000	53,000					21,629	5,218,954	26.50	196,942	BLAINE
BLOOMINGTON	1,465,214		1,070,740	2,359,660	5,806,932		1,431,486	978,264	860,640	143,440	16,000	52,400	346,724	390,000	111,552	15,033,052	71.72	204,773	BLOOMINGTON
BRAINERD	156,374			226,959	994,455		137,604	14,661	170,280	28,380		1,700		195,000	16,712	2,069,225	14.19	145,823	BRAINERD
BROOKLYN CENTER	521,592			141,360	1,245,074	1,949,719	684,108	145	255,480	42,580	39,797	7,600	246,960	95,000	29,047	5,258,462	21.29	235,392	BROOKLYN CENTER
BROOKLYN PARK	715,779		49,600	1,515,678	2,862,316		923,820		412,080	68,680		23,300			33,772	6,605,025	34.34	192,342	BROOKLYN PARK
BURNSVILLE	392,855			1,487,207	2,681,704		564,702		453,000	75,500		18,600	305,760		52,471	6,031,799	37.75	151,683	BURNSVILLE
CHAMPLIN	171,441		13,020	360,820	803,375		255,960	2,900	133,680	22,280		5,000			9,146	1,777,622	11.14	159,571	CHAMPLIN
CHANNHASSEN	582,188			1,346,283	774,719	14,739	359,046		141,840	23,640		10,900		95,000	6,890	3,355,245	11.82	283,862	CHANNHASSEN
CHASKA	253,485			686,597	793,441		359,610	82,158	103,080	17,180			60,858	260,000	9,062	2,625,471	8.59	298,558	CHASKA
CHISHOLM	256,009		61,380	214,318	526,006		195,240	131,418	83,160	13,860	15,800				7,478	1,504,669	6.93	217,124	CHISHOLM
CLOQUET	970,368		3,720	1,629,849	1,369,424	5,717	627,894	374,816	213,000	35,500	45,000	34,100	311,640	225,000	19,445	5,865,473	17.75	312,892	CLOQUET
COLUMBIA HEIGHTS	171,152		31,000	224,682	693,954		84,798	47,489	137,640	22,940	4,500			65,300	14,869	1,498,324	11.47	130,630	COLUMBIA HEIGHTS
COON RAPIDS	365,362			727,912	2,411,169		456,048		382,560	63,760		5,000		300	41,275	4,453,386	31.88	139,692	COON RAPIDS
COTTAGE GROVE	460,223		58,280	1,532,153	1,498,765	21,496	394,194		278,280	46,380		22,500		300	30,703	4,635,474	23.19	187,278	COTTAGE GROVE
CROOKSTON	558,507		52,080	873,168	754,881		245,028	95,703	110,520	18,420	5,000	4,100	382,500	300	10,494	3,110,701	9.21	296,222	CROOKSTON
CRYSTAL	563,581		162,440	1,125,510	1,273,263		445,554	8,700	211,800	35,300	36,700	10,400		332,500	20,667	4,226,415	17.65	239,457	CRYSTAL
DETROIT LAKES	143,055		40,920	244,811	594,280	72	137,184	33,713	105,240	17,540	20,000		229,075	10,319	1,576,209	8.77	153,607	DETROIT LAKES	
DULUTH	4,327,467		290,160	5,673,297	6,049,576	28,255	1,652,826	1,449,790	1,072,200	178,700	150,000	11,300	3,558,976	287,400	118,704	24,848,651	89.70	237,343	DULUTH
EAGAN	588,702		31,000	1,856,701	2,591,707		800,352		364,240	61,040		41,400			34,396	6,371,538	30.52	208,766	EAGAN
EAST BETHEL	649,825			909,134	764,244	37,543			252,960	42,160		30,000			17,610	2,703,476	21.08	128,248	EAST BETHEL
EAST GRAND FORKS	143,648		13,020	373,927	730,307		158,246	1,204	127,560	21,260				285,600	11,269	1,866,041	10.88	171,511	EAST GRAND FORKS
EDEN PRAIRIE	904,099		61,300	1,809,960	2,388,634		1,088,994		338,280	56,380	200,000		303,750	65,000	30,615	7,247,092	28.19	246,305	EDEN PRAIRIE
EDINA	1,081,654		101,680	1,861,242	2,812,417		780,318	67,426	465,960	77,660	81,100	19,300	272,832		48,864	7,670,453	38.83	190,513	EDINA
ELK RIVER	712,864		37,820	1,066,141	1,119,134	46,659	433,914	120,815	215,520	35,920	26,000		1,430,386	95,000	16,579	5,356,752	17.96	218,617	ELK RIVER
EVELETH	120,305			98,537	458,525	748	126,708		71,760	11,960					6,787	983,071	5.98	164,393	EVELETH
FAIRMONT	247,404		34,100	510,183	1,130,527	1,237	365,688	54,013	204,960	34,160	4,500	600	94,080	65,600	22,336	2,769,388	17.08	156,634	FAIRMONT
FALCON HEIGHTS	38,277			81,518	144,767		42,210		30,480	5,080					2,951	345,283	2.54	135,938	FALCON HEIGHTS
FARBULT	282,888		71,920	760,161	1,237,849		295,698	66,063	221,880	36,980	3,000		982,652	130,300	21,970	4,111,361	18.52	168,937	FARBULT
FERGUS FALLS	157,462		13,020	256,102	685,010	2,023	110,595	49,750	144,120	24,020	10,500			890,300	12,448	2,355,350	12.01	196,116	FERGUS FALLS
FRIDLEY	335,844		188,480	559,554	1,654,876		516,510		287,280	47,880		14,300		350,000	27,021	3,981,745	23.94	166,322	FRIDLEY
GOLDEN VALLEY	722,695		18,600	1,801,151	1,935,896		655,974		279,960	46,660	10,000	12,100		422,500	26,597	5,932,133	23.33	254,271	GOLDEN VALLEY
GRAND RAPIDS	77,368		17,360	132,339	665,680	646	121,896	21,272	121,080	20,180				355,000	12,607	1,545,428	10.09	153,164	GRAND RAPIDS
HAM LAKE	412,959			608,770	608,845	71,513	46,260		216,480	36,080		16,500			16,411	2,075,818	12.04	115,068	HAM LAKE
HASTINGS	160,804			296,495	797,402	867	346,350	60,900	150,960	25,160	17,400	6,200			14,420	1,876,958	12.58	149,202	HASTINGS
HERMANTOWN	879,150			1,757,497	932,244	1,925	182,478		155,880	25,980	40,000	51,900	94,668		13,100	4,134,822	12.99	311,020	HERMANTOWN
HIBBING	2,423,470		263,500	3,034,566	2,604,078	87,019	784,614	84,014	580,560	96,760			68,110	255,000	50,529	10,332,220	48.38	212,156	HIBBING
HOPKINS	207,044		40,300	376,086	718,062		197,622	3,828	107,880	17,980			504,000		11,014	2,183,816	8.99	186,854	HOPKINS
HUTCHINSON	127,300		26,040	289,832	667,137		116,808	174	115,080	19,180				190,900	10,669	1,563,120	9.59	162,995	HUTCHINSON
INTERNATIONAL FALLS	442,107		160,580	458,297	649,100		167,232	206,905	56,880	9,480					5,488	1,956,069	4.74	412,673	INTERNATIONAL FALLS
INVER GROVE HEIGHTS	437,492			1,337,345	1,441,391		578,418		211,560	35,260					16,158	4,120,224	17.63	233,705	INVER GROVE HEIGHTS
LAKE ELMO	205,224		27,900	954,308	461,179	36,848	122,106		107,040	17,840					8,920	1,941,365	8.92	217,442	LAKE ELMO
LAKEVILLE	938,851			2,892,612	2,384,492		1,266,120		315,360	52,560		28,800		130,300	21,749	8,030,844	26.28	305,588	LAKEVILLE
LINO LAKES	859,796			1,752,526	923,701		403,632		157,320	26,220					9,290	4,132,485	13.11	315,216	LINO LAKES
LITCHFIELD	309,769		9,300	545,227	614,768		271,986	46,547	93,960	15,660		2,200			8,461	1,917,878	7.83	244,940	LITCHFIELD
LITTLE CANADA	459,927		17,980	214,107	304,103		126,300		61,200	10,200				65,000	6,377	1,265,194	5.10	248,077	LITTLE CANADA
LITTLE FALLS	324,581		35,340	542,681	1,017,754	1,309	280,482	12,383	165,960	27,660		10,000		300	16,260	2,434,710	13.83	176,066	LITTLE FALLS
MANKATO	635,682		41,540	1,139,570	1,597,664		382,440	56,841	254,160	42,340	727,000				31,446	4,908,703	23.61	207,908	MANKATO
MAPLE GROVE	1,726,750		47,120	4,104,792	3,462,941		1,412,076		301,000	63,500		44,160		65,000	25,528	11,333,636	31.75	356,963	MAPLE GROVE
MAPLEWOOD	580,414		10,540	2,399,116	1,974,450	769	828,672		183,120	30,520		69,000		320,000	15,496	6,411,328	15.26	420,139	MAPLEWOOD
MARSHALL	282,832		7,440	380,170	702,768	1,734	110,076	6,656	116,880	19,480				220,000	12,329	1,860,365	9.74	191,003	MARSHALL
MENDOTA HEIGHTS	201,756			584,533	826,531	1,377	274,296		125,640	20,940				95,000	10,639	2,140,712	10.47	204,462	MENDOTA HEIGHTS
MINNEAPOLIS	16,899,202		2,112,340	16,990,130	17,574,001		5,328,984	6,194,012	2,233,560	372,260		1,600	13,327,901	1,205,800	292,231	82,532,021	186.79	370,492	MINNEAPOLIS
MINNETONKA	1,458,215		8,680	3,809,917	3,560,170	3,804	1,596,096		557,280	92,880	30,585	139,600			41,377	11,298,604	46.44	243,295	MINNETONKA
MONTEVIDEO	282,154		96,100	424,701	553,022		159,582	35,498	90,480	15,080									

October 28, 1987

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

Dear Commissioner Levine:

We, the undersigned, as members of the 1987 Municipal Screening Board, having reviewed all information available in relation to the 25 year money needs of the Municipal State Aid Street System, do hereby submit our findings as required by Minnesota Statutes.

We recommend that these findings be modified as required by Screening Board Resolutions, and that any new municipalities that become eligible for State Aid by special census, incorporation or annexation have their mileage and resulting money needs established and included in our findings.

This Board, therefore, recommends that the money needs, as listed on the attached, be modified as required and used as the basis for apportioning to the urban municipalities the 1988 Apportionment Sum as provided by Minnesota Statutes, Chapter 162.13, Subdivision 1.

Respectfully submitted,

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Kenneth Saffert  
Chairman

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Fred Moore  
Vice Chairman

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Ronald Rudrud  
Secretary

Approved:

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Clyde Busby  
District 1

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Gary Sanders  
District 2

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Ronald Schweninger  
District 3

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Dan Edwards  
District 4

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William Ottensmann  
District 5

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Richard Murphy  
District 6

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Dwayne Haffield  
District 7

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Thomas Rodeberg  
District 8

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Charles Siggerud  
District 9

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John Carlson  
Duluth

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Marvin Hoshaw  
Minneapolis

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Thomas Kunfeld  
St. Paul

Attachment: Money Needs Listing

1987 Money Needs Recommendations

Municipality	Money Needs	Municipality	Money Needs
Albert Lea	\$3,554,279	Farmington	345,283
Alexandria	1,879,403	Fergus Falls	2,355,350
Andover	4,026,017	Fridley	3,981,745
Anoka	2,540,609	Golden Valley	5,932,133
Apple Valley	3,792,870	Grand Rapids	1,545,428
Arden Hills	971,318	Ham Lake	2,075,818
Austin	5,738,440	Hastings	1,876,958
Bemidji	2,540,491	Hermantown	4,134,822
Blaine	5,218,954	Hibbing	10,332,220
Bloomington	15,033,052	Hopkins	2,183,816
Brainerd	2,069,225	Hutchinson	1,563,120
Brooklyn Center	5,258,462	International Falls	1,956,069
Brooklyn Park	6,605,025	Inver Grove Heights	4,120,224
Burnsville	6,031,799	Lake Elmo	1,941,365
Champlin	1,777,622	Lakeville	8,030,844
Chanhassen	3,355,245	Lino Lakes	4,132,485
Chaska	2,625,471	Litchfield	1,917,878
Chisholm	1,504,669	Little Canada	1,265,194
Cloquet	5,865,473	Little Falls	2,434,710
Columbia Heights	1,498,324	Mankato	4,908,703
Coon Rapids	4,453,386	Maple Grove	11,333,636
Cottage Grove	4,635,474	Maplewood	6,411,328
Crookston	3,110,701	Marshall	1,860,365
Crystal	4,226,415	Mendota Heights	2,140,712
Detroit Lakes	1,576,209	Minneapolis	82,532,021
Duluth	24,848,651	Minnetonka	11,298,604
Eagan	6,371,538	Montevideo	1,668,585
East Bethel	2,703,476	Moorhead	6,983,566
East Grand Forks	1,866,041	Morris	2,116,246
Eden Prairie	7,247,092	Mound	1,414,583
Edina	7,670,453	Mounds View	1,150,214
Elk River	5,356,752	New Brighton	2,813,000
Eveleth	983,071	New Hope	1,887,847
Fairmont	2,769,988	New Ulm	2,808,128
Falcon Heights	345,283	Northfield	3,869,270
Faribault	4,111,361	North Mankato	1,059,799

Municipality	Money Needs
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North St. Paul	2,019,067
Oakdale	2,702,510
Orono	2,300,512
Owatonna	4,676,601
Plymouth	8,040,893
Prior Lake	2,845,136
Ramsey	4,804,431
Red Wing	5,112,962
Redwood Falls	1,415,207
Richfield	2,962,361
Robbinsdale	1,160,935
Rochester	10,766,974
Rosemount	4,073,590
Roseville	4,222,251
St. Anthony	850,242
St. Cloud	8,305,892
St. Louis Park	5,663,702
St. Paul	62,539,345
St. Peter	1,209,007
Sauk Rapids	2,148,552
Savage	2,974,621
Shakopee	3,619,422
Shoreview	2,041,055
South St. Paul	2,498,746
Spring Lake Park	812,816
Stillwater	3,200,719
Thief River Falls	2,655,048
Vadnais Heights	923,956
Virginia	1,651,723
Waseca	843,249
West St. Paul	2,663,765
White Bear Lake	5,084,855
Willmar	2,846,791
Winona	3,767,116
Woodbury	8,147,209
Worthington	1,899,150
TOTAL	\$555,994,519

## 1987 MUNICIPAL STATE AID NEEDS REPORT

### 1987 Needs Study Update

The following tabulation reflects the total difference between the 1986 and the 1987 25-year Construction Needs Studies. This update was accomplished in two individual steps to measure the effect each type of revision has to the total needs.

1. 1986 Construction Accomplishments and system revisions -- includes construction accomplishments, system revisions, corporate limit revisions and other miscellaneous changes.
2. 1986 Unit Cost Revisions -- measures the effect of the unit prices approved by this committee at the 1987 Spring Meeting.

Revisions were made in the following cost items:

Curb and Gutter Construction Remov.	+ \$ .25 per S.Y.
Tree Removal	+ \$ 10.00 per tree
Class 5 Base	+ \$ .75 per ton
Traffic Signals	+ \$2000.00 per mile
Sidewalk Construction	+ \$ .50 per S.Y.
Bridges: 0-149 ft.	- \$ 12.00 per Sq. Ft.
150 - 499 ft.	- \$ 11.00 per Sq. Ft.
500 and over	- \$ 1.00 per Sq. Ft.
Bridge Widening	+ \$ 35.00 per Sq. Ft.

The resulting 1987 25-year Construction Needs as adjusted in the following "Tentative Money Needs Apportionment Determination" will be used in computing the 1988 money needs allotment.

