



1988

*Municipal
State Aid
Street
Apportionment Data*



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1988

January 1988

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PREFACE

THIS "1988 MUNICIPAL STATE AID STREET APPORTIONMENT DATA" BROCHURE IS PUBLISHED TO ASSIST IN BUDGETING AND TO PROMOTE A BETTER UNDERSTANDING AMONG THE LOCAL GOVERNMENTAL UNITS RELATING TO THE SOURCE OF REVENUE, MEANS OF DISTRIBUTION AND THE ANNUAL APPORTIONMENT AMOUNTS FOR EACH MUNICIPALITY OVER 5,000 POPULATION IN MINNESOTA.

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1988 MUNICIPAL STATE AID STREET APPORTIONMENT 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) 269-6575
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

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 Bachmeier	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

NEEDS STUDY SUBCOMMITTEE

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

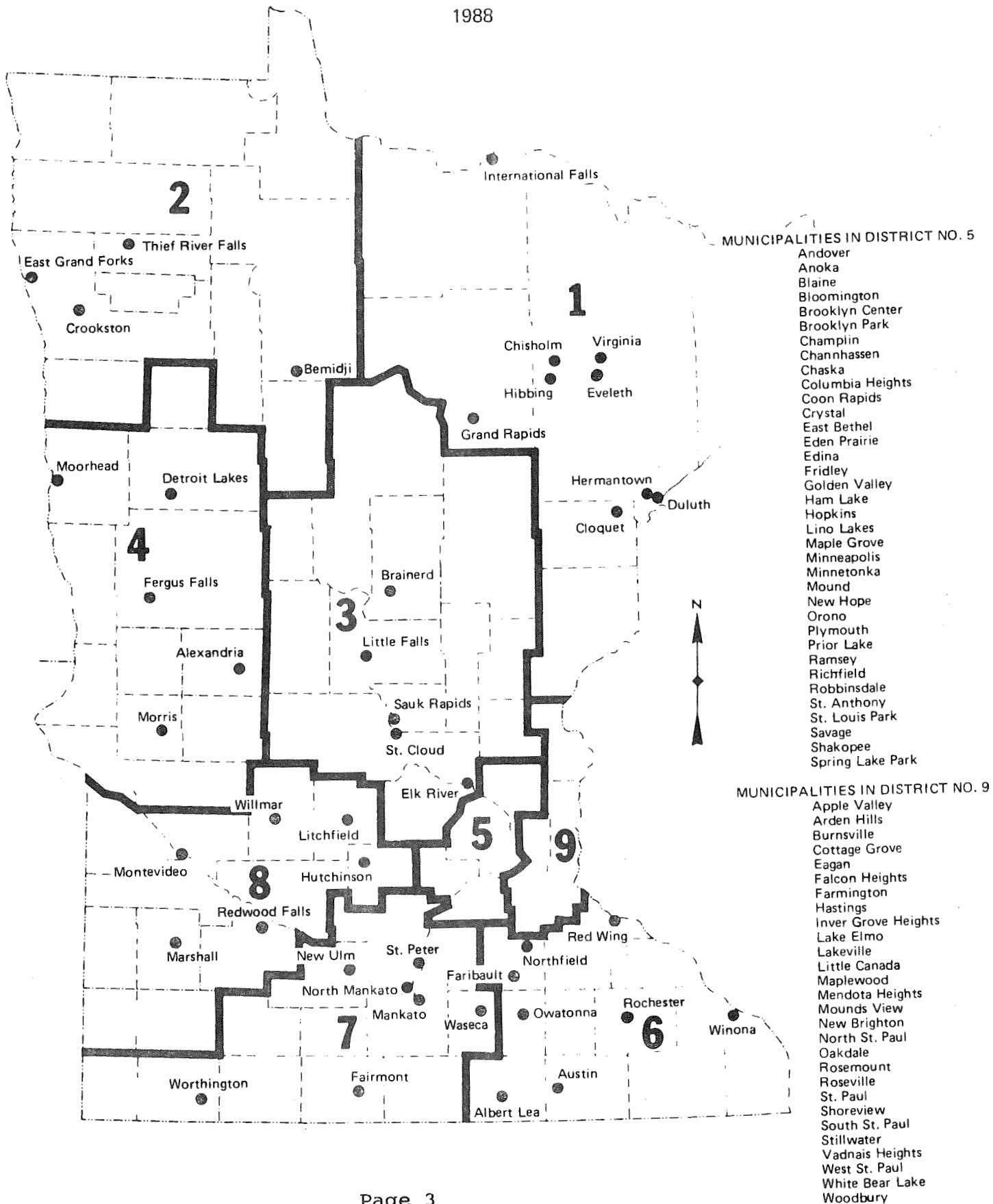
Chairman - Herbert Reimer
Moorhead
(218-299-5390)
Expires in 1987

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

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

HIGHWAY DISTRICTS AND URBAN MUNICIPALITIES
AS ESTABLISHED FOR STATE AID PURPOSES

1988



SCHEDULE "A"

Minnesota Department of Transportation ESTIMATED Funds Available for Distribution From Highway User Tax Distribution Fund

ESTIMATED Gross Income (Fiscal 1988)

Motor Fuel Tax	7-1-87 to 12-31-87	\$196,460,000	
	1-1-88 to 6-30-88 (Est.)	175,302,000	

	Subtotal		\$371,762,000
Motor Vehicle Tax	7-1-87 to 12-31-87	\$118,044,000	
	1-1-88 to 6-30-88 (Est.)	124,733,000	

	Subtotal		\$242,777,000
Motor Vehicle Tax	7-1-87 to 12-31-87 (Est.)	\$4,582,500	
	1-1-88 to 6-30-88 (Est.)	4,267,500	

			\$8,850,000

	Total Highway Users Income		\$623,389,000

Less Transfer to:

Motor Vehicle Division	\$9,921,000
Petroleum Division	1,502,000
Department of Natural Resources	
Unrefunded Marine Gas Tax	4,500,000
Unrefunded Snowmobile Gas Tax	2,300,000
Unrefunded All Terrain Vehicle Gas Tax	450,000

Subtotal	\$18,673,000

ESTIMATED Funds Available for Distribution in Calendar Year 1988	\$604,716,000
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Special 5% Distribution (M.S. 161.081)

\$604,716,000 x 5% = \$30,235,800

Trunk Highway Fund	(51%)	\$15,420,258
County Turnback Account	(41% x 43%)	5,330,571
Town Bridge Account	(41% x 20%)	2,479,336
Town Road Account	(41% x 37%)	4,586,771
Municipal Turnback Account	(8%)	2,418,864

\$30,235,800

Regular Distribution

\$604,716,000 x 95% = \$574,480,000

Trunk Highway Fund	(62%)	\$356,177,724
County State Aid Highway Fund	(29%)	166,599,258
Municipal State Aid Street Fund	(9%)	51,703,218

\$574,480,200

SCHEDULE "B"

Minnesota Department of Transportation ESTIMATED Funds Available for Distribution To Counties in 1988

INCOME:

Highway Users Fund (29%) - Excluding Turnback	\$166,599,258
Investment Interest	9,000,000
Increase in income over 1987 estimate	3,625,970
Unexpended balance of 1987 Administrative Cost Account	1,085,433
Unexpended balance of 1987 Research Account	275,387
Release of Unencumbered State Park Fund	0

Total Funds Available	\$180,586,048

DEDUCTIONS:

Administrative Account (1-1/2% of total funds available)	\$2,708,791
Disaster Fund	
Legal Limit	\$300,000
Unexpended balance as of 12/31/86	300,000
Amount required to make the \$300,000 maximum	-----
	\$0
Research Account (1/4 of 1% of the 1987 Apportionment Sum)	
\$169,035,460 x .25% = \$422,588	
(As determined by 1987 Screening Board)	\$422,588
State Park Road Fund	
After deducting for the Administrative Account, Disaster Fund, and Research Account, a sum of three quarters of one percent of the remainder, but not exceeding \$600,000 annually, shall be set aside for use as prescribed by law.	

	\$600,000

APPORTIONMENT SUM Available for Distribution to the Counties ----- in 1988

\$176,854,669

Equalization - 10% =	\$17,685,467
Registration - 10% =	17,685,467
Mileage - 30% =	53,056,401
Money Needs - 50% = (\$88,427,334)	88,528,717 *

	\$176,956,052 *

* Includes \$101,383 received from the Attorney General as damages paid by contractors for their collusive conduct (to be apportioned among all counties according to current needs formula).

SCHEDULE "C"

Minnesota Department of Transportation ESTIMATED Funds Available for Distribution To Municipalities in 1988

INCOME:

Highway Users Fund (9%) - Excluding Turnback	\$51,703,218
Interest on Investments	6,000,000
Increase in income over 1987 estimate	1,555,546
Unexpended balance of 1987 Administrative Cost Account	331,589
Unexpended balance of 1987 Research Account	82,479

Total Funds Available	\$59,672,832

DEDUCTIONS:

Administrative Account (1-1/2% of total funds available)	\$895,092
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Disaster Fund

Legal Limit (5% of the Current Apportionment Sum)	\$2,919,051
Unexpended balance of 1987 Disaster Fund	2,655,087

Amount required to make maximum allowed	\$263,964
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NOTE: Annual amount cannot be greater
than 2% of total funds available
after deducting Administrative
Account.

Research Account (1/4 of 1% of the 1987 Apportionment Sum)

\$53,101,745 x .25% = \$132,754

(As determined by 1987 Screening Board)	\$132,754
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APPORTIONMENT SUM Available for Distribution to the Urban
----- Municipalities in 1988

\$58,381,022

Population	- 50% =	\$29,190,511
Money Needs	- 50% =	29,190,511

		\$58,381,022

SCHEDULE "D"

Minnesota Department of Transportation
ESTIMATED Funds Available for Distribution
To Town Bridge Account and Town Road Account

Income to Town Bridge Account:	
Highway Users Fund(41% x 20% x 5%)	\$2,479,336
Increase in income over previous years estimates	33,388

Total monies available for distribution to Towns in 1988	\$2,512,724

Income to Town Road Account:	
Highway Users Fund(41% x 37% x 5%)	\$4,586,771
Increase in income over previous years estimates	61,768

Total monies available for distribution to Towns in 1988	\$4,648,539

MINUTES
FALL
MUNICIPAL SCREENING COMMITTEE
OCTOBER 27-28, 1987

The fall meeting of the Screening Board was called to order by Chairman Saffert at 1:00 p.m. on Tuesday, October 27, 1987. Roll call was taken by the Secretary. Present were:

Officers and Screening Board Members

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 - Brian Bachmeier(Alt.)	Fairmont
District 8 - Thomas Rodeberg	Montevideo
District 9 - Charles Siggerud	Burnsville
First Class City - Ed Leone (Alt.)	Duluth
First Class City - Marvin Hoshaw	Minneapolis
First Class City - Tom Kuhfeld	St. Paul
Chairman Needs Study	
Subcommittee - Roger Plumb	Rochester
Chairman Unencumbered Construction	
Funds Subcommittee	
- Herbert Reimer	Moorhead

Others:

Don Asmus	Minnetonka
Lowell Odland	Golden Valley
John Ketokoski	Minneapolis
James Walker -Dist. 2 Alt.	Thief River Falls
James Bettendorf-Dist. 8 Alt.	Litchfield
Ken Straus	Mn/DOT Municipal State Aid Needs Unit
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
Larry Hoben	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

I. MINUTES CONSIDERATION:

Chairman Saffert called for consideration of approval of the June 16-17, 1987, Screening Board meeting. They are printed on pages 6 through 17 of the 1987 Municipal State Aid Needs Report dated October 1987. Charles Siggerud moved, seconded by Ottensmann, to approve the minutes. Motion carried.

II. MEETING PROCEDURE

Chairman Saffert mentioned that all agenda items regarding the needs apportionment, adjustments, and other business matters would be discussed today. Additional informal discussions 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 9:00 a.m.

III. CITY OF DULUTH ALTERNATE REPRESENTATIVE (Reference XVII)

Chairman Saffert stated Duluth's representative, John Carlson, has sent a letter requesting that Ed Leone be approved as the Duluth representative for this meeting. Saffert read three portions of the letter. Mr. Carlson mentioned that he did not find anything that prevented Mr. Leone from serving as the representative in Mr. Carlson's absence. In the event that Mr. Leone is not approved as a voting representative, Mr. Carlson requested that he be allowed to take part in discussions. The Chairman requested comments and questions concerning this request.

It was suggested that the first class cities should have alternates appointed in the same manner that the districts do.

Mr. Schweninger asked if there was anything that required a representative to be a registered professional engineer. It was stated that there were several places that wording inferred that they would be registered engineers, but there was nothing that specifically required it. Siggerud asked how Hoshaw and Kuhfeld were appointed. Hoshaw stated, "A letter is sent in annually to the State Aid office by Perry Smith, City Engineer of Minneapolis, asking that I be appointed." Kuhfeld said, "Don Nygaard, Director of Public Works and City Engineer for St. Paul, wrote a letter to the State Aid Office requesting that he be appointed as the St. Paul representative."

