

1988 Municipal State Aid needs Report



MNDO1 HE 356 .M6 M53b 1988

October 1988

September 30, 1988

(612) 296-1662

TO

: Municipal Engineers

SUBJECT : The 1988 Municipal State Aid Needs Report

Gentlemen:

Enclosed is a copy of the 1988 Municipal State Aid Needs Report, which will be reviewed October 18 & 19 by the Screening Committee to make a final determination of the money needs.

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

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

Sincerely,

Kenneth Strous

Kenneth Straus Municipal State Aid Unit

Enclosures: 1988 Municipal State Aid Needs Report

PREFACE

The "1988 Municipal State Aid Needs Report" is presented to the Municipal Screening Board for use in making their annual money needs recommendation to the Commissioner of Transportation. This submittal is required by Mn. Statute 162.13 Sub .3 and is to be made to the commissioner on or before November 1 of each year for his determination.

The money needs data contained in this publication has been compiled from reporting submitted by each individual municipality. Design is established by State Aid Standards based on traffic, and the money needs are calculated using the unit prices as determined by the Screening Board at their spring meeting in June, 1988.

The 1980 and Special Census data is combined with the Commissioner's final money needs determination and is the resulting 1989 allocation which will be reported in the "1989 Municipal State Aid Apportionment Data" to be published in January, 1989.

1988 MUNICIPAL SCREENING BOARD DATA

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1988 MUNICIPAL SCREENING BOARD

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OFFICERS

		Transla Marana	Dlam auth	10200	
Chairman Vice Chairman Secretary		Fred Moore Ronald Rudrud Bruce Bullert	Plymouth Bloomington Northfield	(612) (612) (507)	559-2800 881-5811 645-8832
MEMBERS					
District	. Served	Representative			
1	3	Clyde Busby	Hibbing	(218)	262-3486
2	1	James Walker	Thief River Falls	(218)	751-3004
3	l	Terry Maurer	Elk River	(612)	774-6021
4	3	Dan Edwards	Fergus Falls	(218)	739-2251
5	2	William Ottensmann	Coon Rapids	(612)	755-2880
ė	3	Richard Murphy	Austin	(507)	437-7671
7	2	Dwayne Haffield	Worthington	(507)	376-3161
8	1	Joseph Bettendorf	Litchfield	(612)	252-4740
9	2	Charles Siggerud	Burnsville	(612)	890-4100
(Three C	ities	John Carlson	Duluth	(218)	723-3278
of the	<u>.</u>	Marvin Hoshaw	Minneapolis	(612)	348-2456
First C	lass)	Thomas Kuhfeld	St. Paul	(612)	292-6276
District		Alternates			
1		Nicholas Dragisich	Virginia	(218)	741-2388
2		David Kildahl	Crookston	(218)	281-6522
3		Roger Larson	Sauk Rapids	(612)	253-1000
4		Alvin Moen	Alexandria	(612)	762-8149
5		Michael Eastling	Richfield	(612)	869-7521
6		Thomas Drake	Red Wing	(612)	227-6220
7		Brian Bachmeier	Fairmont	(507)	238-9461
8		Dale Swanson	Willmar	(612)	235-4202
9		Ken Haider	Maplewood	(612)	770-4552

1988 SUBCOMMITTEES APPOINTED BY THE SCREENING BOARD

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NEEDS STUDY SUBCOMMITTEE

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

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

Ronald Schweninger Brainerd (218) 828-2309 Expires in 1990

UNENCUMBERED CONSTRUCTION FUNDS SUBCOMMITTEE

Chairman - H. R. Spurrier

arrman	-	Brooklyn Center (612-561-5440) Expires in 1988
		Larry Anderson Prior Lake (612) 447-4230 Expires in 1989
		Kenneth Saffert Mankato (507) 625-3161