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

1987 M. S. A. S. NEEDS STUDY UPDATE

Municipality	1986 M. S. A. S. Needs	Accomplish. & System Revisions	Unit Cost Update	1987 M. S. A. S. Needs	Net Change	% Change 1986 to 1987	Mileage Change
Albert Lea	\$3,606,397	\$31,416	(83,534)	\$3,554,279	(\$52,118)	-1.4%	0.00
Alexandria	1,930,430	(110,975)	59,948	1,879,403	(51,027)	-2.6%	0.02
Andover	4,001,267	(87,729)	112,479	4,026,017	24,750	0.6%	-0.42
Anoka	2,463,721	8,401	68,487	2,540,609	76,888	3.1%	0.13
Apple Valley	3,679,029	0	113,841	3,792,870	113,841	3.1%	0.00
Arden Hills	1,281,998	(342,279)	31,599	971,318	(310,680)	-24.2%	-0.01
Austin	5,503,315	101,299	133,826	5,738,440	235,125	4.3%	0.02
Bemidji	2,516,271	(25,559)	49,779	2,540,491	24,220	1.0%	0.10
Blaine	5,349,026	(261,960)	131,888	5,218,954	(130,072)	-2.4%	-0.19
Bloomington	14,806,159	(97,018)	323,911	15,033,052	226,893	1.5%	0.00
Brainerd	2,308,954	(289,067)	49,338	2,069,225	(239,729)	-10.4%	0.00
Brooklyn Center	5,182,030	(24,094)	100,526	5,258,462	76,432	1.5%	-0.09
Brooklyn Park	5,497,921	966,887	140,217	6,605,025	1,107,104	20.1%	0.01
Burnsville	6,658,462	(793,794)	167,131	6,031,799	(626,663)	-9.4%	-0.04
Champlin	1,719,141	15,527	42,954	1,777,622	58,481	3.4%	0.78
Chanhausen	3,227,512	0	127,733	3,355,245	127,733	4.0%	0.00
Chaska	2,557,795	0	67,676	2,625,471	67,676	2.6%	0.00
Chisholm	1,461,582	(2,825)	45,912	1,504,669	43,087	2.9%	0.00
Cloquet	6,084,031	(404,574)	186,016	5,865,473	(218,558)	-3.6%	0.00
Columbia Heights	1,593,665	(136,901)	41,560	1,498,324	(95,341)	-6.0%	-0.05
Coon Rapids	3,807,087	546,230	100,069	4,453,386	646,299	17.0%	1.10
Cottage Grove	4,464,520	15,647	155,307	4,635,474	170,954	3.8%	0.00
Crookston	2,912,875	106,927	90,899	3,110,701	197,826	6.8%	-0.07
Crystal	4,266,326	(147,604)	107,693	4,226,415	(39,911)	-0.9%	0.00
Detroit Lakes	1,776,544	(238,126)	37,791	1,576,209	(200,335)	-11.3%	-0.68
Duluth	24,824,936	(687,233)	710,948	24,848,651	23,715	0.1%	-0.19
Eagan	6,017,277	179,698	174,563	6,371,538	354,261	5.9%	1.74
East Bethel	2,698,763	(101,822)	106,535	2,703,476	4,713	0.2%	1.99
East Grand Forks	1,981,515	(164,777)	49,303	1,866,041	(115,474)	-5.8%	0.00
Eden Prairie	6,950,396	129,669	167,027	7,247,092	296,696	4.3%	0.06
Edina	7,706,583	(236,751)	200,621	7,670,453	(36,130)	-0.5%	-0.04
Elk River	5,192,709	49,110	114,933	5,356,752	164,043	3.2%	0.09
Eveleth	957,197	(1,400)	27,274	983,071	25,874	2.7%	0.00
Fairmont	2,689,517	746	79,125	2,769,388	79,871	3.0%	0.00
Falcon Heights	386,299	(51,793)	10,777	345,283	(41,016)	-10.6%	0.00
Faribault	3,627,417	386,809	97,135	4,111,361	483,944	13.3%	0.56

Municipality	1986 M.S.A.S. Needs	Accomplish. & System Revisions	Unit Cost Update	1987 M.S.A.S. Needs	Net Change	% Change 1986 to 1987	Mileage Change
Fergus Falls	2,308,330	58	46,962	2,355,350	47,020	2.0%	0.41
Fridley	3,897,667	(2,306)	86,384	3,981,745	84,078	2.2%	0.00
Golden Valley	6,027,930	(260,022)	164,225	5,932,133	(95,797)	-1.6%	-0.04
Grand Rapids	1,528,514	(16,639)	33,553	1,545,428	16,914	1.1%	0.00
Ham Lake	1,997,567	0	78,251	2,075,818	78,251	3.9%	0.00
Hastings	1,967,598	(140,500)	49,860	1,876,958	(90,640)	-4.6%	0.02
Hermantown	3,949,053	24,234	161,535	4,134,822	185,769	4.7%	-0.05
Hibbing	12,571,979	(2,595,841)	356,082	10,332,220	(2,239,759)	-17.8%	0.00
Hopkins	2,135,700	0	48,116	2,183,816	48,116	2.3%	0.00
Hutchinson	1,729,064	(206,121)	40,177	1,563,120	(165,944)	-9.6%	0.00
International Falls	1,922,594	(23,416)	56,891	1,956,069	33,475	1.7%	-0.07
Inver Grove Heights	4,066,938	(72,168)	125,454	4,120,224	53,286	1.3%	0.00
Lake Elmo	2,114,514	(267,300)	94,151	1,941,365	(173,149)	-8.2%	0.00
Lakeville	6,186,169	1,595,234	249,441	8,030,844	1,844,675	29.8%	4.93
Lino Lakes	3,973,268	0	159,217	4,132,485	159,217	4.0%	0.00
Litchfield	1,857,415	0	60,463	1,917,878	60,463	3.3%	0.00
Little Canada	1,001,090	239,768	24,336	1,265,194	264,104	26.4%	0.54
Little Falls	2,355,705	12,264	66,741	2,434,710	79,005	3.4%	-0.01
Mankato	4,773,678	3,827	131,198	4,908,703	135,025	2.8%	0.16
Maple Grove	11,265,353	(264,135)	332,418	11,333,636	68,283	0.6%	-1.09
Maplewood	6,240,658	0	170,670	6,411,328	170,670	2.7%	0.00
Marshall	1,928,248	(115,799)	47,916	1,860,365	(67,883)	-3.5%	0.00
Mendota Heights	2,172,497	(90,243)	58,458	2,140,712	(31,785)	-1.5%	0.00
Minneapolis	82,460,347	(1,780,302)	1,851,976	82,532,021	71,674	0.1%	-0.04
Minnetonka	11,290,921	(372,949)	380,632	11,298,604	7,683	0.1%	0.90
Montevideo	1,719,800	(105,888)	54,673	1,668,585	(51,215)	-3.0%	0.00
Moorhead	7,722,257	(956,505)	217,814	6,983,566	(738,691)	-9.6%	0.25
Morris	2,128,170	(84,496)	72,572	2,116,246	(11,924)	-0.6%	-0.24
Mound	1,417,778	(43,003)	39,808	1,414,583	(3,195)	-0.2%	0.01
Mounds View	1,082,247	32,882	35,085	1,150,214	67,967	6.3%	-0.06
New Brighton	2,960,016	(224,424)	77,408	2,813,000	(147,016)	-5.0%	-0.10
New Hope	1,843,719	0	44,128	1,887,847	44,128	2.4%	0.00
New Ulm	3,040,831	(305,467)	72,764	2,808,128	(232,703)	-7.7%	0.00
Northfield	3,407,006	364,686	97,578	3,869,270	462,264	13.6%	0.44
North Mankato	1,156,529	(127,742)	31,012	1,059,799	(96,730)	-8.4%	0.28
North St. Paul	1,960,217	0	58,850	2,019,067	58,850	3.0%	0.00

Municipality	1986 M.S.A.S. Needs	Accomplish. & System Revisions	Unit Cost Update	1987 M.S.A.S. Needs	Net Change	% Change 1986 to 1987	Mileage Change
Oakdale	2,903,868	(277,453)	76,095	2,702,510	(201,358)	-6.9%	0.13
Orono	2,218,361	0	82,151	2,300,512	82,151	3.7%	0.00
Owatonna	4,666,040	(111,267)	121,828	4,676,601	10,561	0.2%	0.00
Plymouth	7,741,154	47,269	252,470	8,040,893	299,739	3.9%	0.00
Prior Lake	2,891,482	(177,130)	130,784	2,845,136	(46,346)	-1.6%	0.00
Ramsey	4,715,185	(19,382)	108,628	4,804,431	89,246	1.9%	0.36
Red Wing	4,543,943	431,246	137,773	5,112,962	569,019	12.5%	0.00
Redwood Falls	1,365,206	0	50,001	1,415,207	50,001	3.7%	0.00
Richfield	2,101,752	785,454	75,155	2,962,361	860,609	40.9%	0.14
Robbinsdale	1,124,811	0	36,124	1,160,935	36,124	3.2%	0.00
Rochester	10,946,184	(496,389)	317,179	10,766,974	(179,210)	-1.6%	-0.01
Rosemount	4,030,906	(88,324)	131,008	4,073,590	42,684	1.1%	0.00
Roseville	4,220,455	(110,249)	112,045	4,222,251	1,796	0.0%	0.00
St. Anthony	993,470	(171,854)	28,626	850,242	(143,228)	-14.4%	0.00
St. Cloud	8,826,142	(723,421)	203,171	8,305,892	(520,250)	-5.9%	-0.05
St. Louis Park	5,538,755	0	124,947	5,663,702	124,947	2.3%	0.00
St. Paul	61,972,488	(750,045)	1,316,902	62,539,345	566,857	0.9%	1.64
St. Peter	1,031,393	142,669	34,945	1,209,007	177,614	17.2%	-0.05
Sauk Rapids	2,188,382	(92,846)	53,016	2,148,552	(39,830)	-1.8%	0.00
Savage	3,094,094	(203,776)	84,303	2,974,621	(119,473)	-3.9%	0.00
Shakopee	5,321,098	(1,805,105)	103,429	3,619,422	(1,701,676)	-32.0%	0.00
Shoreview	1,990,619	0	50,436	2,041,055	50,436	2.5%	0.00
South St. Paul	2,706,865	(282,771)	74,652	2,498,746	(208,119)	-7.7%	0.03
Spring Lake Park	923,763	(130,504)	19,557	812,816	(110,947)	-12.0%	0.00
Stillwater	3,104,649	0	96,070	3,200,719	96,070	3.1%	0.00
Thief River Falls	2,506,459	76,572	72,017	2,655,048	148,589	5.9%	-0.07
Vadnais Heights	886,706	0	37,250	923,956	37,250	4.2%	0.00
Virginia	1,666,034	(66,458)	52,147	1,651,723	(14,311)	-0.9%	0.00
Waseca	921,762	(100,769)	22,256	843,249	(78,513)	-8.5%	0.00
West St. Paul	2,732,033	(148,486)	80,218	2,663,765	(68,268)	-2.5%	0.00
White Bear Lake	5,328,506	(392,540)	148,889	5,084,855	(243,651)	-4.6%	0.25
Willmar	2,491,693	273,768	81,330	2,846,791	355,098	14.3%	0.73
Winona	4,204,700	(525,044)	87,460	3,767,116	(437,584)	-10.4%	-0.01
Woodbury	6,223,133	1,696,568	227,508	8,147,209	1,924,076	30.9%	2.04
Worthington	1,878,024	(18,727)	39,853	1,899,150	21,126	1.1%	0.02
TOTAL	\$551,850,149	(\$10,689,222)	\$14,488,309	\$555,649,236	\$3,799,087	0.7%	16.21

## 1987 MUNICIPAL STATE AID NEEDS REPORT

### Tentative 1987 Money Needs Apportionment Determination

This tabulation shows each municipality's tentative money needs apportionment based on a projected apportionment amount. The actual amount of the Road User Fund for distribution to the Municipal State Aid Account will not be available until January of 1988.

The Needs shown on this report are those computed on the "1987 Needs Study Update". The 1988 apportionment needs are the result of subtracting for the Unencumbered Construction Fund deduction and Expenditures Off the Municipal State Aid System, and adding or subtracting for Bond Accounts, Non-existing Bridge Adjustments, Reconstruction Projects, Right-of-Way Acquisitions, Storm Sewer, and Trunk Highway Turnback Adjustments. These adjustments to the actual needs are made as directed by the City Engineers Screening Board.

This summary provides specific data and shows the impact of the adjustments to each municipality for the boards use in establishing the 1988 Money Needs Apportionment Determination.

These adjustments will be reviewed individually immediately following this tentative 1988 Money Needs Apportionment Determination Summary.

1987 MUNICIPAL STATE AID APPORTIONMENT DATA

Determination of the 1987 Construction Needs

Municipality	1986 Actual 25-Year Const. Needs	(+ or -) Screening Board Adjustment	+ Storm Sewer Adjustment	Unencumbered Const. Fund Deduction	- Expend. Off State Aid System	(+ or -) Bond Account Adjustment	+ Non- Existing Bridge Adjustment	+ R/W Acquisition Adjustment	+ Recon- struction Adjustment	Adjusted 25-Year Const. Needs
Albert Lea	\$3,554,279		0	\$669,471	\$180,329	--	\$245,320	--	--	\$2,949,799
Alexandria	1,879,403		41,257	78,489	0	\$15,000	--	--	--	1,857,171
Andover	4,026,017		0	78,221	113,955	294,291	--	--	--	4,128,132
Anoka	2,540,609		278,076	125,739	153,341	--	--	\$28,974	--	2,568,579
Apple Valley	3,792,870		53,491	900,819	0	855,000	--	--	--	3,810,542
Arden Hills	971,318		125,200	--	80,983	--	--	--	--	1,015,535
Austin	5,738,440		0	335,508	704,123	--	--	--	\$310,969	5,009,778
Bemidji	2,540,491		131,305	389,313	0	--	--	--	--	2,882,483
Blaine	5,218,954		221,318	346,118	232,308	--	--	--	--	4,861,846
Bloomington	15,033,052		110,809	435,335	2,040,637	--	1,255,688	832,491	--	14,756,068
Brainerd	2,069,225		221,028	--	40,806	650,000	576,113	--	185,035	3,660,595
Brooklyn Center	5,258,462		0	1,048,646	38,893	300,000	197,709	--	--	4,668,632
Brooklyn Park	6,605,025		86,343	436,838	8,274	--	--	--	--	6,245,256
Burnsville	6,031,799		816,462	--	13,763	--	349,684	334,777	--	7,518,959
Champlin	1,777,622		0	268,646	15,512	--	--	--	--	1,493,464
Chanhassen	3,355,245		121,677	--	0	--	--	--	--	3,476,922
Chaska	2,625,471		31,784	425,433	353,683	--	28,800	82,566	--	1,989,505
Chisholm	1,504,669		0	--	32,143	--	--	--	--	1,472,526
Cloquet	5,865,473		322,239	318,779	0	35,000	--	73,539	--	5,977,472
Columbia Heights	1,498,324		27,044	414,765	30,000	--	--	--	--	1,080,603
Coon Rapids	4,453,386		448,966	--	471,523	--	--	--	--	4,430,829
Cottage Grove	4,635,474		81,941	147,980	0	(60,522)	--	--	--	4,508,913
Crookston	3,110,701		0	83,408	0	--	--	149,174	--	3,176,467
Crystal	4,226,415		304,624	--	182,488	--	--	1,693,176	--	6,041,727
Detroit Lakes	1,576,209		59,866	--	0	--	--	--	--	1,636,075
Duluth	24,848,651		414,493	--	132,122	1,011,250	--	175,250	1,624,354	27,942,076
Eagan	6,371,538		94,221	--	6,235	371,183	--	271,918	--	7,102,625
East Bethel	2,703,476		0	--	0	--	--	14,000	--	2,717,476
East Grand Forks	1,866,041		219,968	228,449	0	135,000	--	--	--	1,992,560
Eden Prairie	7,247,092		0	670,946	328,143	720,613	974,299	--	--	7,942,915
Edina	7,670,453		65,204	787,562	1,191,124	--	--	--	--	5,756,971
Elk River	5,356,752		26,925	380,303	0	--	--	--	--	5,003,374
Eveleth	983,071		0	--	12,271	--	--	--	--	970,800

Municipality	1986 Actual 25-Year Const. Needs	(+ or -) Screening Board Adjustments	+ Storm Sewer Adjustment	Unencumbered Const. Fund Deduction	Expend. Off State Aid System	(+ or -) Bond Account Adjustment	+ Non- Existing Bridge Adjustment	+ R/W Acquisition Adjustment	+ Recon- struction Adjustment	Adjusted 25-Year Const. Needs
Fairmont	2,769,388		45,657	424,797	0	--	--	1,825	--	2,392,073
Falcon Heights	345,283		0	--	0	(2,988)	--	--	--	342,295
Faribault	4,111,361		44,800	--	70,369	175,000	--	2,346	--	4,263,138
Farmington	345,283		--	--	--	--	--	--	--	345,283
Fergus Falls	2,355,350		0	521,115	128,635	--	--	33,600	--	1,739,200
Fridley	3,981,745		90,957	1,138,175	96,815	--	--	5,853	--	2,843,565
Golden Valley	5,932,133		386,138	1,261,190	0	--	--	1,079,377	--	6,136,458
Grand Rapids	1,545,428		0	411,258	0	40,000	553,858	--	--	1,728,028
Ham Lake	2,075,818		0	36,231	0	80,000	--	--	--	2,119,587
Hastings	1,876,958		170,309	--	201,463	--	233,038	17,620	--	2,096,462
Hermantown	4,134,822		0	679,417	0	--	--	23,750	--	3,479,155
Hibbing	10,332,220		0	--	0	448,867	--	14,000	--	10,795,087
Hopkins	2,183,816		9,499	857,404	397,105	--	--	--	--	938,806
Hutchinson	1,563,120		0	304,111	0	--	570,793	--	--	1,829,802
International Falls	1,956,069		0	372,528	0	--	--	--	--	1,583,541
Inver Grove Heights	4,120,224		111,735	--	63,320	--	--	617,797	--	4,786,436
Lake Elmo	1,941,365		0	382,939	0	--	--	19,706	--	1,578,132
Lakeville	8,030,844		83,454	460,466	1,084,741	--	--	--	--	6,569,091
Lino Lakes	4,132,485		77,977	300,260	0	--	--	--	--	3,910,202
Litchfield	1,917,878		355,205	208,428	69,612	--	--	--	--	1,995,043
Little Canada	1,265,194		0	--	0	41,783	--	43,300	--	1,350,277
Little Falls	2,434,710		0	280,326	0	10,000	--	--	--	2,164,384
Mankato	4,908,703		85,030	458,081	1,448,765	(3,621)	--	323,285	--	3,406,551
Maple Grove	11,333,636		427,642	--	12,602	300,299	--	50,038	--	12,099,013
Maplewood	6,411,328		0	1,932,125	0	205,000	664,966	--	--	5,349,169
Marshall	1,860,365		22,101	--	12,703	35,496	--	58,320	--	1,963,579
Mendota Heights	2,140,712		24,848	326,855	7,351	238,628	--	--	81,436	2,151,418
Minneapolis	82,532,021		981,019	6,034,333	1,782,215	--	1,493,191	3,528,716	1,187,517	81,905,916
Minnetonka	11,298,604		9,499	413,057	4,682,820	(55,619)	--	282,150	--	6,438,757
Montevideo	1,668,585		0	--	0	--	--	--	--	1,668,585
Moorhead	6,983,566		50,040	650,816	0	--	7,530	21,000	186,397	6,597,717
Morris	2,116,246		0	51,413	187,625	--	--	13,097	--	1,890,305
Mound	1,414,583		22,358	--	118,155	100,000	--	107,446	--	1,526,232
Mounds View	1,150,214		58,444	132,692	0	0	--	--	--	1,075,966
New Brighton	2,813,000		42,051	569,100	693,627	--	--	--	--	1,492,324
New Hope	1,887,847		42,096	840,505	58,187	(603)	--	--	--	1,030,648
New Ulm	2,808,128		191,074	544,877	0	--	--	--	--	2,454,325
Northfield	3,869,270		85,679	493,633	0	(57,582)	--	8,850	31,743	3,444,327
North Mankato	1,059,799		186,024	2,826	0	--	--	395,146	--	1,638,143