Rudrud asked if the chairman and the committee had the right to appoint someone to serve on the committee. "I believe that the normal procedure is that the recommendations come from the chairman of the Screening Committee. Those recommendations are approved by the Commissioner of the Department of Transportation and a letter is sent by the Commissioner to the individual informing him that he has been appointed."

This was verified by Straus.

A motion to table this matter until tomorrow's meeting was made by Kuhfeld, seconded by Siggerud. Motion carried.

IV. NEEDS REPORT (Reference XVIII)

Ken Straus referred to the 1987 Municipal State Aid Needs Report dated October 1987.

Mr. Straus referred to pages 18 and 19. He pointed out that Farmington had a special census. As a result of that census, they have been added to the list of municipalities receiving apportionment from State Aid funds.

He reviewed pages 20-25, the mileage records. Pages 26 and 27 gives the Needs for all of the communities. Mr. Straus mentioned there are some errors on page 26. Northfield is erroneously listed twice, and the city of St. Paul should not be on this list. The highest average cost is now in Maplewood at \$420,139 per mile. Mr. Straus pointed out that the tabulation on pages 42 and 43, shows the total after-the-fact needs for storm sewer is now \$15,890,054. Siggerud asked when you have to get your mileage information in to be on the list. Mr. Straus mentioned that they like to have it by January 15. "You will be getting a notice next month."

During this discussion it was pointed out that the interest on bonds is not paid automatically. A request must be submitted by December 15 to receive more than the minimum maintenance allocation.

On pages 53-55 there are lists of right-of-way needs. They are added on for 15 years. It is for the cost of right-of-way on municipal state aid streets. It can include local funds which are expended for this purpose.

Straus mentioned that needs adjustment for reconstruction projects are found on page 56. He said that there is an error in the Duluth column under date of construction. The first one should read 1930; all of the rest of the dates of construction should be 1975_±.

Mr. Straus mentioned that the money needs are shown on page 57 through 59. Each \$1000 in adjusted money needs earns approximately \$51.63 in money needs apportionment. Pages 62-64 give the population apportionment. The population apportionment is approximately \$11.27 per person. The amount of, and percentage of, increase or decrease of the total allotment is shown on pages 69 through 71. Ninety-nine communities increased their allotment and eight had decreases. Population determines 50% of the total apportionment.

Mr. Straus mentioned the bond account adjustments listed on pages 50-51.

V. CONSTRUCTION WITHOUT USE OF STATE AID FUNDS/BOND ACCOUNTS (Reference XIX)

Siggerud expressed a concern, as follows: "If you sell bonds you can add those dollars to your needs. Why then can't you claim other outside money, that is used to construct the improvement, to your needs? If we improve a street with 'our own' non-State Aid funds, we lose the needs."

Siggerud said he had received a letter from Eagan Public Works Director Tom Colbert expressing a concern. Mr. Siggerud read a portion of that letter as follows:

"This concern pertains to the situation where a community sells municipal state aid bonds to finance major improvements on its state aid

system, but those improvements are not initiated or completed within one - two years. If MSAS bonds are sold to finance a proposed five-year CIP program, it is possible that a City may encounter an unencumbered construction fund balance exceeding their particular years expenditures based on this preconstruction bond financing. While we have not been impacted by such a scenario, I would appreciate your inquiry to ensure that a community is not penalized for having unencumbered construction funds at the end of any given year due to a significant bond issue previously being processed."

It was stated by Marv Hoshaw that it was highly unlikely that this would happen. Mr. Hoshaw also mentioned that it was somewhat questionable whether it was advantageous to sell bonds versus taking a penalty because of the cost of interest on the bonds. If there was an overage in the unencumbered balance, the Unencumbered Construction Fund Subcommittee would need to review it.

A concern was expressed that many have proceeded using their own funds and were not reimbursed. If the policy were changed to allow other funds to be added in as needs, it should be retroactive. This might be difficult to administer. An example of a community that would be treated unfairly is the City of Richfield. They have almost completed their system and have used other funds for much of their construction. By being progressive and completing their system, they are losing needs. If other people are now allowed to claim this use of other funds on future projects, there is some question of the equitability for Richfield and others that have completed their system, or done work in the past, using their own funds.

It was mentioned that if outside funds are not allowed, then possibly the bonding provision should be removed from the needs.

Hoshaw expressed concern about removing anything from the Needs. He indicated, "There have been many things, such as the storm sewer, removed previously, which give us a falsely low overall needs figure for municipalities."

A concern was expressed that rapidly developing communities would add a great deal to their Needs which would take away Needs and available money from the other communities that are not making improvements as quickly. It was felt that the intent of the bonding provision was to allow, on a one-time basis, a project to be completed that could not be done using the year by year allotments. It was determined that this should be discussed this evening. It may be something that we want to refer to a committee for further study.

VI. UNENCUMBERED CONSTRUCTION FUNDS SUBCOMMITTEE & CRITERIA (Reference XX)

Minutes of the Subcommittee are printed on pages 72-77 of the report. The committee reviewed 15 communities. It is only recommended that adjustment be made for West St. Paul.

Herb Reimer discussed recommended changes to the criteria used by the Unencumbered Construction Funds Subcommittee. He felt it was necessary to make changes to make decisions easier and more consistent. Mr. Reimer mentioned that, based on his two years' experience, the results from the

five criteria that are used have indicated that system has worked well, but there is a concern that all communities be treated alike. One of those concerns is regarding the possibility of attorneys taking some kind of action because of a lack of consistency. The five criteria that have been used by the Unencumbered Construction Fund Subcommittee are:

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.

Mr. Reimer stated that:

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.*

The Subcommittee also proposed a possible alternate. That alternate is as follows:

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 time frame 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.

Mr. Reimer mentioned that he thought this alternate is expected to be best. Mr. Straus mentioned, "We discussed sending a letter February 15 letting the communities know."

In response to a question, Mr. Reimer responded, "If the alternate recommendation would have been in effect, more than just West St. Paul would have had Needs adjustments made. There would probably have been several. In the past we've had several indicate they were proceeding based on the five criteria, but they did nothing."

Richard Murphy stated that District 6 felt that the alternate recommendation would be even further simplified by removing #1 from the recommendation.

In response to a question, Straus said, "It would be a year and a half before anything would happen." He also stated that he felt that wording should be placed into the recommendation that would allow the community to appear in front of the Unencumbered Construction Fund Subcommittee.

Ken Straus handed out recommendations for Needs adjustments for errors, incorrect information, and/or bridge removals, as follows:

Hibbing Needs adjustment	(-) \$2,454,300
Shakopee Needs adjustment	(-) \$1,899,013
Minneapolis Needs adjustment	(-) \$1,606,000
Elk River Needs adjustment	(-) \$640,090

Ken Straus passed out a corrected copy of the 1987 Municipal State Aid Apportionment Data Determination of the 1987 Construction Needs to replace those found on pages 36-38 in the book.

Straus passed out a proposed 'Municipal State Aid Needs Urban State Aid Streets 30-mile per Hour Design Speed Suggested Table' to be used in determining the Needs. He asked for input from the Board on the possibility of using this chart. He said there is a great variance in widths of streets being used for determining Needs for the same traffic volume streets.

He was asked what the intent of the statement in the middle of the page 'Divided roadway must have 8000 projected traffic' was. It seemed like it might be interpreted by someone as saying that you cannot get Needs on a divided roadway. Mr. Straus answered that he felt that that statement should be removed from the chart.

It was mentioned that there is difficulty with alternate side parking and its need for greater width. This was discussed. Plumb mentioned that it is a big advantage to be able to clean or plow one side at a time. Larger cities with a lot of rental units need alternate side parking. For low volume streets, with alternate side parking, you would need a 38' wide street. Busby said, "Although I don't like the requirement for striping, it is a city determination to allow alternate side parking." He felt it was a city problem.

Straus mentioned that he had been in New Ulm. He saw that their fairly low-volume streets were quite wide. It was questioned whether they should be allowed to draw needs on wider streets than the chart would indicate.

Saffert asked, "What is the charts 'under 1000' projected traffic volume doing on this chart? How does a street with less than 1000 projected ultimate traffic volume get to be a State Aid street?" Straus responded that in the smaller towns there are a number of State Aid streets with under 1000 projected traffic volume.

Reed mentioned that we are, by this chart, mixing design standards and Needs. He mentioned that St. Cloud has an ordinance that requires a city-wide referendum to change a street from two-lane to four-lane. They have the traffic need for the four-lane street. Hoshaw said that when they go to construct the street they will be penalized. Saffert said that this is an item that should be discussed this evening. It may then be referred to the appropriate committee.

Mr. Straus mentioned there are unencumbered construction fund deductions recommended for Hibbing on page 81 and Andover on page 82.

Both of these adjustments are necessitated by using greater maintenance funds than the standard. The request for these greater maintenance allocations was not known at the time of the original calculations by State Aid. These recommendations are for a deduction of \$83,023 for Hibbing and a deduction of \$40,582 for Andover.

VII. VARIANCES (Reference XVIII)

Straus stated, "A resolution of the Municipal Screening Board requires a needs adjustment for those cities that receive a variance approval to construct a street to a lesser width that was requested in the Needs Study. In accordance with this resolution, an adjustment will be required for Albert Lea, Eagan, Columbia Heights, Duluth, Hopkins, Minneapolis,

Rochester, St. Anthony, St. Paul (2), Shakopee, South St. Paul, and Winona (2). The description for these proposed adjustments are found on page 84-88."

The resolution concerning variances is found on page 101. The recommendations concerning the variances are found on page 89.

Straus mentioned that the Needs Subcommittee had recommended at their October 6, 1987, meeting that the MSA adjustment requirement be changed to allow a reduced Needs adjustment when a community can justify the reduction.

Mr. Straus also mentioned that the Winona adjustment found on page 88 was an error. The amount should be (-)\$76,752 instead of the (-)\$146,355 printed in the book.

Kuhfeld suggested that we consider the timing of the adjustments. "Should the variance adjustment be made at the time the variance is approved or when the project is constructed?" He felt it would be more appropriate to do it at the time of the construction, since the construction might occur several years later, if at all. It was suggested that the variance should not be applied for until they were ready to go ahead with the project. Kuhfeld stated, "It is necessary to determine whether variances will be granted, before the design work can be completed." Hoshaw stated that the intent was to adjust at the time of the variance, and to adjust for the widths used for needs (not the standard widths) versus the widths constructed.

Straus mentioned the Subcommittee reviewed variances which presently require a Needs adjustment. It appears the present system would require Needs adjustment which in some cases are disproportionate with the MSA funds actually received. The Committee reviewed two examples.

- 1) In Eagan a 44' width was constructed where the requirement was for a 62' street. No needs were drawn because the road had previously been a County-State Aid highway. The adjustment was made for a ratio of 18/62 of the costs x 15.
- 2) Rochester had a 60' width constructed instead of a 62' width. They had previously drawn Needs based on 62' width. The adjustment was calculated at the ratio of 12/72 x 15.

The Subcommittee felt the adjustment should be made on the basis of the 62' width for which Needs were drawn, which would have made the ratio [(62-60) divided by 62] x 15.

Siggerud read from another portion of City of Eagan Director of Public Works Tom Colbert's letter, as follows:

On Page 84 of the report, because of a Variance approved for the City of Eagan for a width reduction for Nicols Road (MSAS 122), it is proposed that our total 15-year needs be reduced by approximately \$995,000. This is in accordance with a resolution approved in October 1982 and revised in 1984, "Variance granted - reduction of money needs." It seems very inequitable to have our total money needs reduced by approximately

\$1,000,000 when no needs were ever drawn on this segment of roadway which was placed on our state aid system as a result of a county road turnback process. This road segment went on to the City's state aid system in 1986 with a contract being awarded in early 1987 with construction being completed to the width approved through the Variance.

Therefore, I strongly support the proposed revision to the previous resolution regarding reduction of money needs to incorporate the rationale of "proportional difference" based on previous needs received.

The Needs Subcommittee recommends that the MSA adjustment requirement be changed to allow a reduced Needs adjustment when a community can justify the reduction.

VIII. TRAFFIC SIGNAL, RAILROAD CROSSING, AND LIGHTING NEEDS (Ref. XXVII. C. & D.)

Chairman Saffert discussed the October 6, 1987, Municipal State Aid Needs Subcommittee Meeting minutes. He mentioned that at the last meeting of the Screening Committee the Needs Committee was asked to review the traffic signal, railroad crossing, and lighting needs. He discussed the alternates that were discussed for the traffic signal needs. They were as follows:

A. Traffic Signals

- 1) Retain the present system using \$12,000 per mile. Population is already a major factor in determining MSA funding and would in general reflect the fact that larger cities have higher traffic signal costs.
- 2) Retain \$12,000 per mile for all cities 40,000 population and under and add \$0.15/capita for all persons over 40,000 population. An approximate example of this, for the City of Minneapolis, would be:

$$\begin{array}{rcl} (370,000 - 40,000) \times .15 & = & \$49,500 \\ & & +12,000 \\ & & \hline & & \$61,500/\text{mile} \end{array}$$

This alternative would recognize the fact that in general, larger cities have higher traffic signal expenses. This system would keep the calculations simple.