Expires in 1990

MUNICIPAL SCREENING COMMITTEE REPRESENTATIVES Districts and First Class Cities

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Year	1	2	3	4	5	6	7	8
1971	BOYER	WIDSETH	KNAPP	STAHLBERG	ODLAND Golden Valley	JOHNSON Albert Lea	OTHMAN	CARLSON Willmar
1972	BOYER	WIDSETH	REED Brainerd	RONNING Fergus Falls	LANGSETH Bloomington	JOHNSON	OTHMAN	PRIEBE
1973	BOYER	WIDSETH	REED	LARSON Detroit Lakes	STROJAN	ARMSTRONG	OTHMAN	PRIEBE
1974	MADSEN Hibbing	SANDERS E. Gr. Forks	KNAPP	LARSON	STROJAN ·	BOLLANT Winona	OTHMAN	CARLSON
1975	MADSEN	SANDERS	KNAPP	REIMER Moorhead	ASMUS Minnetonka	BOLLANT	MENK St. Peter	CARLSON
1976	BOYER	WIDSETH	KRIHA Brainerd	REIMER	ODLAND	ANDERSON Red Wing	MENK	ADEN Marshall
1977	PFUTZENREUTER Virginia	WIDSETH	KRIHA	RONNING Fergus Falls	ODLAND	ANDERSON	MENK	ADEN
1978	PFUTZENREUTER	WIDSETH	KRIHA	RONNING	BUTCHER Maple Grove	ANDERSON	PUTNAM N ew Ulm .	ADEN
19 79	PFUTZENREUTER	VENCEL Bemidji	ENGSTRON Little Falls	RONNING	BUTCHER	ANDERSON	PUTNAM	CARLSON
1980	MADSEN	VENCEL	ENGSTRON	REIMER	BUTCHER	LEUTH Owatonna	PUTNAM	CARLSON
1981	PFUTZENREUTER	WIDSETH	ENGSTRON	REIMER	ASMUS	LEUTH	ORTLOFF Waseca	CARLSON
19 82	PFUTZENREUTER Cloquet	FREEBERG Bemidji	DOLENTZ St. Cloud	BAKKEN Detroit Lakes	ASMUS	LEUTH	ORTLOFF	ADEN
1 983	PRUZAK Cloquet	FREEBERG	DOLENTZ	BAKKEN	ASMUS	PLUMB Rochester	ORTLOFF	ADEN
19 84	PRUZAK	FREEBERG	DOLENTZ	BAKKEN	RUDRUD Bloomington	PLUMB	MENK	ADEN
1985	PRUZAK	SANDERS	SCHWENINGER Brainerd	BAKKEN	RUDRUD	PLUMB	MENK	RODEBERG Montevideo
1986	BUSBY Hibbing	SANDERS	SCHWENINGER	EDWARDS Fergus Falls	RUDRUD	MURPHY Austin	MENK	RODEBERG
1987	BUSBY	SANDERS	SCHWENINGER	EDWARDS .	OTTENSMANN Coon Rapids	MURPHY	HAFFIELD Worthington	RODEBERG
1988	BUSBY	WALKER Th River Falls	MAURER Elk River	EDWARDS	OTTENSMANN	MURPHY	HAFFIELD	BETTENDORF Litchfield