Municipality	1986 Actual 25-Year Const. Needs	(+ or -) Screening Board Adjustments	+ Storm Sewer Adjustment	Unencumbered Const. Fund Deduction	- Expend. Off State Aid System	(+ or -) Bond Account Adjustment	+ Non- Existing Bridge Adjustment	+ R/W Acquisition Adjustment	+ Recon- struction Adjustment	Adjusted 25-Year Const. Needs
North St. Paul	2,019,067		0	386,609	0	--	--	--	--	1,632,458
Oakdale	2,702,510		160,201	94,806	0	--	--	--	--	2,767,905
Orono	2,300,512		0	211,116	28,516	9,747	--	--	--	2,070,627
Owatonna	4,676,601		64,275	133,972	356,186	--	--	113,638	--	4,364,356
Plymouth	8,040,893		0	--	381,328	--	--	45,208	--	7,704,773
Prior Lake	2,845,136		161,177	486,204	0	--	--	--	--	2,520,109
Ramsey	4,804,431		96,375	64,111	0	--	--	89,911	--	4,926,606
Red Wing	5,112,962		54,790	--	0	375,000	1,145,475	76,176	--	6,764,403
Redwood Falls	1,415,207		0	--	0	(110,000)	--	--	--	1,305,207
Richfield	2,962,361		46,951	754,338	35,576	--	--	1,152,857	--	3,372,255
Robbinsdale	1,160,935		0	472,647	155,663	--	--	--	--	532,625
Rochester	10,766,974		521,290	1,541,885	43,384	--	84,378	773,111	--	10,560,484
Rosemount	4,073,590		85,452	409,186	46,989	--	--	--	--	3,702,867
Roseville	4,222,251		202,398	--	0	2,225,000	2,814,714	1,383,005	--	10,847,368
St. Anthony	850,242		39,301	187,948	224,764	--	--	--	--	476,831
St. Cloud	8,305,892		553,943	--	325,213	1,786,139	--	778,233	--	11,098,994
St. Louis Park	5,663,702		0	956,554	1,457,652	--	1,356,666	335,520	--	4,941,682
St. Paul	62,539,345		5,268,888	5,780,792	3,596,067	845,911	1,221,432	2,521,732	1,284,767	64,305,216
St. Peter	1,209,007		88,645	271,814	0	--	--	--	--	1,025,838
Sauk Rapids	2,148,552		44,224	229,663	118,693	--	--	9,834	--	1,854,254
Savage	2,974,621		0	--	0	--	--	--	--	2,974,621
Shakopee	3,619,422		0	458,291	70,346	--	--	--	--	3,090,785
Shoreview	2,041,055		16,445	397,565	120,733	--	--	--	--	1,539,202
South St. Paul	2,498,746		112,477	389,764	33,693	--	--	--	--	2,187,766
Spring Lake Park	812,816		0	151,352	7,532	36,107	--	--	--	690,039
Stillwater	3,200,719		84,848	190,136	8,993	--	--	104,442	--	3,190,880
Thief River Falls	2,655,048		0	--	400,557	--	--	--	--	2,254,491
Vadnais Heights	923,956		25,761	226,098	0	--	--	--	--	723,619
Virginia	1,651,723		33,107	153,161	38,403	225,000	--	--	--	1,718,266
Waseca	943,249		23,639	74,498	0	--	--	5,000	--	797,390
West St. Paul	2,663,765		0	846,781	190,000	--	--	--	--	1,626,984
White Bear Lake	5,084,855		135,554	--	167,468	--	--	177,573	--	5,230,514
Willmar	2,846,791		69,368	266,403	263,687	--	--	22,500	--	2,408,569
Winona	3,767,116		48,766	49,975	0	--	--	340,950	--	4,106,857
Woodbury	8,147,209		14,224	408,459	71,559	70,853	--	30,815	--	7,783,083
Worthington	1,899,150		20,078	211,016	31,113	--	--	26,842	--	1,703,941
STATE TOTAL	\$555,994,519	\$0	\$15,890,054	\$44,564,870	\$25,652,881	\$11,345,232	\$13,773,654	\$18,290,434	\$4,892,418	\$549,968,560

PROJECT LISTING OF MUNICIPAL STORM SEWER EXPENDITURES IN 1986

(For Reference, see Storm Sewer Resolution)

MUNICIPALITY	PROJECT	PROJECT AMOUNT	TOTAL MONEY NEEDS ADJUSTMENT
Anoka	103-122-04	250,402	250,402
Arden Hills	187-102-02	125,200	125,200
Bimidji	105-120-01	60,656	60,656
Blaine	106-116-01	196,255	196,255
Brainerd	108-126-08	87,442	
	108-116-01	68,840	
		-----	
		156,282	156,282
Burnsville	179-101-07	58,044	
	179-113-13	18,456	
		-----	
		76,500	76,500
Chanhassen	194-101-05	82,975	
	194-110-01	38,702	
		-----	
		121,677	121,677
Cloquet	112-118-01	27,974	
	112-141-01	73,381	
		-----	
		101,355	101,355
Columbia Heights	113-119-01	27,044	27,044
Cottage Grove	180-101-03	81,941	81,941
Detroit Lakes	117-106-01	13,111	
	117-107-03	46,755	
		-----	
		59,866	59,866
Duluth	118-154-03	147,307	
	118-178-01	28,065	
		-----	
		175,372	175,372
Eagan	195-102-03	27,232	
	195-106-04	66,989	
		-----	
		94,221	94,221
East Grand Forks	119-111-03	18,345	
	119-116-01	19,803	
		-----	
		38,148	38,148

MUNICIPALITY	PROJECT	PROJECT AMOUNT	TOTAL MONEY NEEDS ADJUSTMENT
-----	-----	-----	-----
Edina	120-138-04	49,143	
	120-140-01	16,061	
		-----	
		65,204	65,204
Fairmont	123-101-05	45,657	45,657
Faribault	125-113-05	11,920	
	125-119-01	10,626	
	125-125-04	9,444	
		-----	
		31,990	31,990
Fridley	127-345-01	90,957	90,957
Golden Valley	128-391-01	184,577	
	128-389-03	111,820	
		-----	
		296,397	296,397
Hastings	130-122-08	50,003	50,003
Lakeville	188-119-01	28,888	28,888
Lino Lakes	210-103-02	77,977	77,977
Mankato	137-106	8,917	
	137-107	5,700	
		-----	
		14,617	14,617
Maple Grove	189-110-01	20,116	
	189-110-02	74,340	
		-----	
		94,456	94,456
Marshall	139-109-03	22,101	22,101
Mendota Heights	140-108-01	24,848	24,848
Minneapolis	141-237	46,420	
	141-239	31,457	
	141-367	123,065	
		-----	
		200,942	200,942
Mound	145-104-03	22,358	22,358
Mounds View	146-234-02	19,677	19,677
New Brighton	147-109-01	42,051	42,051
North Mankato	150-114-01	115,042	115,042
Oakdale	185-121-09	27,237	27,237

MUNICIPALITY	PROJECT	PROJECT AMOUNT	TOTAL MONEY NEEDS ADJUSTMENT
-----	-----	-----	-----
Owatonna	153-121-02	15,530	
	153-127-01	48,745	
		-----	
		64,275	64,275
Richfield	157-050-25	1,657	
	157-050-26	45,294	
		-----	
		46,951	46,951
Rochester	159-130-01	20,435	
	159-131-01	21,083	
	159-105, 107, 108	85,850	
	159-108, 129	222,038	
		-----	
		349,406	349,406
Roseville	160-241	38,394	38,394
St. Anthony	161-106-04	39,301	39,301
St. Cloud	162-120-03	154,687	
	162-128-11	178,115	
	162-120-04	128,416	
	162-128-12	25,376	
		-----	
		486,594	486,594
St. Paul	164-195	211,550	
	164-260-01	308,909	
	164-163	379,133	
	164-145-32	51,560	
	164-241	38,394	
	164-115, 135, 179	276,272	
	164-179, 224	804,271	
	164-164, 181,		
	207, 132	696,260	
		-----	
		2,766,349	2,766,349
Sauk Rapids	191-103-01	44,224	44,224
South St. Paul	168-103-01	112,477	112,477
Vadnais Heights	209-104-01	25,761	25,761
White Bear Lake	174-123-01	135,554	135,554
Winona	176-132-01	33,712	
	176-127	9,549	
	176-132	5,505	
		-----	
		48,766	48,766
		-----	
TOTAL			6,993,373

# NEEDS ADJUSTMENT FOR STORM SEWER CONSTRUCTION

(For reference, see Storm Sewer Resolution)

MUNICIPALITY	1984-1985 EXPENDITURES TOTAL NEEDS FOR THE 1987 APPORT.	1986 (+)EXPENDITURES (=)	TOTAL NEEDS FOR 1988 APPORTIONMENT ADJUSTMENT
Albert Lea	--	--	0
Alexandria	41,257	--	41,257
Andover	--	--	0
Anoka	27,674	250,402	278,076
Apple Valley	63,491	--	63,491
Arden Hills	--	125,200	125,200
Austin	--	--	0
Bemidji	70,649	60,656	131,305
Blaine	25,063	196,255	221,318
Bloomington	110,809	--	110,809
Brainerd	64,746	156,282	221,028
Brooklyn Center	--	--	0
Brooklyn Park	86,343	--	86,343
Burnsville	739,962	76,500	816,462
Champlin	--	--	0
Chanhassen	--	121,677	121,677
Chaska	31,784	--	31,784
Chisholm	--	--	0
Cloquet	220,884	101,355	322,239
Columbia Heights	--	27,044	27,044
Coon Rapids	448,966	--	448,966
Cottage Grove	--	81,941	81,941
Crookston	--	--	0
Crystal	304,624	--	304,624
Detroit Lakes	--	59,866	59,866
Duluth	239,121	175,372	414,493
Eagan	--	94,221	94,221
East Bethel	--	--	0
East Grand Forks	181,820	38,148	219,968
Eden Prairie	--	--	0
Edina	--	65,204	65,204
Elk River	26,925	--	26,925
Eveleth	--	--	0
Fairmont	--	45,657	45,657
Falcon Heights	--	--	0
Faribault	12,810	31,990	44,800
Fergus Falls	--	--	0
Fridley	--	90,957	90,957
Golden Valley	89,741	296,397	386,138
Grand Rapids	--	--	0
Ham Lake	--	--	0
Hastings	120,306	50,003	170,309
Hermantown	--	--	0
Hibbing	--	--	0
Hopkins	9,499	--	9,499
Hutchinson	--	--	0
International Falls	--	--	0
Inver Grove Heights	111,735	--	111,735
Lake Elmo	--	--	0
Lakeville	54,566	28,888	83,454

Lino Lakes	--	77,977	77,977
Litchfield	355,205	--	355,205
Little Canada	--	--	0
Little Falls	--	--	0
Mankato	70,413	14,617	85,030
Maple Grove	333,186	94,456	427,642
Maplewood	--	--	0
Marshall	--	22,101	22,101
Mendota Heights	--	24,848	24,848
Minneapolis	780,077	200,942	981,019
Minnetonka	9,499	--	9,499
Montevideo	--	--	0
Moorhead	50,040	--	50,040
Morris	--	--	0
Mound	--	22,358	22,358
Mounds View	38,767	19,677	58,444
New Brighton	--	42,051	42,051
New Hope	42,096	--	42,096
New Ulm	191,074	--	191,074
Northfield	85,679	--	85,679
North Mankato	70,982	115,042	186,024
North St. Paul	--	--	0
Oakdale	132,964	27,237	160,201
Orono	--	--	0
Owatonna	--	64,275	64,275
Plymouth	--	--	0
Prior Lake	161,177	--	161,177
Ramsey	96,375	--	96,375
Red Wing	54,790	--	54,790
Redwood Falls	--	--	0
Richfield	--	46,951	46,951
Robbinsdale	--	--	0
Rochester	171,884	349,406	521,290
Rosemount	85,452	--	85,452
Roseville	164,004	38,394	202,398
St. Anthony	--	39,301	39,301
St. Cloud	67,349	486,594	553,943
St. Louis Park	--	--	0
St. Paul	2,502,539	2,766,349	5,268,888
St. Peter	88,645	--	88,645
Sauk Rapids	--	44,224	44,224
Savage	--	--	0
Shakopee	--	--	0
Shoreview	16,445	--	16,445
South St. Paul	--	112,477	112,477
Spring Lake Park	--	--	0
Stillwater	84,848	--	84,848
Thief River Falls	--	--	0
Vadnais Heights	--	25,761	25,761
Virginia	33,107	--	33,107
Waseca	23,639	--	23,639
West St. Paul	--	--	0
White Bear Lake	--	135,554	135,554
Willmar	69,368	--	69,368
Winona	--	48,766	48,766
Woodbury	14,224	--	14,224
Worthington	20,078	--	20,078
TOTAL	8,896,681	6,993,373	15,890,054

UNENCUMBERED CONSTRUCTION FUND BALANCE

(Amount as of September 1, 1987)

Municipality	A ----- Amount Available 9-1-87 -----	B ----- 1987 Construction Allotment -----	C ----- Construction Fund Balance -----	D ----- Column C ----- Column B -----
Albert Lea	\$1,000,838	331,367	\$669,471	2.02
Alexandria	236,203	157,714	78,489	0.50
Andover	307,941	229,720	78,221	0.34
Anoka	388,904	263,165	125,739	0.48
Apple Valley	1,375,512	474,693	900,819	1.90
Arden Hills	--	139,493	--	0.00
Austin	772,365	436,857	335,508	0.77
Bemidji	591,429	202,116	389,313	1.93
Blaine	763,729	417,611	346,118	0.83
Bloomington	1,612,423	1,177,088	435,335	0.37
Brainerd	142,451	244,136	--	0.00
Brooklyn Center	1,578,330	529,684	1,048,646	1.98
Brooklyn Park	1,131,830	694,992	436,838	0.63
Burnsville	162,197	765,084	--	0.00
Champlin	431,803	163,157	268,646	1.65
Chanhassen	186,084	186,084	0	0.00
Chaska	608,667	183,234	425,433	2.32
Chisholm	63,234	115,456	--	0.00
Cloquet	725,789	407,010	318,779	0.78
Columbia Heights	646,721	231,956	414,765	1.79
Coon Rapids	29,558	596,673	--	0.00
Cottage Grove	518,266	370,286	147,980	0.40
Crookston	305,620	222,212	83,408	0.38
Crystal	175,299	532,322	--	0.00
Detroit Lakes	23,062	146,476	--	0.00
Duluth	1,689,804	1,697,765	--	0.00
Eagan	423,836	589,723	--	0.00
East Bethel	60,583	175,609	--	0.00
East Grand Forks	415,006	186,557	228,449	1.22
Eden Prairie	1,309,227	638,281	670,946	1.05
Edina	1,393,541	605,979	787,562	1.30
Elk River	674,607	294,304	380,303	1.29
Eveleth	6,704	91,068	--	0.00
Fairmont	644,065	219,268	424,797	1.94
Falcon Heights	29,891	54,890	--	0.00
Faribault	214,853	330,405	--	0.00