- 3) Retain the \$12,000/mile but allow cities to submit justification for actual traffic signal costs higher than \$12,000/mile. The additional cost over \$12,000 per mile would be reduced 50% for the fact that population is presently in the needs formula, and by 17% to account for other factors such as federal and other funding programs. Under this system, 33% of the net additional cost over \$12,000 per mile would be added to the needs. An example here would be if Minneapolis could document actual cost of \$124,000/mile, then

$$\begin{array}{rcl} (\$124,000 - \$12,000) \times .33 & = & \$36,900 \\ & & +12,000 \\ & & \hline & & \$48,900/\text{mile} \end{array}$$

The Needs Subcommittee recommends Alternative #2 due to the ease of implementation.

Using alternate #2 \$16,000,000 would be added to the overall Municipal Needs. Only three cities would gain apportionment. They are Minneapolis - \$345,286, St. Paul - \$177,705, and Bloomington \$971. Mr. Straus passed out the tentative 1988 money needs apportionment with the traffic signal alternate (2) included as a comparison to the Needs without signals.

Mr. Hoshaw mentioned that whatever we do, we should not artificially reduce the needs.

Roger Plumb mentioned that the recommendations of the Sub-Committee were prior to getting information. He felt that they would recommend against the signal needs using Alternate 2 because there are only three communities that gain, and all the rest are losers.

B. Street Lighting

The street lighting needs consideration are also included in the October 6, 1987, minutes. The Needs Subcommittee recommends that the lighting price remain at \$2,000 per mile. That recommendation was made because the costs vary widely among the various cities, and State Aid only participates in lighting at accident-prone intersections.

C. Railroad Crossing

No recommendation was made regarding railroad crossings.

IX. RESEARCH ACCOUNT (Reference XXII)

Page 90 of the report indicates the history of the research account. In the past a certain amount of money has been set aside for research projects each year. It is recommended that 1/4 of 1 percent be allocated to this account.

X. ADMINISTRATIVE ACCOUNT (Reference XXIII)

Murphy said that there had been discussion at District 6 about the 1 1/2% total funds being set-aside for the administration of State Aid. They suggested that that 1 1/2% be reduced so that the money would be disbursed to the communities faster. The response was that that is part of the rules, rather than our policy. Therefore it cannot be reduced. The balance is redistributed the next year, however.

XI. COOPERATIVE AGREEMENTS (Reference XXIV)

Ottensmann mentioned that there is a concern about municipal-state cooperative agreements. They are given last priority. Sometimes they don't ever seem to come to the top since all of the State and Federal type agreements have to be completed first. It was suggested that a fund be used to hire someone to work with Mn/DOT on those agreements.

It was proposed that personnel be added from funds from the Research or the Administration Account.

XII. STATE AID STANDARDS (Reference XXV)

It was suggested that the State Aid office create and maintain a file on standards that should be considered for change/and or allowance for alternates. This would allow better preparation and readiness in the event the standards are opened for discussion and change in the future.

XIII. OLD BUSINESS

None

XIV. NEW BUSINESS (Reference XXVII & XXI)

- A. Chairman Saffert mentioned that Bill Ottensmann had brought up a subject earlier in the meeting. Chuck Weichselbaum mentioned that that concern was with the standards being required to be met completely and exactly. The intent of the standards originally was to have them used in conjunction with other determinants. Lowell Odland mentioned that he was on a committee that hired Jack Leach to study the standards. It took two years to come up with the "standards." The "standards" were intended to be used along with other criteria to determine the widths. The interpretation at the central office at present, is that the only factor used for determining widths is traffic.
- B. Bill Ottensmann indicated that a problem had been brought up at the District 5 meeting. Fred Salisbury of Columbia Heights mentioned that they had a project that they were proceeding on for construction this year. The project involved an existing street which has Minneapolis on one side and Columbia Heights on the other. The project was to involve the replacement of a few panels of concrete paving, and overlaying the street. When the plans were reviewed by the State Aid office, they were not approved. The vertical curves did not meet the site distance requirements. The discrepancies amounted to about 1/10 of a foot. Mr. Salisbury felt that there should have been some way for minor variances on these types of projects to be allowed; since the street had been in place for 20 years, and the discrepancies were minor. He felt that the plans should have been approved despite the site distance problem based on meeting some conditions, such as adding adequate lighting. There is a concern about the standards being enforced too rigidly.

It was pointed out that the variance route was available. Columbia Heights probably will need to pass a City Council Resolution holding Mn/DOT harmless from any liabilities that might occur due to the waiver of these standards.

One of the complications was the variance process will not allow the project to be done this fall as had been planned. A question came up regarding the time required to receive a variance. There were indications that it varies considerably. It can take several months. If you happen to get your application in just in time for notices to be sent out for a meeting, it can go quite rapidly. However, the central office holds the variances until they receive six or eight variances, so that they can make up a full one-day agenda for a variance committee to meet.

A suggestion was made that the State Aid office should be given the ability to grant some minor variances. They could administratively require, and receive, the resolutions from the City Councils holding Mn/DOT harmless and insure other such standard requirements are fulfilled.

XV. OTHER BUSINESS

None

XVI. ADJOURNMENT

There being no further business, Chairman Saffert adjourned the meeting at 3:45 p.m. Mr. Saffert mentioned that there will be informal discussion of these items at 8:00 p.m. tonight, and tomorrow's session will begin at 9:00 a.m. in this room.

SECOND SESSION

Chairman Saffert called the Municipal Screening Committee Board back into session at 9:00 a.m. on October 28, 1987. Roll call was taken and the list of attendees was the same as yesterday's meeting.

XVII. CITY OF DULUTH ALTERNATIVE REPRESENTATIVE (Reference III.)

A motion was made by Rodeberg, seconded by Murphy to accept the requests of Duluth City Engineer John Carlson to allow Ed Leone to be the representative for Duluth for this meeting. Busby stated, "My only concern is this could establish a precedent." Motion carried.

XVIII. NEEDS ADJUSTMENTS (Reference IV & VII)

A motion was made by Schweninger, seconded by Ottensmann, to make needs adjustments for errors, incorrect information, and/or bridge removals as follows:

Hibbing	(-) \$2,454,300
Shakopee	(-) 1,899,013
Minneapolis	(-) 1,606,000
Elk River	(-) 640,090

Kuhfeld asked why the State Aid office didn't just go ahead and make these corrections. Straus mentioned that they were for corrections for previous years. Also the dollars involved were large and he felt action should be taken by the Screening Committee. Motion passed.

It was moved by Siggerud, seconded by Murphy, that the needs adjustments recommendations on pages 81 and 82 be made, as follows:

Hibbing	(-) \$83,023
Andover	(-) \$40,582

Motion carried.

A motion was made by Schweninger, seconded by Siggerud, to make the needs adjustments for the variances as shown on pages 84 through 88, as follows:

Albert Lea	(-) \$ 33,865	
Eagan	(-) \$994,607	See below
Columbia Heights	(-) \$ 50,692	
Duluth	(-) \$199,038	
Hopkins	(-) \$ 9,634	
Minneapolis	(-) \$ 50,692	
Rochester	(-) \$1,578,272	See below
St. Anthony	(-) \$236,567	
St. Paul	(-) \$460,338	
St. Paul	(-) \$154,100	
Shakopee	(-) \$ 52,131	

So. St. Paul	(-) \$ 58,045
Winona	(-) \$174,355
Winona	(-) \$ 76,752

Mr. Straus mentioned that the Winona adjustment recommended was in the book at \$146,355. That was an error. \$76,752 is the correct figure. The State Aid office will review files to insure that the communities have met the full requirements of the variance approvals prior to State Aid plan approval.

Motion carried.

The Needs Study Sub-Committee recommended that the MSA adjustment requirement be changed to allow a reduced needs adjustment when the community can justify the reduction. Hoshaw said, "It was my understanding that the adjustment would be from the width used for needs."

Hoshaw moved, seconded by Siggerud, that the resolution on "Variance Granted" as printed on page 101 of the October 1987 Needs Report, be hereby changed to read as follows:

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 or the proportional difference between the average 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.

Hoshaw moved, seconded by Siggerud, that the adjustments listed above for Eagan and Rochester be tabled until the next Screening Committee Meeting because of this new change. Motion carried.

A motion was made by Hoshaw, seconded by Bachmier, for the chairman to appoint a committee to review the fund balance, and recommend ways to reduce the overall fund balance. The committee will report back for spring meeting. Motion carried.

Motion made by Ottensmann, seconded by Edwards, to approve the needs and the letter found on page 28. Motion carried.

XIX. CONSTRUCTION WITHOUT USE OF STATE AID FUNDS/BOND ACCOUNTS (Reference V.)

A motion was made by Ottensmann, seconded by Siggerud, to refer this matter to the Executive Committee for action. It was mentioned that Siggerud and others might take part in this action.

Hoshaw moved that the previous bond resolution be rescinded. This motion died for lack of a second. The original motion was amended to state that consideration be given to rescinding the bonding resolution.

The amended motion carried.

XX. UNENCUMBERED CONSTRUCTION FUNDS SUBCOMMITTEE & CRITERIA (Reference VI)

Hoshaw made a motion, seconded by Sanders, to accept the recommendations on pages 72 to 76 for all 15 communities, whose construction fund balance exceeds the guidelines, as follows:

Chaska	No adjustment
Fridley	No adjustment
Golden Valley	No adjustment
Grand Rapids	No adjustment
Hopkins	No adjustment
International Falls	No adjustment
Lake Elmo	No adjustment
Maplewood	No adjustment
New Brighton	No adjustment
New Hope	No adjustment
New Ulm	No adjustment
Prior Lake	No adjustment
Richfield	No adjustment
Rosemount	No adjustment
West St. Paul	Adjusted by reducing the needs by a factor of 3 x balance in construction fund minus the 1987 construction allotment that existed as of 6-30-87.

Busby asked if we should make this automatic any time the balance gets to a certain ratio. No further action was taken on that suggestion. Siggerud mentioned that West St. Paul would get two adjustments.

Original motion carried.

Straus mentioned that it has been suggested that the alternative on page 80, minus paragraph No. 1 be accepted. It would include letters being sent out by February 15 to communities with large balances. Busby moved, seconded by Murphy, to accept the recommendation as outlined by Mr. Straus.

Siggerud expressed a concern that this would be pretty cut and dried. It doesn't appear to leave any flexibility to allow a municipality to accumulate funds for a large project. Odland stated he would prefer to have an absolute cut-off of September 1. If desired, the factor could be increased from two times to three times. Hoshaw mentioned that the communities must decide whether to take an adjustment versus paying the interest costs for bonding. "It may be financially advantageous to take the adjustment."

Busby moved, seconded by Murphy, to amend the original motion to allow for appeal to the Unencumbered Subcommittee. Rodeberg said, "That opens it up again. We are right back where we started."

Busby said he wants to add the ability for the community to plead their case. Asmus said that he thought that they should be required to give some proof at the Unencumbered Sub-Committee meeting that they had council approval to proceed. That proof might consist of the street being on a 5-year plan or in some other way approved by the council. It was suggested

that the phrase "unless adequate justification is submitted" be added. Odland said that he would rather see it absolute. Sometimes a street is on the 5-year capital improvement program list, but is continuously being moved back and never gets built. Hoshaw said there are two ways that projects can be completed. The community can sell bonds, or they can take the adjustment. It is more economical to take the adjustment. Plumb mentioned that if the deduction was automatic, there would no longer be a need for the subcommittee. Hoshaw stated that he still felt that the committee was needed to review the actions being taken. Saffert mentioned that a good presentation can get a favorable decision. Straus stated, "At our meeting last night, it was recommended that a committee be appointed to look into ways to reduce the balances." It was asked if the absolute cut-off would be fair to small communities, since they wouldn't get to do a large project. Reimer stated, "I would like to tighten up the rule, but allow the committee to review for large projects."

After additional discussion and the addition of friendly amendments, the motion became:

Communities exceeding the guidelines for fund balance will be notified by February 15 that they will be exceeding the balance as of the upcoming June 30, and be requested to provide a status report of their projects. The following year an adjustment would be made if the report of state aid contract, which would reduce the fund balance to comply with the Screening Committee resolution, is not filed with the District State Aid Engineer by September 1.

The community will be given an opportunity to appear before the Unencumbered Subcommittee. The Subcommittee will make recommendations on adjustments to the Screening Committee. The Screening Committee will determine whether to grant an exception to the community.

Motion carried.