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Year	9. 	Mpls.	St. Paul	Duluth	Chairman	Chairman	Secretary))
							. · · ·	
1970	SORENSON	SORENSON	SCHNARR	DAVIDSON	KNAPP St. Cloud		LANGSETH	ал 2
	Minneapotis				Jt. 01000		broomingroit	
1971	PRICE	SORENSON	SCHNARR	DAVIDSON	ODLAND		SIMON	
	W. St. Paul				Golden Valley		N. ST. Paul	
1972	THENE	SORENSON	SCHNARR	DAVIDSON	LANGSETH		CARLSON	
	White Bear Lk.				Bloomington		Willmar	
1973	THENE	SORENSON	SCHNARR	DAVIDSON	STROJAN		JOHNSON	
					Hopkins		Albert Lea	
1974	THENE	SORENSON	SCHNARR	DAVIDSON	CARLSON		MERILA	
1714	1112112				Willmar		Brooklyn Park	
1075		CORENCON	CCUNADD	DAVIDSON	IONNEON		COOK	
1975	INENE	SUKENSUN	SUNNARK	DAVIDSON	Anoka		Faribault	
1976	DAVIDSON Inver Gr. Hats	SORENSON	SCHNARR	DAVIDSON	MERILA Brooklyn Park		ASMUS Minnetonka	
		•			,		<u>-</u>	
1977	DAVIDSON	SORENSON	SCHNARR	DAVIDSON	COOK	ASMUS Minneterka	THENE	
					Paribault	minneconka	WC. DF. LK.	
1978	HONCHELL	SMITH	WHEELER	DAVIDSON	ASMUS	THENE	PRIEBE	
	Roseville				Minnetonka	Wt. Br. Lk.	Hutchinson	
1 979	HONCHELL	SMITH	WHEELER	DAVIDSON	PRIEBE	ADEN	BAKER	
					Hutchinson	Marshall	Mankato	
1980	SIMON	SMITH	WHEELER	DAVIDSON	ADEN	BAKER	HONCHELL	
	S. St. Paul		,		Marshall	Mankato	Roseville	
1981	KLEINSCHMIDT	SMITH	PETERSON		BAKER	HONCHELL	SIMON	
	Inver Gr. Hgts	•			Hankato	Roseville	S. St. Paul	
1097	KIEINCOUMIDT	UCCHALL	DETERSON	DAVIDSON		CT MON	OF THER	
1702	KLEINSCAMIDI	NOSHAW	PETERSON	DAVIDSON	Roseville	S. St. Paul	Moorhead	
1983	KLEINSCHMIDT	HOSHAW	PETERSON	DAVIDSON	SIMON S. St. Paul	REIMER Moorhead	SPURRIER Shakopee	
1984	GATLIN	HOSHAW	PETERSON	BERG	REIMER	SPURRIER	ANDERSON	
	White Bear LK.				Moornead	snakopee	Prior Lake	
1985	GATLIN	HOSHAW	PETERSON	CARLSON	SPURRIER	ANDERSON	SAFFERT	
					Shakopee	Prior Lake	Mankato	
1986	GATLIN	HOSHAW	PETERSON	CARLSON	ANDERSON	SAFFERT	MOORE	
					Prior Lake	Mankato	Plymouth	
1987	SIGGERUD	HOSHAW	KUHFELD	CARLSON	SAFFERT	MOORE	RUDRUD	
	Burnsville				Mankato ·	Plymouth	Bloomington	
1988	SIGGERUD	HOSHAW	KUNFELD	CARLSON	MOORE	RUDRUD	BULLERT	
					Plymouth	Bloomington	Northfield	
			P	age 4				

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West St. Paul White Bear Lake Woodbury

MINUTES SUMMER MUNICIPAL SCREENING COMMITTEE JUNE 21-22, 1988

The summer meeting of the Screening Board was called to order by Chairman Moore at 1:08 p.m., Tuesday, June 21, 1988. Roll call was taken.

Present were:

Officers: Chairman Fred Moore, Plymouth Vice Chairman Ron Rudrud, Bloomington Secretary Bruce R. Bullert, Northfield

Distric	t 1	-	Clyd	e ₩.	Bus	sby	
Distric	t 2		Jame	s J.	Wal	lker	
Distric	t 3	-	Terr	y Ma	urei		
Distric	t 4	-	Dan	Edwa	rds		
Distric	t 5	-	Bill	Ott	ensi	nann	
District	: 6	-	Rich	ard	Mur	oh y	
Distric	t 7	-	Dway	ne H	laff	ield	
District	: 8	-	Joe	Bett	endo	orf	
Distric	t 9	-	Char	les	Sigg	gerud	
First Ci	lass	; C	lity	– Jo	hn I	Ī. Ca:	rlson
First C	lass	; (Lity	– Ma	rvi	n Hosi	haw
First C	lass		lity	– Tr	omas	s Kuh:	feld
Chairman	n Ne	ed	s St	udy			
Subo	comm	it	tee	– Št	:eve	Gat1:	in