Municipality	A Amount Available 9-1-87	B 1986 Construction Allotment	C Construction Fund Balance	D Column C Column B
Fergus Falls	731,664	210,549	521,115	2.48
Fridley	1,474,336	336,161	1,138,175	3.39
Golden Valley	1,753,751	492,561	1,261,190	2.56
Grand Rapids	572,913	161,655	411,258	2.54
Ham Lake	197,018	160,787	36,231	0.23
Hastings	122,977	223,405	--	0.00
Hermantown	901,431	222,014	679,417	3.06
Hibbing	510,647	650,175	--	0.00
Hopkins	1,058,435	201,031	857,404	4.27
Hutchinson	496,989	192,878	304,111	1.58
International Falls	509,022	136,494	372,528	2.73
Inver Grove Heights	17,130	361,432	--	0.00
Lake Elmo	518,864	135,925	382,939	2.82
Lakeville	837,745	377,279	460,466	1.22
Lino Lakes	513,226	212,966	300,260	1.41
Litchfield	357,945	149,517	208,428	1.39
Little Canada	--	118,422	--	0.00
Little Falls	402,268	121,942	280,326	2.30
Mankato	904,968	446,887	458,081	1.03
Maple Grove	507,068	731,681	--	0.00
Maplewood	2,484,982	552,857	1,932,125	3.49
Marshall	125,782	202,945	--	0.00
Mendota Heights	503,979	177,124	326,855	1.85
Minneapolis	12,001,070	5,966,737 *	6,034,333	1.01
Minnetonka	1,100,536	687,479	413,057	0.60
Montevideo	--	134,423	--	0.00
Moorhead	1,288,014	637,198	650,816	1.02
Morris	182,431	131,018	51,413	0.39
Mound	142,224	148,352	--	0.00
Mounds View	309,700	177,008	132,692	0.75
New Brighton	910,946	241,846 *	669,100	2.77
New Hope	1,067,073	226,568	840,505	3.71
New Ulm	794,148	249,271	544,877	2.19
Northfield	729,323	235,690	493,633	2.09
North Mankato	141,178	138,352 *	2,826	0.02
North St. Paul	582,477	195,868	386,609	1.97
Oakdale	317,999	223,193 *	94,806	0.42
Orono	344,489	133,373	211,116	1.58
Owatonna	522,568	388,596	133,972	0.34

Municipality	A ----- Amount Available 9-1-87 -----	B ----- 1986 Construction Allotment -----	C ----- Construction Fund Balance -----	D ----- Column C ----- Column B -----
Plymouth	97,159	650,585	--	0.00
Prior Lake	691,294	205,090	486,204	2.37
Ramsey	387,119	323,008	64,111	0.20
Red Wing	146,407	339,942	--	0.00
Redwood Falls	89,532	106,727	--	0.00
Richfield	1,142,441	388,103	754,338	1.94
Robbinsdale	641,340	168,693	472,647	2.80
Rochester	2,642,824	1,100,939	1,541,885	1.40
Rosemount	631,172	221,986	409,186	1.84
Roseville	70,000	662,357	--	0.00
St. Anthony	298,491	110,543	187,948	1.70
St. Cloud	88,864	712,684	--	0.00
St. Louis Park	1,637,250	680,696 *	956,554	1.41
St. Paul	10,337,994	4,557,202	5,780,792	1.27
St. Peter	403,723	131,909	271,814	2.06
Sauk Rapids	377,883	148,220	229,663	1.55
Savage	--	193,928	--	0.00
Shakopee	786,324	328,033	458,291	1.40
Shoreview	807,639	249,079	397,565	1.60
South St. Paul	646,644	256,880	389,764	1.52
Spring Lake Park	235,863	84,511	151,352	1.79
Stillwater	425,323	235,187	190,136	0.81
Thief River Falls	105,613	173,724	--	0.00
Vadnais Heights	314,917	88,819	226,098	2.55
Virginia	346,902	193,741	153,161	0.79
Waseca	198,713	124,215	74,498	0.60
West St. Paul	1,024,854	178,073	846,781	4.76
White Bear Lake	272,687	374,461	--	0.00
Willmar	510,802	244,399	266,403	1.09
Winona	487,984	438,009	49,975	0.11
Woodbury	821,025	412,566	408,459	0.99
Worthington	386,699	175,683	211,016	1.20
TOTAL	83,633,170	44,854,086	44,564,870	0.99

\* Adjusted due to a variance that increased their maintenance allocation and decreased their construction allocation.

PROJECT LISTING OF MUNICIPAL STATE AID EXPENDITURES ON  
COUNTY STATE AID OR TRUNK HIGHWAY PROJECTS IN 1986

(For Reference, see Off-system Resolution)

MUNICIPALITY	PROJECT	PROJECT AMOUNT	TOTAL MONEY NEEDS ADJUSTMENT
Albert Lea	101-020-06	50,684	
	101-010-03	10,440	
		61,124	61,124
Anoka	103-010-08	14,623	14,623
Austin	104-020-06	5,057	5,057
Bloomington	107-010-06	(12,919)	
	107-020-06	74,579	
	107-010-05	11,848	
	107-020-18	32,906	
		106,414	106,414
Champlin	193-010-01	8,931	
	193-020-01	6,581	
		15,512	15,512
Chaska	196-010-02	163,394	
	196-010-03	58,552	
		221,946	221,946
Edina	120-010-05	28,534	
	120-020-17	374,672	
		403,206	403,206
Eveleth	122-020-01	12,271	12,271
Maple Grove	189-010-03	896	896
Minneapolis	141-020-13	80,845	
	141-020-15	81,768	
	141-010-05	264,823	
	141-010-07	40,663	
	141-313-03	2,067	
	141-313-04	5,687	
		475,853	475,853
Minnetonka	142-010-04	59,231	
	142-020-07	5,301	
		64,532	64,532
Mound	145-010-07	9,224	9,224
New Brighton	147-020-08	20,634	20,634
Rosemount	208-020-01	46,989	46,989
St. Anthony	161-020-06	28,156	28,156
St. Paul	164-020-55	596,932	596,932
Shakopee	166-020-02	61,254	61,254
Virginia	171-010-01	3,023	3,023
TOTAL			\$2,147,646

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

(For Reference, See Offsystem Resolution)

MUNICIPALITY	1986 OFFSYSTEM EXPENDITURES (+)	1976 - 1985 EXPENDITURE ADJUSTMENT (-)	EXPIRED ADJUSTMENT=	1988 APPORTION- MENT ADJUSTMENT
Albert Lea	\$61,124	\$119,205	\$	\$180,329
Alexandria	--	--		0
Andover	--	113,955		113,955
Anoka	14,623	198,718	(60,000)	153,341
Apple Valley	--	--		0
Arden Hills	--	80,983		80,983
Austin	5,057	699,066		704,123
Bemidji	--	--		0
Blaine	--	233,659	(1,351)	232,308
Bloomington	106,414	2,024,237	(90,014)	2,040,637
Brainerd	--	40,806		40,806
Brooklyn Center	--	38,893		38,893
Brooklyn Park	--	8,274		8,274
Burnsville	--	13,763		13,763
Champlin	15,512	--		15,512
Chanhassen	--	--		0
Chaska	221,946	131,737		353,683
Chisholm	--	32,143		32,143
Cloquet	--	--		0
Columbia Heights	--	30,000		30,000
Coon Rapids	--	471,523		471,523
Cottage Grove	--	--		0
Crookston	--	--		0
Crystal	--	182,488		182,488
Detroit Lakes	--	--		0
Duluth	--	228,540	(96,418)	132,122
Eagan	--	6,235		6,235
East Bethel	--	--		0
East Grand Forks	--	--		0
Eden Prairie	--	328,143		328,143
Edina	403,206	797,670	(9,752)	1,191,124
Elk River	--	--		0
Eveleth	12,271	--		12,271
Fairmont	--	--		0
Falcon Heights	--	--		0
Faribault	--	70,369		70,369
Fergus Falls	--	128,635		128,635
Fridley	--	96,815		96,815
Golden Valley	--	--		0
Grand Rapids	--	--		0
Ham Lake	--	--		0
Hastings	--	201,463		201,463
Hermantown	--	--		0
Hibbing	--	--		0
Hopkins	--	397,105		397,105
Hutchinson	--	--		0
International Falls	--	--		0
Inver Grove Heights	--	63,320		63,320
Lake Elmo	--	--		0
Lakeville	--	1,121,252	(36,511)	1,084,741
Lino Lakes	--	--		0

Litchfield	--	124,504	(54,892)	69,612
Little Canada	--	--		0
Little Falls	--	--		0
Mankato	--	1,448,765		1,448,765
Maple Grove	896	11,706		12,602
Maplewood	--	--		0
Marshall	--	12,703		12,703
Mendota Heights	--	7,351		7,351
Minneapolis	475,853	1,319,398	(13,036)	1,782,215
Minnetonka	64,532	4,631,651	(13,363)	4,682,820
Montevideo	--	--		0
Moorhead	--	7,017	(7,017)	0
Morris	--	187,625		187,625
Mound	9,224	108,931		118,155
Mounds View	--	--		0
New Brighton	20,634	694,312	(21,319)	693,627
New Hope	--	166,375	(108,188)	58,187
New Ulm	--	33,191	(33,191)	0
Northfield	--	--		0
North Mankato	--	--		0
North St. Paul	--	55,878	(55,878)	0
Oakdale	--	--		0
Orono	--	28,516		28,516
Owatonna	--	365,642	(9,456)	356,186
Plymouth	--	381,328		381,328
Prior Lake	--	--		0
Ramsey	--	--		0
Red Wing	--	--		0
Redwood Falls	--	--		0
Richfield	--	35,576		35,576
Robbinsdale	--	192,576	(36,913)	155,663
Rochester	--	43,384		43,384
Rosemount	46,989	0		46,989
Roseville	--	--		0
St. Anthony	28,156	196,608		224,764
St. Cloud	--	326,828	(1,615)	325,213
St. Louis Park	--	1,457,652		1,457,652
St. Paul	596,932	3,060,428	(61,293)	3,596,067
St. Peter	--	--		0
Sauk Rapids	--	118,693		118,693
Savage	--	--		0
Shakopee	61,254	9,092		70,346
Shoreview	--	120,733		120,733
South St. Paul	--	107,333	(73,640)	33,693
Spring Lake Park	--	7,532		7,532
Stillwater	--	8,993		8,993
Thief River Falls	--	400,557		400,557
Vadnais Heights	--	--		0
Virginia	3,023	35,380		38,403
Waseca	--	--		0
West St. Paul	--	190,000		190,000
White Bear Lake	--	167,468		167,468
Willmar	--	263,687		263,687
Winona	--	--		0
Woodbury	--	71,559		71,559
Worthington	--	31,113		31,113
TOTAL	\$2,147,646	\$24,289,082	(\$783,847)	\$25,652,881

Unamortized Bond Account Balance

(Amount as of December 31, 1986)

(For Reference, see Bond Adjustment Resolution)  
(For Computations)

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

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

Municipality	Date of Issue	Amount of Issue	Unamortized Bond Balance	Total Disbursements and Obligations to December 31, 1986	Unencumbered Bond Balance Available	Off System Disbursement	Bond Account Adjustment
Alexandria	8-1-70	\$175,000	\$15,000	\$175,000	\$0		\$15,000
Andover	9-1-84	510,000	410,000	394,291	115,709		294,291
Anoka	7-1-86	985,000	985,000	0	985,000		0
Apple Valley	4-1-71	250,000	65,000	250,000	0		65,000
Apple Valley	12-1-74	100,000	45,000	100,000	0		45,000
Apple Valley	8-1-79	875,000	745,000	875,000	0		745,000
Brainerd	6-1-74	620,000	235,000	620,000	0		235,000
Brainerd	10-1-85	430,000	415,000	430,000	0		415,000
Brooklyn Center	9-1-70	1,050,000	300,000	1,050,000	0		300,000
Cloquet	6-1-73	405,000	35,000	405,000	0		35,000
Cottage Grove	5-1-77	560,000	355,000	524,478	35,522		319,478
Cottage Grove	5-1-78	610,000	230,000	0	610,000		(380,000)
Crystal	6-20-86	407,000	407,000	0	407,000		0
Duluth	4-1-85	1,425,000	1,136,250	1,300,000	125,000		1,011,250
Eagan	7-1-86	3,000,000	3,000,000	371,183	2,628,817		371,183
East Grand Forks	9-1-65	325,000	135,000	325,000	0		135,000
Eden Prairie	12-1-82	2,300,000	900,000	2,120,613	179,387		720,613
Falcon Heights	4-21-80	170,000	0	142,012	27,988		(27,988)
Falcon Heights	10-5-82	75,000	25,000	75,000	0		25,000
Faribault	7-1-74	550,000	175,000	550,000	0		175,000
Grand Rapids	6-1-69	200,000	40,000	200,000	0		40,000
Ham Lake	7-1-80	330,000	80,000	330,000	0		80,000
Hibbing	9-1-82	1,100,000	800,000	748,867	351,133		448,867
Little Canada	10-1-81	225,000	180,000	91,783	133,217		46,783
Little Canada	8-1-86	340,000	335,000	0	340,000		(5,000)
Little Falls	8-1-68	245,000	10,000	245,000	0		10,000
Mankato	1-1-72	610,000	0	606,379	3,621		(3,621)

Municipality	Date of Issue	Amount of Issue	Unamortized Bond Balance	Total Disbursements and Obligations to December 31, 1986	Unencumbered Bond Balance Available -	Off System Disbursement	Bond Account Adjustment
Maple Grove	7-16-79	1,100,000	320,000	1,080,299	19,701		300,299
Maplewood	8-1-71	540,000	205,000	540,000	0		205,000
Marshall	7-1-81	310,000	110,000	235,496	74,504		35,496
Mendota Heights	6-1-65	175,000	0	163,628	11,372		(11,372)
Mendota Heights	3-1-75	360,000	250,000	360,000	0		250,000
* Minnetonka	8-1-77	750,000	0	694,381	55,619	(648,957)	(55,619)
Mound	4-1-81	275,000	100,000	275,000	0		100,000
* New Hope	5-14-73	101,000	0	100,397	603	(84,422)	(603)
Northfield	9-1-73	315,000	0	257,418	57,582		(57,582)
North Mankato	6-1-86	550,000	550,000	0	550,000		0
Orono	8-1-79	270,000	75,000	204,747	65,253		9,747
Red Wing	9-1-84	600,000	375,000	600,000	0		375,000
Redwood Falls	1982	215,000	105,000	0	215,000		(110,000)
Roseville	12-1-85	2,225,000	2,225,000	2,225,000	0		2,225,000
St. Cloud	6-1-70	1,335,000	260,000	1,335,000	0		260,000
St. Cloud	7-1-82	1,000,000	985,000	760,233	239,767		745,233
St. Cloud	9-1-83	1,645,000	1,595,000	830,906	814,094		780,906
St. Paul	**	**	**	**	**	**	845,911
Spring Lake Park	1980	195,000	75,000	156,107	38,893		36,107
Virginia	2-1-78	420,000	225,000	420,000	0		225,000
Woodbury	11-12-75	263,000	90,000	243,853	19,147		70,853
TOTAL		\$30,516,000	\$18,603,250	\$22,412,071	\$8,103,929	(\$733,379)	\$11,345,232

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

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

# NON-EXISTING BRIDGE CONSTRUCTION -----

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

## BE IT RESOLVED:

"The money needs for all "non-existing" bridges and grade separation be removed from the Needs Study until such time that a construction project is awarded. At that time a mon 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 have been added to the total money needs of each of the following municipalities.

Municipality	First Year of Adjustment	Year of Apportionment Expiration	Amount
-----	-----	-----	-----
Albert Lea	1978	1992	\$245,320
Bloomington	1987	2001	1,255,688
Brainerd	1976	1990	576,113
Brooklyn Center	1976	1990	197,709
Burnsville	1986	2000	349,684
Chaska	1976	1990	28,800
Eden Prairie	1985	1999	974,299
Grand Rapids	1980	1994	553,858
Hastings	1983	1997	233,038
Hutchinson	1980	1994	570,793
Maplewood	1975 & 1976	1989 & 1990	664,966
Minneapolis	1983 & 1986	1997 & 2000	1,493,191
Moorhead	1976	1990	7,530
Red Wing	1980 & 1986	1994 & 2000	1,145,475
Rochester	1976	1990	84,378
Roseville	1987	2001	2,814,714
St. Louis Park	1980	1994	1,356,666
St. Paul	1976 & 1983	1990 & 1997	1,221,432
TOTAL			\$13,773,654

PROJECT LISTING OF RIGHT-OF-WAY ACQUISITION IN 1986

MUNICIPALITY	PROJECT	PROJECT AMOUNT	TOTAL MONEY NEEDS ADJUSTMENT
Burnsville	179-113-13	30,000	\$30,000
Chaska	196-110-01	82,566	82,566
Golden Valley	128-389-03	56,000	
	128-406-04	102,925	
		158,925	158,925
Hermantown	202-104-05	23,750	23,750
Inver Grove Heights	178-103-10	596,800	596,800
Mankato	137-109	76,237	
	137-120	7,000	
	137-119-02	10,003	
		93,240	93,240
Mound	145-104-02	16,155	16,155
Plymouth	155-164-05	20,000	20,000
Rochester	159-101-05	294,190	294,190
Roseville	160-219-08	1,360,354	
	160-214-02	22,651	
		1,383,005	1,383,005
St. Paul	164-179-08	50,714	50,714
Woodbury	192-107-01	30,815	30,815
TOTAL			\$2,780,160