XXI. VARIANCE COMMITTEE (Reference XIV)

A motion by Edwards, seconded by Murphy, that the Variance Committee's meetings be scheduled at a definite time, every 90 days, and additional meetings be scheduled at peak need times. Information should be distributed to communities giving the dates of the proposed regularly scheduled meetings and the dates that information has to be submitted to allow time for publication. Hoshaw requested that the counties be advised of our action.

The motion and second were withdrawn.

It was requested that the State Aid office report back to the Screening Committee at the spring meeting with schedules of 1988 Variance Committee meetings. Roy Hanson will give input and recommendations at that meeting. The Chairman of the City Engineers Association of Minnesota and the County Chairman are to be involved in discussions of this matter prior to that meeting.

XXII. RESEARCH ACCOUNT (Reference IX)

A motion was made by Schweninger, seconded by Sanders, to approve the motion

on page 90, setting aside \$132,754 for the research account. A question was asked, "Why aren't we spending these funds?" Motion carried. The possibility of removing funds from this source for hiring a person to study the overall needs on cooperative agreements, was discussed.

XXIII. ADMINISTRATIVE ACCOUNT (Reference X)

There was additional discussion regarding the possibility of using funds from the administrative account for purposes discussed under research account. The fact that \$806,240 is the allotment for the administrative account for 1987 was acknowledged.

XXIV. COOPERATIVE AGREEMENTS (Reference XI)

Hoshaw moved that research or administrative funds be used to hire someone for projects that cities have requested that have not been proceeding. This motion was seconded by Busby. The motion was defeated. We may want to reconsider this after additional information is submitted regarding what projects are being delayed, how long they have been delayed, and other additional information to determine the extent of the problem.

Motion was made by Siggerud, seconded by Bachmier, to request the counties to consider this same resolution..

It was mentioned that the County Screening Committee and Executive Board are completely separate.

XXV. STATE AID STANDARDS (Reference XII)

It was suggested that the State Aid office create and maintain a file on standards that should be considered for change/and or allowance for alternates. This would allow better preparation and readiness in the event the standards are opened for discussion and change in the future.

XXVI. OLD BUSINESS

None

XXVII. NEW BUSINESS (Reference XIV.)

A. Design Requirements

A motion by Ottensmann, seconded by Siggerud, that the Screening Committee ask the State Aid Engineers to consider all factors, not just E.D.T., in determining the requirements. Welshons stated, "You need to tell us what your plans consist of, what the road is designated as, (arterial), and that the plan consist of two 12' lanes, and one parking lane. This information is necessary for us to make a judgment on the plans."

Motion carried.

B. Width Chart (Reference VI)

Straus discussed his proposed charts and asked for guidance on whether

he should use it. He will send out instructions and the chart for municipalities to make changes. He will then review the municipalities' submittals.

C. Comprehensive Needs Review (Reference VIII)

Hoshaw pointed out the currently reflected needs for municipalities are significantly lower than the actual needs.

A motion was made by Hoshaw, seconded by Leone, that funds be provided from appropriate State Aid funds to hire a consultant to work with the Executive Committee, Needs Committee, other City Engineers, and the State Aid office to review the total 25-year needs for the Municipal State Aid system.

Possible sources for funding that were discussed included the research account and the administrative account. All of the individual need items would be considered. Specific items that were discussed include storm sewer, traffic signals, and other after-the-fact needs. It was suggested that they consider hiring someone familiar with the system, such as a retired City Engineer or State Aid employee. The intent is to more accurately indicate the total needs. Motion carried.

D. Traffic Signal, Railroad Crossings and Lighting Needs

No changes were made at this time. See C. above for additional information.

XXVIII. OTHER BUSINESS

Chuck Weichselbaum, speaking for the State Aid Director, made the following report: The highway system is extremely important to the economic development of the state. If the funds are raised by increased taxation on fuels, the additional monies would be shared on a 62-29-9 percentage basis.

Weichselbaum mentioned that Mn/DOT is putting together a financial proposal to the legislators. It includes five categories, as follows:

CATEGORY	DOLLARS NEEDED	GAS TAX INCREASE REQUIRED TO ACCOMPLISH THE CATEGORY
(1) Reduced expectations	-	-
(2) Restore the program (restores projects removed last year)	\$145,000,000	\$.04/Gallon
(3) System preservation	Not reported	.09
(4) Working with economic development (addresses the trans- portation to market requirements)	"	.23

(5) Ultimate
competitive advant-
age

"

.29

The funds would not necessarily all be obtained by gas tax increases, but could come from some other sources. The proposal calls for doing 735 miles per year. They would not, under this proposal, turn back roads to the cities and counties.

Hoshaw mentioned that it is forecast that the state will have excess funds in 1987. It is possible that they could transfer some of the MVET funds to highway funding. It doesn't do much for council members, or city engineers, to do the talking. It is important to get the general public doing the talking. The legislators don't want to hear from us.

Weichselbaum mentioned that Bob Witty is here. Witty confirmed, "My legislator is saying he is not hearing from the people."

D.J. Leary has been hired by the counties as a media consultant to get the information out for the counties.

Hoshaw mentioned that he appreciates the help of the county engineers in informing him how to approach the legislators.

Chairman Saffert thanked Roger Plumb, who is going off of the Needs Committee. Steve Gatlin will move up to become Chairman of the Needs Committee. Schweninger has been added as the new member of the Needs Committee. The Needs Committee appointments are made from a list of previous Screening Committee Board members.

Saffert thanked Herb Reimer for his work as Chairman of the Unencumbered Funds Subcommittee. Herb is going off of the committee, and Saffert will be added to that committee. This is the normal sequence, with the past Chairman becoming the new member of the Subcommittee.

Saffert mentioned that Dwayne Haffield was appointed to serve as the Screening Board member from District 7. Brian Bachmeier, as the alternate from District 7, was here as the representative for this meeting. Tom Rodeberg, Gary Sanders, and Ron Schweninger are going off of the board. Saffert stated, "My thanks to these outgoing members." The replacements, who have been serving as alternates, are Joe Bettendorf, District 7; Jim Walker, District 2; and Terry Maurer, District 3. They were, except for Maurer, present at this meeting.

Saffert thanked the District State Aid Engineers for their attendance and valuable input to our meeting.

The chairman welcomed Larry Hoben to his first meeting with the City Engineers Screening Committee.

XXIX. ADJOURNMENT

A motion was made by Siggerud, seconded by Ottensmann, to adjourn the meeting.

The meeting was adjourned at 11:30 a.m.

Respectfully submitted,

Ronald L. Rudrud

Ronald L. Rudrud
Secretary, CEAM

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	\$224,891
Alexandria	7,608	87,990
Andover	9,387	108,565
 Anoka	 15,634	 180,815
Apple Valley	27,172	314,258
Arden Hills	8,012	92,663
 Austin	 23,079	 266,920
Bemidji	10,945	126,584
Blaine	34,405	397,911
 Bloomington	 81,831	 946,417
Brainerd	11,489	132,876
Brooklyn Center	31,230	361,191
 Brooklyn Park	 43,332	 501,157
Burnsville	40,115	463,950
Champlin	9,006	104,159
 Chanhassen	 6,359	 73,545
Chaska	8,346	96,526
Chisholm	5,930	68,583
 Cloquet	 11,142	 128,863
Columbia Heights	20,029	231,646
Coon Rapids	42,845	495,524
 Cottage Grove	 18,994	 219,675
Crookston	8,628	99,787
Crystal	25,543	295,418
 Detroit Lakes	 7,106	 82,185
Duluth	92,811	1,073,406
Eagan	30,456	352,239
 East Bethel	 6,626	 76,633
East Grand Forks	8,537	98,735
Eden Prairie	24,052	278,174

Municipalities	Population	Population Apportionment
-----	-----	-----
Edina	46,073	532,858
Elk River	6,785	78,472
Eveleth	5,042	58,313
Fairmont	11,506	133,073
Falcon Heights	5,291	61,193
Faribault	16,241	187,835
Farmington	5,140	59,447
Fergus Falls	12,579	145,483
Fridley	30,228	349,602
Golden Valley	22,775	263,404
Grand Rapids	7,934	91,761
Ham Lake	7,832	90,581
Hastings	13,021	150,594
Hermantown	6,759	78,171
Hibbing	21,193	245,108
Hopkins	15,336	177,369
Hutchinson	9,335	107,964
International Falls	5,671	65,588
Inver Grove Heights	17,171	198,591
Lake Elmo	5,296	61,251
Lakeville	14,790	171,054
Lino Lakes	5,587	64,617
Litchfield	5,904	68,283
Little Canada	7,102	82,138
Little Falls	7,250	83,850
Mankato	29,746	344,028
Maple Grove	28,676	331,653
Maplewood	26,990	312,153
Marshall	11,165	129,129
Mendota Heights	7,288	84,289
Minneapolis	370,951	4,290,237
Minnetonka	38,683	447,389
Montevideo	5,882	68,028
Moorhead	29,998	346,942
Morris	5,385	62,280
Mound	9,280	107,328
Mounds View	12,593	145,644
New Brighton	23,269	269,118
New Hope	23,087	267,013
New Ulm	13,755	159,084
Northfield	12,562	145,286
North Mankato	9,817	113,539

Municipalities	Population	Population Apportionment
North St. Paul	11,921	137,872
Oakdale	12,123	140,209
Orono	6,845	79,166
Owatonna	18,637	215,546
Plymouth	31,615	365,644
Prior Lake	9,926	114,799
Ramsey	10,093	116,731
Red Wing	13,736	158,864
Redwood Falls	5,210	60,256
Richfield	37,851	437,766
Robbinsdale	14,422	166,798
Rochester	57,968	670,429
Rosemount	5,083	58,787
Roseville	35,820	414,277
St. Anthony	7,981	92,304
St. Cloud	42,568	492,321
St. Louis Park	42,931	496,519
St. Paul	270,230	3,125,347
St. Peter	9,056	104,737
Sauk Rapids	5,843	67,577
Savage	5,237	60,569
Shakopee	9,941	114,973
Shoreview	17,300	200,083
South St. Paul	21,235	245,594
Spring Lake Park	6,477	74,910
Stillwater	12,328	142,580
Thief River Falls	9,105	105,304
Vadnais Heights	5,111	59,111
Virginia	11,056	127,868
Waseca	8,219	95,057
West St. Paul	18,527	214,274
White Bear Lake	22,538	260,663
Willmar	15,895	183,834
Winona	25,069	289,936
Woodbury	14,726	170,314
Worthington	10,243	118,466
TOTAL	2,523,928	\$29,190,511

Population Apportionment equals Total Population Apportionment divided by Total Population times the City Population.

\$29,190,511

2,523,928

Equals

\$11.565508604 per person

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	\$162,412	--	\$162,412	0.5564%
Alexandria	1,848,526	101,778	--	101,778	0.3487%
Andover	4,083,425	224,828	--	224,828	0.7702%
Anoka	2,564,442	141,195	--	141,195	0.4837%
Apple Valley	3,819,635	210,304	--	210,304	0.7205%
Arden Hills	1,015,535	55,914	--	55,914	0.1915%
Austin	5,067,280	278,998	--	278,998	0.9558%
Bemidji	2,215,611	121,989	\$1,080	123,069	0.4216%
Blaine	4,865,865	267,909	--	267,909	0.9178%
Bloomington	14,534,260	800,239	--	800,239	2.7414%
Brainerd	3,670,340	202,084	--	202,084	0.6923%
Brooklyn Center	4,570,177	251,628	--	251,628	0.8620%
Brooklyn Park	6,253,924	344,333	--	344,333	1.1796%
Burnsville	7,511,760	413,588	--	413,588	1.4169%
Champlin	1,488,385	81,949	--	81,949	0.2807%
Chanhassen	3,359,749	184,984	--	184,984	0.6337%
Chaska	1,876,723	103,330	--	103,330	0.3540%
Chisholm	1,473,064	81,105	--	81,105	0.2778%
Cloquet	5,926,648	326,314	--	326,314	1.1179%
Columbia Heights	1,093,359	60,199	--	60,199	0.2062%
Coon Rapids	4,445,812	244,781	--	244,781	0.8386%
Cottage Grove	4,368,529	240,526	--	240,526	0.8240%
Crookston	3,056,900	168,309	--	168,309	0.5766%
Crystal	6,030,997	332,059	--	332,059	1.1376%
Detroit Lakes	1,433,291	78,915	--	78,915	0.2703%
Duluth	27,515,492	1,514,969	--	1,514,969	5.1899%
Eagan	7,341,775	404,229	--	404,229	1.3848%
East Bethel	2,607,814	143,583	--	143,583	0.4919%
East Grand Forks	2,002,765	110,270	--	110,270	0.3778%
Eden Prairie	7,948,501	437,635	--	437,635	1.4992%
Edina	5,388,108	296,663	--	296,663	1.0163%
Elk River	3,395,428	186,948	--	186,948	0.6404%
Eveleth	968,525	53,326	--	53,326	0.1827%