Others:

Larry Anderson David Kreager Jon Ketokoski Gordon M. Fay

Roy L. Hanson

Kenneth Straus

Jack Isaacson Dave Reed Vern Korzendorfer Chuck Weichselbaum Earl Welshons Larry Hoben Elmer Morris Ken Hoeschen Elk River Fergus Falls Coon Rapids Austin Worthington Litchfield Burnsville Duluth Minneapolis St. Paul White Bear Lake Prior Lake

Thief River Falls

Hibbing

Duluth Minneapolis Mn/DOT Director, Office of State Aid Mn/DOT Assistant State Aid Engineer Mn/DOT Municipal State Aid Needs Unit Mn/DOT District 2, State Aid Mn/DOT District 3, State Aid Mn/DOT District 4, State Aid Mn/DOT District 5, State Aid Mn/DOT District 6, State Aid Mn/DOT District 7, State Aid Mn/DOT District 9, State Aid Mn/DOT County State Aid Needs Unit

Chairman Moore made introductions of other persons in attendance at the meeting.

I. MINUTES CONSIDERATION:

Chairman Moore called for consideration of approval of the minutes of the October 27 and 28, 1987, Screening Board meeting. They are printed on pages 4 through 23 of the 1988 Municipal Screening Board Data Book dated June, 1988. Ottensmann commented on two motions regarding overall fund balance and width variance adjustments (Page 17 under Article XVIII). Both motions involved some action to be taken during the Spring 88 meeting. Chairman Moore stated that these items have not been completed to date but would be reported on at the fall meeting.

Ottensmann moved, seconded by Siggerud, to approve the minutes. Motion carried.

II. MEETING PROCEDURE

Chairman Moore mentioned that all agenda items regarding needs, rules and presentations will be discussed today. Additional informal discussion will occur this evening beginning at 7:00 p.m. Action on all items will occur at tomorrow's meeting, which will be held in this room beginning at 9:00 a.m.

III. NEEDS SUBCOMMITTEE REPORT

Steve Gatlin outlined the major changes in the unit prices being recommended by the Committee. These include the amount for traffic signals (\$12,000 per mile to \$15,000 per mile), street lighting (\$2,000 per mile to \$16,000 per mile) and the aspect of an annual review of the storm sewer unit value. The minutes of the subcommittee are listed on Pages 24 through 26 of the Municipal Screening Board Data Book.

IV. NEEDS REPORT

Ken Straus presented the spread sheets that had been handed out and discussed the inclusions in the 1988 Screening Board Data booklet. He went through the Needs Subcommittee unit price recommendations as well as last year's prices, 5-year averages, last year's averages and year's high and low prices for each of the items. Ken Straus last that the storm sewer costs are shown in the needs column but noted not in the apportionment column while storm sewer adjustment costs Straus also noted that the bridge show up in both columns. construction unit prices do not include any approach work or bridge Upon completion of the review of the unit prices removal costs. listed in pages 27 through 55 of the booklet by Ken Straus, Chairman Moore asked for any questions or comments regarding these items. Hearing none, Chairman Moore stated that action on these unit prices will be held until tomorrow's meeting.

Ken Straus then began to review further data in the booklet beginning with the annual maintenance costs (Pages 56 and 57). He stated that the maintenance costs are shown on the Needs Sheets and do affect the apportionment. These prices in the Needs Study have not changed since 1958 and therefore the Subcommittee is recommending doubling these particular unit prices. These changes would increase the total maintenance apportionment needs approximately \$2.6 million.