# NEEDS ADJUSTMENT FOR RIGHT-OF-WAY ACQUISITION

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

MUNICIPALITY	1977-1985 EXPENDITURES TOTAL NEEDS FOR THE 1987 APPORT.	1986 (+)EXPENDITURES (=)	TOTAL NEEDS FOR 1988 APPORTIONMENT ADJUSTMENT
Albert Lea	--	--	0
Alexandria	--	--	0
Andover	--	--	0
Anoka	28,974	--	28,974
Apple Valley	--	--	0
Arden Hills	--	--	0
Austin	--	--	0
Bemidji	--	--	0
Blaine	--	--	0
Bloomington	832,491	--	832,491
Brainerd	--	--	0
Brooklyn Center	--	--	0
Brooklyn Park	--	--	0
Burnsville	304,777	30,000	334,777
Champlin	--	--	0
Chanhassen	--	--	0
Chaska	--	82,566	82,566
Chisholm	--	--	0
Cloquet	73,539	--	73,539
Columbia Heights	--	--	0
Coon Rapids	--	--	0
Cottage Grove	--	--	0
Crookston	149,174	--	149,174
Crystal	1,693,176	--	1,693,176
Detroit Lakes	--	--	0
Duluth	175,250	--	175,250
Eagan	271,918	--	271,918
East Bethel	14,000	--	14,000
East Grand Forks	--	--	0
Eden Prairie	--	--	0
Edina	--	--	0
Elk River	--	--	0
Eveleth	--	--	0
Fairmont	1,825	--	1,825
Falcon Heights	--	--	0
Faribault	2,346	--	2,346
Fergus Falls	33,600	--	33,600
Fridley	5,853	--	5,853
Golden Valley	920,452	158,925	1,079,377
Grand Rapids	--	--	0
Ham Lake	--	--	0
Hastings	17,620	--	17,620
Hermantown	--	23,750	23,750
Hibbing	14,000	--	14,000
Hopkins	--	--	0
Hutchinson	--	--	0
International Falls	--	--	0
Inver Grove Heights	20,997	596,800	617,797
Lake Elmo	19,706	--	19,706
Lakeville	--	--	0
Lino Lakes	--	--	0
Litchfield	--	--	0

MUNICIPALITY	1977-1985 EXPENDITURES TOTAL NEEDS FOR THE 1987 APPORT.	1986 (+)EXPENDITURES (=)	TOTAL NEEDS FOR 1988 APPORTIONMENT ADJUSTMENT
Little Canada	43,300	--	43,300
Little Falls	--	--	0
Mankato	230,045	93,240	323,285
Maple Grove	50,038	--	50,038
Maplewood	--	--	0
Marshall	58,320	--	58,320
Mendota Heights	--	--	0
Minneapolis	3,528,716	--	3,528,716
Minnetonka	282,150	--	282,150
Montevideo	--	--	0
Moorhead	21,000	--	21,000
Morris	13,097	--	13,097
Mound	91,291	16,155	107,446
Mounds View	--	--	0
New Brighton	--	--	0
New Hope	--	--	0
New Ulm	--	--	0
Northfield	8,850	--	8,850
North Mankato	395,146	--	395,146
North St. Paul	--	--	0
Oakdale	--	--	0
Orono	--	--	0
Owatonna	113,638	--	113,638
Plymouth	25,208	20,000	45,208
Prior Lake	--	--	0
Ramsey	89,911	--	89,911
Red Wing	76,176	--	76,176
Redwood Falls	--	--	0
Richfield	1,152,857	--	1,152,857
Robbinsdale	--	--	0
Rochester	478,921	294,190	773,111
Rosemount	--	--	0
Roseville	--	1,383,005	1,383,005
St. Anthony	--	--	0
St. Cloud	778,233	--	778,233
St. Louis Park	335,520	--	335,520
St. Paul	2,471,018	50,714	2,521,732
St. Peter	--	--	0
Sauk Rapids	9,834	--	9,834
Savage	--	--	0
Shakopee	--	--	0
Shoreview	--	--	0
South St. Paul	--	--	0
Spring Lake Park	--	--	0
Stillwater	104,442	--	104,442
Thief River Falls	--	--	0
Vadnais Heights	--	--	0
Virginia	--	--	0
Waseca	5,000	--	5,000
West St. Paul	--	--	0
White Bear Lake	177,573	--	177,573
Willmar	22,500	--	22,500
Winona	340,950	--	340,950
Woodbury	--	30,815	30,815
Worthington	26,842	--	26,842
TOTAL	15,510,274	2,780,160	18,290,434

# Needs Adjustment for Reconstruction Projects

(For reference, See Construction Accomplishments Resolution)

The following summary shows the reconstruction projects reported:

Municipality	Project No.	Type of Project	Date of Const.	Date of Reconst.	Years of Apport. Adj.	Amount	Total Adjustment
Austin	104-120-01	G, B, C Sur&Misc	1961	1984	1986-2000	\$67,543	
	104-121-04	G, B, C Sur&Misc	1960	1986	1988-2002	243,426	\$310,969
Brainerd	108-103-07	GR, B, S	1959	1984	1986-2000	25,526	
	108-114-03	GR, B, S	1967	1984	1986-2000	65,748	
	108-114-04	GR, B, S	1967	1984	1986-2000	15,064	
	108-117-03	GR, B, S	1967	1984	1986-2000	8,110	
	108-118-02	GR, B, S	1973	1984	1986-2000	11,679	
	108-124-05	GR, B, S	1959	1985	1987-2001	58,908	185,035
Duluth	118-140-19	Bridge Repair	1930	1984	1987-2001	1,054,200	
	118-107-02	G, B, Conc Pave	1930	1983	1988-2002	11,858	
	118-109-09	BrkSurf, St Sew	1930	1983	1988-2002	112,424	
	118-129-14	BrkSurf, St Sew	1930	1983	1988-2002	86,859	
	118-171-03	BrkSurf, St Sew	1930	1984	1988-2002	209,012	
	118-129-17	BrkSurf, St Sew	1930	1984	1988-2002	14,487	
	118-135-07	BrkSurf, St Sew	1930	1984	1988-2002	14,559	
	118-136-07	BrkSurf, St Sew	1930	1984	1988-2002	26,430	
	118-138-10	BrkSurf, St Sew	1930	1984	1988-2002	4,394	
	118-139-06	BrkSurf, St Sew	1930	1984	1988-2002	24,066	
	118-140-18	BrkSurf, St Sew	1930	1984	1988-2002	17,698	
	118-141-10	BrkSurf, St Sew	1930	1984	1988-2002	23,882	
	118-143-10	BrkSurf, St Sew	1930	1984	1988-2002	24,685	1,624,554
Mendota Heights	140-103-06	G, B, Bit	1966	1985	1987-2001	81,436	81,436
Minneapolis	141-165-13	G, B, Bit, SW	1962	1984	1988-2002	237,982	
	141-199-06	B, Bit Surf	1968	1985	1988-2002	598,913	
	141-370-02	G, B, Bit, SW	1975	1986	1988-2002	350,622	1,187,517
Moorhead	144-122-03	Bit Resurf	1959	1984	1988-2002	186,397	186,397
Northfield	149-108-06	Bridge Rehab	1963	1986	1988-2002	31,743	31,743
St. Paul	164-113-17	G, B, Conc Pave	1969	1983	1985-1999	307,298	
	164-156-10	G, B, Conc Pave	1970	1983	1985-1999	103,674	
	164-108-14	G, B, Conc Pave	1962	1983	1985-1999	138,932	
	164-141-08	Bridge Repair	1965	1984	1986-2000	151,484	
	164-159-23	Bridge Rehab.	1964	1984	1986-2000	449,427	
	164-159-22	Bit. Misc.	1964	1984	1986-2000	133,952	1,284,767
STATE TOTAL							\$4,892,418

# Tenative 1988 Money Needs Apportionment

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

Municipalities	Adjusted 25-Year Const. Needs	Money Needs Apport. (- THTB Adj.)	+ Turnback Adjustment	1988 Money Needs Apport.	Dist. %
Albert Lea	\$2,949,799	\$152,311	--	\$152,311	0.5361%
Alexandria	1,857,171	95,894	--	95,894	0.3375%
Andover	4,128,132	213,153	--	213,153	0.7503%
Anoka	2,568,579	132,627	--	132,627	0.4668%
Apple Valley	3,810,542	196,754	--	196,754	0.6926%
Arden Hills	1,015,535	52,436	--	52,436	0.1846%
Austin	5,009,778	258,676	--	258,676	0.9105%
Bemidji	2,282,483	117,854	\$1,080	118,934	0.4186%
Blaine	4,861,846	251,038	--	251,038	0.8836%
Bloomington	14,756,068	761,919	--	761,919	2.6819%
Brainerd	3,660,595	189,012	--	189,012	0.6653%
Brooklyn Center	4,668,632	241,061	--	241,061	0.8485%
Brooklyn Park	6,246,256	322,521	--	322,521	1.1353%
Burnsville	7,518,959	388,236	--	388,236	1.3666%
Champlin	1,493,464	77,114	--	77,114	0.2714%
Chanhassen	3,476,922	179,528	--	179,528	0.6319%
Chaska	1,989,505	102,727	--	102,727	0.3616%
Chisholm	1,472,526	76,033	--	76,033	0.2676%
Cloquet	5,977,472	308,642	--	308,642	1.0864%
Columbia Heights	1,080,603	55,796	--	55,796	0.1964%
Coon Rapids	4,430,829	228,783	--	228,783	0.8053%
Cottage Grove	4,508,913	232,814	--	232,814	0.8195%
Crookston	3,176,467	164,014	--	164,014	0.5773%
Crystal	6,041,727	311,960	--	311,960	1.0981%
Detroit Lakes	1,636,075	84,478	--	84,478	0.2974%
Duluth	27,942,076	1,442,768	--	1,442,768	5.0785%
Eagan	7,102,625	366,739	--	366,739	1.2909%
East Bethel	2,717,476	140,315	--	140,315	0.4939%
East Grand Forks	1,992,560	102,884	--	102,884	0.3621%
Eden Prairie	7,942,915	410,126	--	410,126	1.4436%
Edina	5,756,971	297,257	--	297,257	1.0463%
Elk River	5,003,374	258,345	--	258,345	0.9094%
Eveleth	970,800	50,127	--	50,127	0.1764%

Municipalities	Adjusted 25-Year Const. Needs	Money Needs Apport. (- THTB Adj.)	+ Turnback Adjustment	1988 Money Needs Apport.	Dist. %
Fairmont	2,392,073	123,513	--	123,513	0.4348%
Falcon Heights	342,295	17,674	--	17,674	0.0622%
Faribault	4,263,138	220,124	--	220,124	0.7748%
Farmington	345,283	17,828	--	17,828	
Fergus Falls	1,739,200	89,802	--	89,802	0.3161%
Fridley	2,843,565	146,825	--	146,825	0.5168%
Golden Valley	6,136,458	316,851	--	316,851	1.1153%
Grand Rapids	1,728,028	89,225	--	89,225	0.3141%
Ham Lake	2,119,587	109,443	--	109,443	0.3852%
Hastings	2,096,462	108,249	--	108,249	0.3810%
Hermantown	3,479,155	179,644	--	179,644	0.6323%
Hibbing	10,795,087	557,396	--	557,396	1.9620%
Hopkins	938,806	48,475	--	48,475	0.1706%
Hutchinson	1,829,802	94,480	--	94,480	0.3326%
International Falls	1,583,541	81,765	--	81,765	0.2878%
Inver Grove Heights	4,786,436	247,144	--	247,144	0.8699%
Lake Elmo	1,578,132	81,486	--	81,486	0.2868%
Lakeville	6,569,091	339,190	--	339,190	1.1939%
Lino Lakes	3,910,202	201,900	--	201,900	0.7107%
Litchfield	1,995,043	103,013	--	103,013	0.3626%
Little Canada	1,350,277	69,721	--	69,721	0.2454%
Little Falls	2,164,384	111,756	--	111,756	0.3934%
Mankato	3,406,551	175,895	3,675	179,570	0.6321%
Maple Grove	12,099,013	624,723	--	624,723	2.1990%
Maplewood	5,349,169	276,200	--	276,200	0.9722%
Marshall	1,963,579	101,388	--	101,388	0.3569%
Mendota Heights	2,151,418	111,087	--	111,087	0.3910%
Minneapolis	81,905,916	4,229,151	--	4,229,151	14.8864%
Minnetonka	6,438,757	332,460	--	332,460	1.1702%
Montevideo	1,668,585	86,156	--	86,156	0.3033%
Moorhead	6,597,717	340,668	--	340,668	1.1991%
Morris	1,890,305	97,604	--	97,604	0.3436%
Mound	1,526,232	78,806	--	78,806	0.2774%
Mounds View	1,075,966	55,557	--	55,557	0.1956%
New Brighton	1,492,324	77,055	--	77,055	0.2712%
New Hope	1,030,648	53,217	--	53,217	0.1873%
New Ulm	2,454,325	126,727	--	126,727	0.4461%
Northfield	3,444,327	177,845	--	177,845	0.6260%
North Mankato	1,638,143	84,584	1,410	85,994	0.3027%
North St. Paul	1,632,458	84,291	--	84,291	0.2967%
Oakdale	2,767,905	142,919	--	142,919	0.5031%
Orono	2,070,627	106,915	--	106,915	0.3763%

Municipalities	Adjusted 25-Year Const. Needs	Money Needs Apport. ( - THTB Adj. )	+ Turnback Adjustment	1988 Money Needs Apport.	Dist. %
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Owatonna	4,364,356	225,350	--	225,350	0.7932%
Plymouth	7,704,773	397,830	--	397,830	1.4003%
Prior Lake	2,520,109	130,124	--	130,124	0.4580%
Ramsey	4,926,606	254,382	--	254,382	0.8954%
Red Wing	6,764,403	349,275	--	349,275	1.2294%
Redwood Falls	1,305,207	67,393	--	67,393	0.2372%
Richfield	3,372,255	174,124	--	174,124	0.6129%
Robbinsdale	532,625	27,502	--	27,502	0.0968%
Rochester	10,560,484	545,283	--	545,283	1.9194%
Rosemount	3,702,867	191,195	--	191,195	0.6730%
Roseville	10,847,368	560,096	--	560,096	1.9715%
St. Anthony	476,831	24,621	--	24,621	0.0867%
St. Cloud	11,098,994	573,088	1,290	574,378	2.0218%
St. Louis Park	4,941,682	255,160	--	255,160	0.8982%
St. Paul	64,305,216	3,320,352	--	3,320,352	11.6875%
St. Peter	1,025,838	52,968	--	52,968	0.1864%
Sauk Rapids	1,854,254	95,743	--	95,743	0.3370%
Savage	2,974,621	153,592	--	153,592	0.5406%
Shakopee	3,090,785	159,590	--	159,590	0.5617%
Shoreview	1,539,202	79,476	--	79,476	0.2798%
South St. Paul	2,187,766	112,964	--	112,964	0.3976%
Spring Lake Park	690,039	35,630	--	35,630	0.1254%
Stillwater	3,190,880	164,759	--	164,759	0.5799%
Thief River Falls	2,254,491	116,409	--	116,409	0.4098%
Vadnais Heights	723,619	37,364	--	37,364	0.1315%
Virginia	1,718,266	88,721	--	88,721	0.3123%
Waseca	797,390	41,173	--	41,173	0.1449%
West St. Paul	1,626,984	84,008	--	84,008	0.2957%
White Bear Lake	5,230,514	270,074	--	270,074	0.9506%
Willmar	2,408,569	124,365	4,830	129,195	0.4548%
Winona	4,106,857	212,054	--	212,054	0.7464%
Woodbury	7,783,083	401,874	--	401,874	1.4146%
Worthington	1,703,941	87,982	--	87,982	0.3097%
TOTAL	\$549,968,560	\$28,397,215	\$12,285	\$28,409,500	100.0000%
Money Needs	\$28,397,215			Adj. 25 Yr.	
Apportionment =	-----	equals	0.05163425	X Constr.	
(less THTB Adj)	\$549,968,560			Needs	

\$1,000 in Adjusted Money Needs earns \$51.63425 in Money Needs Apportionment.

# TRUNK HIGHWAY TURNBACKS

The following tabulation shows the Trunk Highway Turnback Maintenance allowance for the 1988 Apportionment. All turnbacks eligible for maintenance payments are included in this tabulation as of October 1, 1987. The total turnback maintenance apportionment has been computed in accordance with the 1967 Screening Board Resolution. (See Trunk Highway Turnback resolution.)

MSAS Route No.	Date of Release	Total Mileage	Plan Approved	Miles Const.	Miles Eligible Maint.	Date of MSAS Desig.	1987 Maintenance Allowance Miles X \$1500	Total
Bemidji								
125 (TH 2)	9-82	0.72	No		0.72	12-82	0.72 x \$1500 = \$1080	\$1,080
Mankato								
101 (TH 22)	4-1-85	1.12	No	0.09	1.03	6-85	1.03 x \$1500 = \$1545	
123 (TH 14)	4-1-85	1.42	No		1.42	6-85	1.42 x \$1500 = \$2,130	
		2.54		0.09	2.45		\$3,675	\$3,675
North Mankato								
116 (TH 14)	8-78	1.94	Yes	1.00	0.94	10-78	0.94 x \$1500 = \$1,410	\$1,410
St. Cloud								
140 (TH 15)	10-80	1.36	Yes	0.50	0.86	2-81	0.86 x \$1500 = \$1,290	\$1,290
Willmar								
153 (TH 23 & 71)	10-85	3.22	No		3.22	1-86	3.22 x \$1500 = \$4,830	\$4,830
TOTAL		9.78		1.68	8.19			\$12,285

## 1987 MUNICIPAL STATE AID NEEDS REPORT

### Theoretical 1988 M.S.A.S. Population Apportionment

The theoretical population apportionment is based on estimated projected revenues. Fifty percent of the total apportionment sum is distributed on a prorated share to the total population. The population figures used in this report are current as of December 31, 1986. The final population data will be certified December 31, 1987 by the State Demographer and the actual apportionment sum available to urban municipalities in 1988 will be provided by the Office of Finance and Accounting in January of 1988.

Based on 107 cities over 5,000 population, each person presently earns approximately 10.55 in apportionment. This figure will be somewhat revised when the actual revenue for the 1988 apportionment becomes available, or if additional cities should exceed 5,000 population prior to January 1, 1988. Since the 1987 apportionment Farmington has taken a special census and has a population of 5140.