Municipalities	Adjusted 25-Year Const. Needs	Money Needs Apport. (- THTB Adj.)	+ Turnback Adjustment	1988 Money Needs Apport.	Dist. %
Fairmont	2,390,855	131,638	--	131,638	0.4510%
Falcon Heights	344,695	18,979	--	18,979	0.0650%
Faribault	4,283,318	235,834	--	235,834	0.8079%
Farmington	776,510	42,754	--	42,754	
Fergus Falls	1,745,173	96,087	--	96,087	0.3292%
Fridley	2,845,815	156,687	--	156,687	0.5368%
Golden Valley	6,004,432	330,597	--	330,597	1.1325%
Grand Rapids	1,735,003	95,527	--	95,527	0.3273%
Ham Lake	2,120,113	116,731	--	116,731	0.3999%
Hastings	2,121,125	116,787	--	116,787	0.4001%
Hermantown	3,385,664	186,411	--	186,411	0.6386%
Hibbing	8,198,537	451,401	--	451,401	1.5464%
Hopkins	868,515	47,819	--	47,819	0.1638%
Hutchinson	1,824,655	100,463	--	100,463	0.3442%
International Falls	1,543,215	84,968	--	84,968	0.2911%
Inver Grove Heights	4,793,513	263,925	--	263,925	0.9041%
Lake Elmo	1,477,674	81,359	--	81,359	0.2787%
Lakeville	6,550,013	360,636	--	360,636	1.2355%
Lino Lakes	3,869,641	213,058	--	213,058	0.7299%
Litchfield	1,983,130	109,189	--	109,189	0.3741%
Little Canada	1,362,585	75,022	--	75,022	0.2570%
Little Falls	2,161,116	118,988	--	118,988	0.4076%
Mankato	3,316,727	182,615	3,675	186,290	0.6382%
Maple Grove	12,030,318	662,375	--	662,375	2.2691%
Maplewood	5,286,416	291,064	--	291,064	0.9971%
Marshall	1,964,225	108,148	--	108,148	0.3705%
Mendota Heights	2,180,940	120,080	--	120,080	0.4114%
Minneapolis	75,401,441	4,151,511	--	4,151,511	14.2221%
Minnetonka	6,398,095	352,271	--	352,271	1.2068%
Montevideo	1,658,657	91,324	--	91,324	0.3129%
Moorhead	6,389,793	351,814	--	351,814	1.2052%
Morris	1,862,992	102,574	--	102,574	0.3514%
Mound	1,520,143	83,697	--	83,697	0.2867%
Mounds View	1,090,945	60,066	--	60,066	0.2058%
New Brighton	1,513,459	83,329	--	83,329	0.2855%
New Hope	1,018,913	56,100	--	56,100	0.1922%
New Ulm	2,405,891	132,465	--	132,465	0.4538%
Northfield	3,419,453	188,271	--	188,271	0.6450%
North Mankato	1,628,041	89,638	1,410	91,048	0.3119%
North St. Paul	1,634,241	89,979	--	89,979	0.3082%
Oakdale	2,716,264	149,554	--	149,554	0.5123%
Orono	2,040,738	112,361	--	112,361	0.3849%

Municipalities	Adjusted 25-Year Const. Needs	Money Needs Apport. (- THTB Adj.)	+ Turnback Adjustment	1988 Money Needs Apport.	Dist. %
Owatonna	4,250,575	234,032	--	234,032	0.8017%
Plymouth	7,715,687	424,816	--	424,816	1.4553%
Prior Lake	2,499,852	137,639	--	137,639	0.4715%
Ramsey	4,967,229	273,490	--	273,490	0.9369%
Red Wing	6,626,481	364,846	--	364,846	1.2499%
Redwood Falls	1,301,709	71,671	--	71,671	0.2455%
Richfield	3,389,259	186,608	--	186,608	0.6393%
Robbinsdale	535,889	29,505	--	29,505	0.1011%
Rochester	10,398,517	572,530	--	572,530	1.9614%
Rosemount	3,704,666	203,974	--	203,974	0.6988%
Roseville	10,840,216	596,849	--	596,849	2.0447%
St. Anthony	251,469	13,846	--	13,846	0.0474%
St. Cloud	11,037,012	607,684	1,290	608,974	2.0862%
St. Louis Park	4,900,034	269,790	--	269,790	0.9242%
St. Paul	62,232,800	3,426,462	--	3,426,462	11.7383%
St. Peter	1,027,209	56,557	--	56,557	0.1938%
Sauk Rapids	1,849,698	101,842	--	101,842	0.3489%
Savage	2,974,621	163,779	--	163,779	0.5611%
Shakopee	1,118,629	61,590	--	61,590	0.2110%
Shoreview	1,501,937	82,695	--	82,695	0.2833%
South St. Paul	2,118,129	116,622	--	116,622	0.3995%
Spring Lake Park	661,035	36,396	--	36,396	0.1247%
Stillwater	3,125,147	172,067	--	172,067	0.5895%
Thief River Falls	2,227,349	122,635	--	122,635	0.4201%
Vadnais Heights	691,434	38,070	--	38,070	0.1304%
Virginia	1,725,099	94,982	--	94,982	0.3254%
Waseca	806,957	44,430	--	44,430	0.1522%
West St. Paul	0	0	--	0	0.0000%
White Bear Lake	5,120,645	281,936	--	281,936	0.9658%
Willmar	2,436,249	134,137	4,830	138,967	0.4761%
Winona	3,826,360	210,675	--	210,675	0.7217%
Woodbury	7,788,007	428,798	--	428,798	1.4690%
Worthington	1,741,487	95,884	--	95,884	0.3285%
TOTAL	\$529,946,820	\$29,178,226	\$12,285	\$29,190,511	100.0000%
Money Needs	\$29,178,226			Adj. 25 Yr.	
Apportionment =	----- =	equals	0.05505878	X Constr.	
(less THTB Adj)	\$529,946,820			Needs	
\$1,000 in Adjusted Money Needs earns			\$55.05878 in Money Needs		
Apportionment.					

1988 M.S.A.S. Total Apportionment

Municipalities	Population Apportionment	Money Needs Apportionment	Total Apportionment	Distribution Percentage
Albert Lea	\$224,891	\$162,412	\$387,303	0.6634%
Alexandria	87,990	101,778	189,768	0.3251%
Andover	108,565	224,828	333,393	0.5711%
Anoka	180,815	141,195	322,010	0.5516%
Apple Valley	314,258	210,304	524,562	0.8985%
Arden Hills	92,663	55,914	148,577	0.2545%
Austin	266,920	278,998	545,918	0.9351%
Bemidji	126,584	123,069	249,653	0.4276%
Blaine	397,911	267,909	665,820	1.1405%
Bloomington	946,417	800,239	1,746,656	2.9918%
Brainerd	132,876	202,084	334,960	0.5737%
Brooklyn Center	361,191	251,628	612,819	1.0497%
Brooklyn Park	501,157	344,333	845,490	1.4482%
Burnsville	463,950	413,588	877,538	1.5031%
Champlin	104,159	81,949	186,108	0.3188%
Chanhassen	73,545	184,984	258,529	0.4428%
Chaska	96,526	103,330	199,856	0.3423%
Chisholm	68,583	81,105	149,688	0.2564%
Cloquet	128,863	326,314	455,177	0.7797%
Columbia Heights	231,646	60,199	291,845	0.4999%
Coon Rapids	495,524	244,781	740,305	1.2681%
Cottage Grove	219,675	240,526	460,201	0.7883%
Crookston	99,787	168,309	268,096	0.4592%
Crystal	295,418	332,059	627,477	1.0748%
Detroit Lakes	82,185	78,915	161,100	0.2759%
Duluth	1,073,406	1,514,969	2,588,375	4.4336%
Eagan	352,239	404,229	756,468	1.2957%
East Bethel	76,633	143,583	220,216	0.3772%
East Grand Forks	98,735	110,270	209,005	0.3580%
Eden Prairie	278,174	437,635	715,809	1.2261%
Edina	532,858	296,663	829,521	1.4209%
Elk River	78,472	186,948	265,420	0.4546%
Eveleth	58,313	53,326	111,639	0.1912%

Municipalities	Population Apportionment	Money Needs Apportionment	Total Apportionment	Distribution Percentage
Fairmont	133,073	131,638	264,711	0.4534%
Falcon Heights	61,193	18,979	80,172	0.1373%
Faribault	187,835	235,834	423,669	0.7257%
Farmington	59,447	42,754	102,201	0.1751%
Fergus Falls	145,483	96,087	241,570	0.4138%
Fridley	349,602	156,687	506,289	0.8672%
Golden Valley	263,404	330,597	594,001	1.0175%
Grand Rapids	91,761	95,527	187,288	0.3208%
Ham Lake	90,581	116,731	207,312	0.3551%
Hastings	150,594	116,787	267,381	0.4580%
Hermantown	78,171	186,411	264,582	0.4532%
Hibbing	245,108	451,401	696,509	1.1930%
Hopkins	177,369	47,819	225,188	0.3857%
Hutchinson	107,964	100,463	208,427	0.3570%
International Falls	65,588	84,968	150,556	0.2579%
Inver Grove Heights	198,591	263,925	462,516	0.7922%
Lake Elmo	61,251	81,359	142,610	0.2443%
Lakeville	171,054	360,636	531,690	0.9107%
Lino Lakes	64,617	213,058	277,675	0.4756%
Litchfield	68,283	109,189	177,472	0.3040%
Little Canada	82,138	75,022	157,160	0.2692%
Little Falls	83,850	118,988	202,838	0.3474%
Mankato	344,028	186,290	530,318	0.9084%
Maple Grove	331,653	662,375	994,028	1.7027%
Maplewood	312,153	291,064	603,217	1.0332%
Marshall	129,129	108,148	237,277	0.4064%
Mendota Heights	84,289	120,080	204,369	0.3501%
Minneapolis	4,290,237	4,151,511	8,441,748	14.4597%
Minnetonka	447,389	352,271	799,660	1.3697%
Montevideo	68,028	91,324	159,352	0.2730%
Moorhead	346,942	351,814	698,756	1.1969%
Morris	62,280	102,574	164,854	0.2824%
Mound	107,328	83,697	191,025	0.3272%
Mounds View	145,644	60,066	205,710	0.3524%
New Brighton	269,118	83,329	352,447	0.6037%
New Hope	267,013	56,100	323,113	0.5535%
New Ulm	159,084	132,465	291,549	0.4994%
Northfield	145,286	188,271	333,557	0.5713%
North Mankato	113,539	91,048	204,587	0.3504%

Municipalities	Population Apportionment	Money Needs Apportionment	Total Apportionment	Distribution Percentage
North St. Paul	137,872	89,979	227,851	0.3903%
Oakdale	140,209	149,554	289,763	0.4963%
Orono	79,166	112,361	191,527	0.3281%
Owatonna	215,546	234,032	449,578	0.7701%
Plymouth	365,644	424,816	790,460	1.3540%
Prior Lake	114,799	137,639	252,438	0.4324%
Ramsey	116,731	273,490	390,221	0.6684%
Red Wing	158,864	364,846	523,710	0.8971%
Redwood Falls	60,256	71,671	131,927	0.2260%
Richfield	437,766	186,608	624,374	1.0695%
Robbinsdale	166,798	29,505	196,303	0.3362%
Rochester	670,429	572,530	1,242,959	2.1290%
Rosemount	58,787	203,974	262,761	0.4501%
Roseville	414,277	596,849	1,011,126	1.7319%
St. Anthony	92,304	13,846	106,150	0.1818%
St. Cloud	492,321	608,974	1,101,295	1.8864%
St. Louis Park	496,519	269,790	766,309	1.3126%
St. Paul	3,125,347	3,426,462	6,551,809	11.2225%
St. Peter	104,737	56,557	161,294	0.2763%
Sauk Rapids	67,577	101,842	169,419	0.2902%
Savage	60,569	163,779	224,348	0.3843%
Shakopee	114,973	61,590	176,563	0.3024%
Shoreview	200,083	82,695	282,778	0.4844%
South St. Paul	245,594	116,622	362,216	0.6204%
Spring Lake Park	74,910	36,396	111,306	0.1907%
Stillwater	142,580	172,067	314,647	0.5390%
Thief River Falls	105,304	122,635	227,939	0.3904%
Vadnais Heights	59,111	38,070	97,181	0.1665%
Virginia	127,868	94,982	222,850	0.3817%
Waseca	95,057	44,430	139,487	0.2389%
West St. Paul	214,274	0	214,274	0.3670%
White Bear Lake	260,663	281,936	542,599	0.9294%
Willmar	183,834	138,967	322,801	0.5529%
Winona	289,936	210,675	500,611	0.8575%
Woodbury	170,314	428,798	599,112	1.0262%
Worthington	118,466	95,884	214,350	0.3672%
TOTAL	\$29,190,511	\$29,190,511	\$58,381,022	100.0000%

1988 MUNICIPAL STATE AID STREET APPORTIONMENT ALLOTMENTS

Construction and Maintenance Allotments

Upon determining that \$58,381,022 is available to the Municipal State Aid Street Fund, the following allotments are made in accordance with the Rules and Regulations for the State Aid Operation.

Twenty-five (25) percent of the total allocation, or \$1,500.00 per mile of improved Municipal State Aid Streets, whichever is the least, as the minimum allotment for the general maintenance of the approved State Aid System. Those municipalities desiring to receive an amount greater than the established minimum shall file a request not later than December 15th preceding the annual allocation and shall agree to file a detailed annual Maintenance Expenditure Report at the end of the year.

Municipality	Allotment	Improved Mileage	Maintenance	Construction
Albert Lea	\$387,303	17.19	\$25,785	\$361,518
Alexandria	189,768	10.95	16,425	173,343
Andover	333,393	14.93	83,348 *	250,045
Anoka	322,010	10.61	15,915	306,095
Apple Valley	524,562	13.81	20,715	503,847
Arden Hills	148,577	2.57	3,855	144,722
Austin	545,918	21.99	32,985	512,933
Bemidji	249,653	14.54	21,810	227,843
Blaine	665,820	18.00	27,000	638,820
Bloomington	1,746,656	70.51	420,000 **	1,326,656
Brainerd	334,960	14.01	56,585 **	278,375
Brooklyn Center	612,819	21.20	31,800	581,019
Brooklyn Park	845,490	25.07	37,605	807,885
Burnsville	877,538	35.59	53,385	824,153
Champlin	186,108	8.68	13,020	173,088
Chanhassen	258,529	6.72	10,080	248,449
Chaska	199,856	8.59	12,885	186,971
Chisholm	149,688	6.93	10,395	139,293
Cloquet	455,177	17.58	26,370	428,807
Columbia Heights	291,845	11.47	72,961 *	218,884
Coon Rapids	740,305	27.25	40,875	699,430
Cottage Grove	460,201	23.19	34,785	425,416
Crookston	268,096	9.11	13,665	254,431
Crystal	627,477	17.55	26,325	601,152
Detroit Lakes	161,100	8.77	13,155	147,945
Duluth	2,588,375	88.46	647,094 *	1,941,281
Eagan	756,468	27.98	41,970	714,498

Municipality	Allotment	Improved Mileage	Maintenance	Construction
East Bethel	220,216	17.61	26,415	193,801
East Grand Forks	209,005	10.09	15,135	193,870
Eden Prairie	715,809	22.02	33,030	682,779
Edina	829,521	38.64	160,000 **	669,521
Elk River	265,420	15.67	23,505	241,915
Eveleth	111,639	5.98	8,970	102,669
Fairmont	264,711	16.85	25,275	239,436
Falcon Heights	80,172	2.54	3,810	76,362
Faribault	423,669	18.52	105,917 *	317,752
Farmington	102,201	6.89	10,335	91,866
Fergus Falls	241,570	11.68	60,392 *	181,178
Fridley	506,289	21.74	126,572 *	379,717
Golden Valley	594,001	22.34	33,510	560,491
Grand Rapids	187,288	9.83	14,745	172,543
Ham Lake	207,312	16.39	24,585	182,727
Hastings	267,381	12.26	18,390	248,991
Hermantown	264,582	12.99	19,485	245,097
Hibbing	696,509	45.99	174,127 *	522,382
Hopkins	225,188	8.99	13,485	211,703
Hutchinson	208,427	9.59	14,385	194,042
International Falls	150,556	4.74	7,110	143,446
Inver Grove Heights	462,516	14.89	22,335	440,181
Lake Elmo	142,610	8.92	35,652 *	106,958
Lakeville	531,690	21.38	32,070	499,620
Lino Lakes	277,675	9.29	13,935	263,740
Litchfield	177,472	7.83	11,745	165,727
Little Canada	157,160	5.10	7,650	149,510
Little Falls	202,838	13.57	20,355	182,483
Mankato	530,318	22.87	34,305	496,013
Maple Grove	994,028	23.23	236,000 **	758,028
Maplewood	603,217	12.13	18,195	585,022
Marshall	237,277	9.74	14,610	222,667
Mendota Heights	204,369	9.57	14,355	190,014
Minneapolis	8,441,748	186.56	2,110,437 *	6,331,311
Minnetonka	799,660	37.44	56,160	743,500
Montevideo	159,352	7.54	11,310	148,042
Moorhead	698,756	23.23	34,845	663,911
Morris	164,854	6.39	9,585	155,269
Mound	191,025	6.67	25,000 **	166,025
Mounds View	205,710	6.64	51,427 *	154,283
New Brighton	352,447	10.62	88,112 *	264,335
New Hope	323,113	12.58	80,778 *	242,335

Municipality	Allotment	Improved Mileage	Maintenance	Construction
New Ulm	291,549	12.74	19,110	272,439
Northfield	333,557	8.68	57,800 **	275,757
North Mankato	204,587	8.59	51,147 *	153,440
North St. Paul	227,851	6.34	9,510	218,341
Oakdale	289,763	10.45	15,675	274,088
Orono	191,527	10.84	47,882 *	143,645
Owatonna	449,578	16.16	24,240	425,338
Plymouth	790,460	29.80	44,700	745,760
Prior Lake	252,438	6.33	9,495	242,943
Ramsey	390,221	13.40	20,100	370,121
Red Wing	523,710	16.80	130,927 *	392,783
Redwood Falls	131,927	4.32	6,480	125,447
Richfield	624,374	25.49	156,093 *	468,281
Robbinsdale	196,303	10.33	15,495	180,808
Rochester	1,242,959	36.79	55,185	1,187,774
Rosemount	262,761	6.49	9,735	253,026
Roseville	1,011,126	20.61	361,375 **	649,751
St. Anthony	106,150	5.21	7,815	98,335
St. Cloud	1,101,295	32.71	262,875 **	838,420
St. Louis Park	766,309	22.18	50,000 **	716,309
St. Paul	6,551,809	155.56	1,637,952 *	4,913,857
St. Peter	161,294	8.12	12,180	149,114
Sauk Rapids	169,419	7.39	11,085	158,334
Savage	224,348	5.78	56,087 *	168,261
Shakopee	176,563	10.60	15,900	160,663
Shoreview	282,778	6.33	9,495	273,283
South St. Paul	362,216	13.64	90,554 *	271,662
Spring Lake Park	111,306	4.21	27,826 *	83,480
Stillwater	314,647	11.28	16,920	297,727
Thief River Falls	227,939	10.58	15,870	212,069
Vadnais Heights	97,181	3.29	4,935	92,246
Virginia	222,850	11.59	17,385	205,465
Waseca	139,487	6.31	9,465	130,022
West St. Paul	214,274	11.62	17,430	196,844
White Bear Lake	542,599	16.57	135,650 *	406,949
Willmar	322,801	19.37	29,055	293,746
Winona	500,611	18.16	125,153 *	375,458
Woodbury	599,112	16.79	25,185	573,927
Worthington	214,350	9.80	14,700	199,650
TOTAL	\$58,381,022	1992.04	\$9,287,298	\$49,093,724

* 25% of allotment
 ** lump sum as requested

Comparison of the 1987 to 1988 Apportionment

Comparing the 1987 to the 1988 total apportionment we find that 5 municipalities decreased and 102 increased. The comparison also includes the city of Farmington which became a city of over 5000 population in 1987.

Municipality	1987 Total Allotment	1988 Total Allotment	Increase (Decrease) Amount	%
Albert Lea	357,152	\$387,303	30,151	8%
Alexandria	174,109	189,768	15,659	9%
Andover	306,293	333,393	27,100	9%
Anoka	278,675	322,010	43,335	16%
Apple Valley	495,408	524,562	29,154	6%
Arden Hills	143,363	148,577	5,214	4%
Austin	469,812	545,918	76,106	16%
Bemidji	223,776	249,653	25,877	12%
Blaine	556,815	665,820	109,005	20%
Bloomington	1,577,088	1,746,656	169,568	11%
Brainerd	286,721	334,960	48,239	17%
Brooklyn Center	561,484	612,819	51,335	9%
Brooklyn Park	730,332	845,490	115,158	16%
Burnsville	817,014	877,538	60,524	7%
Champlin	175,802	186,108	10,306	6%
Chanhassen	196,164	258,529	62,365	32%
Chaska	196,119	199,856	3,737	2%
Chisholm	125,851	149,688	23,837	19%
Cloquet	433,380	455,177	21,797	5%
Columbia Heights	266,956	291,845	24,889	9%
Coon Rapids	637,458	740,305	102,847	16%
Cottage Grove	405,071	460,201	55,130	14%
Crookston	235,877	268,096	32,219	14%
Crystal	558,647	627,477	68,830	12%
Detroit Lakes	160,651	161,100	449	0%
Duluth	2,263,686	2,588,375	324,689	14%
Eagan	629,083	756,468	127,385	20%
East Bethel	202,774	220,216	17,442	9%
East Grand Forks	201,692	209,005	7,313	4%
Eden Prairie	670,276	715,809	45,533	7%
Edina	785,979	829,521	43,542	6%
Elk River	317,674	265,420	(52,254)	-16%
Eveleth	100,038	111,639	11,601	12%

Municipality	1987 Total Allotment	1988 Total Allotment	Increase (Decrease) Amount	%
-----	-----	-----	-----	---
Fairmont	244,543	264,711	20,168	8%
Falcon Heights	73,187	80,172	6,985	10%
Faribault	357,345	423,669	66,324	19%
Farmington	0	102,201	102,201	
Fergus Falls	227,949	241,570	13,621	6%
Fridley	448,215	506,289	58,074	13%
Golden Valley	526,131	594,001	67,870	13%
Grand Rapids	176,400	187,288	10,888	6%
Ham Lake	185,372	207,312	21,940	12%
Hastings	241,705	267,381	25,676	11%
Hermantown	241,574	264,582	23,008	10%
Hibbing	866,900	696,509	(170,391)	-20%
Hopkins	214,516	225,188	10,672	5%
Hutchinson	207,263	208,427	1,164	1%
International Falls	143,709	150,556	6,847	5%
Inver Grove Heights	383,767	462,516	78,749	21%
Lake Elmo	149,305	142,610	(6,695)	-4%
Lakeville	406,019	531,690	125,671	31%
Lino Lakes	226,901	277,675	50,774	22%
Litchfield	161,262	177,472	16,210	10%
Little Canada	124,572	157,160	32,588	26%
Little Falls	142,702	202,838	60,136	42%
Mankato	480,952	530,318	49,366	10%
Maple Grove	891,681	994,028	102,347	11%
Maplewood	571,052	603,217	32,165	6%
Marshall	217,555	237,277	19,722	9%
Mendota Heights	191,479	204,369	12,890	7%
Minneapolis	7,955,649	8,441,748	486,099	6%
Minnetonka	742,289	799,660	57,371	8%
Montevideo	145,733	159,352	13,619	9%
Moorhead	671,668	698,756	27,088	4%
Morris	140,963	164,854	23,891	17%
Mound	173,352	191,025	17,673	10%
Mounds View	187,448	205,710	18,262	10%
New Brighton	322,462	352,447	29,985	9%
New Hope	302,091	323,113	21,022	7%
New Ulm	268,096	291,549	23,453	9%
Northfield	281,890	333,557	51,667	18%
North Mankato	184,470	204,587	20,117	11%
North St. Paul	205,378	227,851	22,473	11%
Oakdale	276,651	289,763	13,112	5%
Orono	177,831	191,527	13,696	8%

Municipality	1987 Total Allotment	1988 Total Allotment	Increase (Decrease) Amount	%
-----	-----	-----	-----	---
Owatonna	412,836	449,578	36,742	9%
Plymouth	695,285	790,460	95,175	14%
Prior Lake	213,865	252,438	38,573	18%
Ramsey	341,203	390,221	49,018	14%
Red Wing	453,256	523,710	70,454	16%
Redwood Falls	113,207	131,927	18,720	17%
Richfield	517,471	624,374	106,903	21%
Robbinsdale	184,188	196,303	12,115	7%
Rochester	1,155,404	1,242,959	87,555	8%
Rosemount	231,391	262,761	31,370	14%
Roseville	692,822	1,011,126	318,304	46%
St. Anthony	118,358	106,150	(12,208)	-10%
St. Cloud	983,994	1,101,295	117,301	12%
St. Louis Park	730,696	766,309	35,613	5%
St. Paul	6,076,269	6,551,809	475,540	8%
St. Peter	144,014	161,294	17,280	12%
Sauk Rapids	159,305	169,419	10,114	6%
Savage	202,598	224,348	21,750	11%
Shakopee	343,933	176,563	(167,370)	-49%
Shoreview	258,574	282,778	24,204	9%
South St. Paul	342,506	362,216	19,710	6%
Spring Lake Park	112,681	111,306	(1,375)	-1%
Stillwater	252,107	314,647	62,540	25%
Thief River Falls	189,699	227,939	38,240	20%
Vadnais Heights	93,754	97,181	3,427	4%
Virginia	211,126	222,850	11,724	6%
Waseca	133,275	139,487	6,212	5%
West St. Paul	195,503	214,274	18,771	10%
White Bear Lake	499,281	542,599	43,318	9%
Willmar	272,644	322,801	50,157	18%
Winona	464,799	500,611	35,812	8%
Woodbury	436,101	599,112	163,011	37%
Worthington	190,353	214,350	23,997	13%
TOTAL	\$53,101,745	\$58,381,022	\$5,279,277	

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	2171.89	545,457,364	58,381,022	786,641,578

Reference

Material

October 28, 1987

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

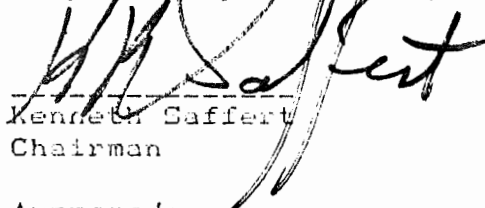
Dear Commissioner Levine:

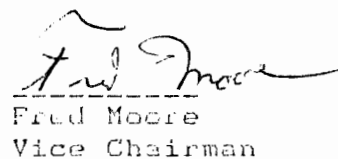
We, the undersigned, as members of the 1987 Municipal Screening Board, having reviewed all information available in relation to the 25 year money needs of the Municipal State Aid Street System, do hereby submit our findings as required by Minnesota Statutes.