Theoretical  
1988 Population Apportionment

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

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

Municipalities	Population	Population Apportionment
-----	-----	-----
Albert Lea	19,445	\$219,107
Alexandria	7,608	85,727
Andover	9,387	105,773
Anoka	15,634	176,164
Apple Valley	27,172	306,175
Arden Hills	8,012	90,279
Austin	23,079	260,055
Bemidji	10,945	123,328
Blaine	34,405	387,676
Bloomington	81,831	922,073
Brainerd	11,489	129,458
Brooklyn Center	31,230	351,900
Brooklyn Park	43,332	488,266
Burnsville	40,115	452,017
Champlin	9,006	101,480
Chanhassen	6,359	71,653
Chaska	8,346	94,043
Chisholm	5,930	66,819
Cloquet	11,142	125,548
Columbia Heights	20,029	225,687
Coon Rapids	42,845	482,778
Cottage Grove	18,994	214,025
Crookston	8,628	97,220
Crystal	25,543	287,819
Detroit Lakes	7,106	80,071
Duluth	92,811	1,045,796
Eagan	30,456	343,179
East Bethel	6,626	74,662
East Grand Forks	8,537	96,195
Eden Prairie	24,052	271,018

Municipalities	Population	Population Apportionment
-----	-----	-----
Edina	46,073	519,151
Elk River	6,785	76,453
Eveleth	5,042	56,813
Fairmont	11,506	129,650
Falcon Heights	5,291	59,619
Faribault	16,241	183,004
Farmington	5,140	57,918
Fergus Falls	12,579	141,740
Fridley	30,228	340,610
Golden Valley	22,775	256,629
Grand Rapids	7,934	89,400
Ham Lake	7,832	88,251
Hastings	12,987	146,338
Hermantown	6,759	76,161
Hibbing	21,193	238,803
Hopkins	15,336	172,806
Hutchinson	9,335	105,187
International Falls	5,671	63,901
Inver Grove Heights	17,171	193,483
Lake Elmo	5,296	59,675
Lakeville	14,790	166,654
Lino Lakes	5,587	62,954
Litchfield	5,904	66,526
Little Canada	7,102	80,025
Little Falls	7,250	81,693
Mankato	29,746	335,178
Maple Grove	28,676	323,122
Maplewood	26,990	304,124
Marshall	11,165	125,807
Mendota Heights	7,288	82,121
Minneapolis	370,951	4,179,882
Minnetonka	38,683	435,881
Montevideo	5,882	66,278
Moorhead	29,998	338,018
Morris	5,385	60,678
Mound	9,280	104,567
Mounds View	12,593	141,898
New Brighton	23,269	262,195
New Hope	23,087	260,145
New Ulm	13,755	154,992
Northfield	12,562	141,549
North Mankato	9,817	110,618

Municipalities	Population	Population Apportionment
North St. Paul	11,921	134,326
Oakdale	12,123	136,602
Orono	6,845	77,130
Owatonna	18,637	210,002
Plymouth	31,615	356,238
Prior Lake	7,284	82,076
Ramsey	10,093	113,728
Red Wing	13,736	154,777
Redwood Falls	5,210	58,706
Richfield	37,851	426,506
Robbinsdale	14,422	162,507
Rochester	57,967	653,173
Rosemount	5,083	57,275
Roseville	35,820	403,620
St. Anthony	7,981	89,930
St. Cloud	42,568	479,657
St. Louis Park	42,931	483,747
St. Paul	270,230	3,044,956
St. Peter	9,056	102,043
Sauk Rapids	5,843	65,839
Savage	5,237	59,011
Shakopee	9,941	112,015
Shoreview	17,300	194,937
South St. Paul	21,235	239,276
Spring Lake Park	6,477	72,983
Stillwater	12,328	138,912
Thief River Falls	9,105	102,595
Vadnais Heights	5,111	57,591
Virginia	11,056	124,579
Waseca	8,219	92,612
West St. Paul	18,527	208,763
White Bear Lake	22,538	253,959
Willmar	15,895	179,105
Winona	25,069	282,478
Woodbury	14,726	165,933
Worthington	10,243	115,418

TOTAL 2,521,251 \$28,409,500  
 Population Apportionment equals Total Population Apportionment  
 divided by Total Population times the City Population.

\$28,409,500

-----  
 2,521,251

Equals

\$11.268017345 per person

## 1987 MUNICIPAL STATE AID REPORT

### Theoretical 1988 M.S.A.S. Total Apportionment

Based on the actual 1987 apportionment amount, the following tabulation shows each municipality's tentative money needs and population apportionment amounts for 1988. The tentative percentages shown in this summary are for informational purposes only.

The actual revenue will be announced in January, 1988, when the Commissioner of Transportation determines the annual Municipal State Aid Allotment.

1987 M.S.A.S. Total Apportionment

Municipalities	Population Apportionment	Money Needs Apportionment	Total Apportionment	Distribution Percentage
Albert Lea	\$219,107	\$152,311	371,418	0.6537%
Alexandria	85,727	95,894	181,621	0.3196%
Andover	105,773	213,153	318,926	0.5613%
			0	
Anoka	176,164	132,627	308,791	0.5435%
Apple Valley	306,175	196,754	502,929	0.8851%
Arden Hills	90,279	52,436	142,715	0.2512%
			0	
Austin	260,055	258,676	518,731	0.9130%
Benidji	123,328	118,934	242,262	0.4264%
Blaine	387,676	251,038	638,714	1.1241%
			0	
Bloomington	922,073	761,919	1,683,992	2.9638%
Bryn Mawr	129,458	189,012	318,470	0.5605%
Brooklyn Center	351,900	241,061	592,961	1.0436%
			0	
Brooklyn Park	488,266	322,521	810,787	1.4270%
Burnsville	452,017	388,236	840,253	1.4788%
Camplin	101,480	77,114	178,594	0.3143%
			0	
Canhassen	71,653	179,528	251,181	0.4421%
Cassoka	94,043	102,727	196,770	0.3463%
Cisholm	66,819	76,033	142,852	0.2514%
			0	
Coquet	125,548	308,642	434,190	0.7642%
Columbia Heights	225,687	55,796	281,483	0.4954%
Coon Rapids	482,778	228,783	711,561	1.2523%
			0	
Cottage Grove	214,025	232,814	446,839	0.7864%
Crookston	97,220	164,014	261,234	0.4598%
Crystal	287,819	311,960	599,779	1.0556%
			0	
Detroit Lakes	80,071	84,478	164,549	0.2896%
Duluth	1,045,796	1,442,768	2,488,564	4.3798%
Eden Prairie	343,179	366,739	709,918	1.2494%
			0	
East Bethel	74,662	140,315	214,977	0.3784%
East Grand Forks	96,195	102,884	199,079	0.3504%
Eden Prairie	271,018	410,126	681,144	1.1988%
Edina	519,151	297,257	816,408	1.4369%
Elk River	76,453	258,345	334,798	0.5892%
Ellettsville	56,813	50,127	106,940	0.1882%

Municipalities	Population Apportionment	Money Needs Apportionment	Total Apportionment	Distribution Percentage
Fairmont	129,650	123,513	253,163	0.4456%
Falcon Heights	59,619	17,674	77,293	0.1360%
Faribault	183,004	220,124	403,128	0.7095%
Farmington	57,918	17,828	75,746	0.1333%
Fergus Falls	141,740	89,802	231,542	0.4075%
Fridley	340,610	146,825	487,435	0.8579%
Golden Valley	256,629	316,851	573,480	1.0093%
Grand Rapids	89,400	89,225	178,625	0.3144%
Ham Lake	88,251	109,443	197,694	0.3479%
Hastings	146,338	108,249	254,587	0.4481%
Hermantown	76,161	179,644	255,805	0.4502%
Hibbing	238,803	557,396	796,199	1.4013%
Hopkins	172,806	48,475	221,281	0.3894%
Hutchinson	105,187	94,480	199,667	0.3514%
International Falls	63,901	81,765	145,666	0.2564%
Inver Grove Heights	193,483	247,144	440,627	0.7755%
Lake Elmo	59,675	81,486	141,161	0.2484%
Lakeville	166,654	339,190	505,844	0.8903%
Lino Lakes	62,954	201,900	264,854	0.4661%
Litchfield	66,526	103,013	169,539	0.2984%
Little Canada	80,025	69,721	149,746	0.2635%
Little Falls	81,693	111,756	193,449	0.3405%
Mankato	335,178	179,570	514,748	0.9059%
Maple Grove	323,122	624,723	947,845	1.6682%
Maplewood	304,124	276,200	580,324	1.0214%
Marshall	125,807	101,388	227,195	0.3999%
Mendota Heights	82,121	111,087	193,208	0.3400%
Minneapolis	4,179,882	4,229,151	8,409,033	14.7997%
Minnetonka	435,881	332,460	768,341	1.3523%
Montevideo	66,278	86,156	152,434	0.2683%
Moorhead	338,018	340,668	678,686	1.1945%
Morris	60,678	97,604	158,282	0.2786%
Mound	104,567	78,806	183,373	0.3227%
Mounds View	141,898	55,557	197,455	0.3475%
New Brighton	262,195	77,055	339,250	0.5971%
New Hope	260,145	53,217	313,362	0.5515%
New Ulm	154,992	126,727	281,719	0.4958%
Northfield	141,549	177,845	319,394	0.5621%
North Mankato	110,618	85,994	196,612	0.3460%

Municipalities	Population Apportionment	Money Needs Apportionment	Total Apportionment	Distribution Percentage
North St. Paul	134,326	84,291	218,617	0.3848%
Oakdale	136,602	142,919	279,521	0.4920%
Orono	77,130	106,915	184,045	0.3239%
Owatonna	210,002	225,350	435,352	0.7662%
Plymouth	356,238	397,830	754,068	1.3271%
Prior Lake	82,076	130,124	212,200	0.3735%
Ramsey	113,728	254,382	368,110	0.6479%
Red Wing	154,777	349,275	504,052	0.8871%
Redwood Falls	58,706	67,393	126,099	0.2219%
Richfield	426,506	174,124	600,630	1.0571%
Robbinsdale	162,507	27,502	190,009	0.3344%
Rochester	653,173	545,283	1,198,456	2.1093%
Rosemount	57,275	191,195	248,470	0.4373%
Roseville	403,620	560,096	963,716	1.6961%
St. Anthony	89,930	24,621	114,551	0.2016%
St. Cloud	479,657	574,378	1,054,035	1.8551%
St. Louis Park	483,747	255,160	738,907	1.3005%
St. Paul	3,044,956	3,320,352	6,365,308	11.2028%
St. Peter	102,043	52,968	155,011	0.2728%
Sauk Rapids	65,839	95,743	161,582	0.2844%
Savage	59,011	153,592	212,603	0.3742%
Shakopee	112,015	159,590	271,605	0.4780%
Shoreview	194,937	79,476	274,413	0.4830%
South St. Paul	239,276	112,964	352,240	0.6199%
Spring Lake Park	72,983	35,630	108,613	0.1912%
Stillwater	138,912	164,759	303,671	0.5345%
Thief River Falls	102,595	116,409	219,004	0.3854%
Vadnais Heights	57,591	37,364	94,955	0.1671%
Virginia	124,579	88,721	213,300	0.3754%
Waseca	92,612	41,173	133,785	0.2355%
West St. Paul	208,763	84,008	292,771	0.5153%
White Bear Lake	253,959	270,074	524,033	0.9223%
Willmar	179,105	129,195	308,300	0.5426%
Winona	282,478	212,054	494,532	0.8704%
Woodbury	165,933	401,874	567,807	0.9933%
Worthington	115,418	87,982	203,400	0.3580%
TOTAL	\$28,409,500	\$28,409,500	\$56,819,000	100.0000%

# Comparison of the 1987 to 1988 Apportionment

Comparing the 1987 to the 1988 total apportionment we find that 8 municipalities decreased and 99 increased. The comparison also includes the city of Farmington which became a city of over 5000 population in 1987.

Municipality	1987 Total Allotment	Tentative 1988 Total Allotment	Increase (Decrease) Amount	%
Albert Lea	357,152	371,418	14,266	4%
Alexandria	174,109	181,621	7,512	4%
Andover	306,293	318,926	12,633	4%
Anoka	278,675	308,791	30,116	11%
Apple Valley	495,408	502,929	7,521	2%
Arden Hills	143,363	142,715	(648)	0%
Austin	469,812	518,731	48,919	10%
Bemidji	223,776	242,262	18,486	8%
Blaine	556,815	638,714	81,899	15%
Bloomington	1,577,088	1,683,992	106,904	7%
Brainerd	286,721	318,470	31,749	11%
Brooklyn Center	561,484	592,961	31,477	6%
Brooklyn Park	730,332	810,787	80,455	11%
Burnsville	817,014	840,253	23,239	3%
Champlin	175,802	178,594	2,792	2%
Chanhassen	196,164	251,181	55,017	28%
Chaska	196,119	196,770	651	0%
Chisholm	125,851	142,852	17,001	14%
Cloquet	433,380	434,190	810	0%
Columbia Heights	266,956	281,483	14,527	5%
Coon Rapids	637,458	711,561	74,103	12%
Cottage Grove	405,071	446,839	41,768	10%
Crookston	235,877	261,234	25,357	11%
Crystal	558,647	599,779	41,132	7%
Detroit Lakes	160,651	164,549	3,898	2%
Duluth	2,263,686	2,488,564	224,878	10%
Eagan	629,083	709,918	80,835	13%
East Bethel	202,774	214,977	12,203	6%
East Grand Forks	201,692	199,079	(2,613)	-1%
Eden Prairie	670,276	681,144	10,868	2%
Edina	785,979	816,408	30,429	4%
Elk River	317,674	334,798	17,124	5%
Eveleth	100,038	106,940	6,902	7%

Municipality	1987 Total Allotment	Tentative 1988 Total Allotment	Increase (Decrease) Amount	%
-----	-----	-----	-----	---
Fairmont	244,543	253,163	8,620	4%
Falcon Heights	73,187	77,293	4,106	6%
Faribault	357,345	403,128	45,783	13%
Farmington	0	75,746	75,746	
Fergus Falls	227,949	231,542	3,593	2%
Fridley	448,215	487,435	39,220	9%
Golden Valley	526,131	573,480	47,349	9%
Grand Rapids	176,400	178,625	2,225	1%
Ham Lake	185,372	197,694	12,322	7%
Hastings	241,705	254,587	12,882	5%
Hermantown	241,574	255,805	14,231	6%
Hibbing	866,900	796,199	(70,701)	-8%
Hopkins	214,516	221,281	6,765	3%
Hutchinson	207,263	199,667	(7,596)	-4%
International Falls	143,709	145,666	1,957	1%
Inver Grove Heights	383,767	440,627	56,860	15%
Lake Elmo	149,305	141,161	(8,144)	-5%
Lakeville	406,019	505,844	99,825	25%
Lino Lakes	226,901	264,854	37,953	17%
Litchfield	161,262	169,539	8,277	5%
Little Canada	124,572	149,746	25,174	20%
Little Falls	142,702	193,449	50,747	36%
Mankato	480,952	514,748	33,796	7%
Maple Grove	891,681	947,845	56,164	6%
Maplewood	571,052	580,324	9,272	2%
Marshall	217,555	227,195	9,640	4%
Mendota Heights	191,479	193,208	1,729	1%
Minneapolis	7,955,649	8,409,033	453,384	6%
Minnetonka	742,289	768,341	26,052	4%
Montevideo	145,733	152,434	6,701	5%
Moorhead	671,668	678,686	7,018	1%
Morris	140,963	158,282	17,319	12%
Mound	173,352	183,373	10,021	6%
Mounds View	187,448	197,455	10,007	5%
New Brighton	322,462	339,250	16,788	5%
New Hope	302,091	313,362	11,271	4%
New Ulm	268,096	281,719	13,623	5%
Northfield	281,890	319,394	37,504	13%
North Mankato	184,470	196,612	12,142	7%
North St. Paul	205,378	218,617	13,239	6%
Oakdale	276,651	279,521	2,870	1%
Orono	177,831	184,045	6,214	3%

Municipality	1987 Total Allotment	Tentative 1988 Total Allotment	Increase (Decrease) Amount	%
Owatonna	412,836	435,352	22,516	5%
Plymouth	695,285	754,068	58,783	8%
Prior Lake	213,865	212,200	(1,665)	-1%
Ramsey	341,203	368,110	26,907	8%
Red Wing	453,256	504,052	50,796	11%
Redwood Falls	113,207	126,099	12,892	11%
Richfield	517,471	600,630	83,159	16%
Robbinsdale	184,188	190,009	5,821	3%
Rochester	1,155,404	1,198,456	43,052	4%
Rosemount	231,391	248,470	17,079	7%
Roseville	692,822	963,716	270,894	39%
St. Anthony	118,358	114,551	(3,807)	-3%
St. Cloud	983,994	1,054,035	70,041	7%
St. Louis Park	730,696	738,907	8,211	1%
St. Paul	6,076,269	6,365,308	289,039	5%
St. Peter	144,014	155,011	10,997	8%
Sauk Rapids	159,305	161,582	2,277	1%
Savage	202,598	212,603	10,005	5%
Shakopee	343,933	271,605	(72,328)	-21%
Shoreview	258,574	274,413	15,839	6%
South St. Paul	342,506	352,240	9,734	3%
Spring Lake Park	112,681	108,613	(4,068)	-4%
Stillwater	252,107	303,671	51,564	20%
Thief River Falls	189,699	219,004	29,305	15%
Vadnais Heights	93,754	94,955	1,201	1%
Virginia	211,126	213,300	2,174	1%
Waseca	133,275	133,785	510	0%
West St. Paul	195,503	292,771	97,268	50%
White Bear Lake	499,281	524,033	24,752	5%
Willmar	272,644	308,300	35,656	13%
Winona	464,799	494,532	29,733	6%
Woodbury	436,101	567,807	131,706	30%
Worthington	190,353	203,400	13,047	7%
TOTAL	\$53,101,745	\$56,819,000	\$3,717,255	

MINUTES OF THE UNENCUMBERED CONSTRUCTION FUND  
SUBCOMMITTEE MEETING  
WEDNESDAY, AUGUST 12, 1987  
MINNESOTA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION BUILDING, ST. PAUL, MINNESOTA

Subcommittee Members:

Chairman - Herb D. Reimer, Moorhead  
Henry R. Spurrier, Brooklyn Center  
Larry J. Anderson, Prior Lake

Municipal State Aid Needs Unit: Kenneth Straus

Minutes:

The meeting was called to order at 9:05 A.M.

The status of fifteen communities were reviewed by the Subcommittee. Each community received notification that their Construction Fund Balance exceeded the guidelines established by the Municipal Screening Board. Each City was asked to supply the Subcommittee a status report of progress made toward awarding a construction project covering the following items and date which these accomplishments occurred.

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 Engineers?
3. Plan approval by the City Council and the District State Aid Engineer?
4. Does project have a letting date or been let?
5. State Aid Construction Funds requested?

The guidelines the Unencumbered Construction Fund Subcommittee followed was that if the communities meet one of the five items listed above, progress was being made to reduce the fund balance. While the recommendation in some instances may seem inconsistent, several projects were begun in 1985 and 1986 and were not advanced to the point of encumbering the funds. A Report of State Aid Contract had not been filed on those projects to reduce their fund balance. The subcommittee requested each committee to advance each project as far as possible to reflect current work completed.

The following is a summary of each City and the recommendation to the Screening Committee.

1. Chaska	Amount Available	1987 Construction	Ratio
	6-30-87	Allotment	
	\$478,143.00	\$183,234.00	2.61

Background: The City of Chaska has indicated that they have two projects under construction where right of way is eligible and will be submitting a Report of State Aid Contract. The Subcommittee felt additional documentation is required on the right of way costs.

Recommendation: No adjustment be made if the State Aid Office has been provided adequate information by October 20, 1987 to show that the (U.C.F.), Unencumbered Construction Fund Balance can be reduced below the maximum permitted by Resolution of the Screening Committee.

2. Fridley	Amount Available 6-30-87 \$1,138,175.00	1987 Construction Allotment \$336,161.00	Ratio  3.39
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Background: The City has indicated that three projects have been submitted to the District State Aid Engineer which will reduce the fund balance to the required amount.

Recommendation: The Subcommittee recommends that no action be taken as the City is essentially meeting the established State Aid criteria at this time.

3. Golden Valley	Amount Available 6-30-87 \$1,308,476.00	1987 Construction Allotment \$492,561.00	Ratio  2.66
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Background: The City has numerous projects which were under construction in 1985 and 1986. No report of State Aid Contract have been filed to encumber the funds. The Committee felt that it is important to advance these projects to reduce the excess balance.

Recommendation: No adjustment be made if a Report of State Aid Contract is filed by October 20, 1987 to show that the U.C.F. Balance has been reduced below the maximum permitted by Resolution of the Screening Committee.

4. Grand Rapids	Amount Available 6-30-87 \$411,258.00	1987 Construction Allotment \$161,655.00	Ratio  2.54
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Background: The City of Grand Rapids has indicated that they have two projects. One has been submitted to the District State Aid Office and the other project they have authorized preparation of plans and specifications. The Committee felt that the City is pursuing the project and will have met the established criteria.

Recommendation: The recommendation is that no action be taken if the City provides an estimate which would reduce the UCF Balance below the maximum permitted by Resolution of the Screening Committee.

5. Hopkins	Amount Available 6-30-87 \$857,404.00	1987 Construction Allotment \$201,031.00	Ratio  4.27
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Background: The City indicated that they have been accumulating funds for the construction of a bridge which is eligible for \$1,112,224.00 in MSA funding. The bridge has received a variance for width and will be let in October. The District Engineer has approved the plans.

Recommendation: The recommendation is that no action be taken as the City is essentially meeting the established State Aid criteria at this time.

6. <b>International Falls</b>	Amount Available 6-30-87 \$372,528.00	1987 Construction Allotment \$136,494.00	Ratio  2.73
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Background: The City has indicated that plans will be submitted for one project within two weeks. The Committee felt that with approval of the plans and specifications by The District State Aid Office and City Council that the City would comply with the established criteria.

Recommendation: No adjustment be made provided that by October 20, 1987, the District State Aid Engineer has approved the plans and the Office of State Aid has received documentation of plan approval by the City Council.

7. <b>Lake Elmo</b>	Amount Available 6-30-87 \$382,939.00	1987 Construction Allotment \$135,925.00	Ratio  2.82
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Background: The City indicated that the 429 Public Hearing was approved on July 21, 1987 for 47th Street, and plans and specifications have been authorized. The 47th Street project will reduce the fund balance to meet the guidelines. The Subcommittee feels that the City will meet the guideline with the submission of evidence as approval of the Public Hearing.

Recommendation: No adjustment be made if the City provides the State Aid Office evidence of an approved 429 Public Hearing ordering the project by October 20, 1987.

8. <b>Maplewood</b>	Amount Available 6-30-87 \$1,932,125.00	1987 Construction Allotment \$552,857.00	Ratio  3.49
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Background: The City indicated that they have two projects. The starting project is not currently on the MSAS and they have applied to District 9 to put the project on the system. They indicated that the Council has approved the public hearing. The second project Southlawn Drive is not on the system and the public hearing has not been approved by the Council.

Recommendation: No adjustment is recommended if the City by one or both projects accomplishes the following items by October 20, 1987.

1. The State Aid Office must approve and recommend to the Commissioner that the route of the project/projects be put on the system.
2. Provide the Office of State Aid evidence of the approval of the public hearing ordering the project.
3. Provide evidence to the Office of State Aid that the eligible cost reduces their fund balance to comply with the resolution passed by the Screening Committee.

9. New Brighton	Amount Available 6-30-87 \$892,395.00	1987 Construction Allotment \$306,682.00	Ratio  2.91
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Background: The City indicated that MSA Funds will be used on a Ramsey County project which was let on July 8, 1987. The City will be forwarding a Report of State Aid Contract to the Office of State Aid. The County has coordinated the project but no MSA funds are encumbered.

Recommendation: No adjustment be made if a Report of State Aid Contract is submitted by October 20, 1987 which reduces the city fund balance in accordance with the Screening Committees Resolution.

10. New Hope	Amount Available 6-30-87 \$840,505.00	1987 Construction Allotment \$226,568.00	Ratio  3.71
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Background: The City indicated that a project was bid on April 10, 1987 which will reduce the MSA fund balance as required. The Subcommittee felt that adequate time has lapsed. The Report of State Aid Contract should be submitted.

Recommendation: No adjustment be made if the Report of State Aid Contract is submitted by October 20, 1987 reducing the fund balance as required by the Screening Committee Resolution.

11. New Ulm	Amount Available 6-30-87 \$544,877.00	1987 Construction Allotment \$249,271.00	Ratio  2.19
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Background: The City submitted a letter concerning its fund balance. The Subcommittee felt that the South Valley Street Project meets the Committees guidelines.

Recommendation: No adjustment be made because the Subcommittee felt that the City is essentially meeting the established State Aid criteria at this time.

12. Prior Lake	Amount Available 6-30-87 \$486,204.00	1987 Construction Allotment \$205,090.00	Ratio  2.37
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Background: The City supplied information that indicated a project will be let on August 17, 1987 which will reduce the fund balance to the required guidelines. The plans have been approved by the State Aid Office.

Recommendation: No adjustment be made, as the City is essentially meeting the established State Aid criteria at this time.

13. Richfield	Amount Available	1987 Construction	Ratio
	6-30-87	Allotment	
	\$1,084,329.00	\$388,103.00	2.79

Background: The City indicated that Hennepin County is coordinating a project which MSA Funds will be used to reduce the fund balance to comply with the guidelines. The project is under construction. A Report of State Aid Contract has not been filed. The Subcommittee felt that without a Report of State Aid Contract the funds are not encumbered.

Recommendation: No adjustment be made if a report of State Aid Contract is filed with the State Aid Office by October 20, 1987 which will reduce the fund balance as required by the Screening Committee Resolution.

14. Rosemount	Amount Available	1987 Construction	Ratio
	6-30-87	Allotment	
	\$664,082.00	\$221,986.00	2.99

Background: The City indicated that they have three projects under construction which are eligible for MSAS funding. The projects would reduce their fund balance to meet the guidelines. The Subcommittee felt that since two of the projects were under construction in 1986, the Report of State Aid Contract should be filed.


Recommendation: No adjustment be made if the Report of State Aid Contracts are filed by October 20, 1987 to reduce the fund balance to comply with the Screening Committee Resolution.

15. West St. Paul	Amount Available	1987 Construction	Ratio
	6-30-87	Allotment	
	\$1,036,959.00	\$178,073.00	5.82

Background: No information was provided to show the City's efforts to reduce the City's fund balance. The City received an adjustment in 1986.

Recommendation: The Subcommittee recommends that the needs be adjusted for the City of West St. Paul by reducing the needs by a factor of three (3) times the balance in the Construction Fund minus the 1987 Construction allotment that existed as of June 30, 1987.

If the Cities do not comply with the Subcommittee's recommendation, they may appear at the Screening Committee Meeting on October 27-28, 1987 in Brainerd. Arrangements must be made with Ken Straus of the State Aid Office to be on the agenda.

Submitted by:   
Larry J. Anderson,  
Secretary

UNENCUMBERED CONSTRUCTION FUNDS  
SUMMARY OF CITIES WHICH EXCEEDED THE LIMITATIONS  
OF THE SCREENING COMMITTEE DIRECTIVES

Municipality	Balance As Of 6-30-87	A ----- 1987 Construction Allotment	B ----- Amount Available 6-30-87	C ----- Allowable Balance	D ----- Excess Balance	Column B ----- Column A
Brooklyn Center	1,643,005	529,684	1,113,321	1,059,368 (2X)	53,953	2.10
Chaska	661,377	183,234	478,143	366,468 (2X)	111,675	2.61
**Fridley	1,474,336	336,161	1,138,175	672,322 (2X)	465,853	3.39
**Golden Valley	1,801,037	492,561	1,308,476	985,122 (2X)	323,354	2.66
Grand Rapids	572,913	161,655	411,258	323,310 (2X)	87,948	2.54
**Hopkins	1,058,435	201,031	857,404	402,062 (2X)	455,342	4.27
International Falls	509,022	136,494	372,528	300,000 *	72,528	2.73
Lake Elmo	518,864	135,925	382,939	300,000 *	82,939	2.82
Maplewood	2,484,982	552,857	1,932,125	1,105,714 (2X)	826,411	3.49
**New Brighton	1,199,077	306,682	892,395	613,364 (2X)	279,031	2.91
New Hope	1,067,073	226,568	840,505	453,136 (2X)	387,369	3.71
**New Ulm	794,148	249,271	544,877	498,542 (2X)	46,335	2.19
Prior Lake	691,294	205,090	486,204	410,180 (2X)	76,024	2.37
Richfield	1,472,432	388,103	1,084,329	776,206 (2X)	308,123	2.79
Rosemount	886,068	221,986	664,082	443,972 (2X)	220,110	2.99
**West St. Paul	1,215,032	178,073	1,036,959	356,146 (2X)	680,813	5.82

\* Includes allowable \$300,000

\*\* Had excessive balance in 1986

## Other Business of the Unencumbered Subcommittee

The Subcommittee discussed two issues related to the Unencumbered Construction Fund.

1. Inconsistent treatment of communities as a result of applying guidelines used by previous Subcommittees.
2. Timely submittal requirements for encumbrance related data. The Subcommittee believed the criteria it used was inconsistent because there was a great disparity in the relative difficulty of meeting the criteria. Criteria 1 and 4 compared to Criteria 2,3, & 5. There was even a disparity between Criteria 2 and 3, and Criteria 5.

Criteria used by the Unencumbered Construction Fund Subcommittee.

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. Does project have a letting date or been let?
5. State Aid Construction funds requested?

The Subcommittee reviewed processing requirements for the encumbrance related data in order to recommend realistic cut off dates in its recommendations. the Subcommittee found that a cut off date of December 31, resulted in unnecessary revisions, duplication of work and late distribution of the apportionment data. The Subcommittee concluded that most of the problems would be eliminated with recommended revisions.

## Recommendations:

The Subcommittee recommended that the Screening Committee consider the following recommendations.

1. Establish a committee or direct the Unencumbered Construction Fund Subcommittee to review the equity of the evaluation criteria.
2. All adjustments to a City's 25-year Construction Needs or any progress considered by the Unencumbered Construction Fund Subcommittee must be made by September 1, of the current year so that a timely adjustment of the 25 year Needs can be made by State Aid Staff.

Recommended guidelines to be used:

Minimum of one criteria must be met followed the next year by the next construction process.

1. Has a 429 feasibility hearing been held by the City Council and the project ordered in?
2. Plan approval by the City Council and the District State Aid Engineer?
3. A report of State Aid Contract submitted to the State Aid Engineer by September 1, which would reduce Unencumbered balance permitted by the resolution of the Screening Committee.

#### ALERNATE

The Subcommittee felt that the guidelines were too inconsistent and many communities waited too long to either begin a project, or projects have been under construction for lengthy periods of time, two years, prior to filing a report of State Aid Contract.

#### Recommendation:

The Subcommittee recommends that the Screening Committee consider new guidelines for determining the timeframe for consideration of an adjustment of needs for those communities exceeding the guidelines for fund balance. The communities are notified that are exceeding the balance as of June 30, and requested to provide a status report of their projects. The following year an adjustment would be made if the following two items are not met.

1. The project should be submitted to the District State Aid Engineer by June 1, to allow adequate time for the process. If a community chooses to submit at a later date, they do so at their own risk.
2. If the Report of State Aid Contract is not filed with the District State Aid Engineer by September 1, which would reduce the fund balance to comply with the Screening Committee resolution, a needs adjustment would be made.

# HIBBING UNENCUMBERED CONSTRUCTION FUND DEDUCTION

A maintenance request was in the District State Aid Engineer's Office by December 15 but not received by the State Aid Office until after the 1986 apportionment was made. An adjustment was made to the distribution but not to the unencumbered construction funds needs adjustment.

A recommendation is made that a needs adjustment of \$83,023 be made to compensate for the increase in maintenance.

## Amount allocated in 1986

1986 total allocation	871,619
Maintenance allocation	<u>- 68,895</u>
Contruction allocation	\$802,724

## Unencumbered construction fund deduction made in the 1987 apportionment

1986 September 1 balance	\$736,737
1986 Construction funds allocated	<u>-802,724</u>
1986 Unencumbered construction funds deduction	-0-

## Considering Additional Maintenance

1986 total allocation	\$871,619
25% Maintenance allocation	<u>-217,905</u>
1986 Construction allocation	\$653,714
September 1, 1986 balance	\$736,737
1986 Construction funds allocated	<u>-653,714</u>
1986 Unencumbered construction funds deduction	\$ 83,023

ANDOVER UNENCUMBERED CONSTRUCTION FUND DEDUCTION

A variance was granted to increase the maintenance amount from \$22,260 to \$73,691 after the 1986 apportionment was distributed. This increase was not considered when the unencumbered construction fund balance adjustment was calculated. An additional amount in the amount of \$40,582 is recommended to be deducted from the 1987 money needs to compensate for the increase in maintenance.

Amount allocated in 1986

1986 total allocation	\$309,742
Maintenance allocation	<u>- 22,260</u>
Construction allocation	\$287,442

Unencumbered construction fund deduction made in the 1987 apportionment

September 1, 1986 balance	\$276,633
1986 Construction funds allocated	<u>-287,482</u>
1986 Unencumbered construction funds deduction	-0-

Adjustment with Variance Granted

1986 total allocation	\$309,742
Maintenance funds granted	<u>- 73,691</u>
Construction funds allocated	\$236,051
September 1, 1986 balance	\$276,633
1986 Construction funds allocated	<u>-236,051</u>
1986 Unencumbered construction funds deduction	\$ 40,582

## 1987 MUNICIPAL STATE AID NEEDS REPORT

### Variances (Variances granted in 1987)

The Municipal Screening Board passed a resolution that requires a needs adjustment for those cities that received a variance to construct a street to a lesser width than required by State Aid Standards.