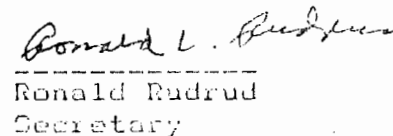
We recommend that these findings be modified as required by Screening Board Resolutions, and that any new municipalities that become eligible for State Aid by special census, incorporation or annexation have their mileage and resulting money needs established and included in our findings.

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.

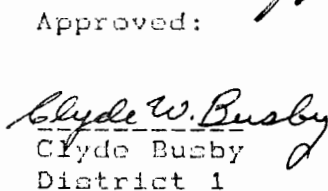
Respectfully submitted,

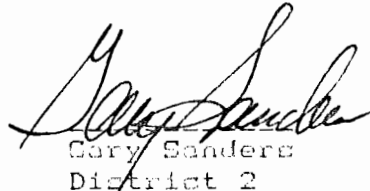

Kenneth Saffert
Chairman

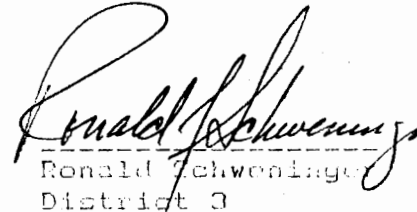

Fred Moore
Vice Chairman

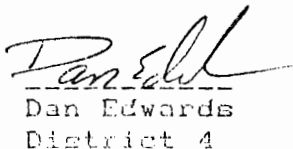

Ronald Rudrud
Secretary

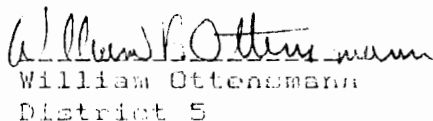
Approved:

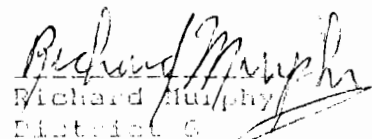

Clyde Busby
District 1

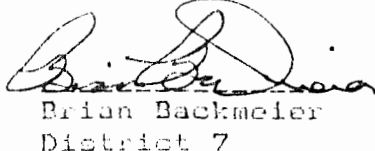

Gary Sanders
District 2

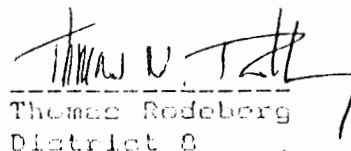

Ronald Schwenninger
District 3

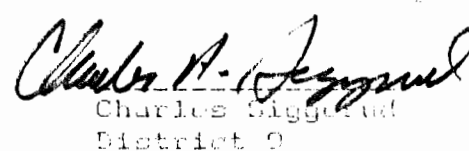

Dan Edwards
District 4

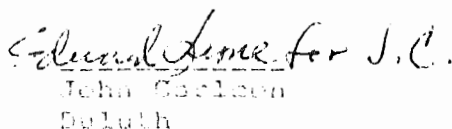

William Ottensmann
District 5

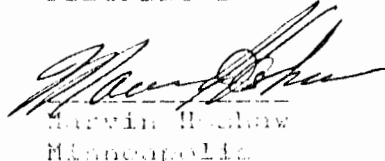

Richard Murphy
District 6

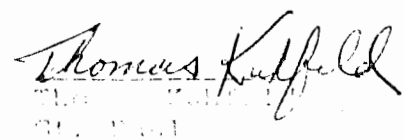

Brian Backmeier
District 7


Thomas Rodeberg
District 8


Charles Siggard
District 9


John Carlson
Duluth


Marvin Hachow
Minneapolis


Thomas Kuffeld
St. Paul

Attachment: Money Needs Listing

1987 Money Needs Recommendations

Municipality	Money Needs	Municipality	Money Needs
Albert Lea	\$3,554,279	Farmington	776,510
Alexandria	1,870,758	Fergus Falls	2,361,323
Andover	4,021,892	Fridley	3,983,995
Anoka	2,536,472	Golden Valley	5,800,107
Apple Valley	3,801,963	Grand Rapids	1,552,403
Arden Hills	971,318	Ham Lake	2,076,344
Austin	5,795,942	Hastings	1,901,621
Bemidji	2,473,619	Hermantown	4,041,331
Blaine	5,222,973	Hibbing	10,272,993
Bloomington	14,811,244	Hopkins	2,113,525
Brainerd	2,078,970	Hutchinson	1,557,973
Brooklyn Center	5,160,007	International Falls	1,915,743
Brooklyn Park	6,612,693	Inver Grove Heights	4,127,301
Burnsville	6,024,600	Lake Elmo	1,840,907
Champlin	1,772,543	Lakeville	8,011,766
Chanhassen	3,238,072	Lino Lakes	4,091,924
Chaska	2,512,689	Litchfield	1,905,965
Chisholm	1,505,207	Little Canada	1,277,502
Cloquet	5,814,649	Little Falls	2,431,442
Columbia Heights	1,511,080	Mankato	4,818,879
Coon Rapids	4,468,369	Maple Grove	11,264,941
Cottage Grove	4,495,090	Maplewood	6,348,575
Crookston	2,991,134	Marshall	1,861,011
Crystal	4,215,685	Mendota Heights	2,170,234
Detroit Lakes	1,373,425	Minneapolis	77,684,238
Duluth	24,621,105	Minnetonka	11,257,942
Eagan	6,393,506	Montevideo	1,658,657
East Bethel	2,593,814	Moorhead	6,775,642
East Grand Forks	1,876,246	Morris	2,088,933
Eden Prairie	7,252,678	Mound	1,408,494
Edina	7,301,590	Mounds View	1,165,193
Elk River	4,388,896	New Brighton	2,834,135
Eveleth	980,796	New Hope	1,876,112
Fairmont	2,768,170	New Ulm	2,759,694
Falcon Heights	347,683	Northfield	3,844,396
Faribault	4,131,541	North Mankato	1,049,697

Municipality -----	Money Needs -----
North St. Paul	2,020,850
Oakdale	2,650,869
Orono	2,270,623
Owatonna	4,562,820
Plymouth	8,051,807
Prior Lake	2,824,879
Ramsey	4,786,196
Red Wing	4,975,040
Redwood Falls	1,411,709
Richfield	2,979,365
Robbinsdale	1,164,199
Rochester	10,605,007
Rosemount	4,075,389
Roseville	4,215,099
St. Anthony	861,447
St. Cloud	8,243,910
St. Louis Park	5,622,054
St. Paul	61,081,367
St. Peter	1,210,378
Sauk Rapids	2,143,996
Savage	2,974,621
Shakopee	3,598,410
Shoreview	2,003,790
South St. Paul	2,487,154
Spring Lake Park	783,812
Stillwater	3,134,986
Thief River Falls	2,627,906
Vadnais Heights	891,771
Virginia	1,658,556
Waseca	852,816
West St. Paul	2,612,380
White Bear Lake	4,974,986
Willmar	2,874,471
Winona	3,737,726
Woodbury	8,152,133
Worthington	1,936,696
TOTAL	\$545,457,364

1988 MUNICIPAL STATE AID APPORTIONMENT DATA

Determination of the 1987 Construction Needs

Municipality	1987 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		--	\$669,471	\$180,329	--	\$245,320	--	--	\$2,949,799
Alexandria	1,870,758		41,257	78,489	--	\$15,000	--	--	--	1,848,526
Andover	4,021,892	(40,582)	--	78,221	113,955	294,291	--	--	--	4,083,425
Anoka	2,536,472		278,076	125,739	153,341	--	--	\$28,974	--	2,564,442
Apple Valley	3,801,963		63,491	900,819	--	855,000	--	--	--	3,819,635
Arden Hills	971,318		125,200	--	80,983	--	--	--	--	1,015,535
Austin	5,795,942		--	335,508	704,123	--	--	--	\$310,969	5,067,280
Bemidji	2,473,619		131,305	389,313	--	--	--	--	--	2,215,611
Blaine	5,222,973		221,318	346,118	232,308	--	--	--	--	4,865,865
Bloomington	14,811,244		110,809	435,335	2,040,637	--	1,255,688	832,491	--	14,534,260
Brainerd	2,078,970		221,028	--	40,806	650,000	576,113	--	185,035	3,670,340
Brooklyn Center	5,160,007		--	1,048,646	38,893	300,000	197,709	--	--	4,570,177
Brooklyn Park	6,612,693		86,343	436,838	8,274	--	--	--	--	6,253,924
Burnsville	6,024,600		816,462	--	13,763	--	349,684	334,777	--	7,511,760
Champlin	1,772,543		--	268,646	15,512	--	--	--	--	1,488,385
Chanhassen	3,238,072		121,677	--	--	--	--	--	--	3,359,749
Chaska	2,512,689		31,784	425,433	353,683	--	28,800	82,566	--	1,876,723
Chisholm	1,505,207		--	--	32,143	--	--	--	--	1,473,064
Cloquet	5,814,649		322,239	318,779	--	35,000	--	73,539	--	5,926,648
Columbia Heights	1,511,080		27,044	414,765	30,000	--	--	--	--	1,093,359
Coon Rapids	4,468,369		448,966	--	471,523	--	--	--	--	4,445,812
Cottage Grove	4,495,090		81,941	147,980	--	(60,522)	--	--	--	4,368,529
Crookston	2,991,134		--	83,408	--	--	--	149,174	--	3,056,900
Crystal	4,215,685		304,624	--	182,488	--	--	1,693,176	--	6,030,997
Detroit Lakes	1,373,425		59,866	--	--	--	--	--	--	1,433,291
Duluth	24,621,105	(199,038)	414,493	--	132,122	1,011,250	--	175,250	1,624,554	27,515,492
Eagan	6,393,506		311,403	--	6,235	371,183	--	271,918	--	7,341,775
East Bethel	2,593,814		--	--	--	--	--	14,000	--	2,607,814
East Grand Forks	1,876,246		219,968	228,449	--	135,000	--	--	--	2,002,765
Eden Prairie	7,252,678		--	670,946	328,143	720,613	974,299	--	--	7,948,501
Edina	7,301,590		65,204	787,562	1,191,124	--	--	--	--	5,388,108
Elk River	4,388,896	(640,090)	26,925	380,303	--	--	--	--	--	3,395,428
Eveleth	980,796		--	--	12,271	--	--	--	--	968,525