The resolution states that:

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

#### Approved variances that do not require a needs adjustment are as follows:

- |              |   |  |
|--------------|---|--|
| Bloomington  | - | Petition for a variance from design standards so as to permit 18' divided roadways with no parking instead of the required with of 36' with no parking (single roadway) for a reconstruction project on west 98th Street (Lindstrom Drive) from Bloomington Ferry Road to East Bush Lake Road. (No adjustment necessary.)  |
| Duluth       | - | Petition for a variance from design standards so as to permit a design speed of 25 MPH instead of the required 30 MPH on a reconstruction project on Kent Road (MSAS 153) from Woodland Avenue to 24th Ave. East. (No adjustment necessary.)   |
| Northfield   | - | Petition for a variance from design standards so as to permit a design speed of 20 MPH instead of the required design speed of 30 MPH on a reconstruction project on Forest Avenue/Third Street (MSAS 118) in the vicinity of its intersection with Odd Fellows Lane. (No adjustment necessary.)   |
| St. Paul     | - | Petition for a variance from minimum standards so as to permit a street width of 40 feet with no parking allowed instead of the required street width of 52 feet with no parking allowed on a reconstruction project on Raymond Avenue (CSAH 46) between Raymond Place and proposed Energy Park Drive. (No adjustment necessary, not on MSA system.)                   |
| So. St. Paul | - | Petition for a variance from minimum design standards so as to permit approval of the construction of a retaining wall immediately behind the curb instead of maintaining a two foot clearance from face of curb to fixed object as required on a 1986 construction project on 3rd Street North (MSAS 105) from 15th Avenue to 17th Avenue. (No adjustment necessary.) |

- Stillwater - Petition for a variance from standards so as to permit right-of-way widths of 55 feet and 50 feet instead of the required right-of-way width of 60 feet for construction projects on Churchhill Street (MSAS 111) from South Greely to South Holcombe Street and on Pine Street (MSAS 102) from South Holcombe Street to South Third Street. (No adjustment necessary.)
- Woodbury - Petition for a variance so as to permit the expenditure of Municipal State Aid funds on a construction project that was awarded prior to plan approval by the Minnesota Department of Transportation on Tamarack Drive (MSAS 102) from Radio Drive to Brookview Road. (No adjustment necessary.)

Listing of variances that require a needs adjustments:

- Albert Lea - Petition for a variance from design standards so as to permit a street width of 48' with parking on both sides instead of the required street width of 72' with parking on both sides on a reconstruction project on Bridge Avenue (MSAS 107) from Wilson Street to Marshall Street, a distance of 0.10 mile.

Segment 107-020

Base \$1,082

Surface 5,691

\$6,773 x 24/72 x 15 = \$33,865 adjustment.

- Eagan - Petition for a variance from design standards so as to permit a street width of 44' with parallel parking on the east side only, instead of the required street width of 62' with parallel parking on one side on a reconstruction project on Nichols Road (MSAS 122) from Diffley Road (CSAH 30) to Beau D'Rue Drive (MSAS 104). No needs drawn. Previously on a C.S.A.H. system.

Quantities from State Aid Manual

Subbase \$23,673 x \$ 5 x .5 = \$ 59,182.50

G. base 10,935 x 6 x .5 = 32,805.00

Bit. base 6,196 x 22 x .5 = 68,156.00

Bit. surf. 7,228 x 25 x .5 = 90,350.00

\$250,493.50 (cost for 68' roadway)

\$250,494 x  $\frac{62}{68}$  x  $\frac{18}{62}$  x 15 = \$994,607 adjustment.

Columbia Heights

- Petition for a variance from design standards so as to permit a street width of 44' with no parking instead of the required street width of 46' with no parking on a reconstruction project on 37th Avenue N.E. (MSAS 101) from Central Avenue N.E. to Stinson Boulevard N.E. (1/2 street is on Minneapolis MSAS system).

Segment 101-020

Base \$ 83,299

Bit. 72,157

$\$155,456 \times 2/46 \times 15 \times .5 = \$50,692$  adjustment.

Duluth

- Petition for a variance from design standards so as to permit a street width of 44' instead of the required width of 46' on a resurfacing project on Woodlawn Avenue (MSAS 157) from Fourth Street to 450' southerly of Arrowhead Road.

<u>Segment</u>	<u>Base</u>	<u>Bit.</u>	<u>Length</u>
010	\$ 54,908	\$ 33,050	.17
011	71,060	42,779	.22
020	-	4,686	.07
021	5,426	8,502	.11
030	23,680	37,059	.48
040	9,366	14,675	.19
	<u>\$164,440</u>	<u>\$140,751</u>	<u>1.24</u>

Base \$164,440

Bit 140,751

$\$305,191 \times 2/46 \times 15 = \$199,038$  adjustment.

Hopkins

- Petition for a variance from design standards for as to permit a street width of 48' with no parking instead of the required width of 52' with no parking for a reconstruction project on Eleventh Avenue (MSAS 346) under the Soo Line Railroad.

Segment 346-020

Bit.  $\$35,252 \times .18/.76 \times 4/52 \times 15 = \$9,634$  adjustment.

Minneapolis

- Petition of the City of Minneapolis for a variance from design standards so as to permit a street width of 44' with no parking instead of the required sheet width of 46' with no parking on a reconstruction project on 37th Avenue N.E. (M.S.A.S. 272) from Central Ave. N.E. to Stinson Boulevard N.E. (1/2 street is on Columbia Heights MSAS system.)

Segment 272-030

Base \$83,299

Bit. 72,157

$\$155,456 \times 2/46 \times 15 \times .5 = \$50,692$  adjustment.

Rochester

- Petition for a variance from design standards for as to permit a street width of 60' with parking on both sides instead of the required width of 72' with parking on both sides for a resurfacing project on Elton Hills Drive (MSAS 133) between T.H. 52 and 5th Ave. N.W.

Segment 133-010

Base \$373,697

Bit. 257,612

\$631,309 x 12/72 x 15 = \$1,578,272 adjustment.

St. Anthony

- Petition for a variance from design standards so as to permit a street width of 32' with no parking instead of the required street width of 36' with no parking on a reconstruction project on St. Anthony Parkway (MSAS 106) from a point south of the Burlington Northern Railroad Track to Ridgeway Drive.

Segment 106-040

Base \$ 76,057

Bit. 65,883

\$141,940 x 4/36 x 15 = \$236,567 adjustment.

St. Paul

- Petition for a variance from design standards so as to permit a street width of 36 feet with no parking instead of the required street width of 52 feet with no parking on both sides on a reconstruction project on Lexington Parkway (MSAS 232) from 125 feet south of Montana Avenue to Larpenteur Avenue.

Segment 232-020

Base \$52,961

Bit. 45,883

\$98,844

Segment 232-020

125

1267.2 (length of segment) x 9088 = \$896

\$98,844

896

\$99,740 x  $\frac{16}{52}$  x 15 = \$460,338 adjustment.

St. Paul

- Petition for a variance from design standards so as to permit a street width of 42 feet with no parking allowed and a design speed of 15 MPH instead of the required street width of 46 feet with no parking and the required design speed of 30 MPH on a reconstruction project on Sixth Street (MSAS 197) between Hope Street and Cypress Street.

Seg. 010  $\frac{.07}{.50}$  x 22,188 = \$ 3,106 Bit.

$$\text{Seg. 020 } \frac{.37}{.50} \times 83,299 = 61,641 \text{ Base}$$

$$\text{Seg. 020 } \frac{.37}{.50} \times 72,157 = \frac{53,396}{\$118,143} \text{ Bit.}$$

$$\$118,143 \times 4/46 \times 15 = \$154,100 \text{ adjustment.}$$

**Shakopee**

- Petition for a variance from design standards so as to permit a street width of 64' with parking on both sides instead of the required street width of 66' with parking on both sides on a resurfacing project on 10th Avenue (MSAS 105) from Tyler Street to CSAH 17.

<u>Segment</u>	<u>Bit.</u>
011	\$ 8,400
012	30,140
013	6,958
020	8,343
030	6,958
035	8,804
040	13,881
050	<u>31,205</u>
	\$114,689

$$\$114,689 \times \frac{2}{66} \times 15 = \$52,131 \text{ adjustment.}$$

**So. St. Paul**

- Petition for a variance from minimum design standards so as to permit a roadway width of 44 feet with parking on both sides instead of the required width of 66 feet with parking on both sides on a resurfacing project on 5th Avenue (MSAS 109) from Dale Street to FAI 494 and from FAI 494 to 6th Street. Traffic warrants 4 lane. Inplace 2 lanes & 2 parking lanes.

Segment 109-030

$$\text{Bit. } \$11,609 \times 22/66 \times 15 = \$58,045 \text{ adjustment.}$$

**Winona**

- Petition for a variance from design standards so as to permit a street width of 48' with parking on both sides instead of the required width of 72' with parking on both sides on a reconstruction project on Second Street (MSAS 101) from Grand Street to Washington Street.

Segment 101-010

Base \$14,453

Bit. 20,418  
\$34,871

$$\$34,871 \times 24/72 \times 15 = \$174,355 \text{ adjustment.}$$

Winona

- Contested case from 1986. Variance granted so as to permit a minimum a street width of 36 feet with parallel parking on one side instead of the required 56 feet on the resurfacing of M.S.A.S. 108 (Hoff Street) from Sarnia Street to Broadway. Inplace street width varies from 36' to 48'.

<u>Segment</u>	<u>Segment length</u>	<u>Width inplace</u>	<u>Bit. needs</u>
030	.07	48'	\$3,657
040	.07	48'	3,515
050	.07	40'	3,515
060	1378.4'	36'	14,129
060	100'	40'	14,129

$$\begin{aligned} .07 \times 48/56 \times 3657 &= \$ 219.42 \\ .07 \times 48/56 \times 3515 &= 210.90 \\ .07 \times 40/56 \times 3515 &= 175.75 \\ 1378/1478 \times 36/56 \times 14,129 &= 8,468.39 \\ 100/1478 \times 40/56 \times 14,129 &= \underline{682.82} \\ &= \$9,757.28 \end{aligned}$$

$$\$9757 \times 15 = \$146,355 \text{ adjustment.}$$

Recommendation:

Add underlined portion to the present resolution,

Variance Granted - Reduction of Money Needs - Oct. 1982

(Revised Oct. 1984)

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

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

# Research Account Motion -----

THAT:

Be it resolved that an amount of \$132,754 (not to exceed 1/4 of 1% of the 1987 M.S.A.S. Apportionment sum of \$53,101,745) shall be set aside from the 1988 Apportionment fund and be credited to the research account.

MOTION BY:

SECONDED BY:

## Past History -----

### Research Account -----

Year	Allotment	Balance	Spent
----	-----	-----	-----
1958	\$ 0	\$ 0	\$ 0
1959	0	0	0
1960	20,271	10,911	9,360
1961	20,926	18,468	2,458
1962	22,965	21,661	1,304
1963	22,594	18,535	4,059
1964	23,627	24,513	0
1965	27,418	15,763	11,655
1966	28,426	17,782	10,644
1967	29,155	31,944	0
1968	31,057	28,433	2,624
1969	35,719	34,241	1,478
1970	37,803	35,652	2,151
1971	41,225	37,914	3,311
1972	45,227	44,468	759
1973	45,846	36,861	8,985
1974	46,622	19,268	27,354
1975	54,321	35,755	18,566
1976	57,103	33,901	23,202
1977	56,983	33,674	23,309
1978	68,990	70,787	0
1979	69,665	0	69,665
1980	77,116	36,352	40,764
1981	85,031	33,940	51,091
1982	88,920	47,990	40,930
1983	105,082	37,656	67,426
1984	115,766	57,879	57,887
1985	121,838	73,118	48,720
1986	142,188	98,607	43,581
1987	147,745		

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

# Administration Account

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

## Past History

Administration Account			
Year	Allotment	Balance	Spent
1958	\$113,220	\$48,310	\$64,910
1959	125,999	55,370	70,629
1960	129,466	58,933	70,533
1961	140,825	75,036	65,789
1962	137,980	70,875	67,105
1963	144,585	75,094	69,491
1964	168,526	102,385	66,141
1965	173,875	96,136	77,739
1966	178,253	85,079	93,174
1967	190,524	122,185	68,339
1968	219,458	117,878	101,580
1969	231,452	134,416	97,036
1970	252,736	147,968	104,768
1971	279,357	165,927	113,430
1972	280,143	167,410	112,733
1973	284,923	160,533	124,390
1974	333,944	130,460	203,484
1975	349,512	158,851	190,661
1976	347,940	264,874	83,066
1977	424,767	160,365	264,402
1978	426,786	139,580	287,206
1979	473,075	257,782	215,293
1980	521,544	171,544	350,000
1981	544,123	222,062	322,061
1982	646,373	251,781	394,592
1983	710,025	297,847	412,178
1984	745,773	322,730	423,043
1985	874,173	421,719	452,454
1986	903,824	427,562	476,262
1987	806,340		
1988			
TOTAL	11,159,521	4,910,692	5,442,489

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

CURRENT RESOLUTIONS  
OF THE  
MUNICIPAL SCREENING BOARD

JUNE 1987

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.

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

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

Screening Board Chairman and Vice Chairman - June 1987

That the Chairman and Vice Chairman, nominated annually at the annual meeting of the City Engineers association of Minnesota and subsequently appointed by the Commissioner of the Minnesota Department of Transportation shall not have a vote in matters before the Screening Board unless they are also the duly appointed Screening Board Representative of a construction District or of a City of the first class.

Appointment to the Needs Study Subcommittee - June 1987

The Screening Board Chairman shall annually appoint one city engineer, who has served on the Screening Board, to serve a three year term on the Needs Study Subcommittee. The appointment shall be made after the annual Spring meeting of the Municipal Screening Board. The appointed subcommittee person shall serve as chairman of the subcommittee in the third year of the appointment.

Screening Board Secretary - Oct. 1961

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

Appointment to Unencumbered Construction Funds Subcommittee - Revised June 1979

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

Screening Board Alternate Attendance - June 1979

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

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 1987)

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

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

In the event that an MSAS route earning "after the fact" needs is removed from the MSAS system, then the reconstruction and/or "after the fact" needs shall be removed from the needs study, except if transferred to another State system. No adjustment will be required on needs earned prior to the revocation.

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 or are reported adequate.

MILEAGE

(Feb. 1959)

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

(Nov. 1965 - Revised 1972)

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

(Nov. 1965 - Revised 1969)

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

(Jan. 1969)

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

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

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

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

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

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

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

## COST

### Construction Item Unit Prices - (Revised Annually)

Right of Way:			\$ 10,000.00	Mile
Grading:			\$	3.00 Cu. Yd.
Base:	Class 4	Spec. #2211	\$	5.00 Ton
	Class 5	Spec. #2212	\$	6.00 Ton
	Bituminous	Spec. #2331		22.00 Ton
Surface:	Bituminous	Spec. #2331	\$	22.00 Ton
	Bituminous	Spec. #2341		25.00 Ton
	Bituminous	Spec. #2361		35.50 Ton
Shoulders:				
	Gravel	Spec. #2221	\$	4.25 Ton
Miscellaneous:				
	Storm Sewer Construction		0	Mile
	Storm Sewer Adjustment		\$ 62,000.00	Mile
	Traffic Signals		12,000.00	Mile
	Street Lighting		2,000.00	Mile
	Curb & Gutter		6.00	Lin. Ft.
	Sidewalk		14.50	Sq. Yd.
Removal Items:				
	Curb & Gutter		\$	1.75 Lin. Ft.
	Sidewalk			4.00 Sq. Yd.
	Concrete Pavement			3.75 Sq. Yd.
	Tree Removal			100.00 Unit

## STRUCTURES

### Bridge Costs - Oct. 1961 (Revised Annually)

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

Bridges 0 to 149 Ft.	\$37.00 Sq. Ft.
Bridges 150 to 499 Ft.	\$40.00 Sq. Ft.
Bridges 500 & Over	\$54.00 Sq. Ft.
Bridge Widening	\$100.00 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

#### 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 - June 1986

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

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

In order to receive needs for qualifying Storm Sewer Construction projects funded with local funds let in 1984 and subsequent years, a plan and an Abstract of Bids or Construction Proceed Order must be submitted

to the Office of State Aid by the City Engineers. The Hydraulics Section of the Office of Design Services will determine the eligible percentage of participating storm sewer and the Office of State Aid will determine the complete Storm Sewer Needs.

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

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

The Right of Way needs shall be included in the apportionment needs based on the unit price per mile, until such time that the right of way is acquired and the actual cost established. At that time a money needs adjustment shall be made by annually adding the local cost (which is the total cost less county or trunk highway participation) for a 15-year period. Only right of way acquisition costs that are eligible for State-Aid reimbursement shall be included in the right-of-way money needs adjustment. This Directive to exclude all Federal or State grants. Right-of-way projects that are funded with State Aid Funds will be compiled by the State Aid Office. When "After the Fact" needs are requested for right-of-way projects that have been funded with local funds, but qualify for State Aid reimbursement, documentation (copies of warrants and description of acquisition) must be submitted to the State Aid Office.

#### 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 June 1986)

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

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

(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. 1986)

Whenever a municipality's construction fund balance available as of June 30th of the current year, not including the current year's allotment, exceeds \$300,000 or two times their annual construction allotment (whichever is greater), 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 subcommittee'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.

## 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 1986)

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

### Greater Than Minimum Width

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

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

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

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

## TRAFFIC - June 1971

### Traffic Limitation on Non-Existing Streets - Oct. 1965

That non-existing street shall not have their needs computed on a traffic count of more than 4,999 vehicles per day unless justified to the satisfaction of the Commissioner.

Traffic Manual - Oct. 1962

That for the 1965 and all future Municipal State Aid Street Needs Studies, the Needs Study procedure shall utilize traffic data developed according to the Traffic Estimating Manual - M.S.A.S. #5-892.700. This manual shall be prepared and kept current under the direction of the Screening Board regarding methods of counting traffic and computing average daily traffic. The manner and scope of reporting is detailed in the above mentioned manual.

Traffic Counting - Sept. 1973 (Revised June 1987)

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

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