Municipality	1987 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	2,768,170		45,657	424,797	--	--	--	1,825	--	2,390,855
Falcon Heights	347,683		--	--	--	(2,988)	--	--	--	344,695
Faribault	4,131,541		44,800	--	70,369	175,000	--	2,346	--	4,283,318
Farmington	776,510		--	--	--	--	--	--	--	776,510
Fergus Falls	2,361,323		--	521,115	128,635	--	--	33,600	--	1,745,173
Fridley	3,983,995		90,957	1,138,175	96,815	--	--	5,853	--	2,845,815
Golden Valley	5,800,107		386,138	1,261,190	--	--	--	1,079,377	--	6,004,432
Grand Rapids	1,552,403		--	411,258	--	40,000	553,858	--	--	1,735,003
Ham Lake	2,076,344		--	36,231	--	80,000	--	--	--	2,120,113
Hastings	1,901,621		170,309	--	201,463	--	233,038	17,620	--	2,121,125
Hermantown	4,041,331		--	679,417	--	--	--	23,750	--	3,385,664
Hibbing	10,272,993	(2,537,323)	--	--	--	448,867	--	14,000	--	8,198,537
Hopkins	2,113,525		9,499	857,404	397,105	--	--	--	--	868,515
Hutchinson	1,557,973		--	304,111	--	--	570,793	--	--	1,824,655
International Falls	1,915,743		--	372,528	--	--	--	--	--	1,543,215
Inver Grove Heights	4,127,301		111,735	--	63,320	--	--	617,797	--	4,793,513
Lake Elmo	1,840,907		--	382,939	--	--	--	19,706	--	1,477,674
Lakeville	8,011,766		83,454	460,466	1,084,741	--	--	--	--	6,550,013
Lino Lakes	4,091,924		77,977	300,260	--	--	--	--	--	3,869,641
Litchfield	1,905,965		355,205	208,428	69,612	--	--	--	--	1,983,130
Little Canada	1,277,502		--	--	--	41,783	--	43,300	--	1,362,585
Little Falls	2,431,442		--	280,326	--	10,000	--	--	--	2,161,116
Mankato	4,818,879		85,030	458,081	1,448,765	(3,621)	--	323,285	--	3,316,727
Maple Grove	11,264,941		427,642	--	12,602	300,299	--	50,038	--	12,030,318
Maplewood	6,348,575		--	1,932,125	--	205,000	664,966	--	--	5,286,416
Marshall	1,861,011		22,101	--	12,703	35,496	--	58,320	--	1,964,225
Mendota Heights	2,170,234		24,848	326,855	7,351	238,628	--	--	81,436	2,180,940
Minneapolis	77,684,238	(1,656,692)	981,019	6,034,333	1,782,215	--	1,493,191	3,528,716	1,187,517	75,401,441
Minnetonka	11,257,942		9,499	413,057	4,682,820	(55,619)	--	282,150	--	6,398,095
Montevideo	1,658,657		--	--	--	--	--	--	--	1,658,657
Moorhead	6,775,642		50,040	650,816	--	--	7,530	21,000	186,397	6,389,793
Morris	2,088,933		--	51,413	187,625	--	--	13,097	--	1,862,992
Mound	1,408,494		22,358	--	118,155	100,000	--	107,446	--	1,520,143
Mounds View	1,165,193		58,444	132,692	--	--	--	--	--	1,090,945
New Brighton	2,834,135		42,051	669,100	693,627	--	--	--	--	1,513,459
New Hope	1,876,112		42,096	840,505	58,187	(603)	--	--	--	1,018,913
New Ulm	2,759,694		191,074	544,877	--	--	--	--	--	2,405,891
Northfield	3,844,396		85,679	493,633	--	(57,582)	--	8,850	31,743	3,419,453
North Mankato	1,049,697		186,024	2,826	--	--	--	395,146	--	1,628,041

Municipality	1987 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	2,020,850		--	386,609	--	--	--	--	--	1,634,241
Dakdale	2,650,869		160,201	94,806	--	--	--	--	--	2,716,264
Orono	2,270,623		--	211,116	28,516	9,747	--	--	--	2,040,738
Owatonna	4,562,820		64,275	133,972	356,186	--	--	113,638	--	4,250,575
Plymouth	8,051,807		--	--	381,328	--	--	45,208	--	7,715,687
Prior Lake	2,824,879		161,177	486,204	--	--	--	--	--	2,499,852
Ramsey	4,786,196		96,375	5,253	--	--	--	89,911	--	4,967,229
Red Wing	4,975,040		54,790	--	--	375,000	1,145,475	76,176	--	6,626,481
Redwood Falls	1,411,709		--	--	--	(110,000)	--	--	--	1,301,709
Richfield	2,979,365		46,951	754,338	35,576	--	--	1,152,857	--	3,389,259
Robbinsdale	1,164,199		--	472,647	155,663	--	--	--	--	535,889
Rochester	10,605,007		521,290	1,541,885	43,384	--	84,378	773,111	--	10,398,517
Rosemount	4,075,389		85,452	409,186	46,989	--	--	--	--	3,704,666
Roseville	4,215,099		202,398	--	--	2,225,000	2,814,714	1,383,005	--	10,840,216
St. Anthony	861,447	(236,567)	39,301	187,948	224,764	--	--	--	--	251,469
St. Cloud	8,243,910		553,943	--	325,213	1,786,139	--	778,233	--	11,037,012
St. Louis Park	5,622,054		--	956,554	1,457,652	--	1,356,666	335,520	--	4,900,034
St. Paul	61,081,367	(614,438)	5,268,888	5,780,792	3,596,067	845,911	1,221,432	2,521,732	1,284,767	62,232,800
St. Peter	1,210,378		88,645	271,814	--	--	--	--	--	1,027,209
Sauk Rapids	2,143,996		44,224	229,663	118,693	--	--	9,834	--	1,849,698
Savage	2,974,621		--	--	--	--	--	--	--	2,974,621
Shakopee	3,598,410	(1,951,144)	--	458,291	70,346	--	--	--	--	1,118,629
Shoreview	2,003,790		16,445	397,565	120,733	--	--	--	--	1,501,937
South St. Paul	2,487,154	(58,045)	112,477	389,764	33,693	--	--	--	--	2,118,129
Spring Lake Park	783,812		--	151,352	7,532	36,107	--	--	--	661,035
Stillwater	3,134,986		84,848	190,136	8,993	--	--	104,442	--	3,125,147
Thief River Falls	2,627,906		--	--	400,557	--	--	--	--	2,227,349
Vadnais Heights	891,771		25,761	226,098	--	--	--	--	--	691,434
Virginia	1,658,556		33,107	153,161	38,403	225,000	--	--	--	1,725,099
Waseca	852,816		23,639	74,498	--	--	--	5,000	--	806,957
*West St. Paul	2,612,380	(2,576,658)	--	846,781	190,000	--	--	--	--	0
White Bear Lake	4,974,986		135,554	--	167,468	--	--	177,573	--	5,120,645
Willmar	2,874,471		69,368	266,403	263,687	--	--	22,500	--	2,436,249
Winona	3,737,726	(251,107)	48,766	49,975	--	--	--	340,950	--	3,826,360
Woodbury	8,152,133		14,224	408,459	71,559	70,853	--	30,815	--	7,788,007
Worthington	1,936,696		20,078	211,016	31,113	--	--	26,842	--	1,741,487
STATE TOTAL	\$545,457,364	(\$10,761,684)	\$16,107,236	\$44,506,012	\$25,652,881	\$11,345,232	\$13,773,654	\$18,290,434	\$4,892,418	\$529,946,820

* \$1,001,059 negative money needs

Screening Committee Adjustment

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 of \$40,582 was approved by the Screening Committee 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	- 22,260
Construction allocation	<u>\$287,482</u>

Unencumbered construction fund deduction made in the 1987 apportionment

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

Adjustment with Variance Granted

1986 total allocation	\$309,742
Maintenance funds granted	- 73,691
Construction funds allocated	<u>\$236,051</u>

September 1, 1986 balance	\$276,633
1986 Construction funds allocated	-236,051
1986 Unencumbered construction funds deduction	<u>\$ 40,582</u>

Screening Committee Adjustment

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.

An additional amount of \$83,023 was approved by the Screening Committee to be deducted from the 1987 money needs to compensate for the increase in maintenance.

Amount allocated in 1986

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

Unencumbered construction fund deduction made in the 1987 apportionment

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

Considering Additional Maintenance

1986 total allocation	\$871,619
25% Construction allocation	- 217,905
1986 Construction allocation	<u>\$653,714</u>

September 1, 1986 balance	\$736,737
1986 Construction funds allocated	- 653,714
1986 Unencumbered construction funds deduction	<u>\$ 83,023</u>

Screening Board Adjustment

Minneapolis Needs Adjustment

Segment 332-020

Received \$1,606,000 in 1986 for bridge 6571 that was removed in 1984.

Screening Board Adjustment - \$1,606,000

Elk River Needs Adjustment

Segment 115-010

Received \$640,090 needs in 1986 for a bridge that was replaced and let in 1984.

Screening Board Adjustment - \$640,090.

West St. Paul needs adjustment

A recommendation made by the Unencumbered Construction Fund Subcommittee and approved by the Screening Committee to make an adjustment for a balance in excess of the recommended amount in the Construction Account. The recommendation is to increase the adjustment to 3 times the Unencumbered Construction balance as of June 30, less the current years construction allotment.

$\$1,036,959 - 178,073 = \$858,886 \times 3 = \$2,576,658$ adjustment.

An adjustment of 2 times the balance was made for the 1987 apportionment.

Screening Board Adjustment - \$2,576,658

Screening Board Adjustments

Hibbing Needs Adjustment

Segment 199-070

Received \$900,000 needs for 4' grade widening on a 2.53 segment. \$900,000 should have been \$90,000. A difference of \$810,000 per mile x 2.53 = \$2,049,300 negative needs adjustment.

Segment 206-020

Received \$900,000 needs for 4' grade widening on a .50 mi. segment. \$900,000 should have been \$90,000. A difference of \$810,000 per mi. x .5 = \$405,000 negative needs adjustment.

	Segment 070	-	\$2,049,300
	Segment 020	-	405,000
Screening Board Adjustment		-	<u>\$2,454,300</u>

Shakopee Needs Adjustment

Segment 108-010

Grading - received needs for \$2,435,000 per mile. Needs should have been \$243,500 per mile for a length of .87 mi. A difference of \$2,191,500 x .87 = \$1,906,605 negative needs adjustment.

Add. shld. 1416 tons @ 4.25	=	+	\$6020	not received
segment 108-020 shld. mat.		+	1572	not received
			<u>\$7592</u>	

	-	\$1,906,605
	+	7,592
Screening Board Adjustment	-	<u>\$1,899,013</u>

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 width 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.

(Adjustments delayed until a hold harmless resolution is received.)

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.

(Adjustment delayed by Screening Committee)

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

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

(Adjustment delayed until a hold harmless resolution is received.)

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

$$\underline{\$305,191} \times 2/46 \times 15 = \$199,038 \text{ adjustment.}$$

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

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

(Adjustment delayed until a hold harmless resolution is received.)

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 x 2/46 x 15 x .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.

(Adjustment delayed by Screening Committee.)

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 16 x 15 = \$460,338 adjustment.

52

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.

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

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

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

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

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	31,205
	<u>\$114,689</u>

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

So. St. Paul

- Petition for a variance from minimum design standards so as to permit a roadway with 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

$\$34,871 \times 24/72 \times 15 = \$174,355$ 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

$.07 \times 8/56 \times 3657 = \$ 36.57$
 $.07 \times 8/56 \times 3515 = 35.15$
 $.07 \times 16/56 \times 3515 = 67.29$
 $1378/1478 \times 20/56 \times 14,129 = 4,704.66$
 $100/1478 \times 16/56 \times 14,129 = 273.13$
\$5,116.80

$\$5,116.80 \times 15 = \$76,752$ adjustment.

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	--	311,403	311,403
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	7,210,555	16,107,236

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 ----- 1987 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 ----- 1987 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	328,261	323,008	5,253	0.02
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	83,574,312	44,854,086	44,506,012	0.99

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

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 money needs adjustment shall be made by annually adding the total amount of the structure cost that is eligible for State Aid reimbursement for a 15-year period."

Pursuant to the above resolution, the listed amounts 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

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	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	\$310,969
	104-121-04	G, B, C Sur&Misc	1960	1986	1988-2002	243,426	
Brainerd	108-103-07	GR, B, S	1959	1984	1986-2000	25,526	185,035
	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	
Duluth	118-140-19	Bridge Repair	1930	1984	1987-2001	1,054,200	1,624,554
	118-107-02	G, B, Conc Pave	1978	1983	1988-2002	11,858	
	118-109-09	BrkSurf & Misc	1975	1983	1988-2002	112,424	
	118-129-14	BrkSurf & Misc	1978	1983	1988-2002	86,859	
	118-171-03	BrkSurf & Misc	1979	1984	1988-2002	209,012	
	118-129-17	BrkSurf & Misc	1978	1984	1988-2002	14,487	
	118-135-07	BrkSurf & Misc	1966	1984	1988-2002	14,559	
	118-136-07	BrkSurf & Misc	1975	1984	1988-2002	26,430	
	118-138-10	BrkSurf & Misc	1975	1984	1988-2002	4,394	
	118-139-06	BrkSurf & Misc	1975	1984	1988-2002	24,066	
	118-140-18	BrkSurf & Misc	1975	1984	1988-2002	17,698	
	118-141-10	BrkSurf & Misc	1975	1984	1988-2002	23,882	
	118-143-06	BrkSurf & Misc	1975	1984	1988-2002	24,685	
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	1,187,517
	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	
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	1,284,767
	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	
STATE TOTAL							\$4,892,418

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

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) (Revised Oct. 1987)

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 or the proportional difference between average 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.

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.

January 5, 1988

MUNICIPAL HIGHWAY ENGINEERS

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Keith Gordon Apple Valley City Engr. Bonestroo Rosene & Associates 2335 W. Trunk Hwy. 36 St. Paul, MN 55113 (612) 636-4600	186(9)	Donald Christoffersen Arden Hills City Engr. % Short-Elliott-Hendrickson 222 E. Little Canada Rd. St. Paul, MN 55117 (612) 484-0272	187(9)
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