Straus noted that the engineering item had also not been changed since 1958. The subcommittee at their second meeting made a recommendation that the engineering unit price be increased from 10% to 20%. The engineering amount is listed only under the needs column and not under the apportionment column. This item is covered in the last sheet of the orange booklet.

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V. TRAFFIC COUNTING

Ken Straus mentioned that the traffic count information is found on page 58.

VI. UNENCUMBERED CONSTRUCTION FUND BALANCE

This information is found on pages 59 and 60. He stated that the letter on page 59 had been sent to all communities having an excess balance as per the suggestion of last fall's Screening Committee meeting. A total of 39 cities had an excess balance as of February 1, 1988. These communities will be reviewed after June 30th to determine changes which have occurred. The subcommittee will then deal with these cities still having excess balances.

Ken Straus next reviewed the additional revenue projected to each community based upon a 25% increase in the motor vehicle excise tax, a 3 cent gas tax increase and 5% from the general fund. These numbers are provided on pages 61 through 63. He noted that the communities would hopefully initiate sufficient projects to utilize these funds as well as the current balances.

Siggerud asked clarification on the length of the motor vehicle excise tax transfer. Straus stated that the transfer was for two (2) years only as it pertains to the cities allocation. The gas tax increases will continue beyond the two years. The discussion centered around the monetary effect due to this change. Gordy Fay stated that this item should be discussed more thoroughly at a later time.

VII. UNIT PRICE COMPUTER LISTING

The total summary of the unit prices is listed on pages 64 through 96 for informational purposes.

VIII. RESOLUTIONS

Ken Straus then passed out some handouts that had been provided at the District meetings. He further noted that the resolutions are listed on pages 97 through 103. Five pages of resolutions are missing in the booklet due to a computer error but these resolutions are also always provided in the other booklets such as "apportionment". The State-Aid Office did not have any recommended resolution changes for the Screening Committee consideration.

IX. 1988 NEEDS STUDY (Orange Booklet)

Ken Straus noted that at last fall's Screening Committee meeting it was agreed that a comprehensive needs study be completed. The orange booklet provides this information. On pages 2 through 4 of the

orange booklet are the minutes of the March 31, 1988 Needs Subcommittee meeting. Ken noted that Marv Hoshaw and Bruce Bullert attended that meeting and made a presentation on the historical Municipal State Aid Needs Apportionment and the current Municipal State Aid Needs. The concern expressed in the presentation was that the Needs Study does not reflect the true cost of constructing and maintaining the Municipal State Aid system and therefore could lead to a change in the funding formula for State, County and Municipal road improvements. Ken Straus then reviewed the recommendations of the subcommittee which are:

- 1. Develop ways to show the true cost to bring the Municipal State Aid System up to standards.
- 2. Develop a fair system to all communities.
- Show what effect the overall changes would have on each city's Needs and Apportionment.

The orange booklet has been prepared to address these recommendations. In particular, the items which should be considered to show the true cost of the MSA System are:

- 1. All streets constructed with State Aid funds should be allowed to collect Needs after 25 years of service instead of after-the-fact, second-time construction.
- 2. All non-existing and other bridges should collect Needs and not draw Needs only after a construction project is awarded. If the route is real enough to be in the system, the cost of upgrading or constructing is a real need.
- 3. All storm sewers should be in the reported Needs, with monitoring for abuse the responsibility of the State Aid Engineer.
- 4. All street lighting Needs should be reported based on average cost of statewide street lighting projects/mile, based on actual cost rather than \$2,000 as presently reported.
- 5. Signal Needs should be based on actual intersection signalization cost as reported to State Aid on recent contracts.
- 6. The cost of rubberized railroad grade crossings should be included in the Needs Study.
- 7. The cost of connecting Municipal State Aid streets to County and State roadways should be included in the Needs Study. In many instances, Municipal State Aid funds are required to construct turn lanes and by-pass lanes and make sight distance corrections to County and State road. These costs are not now included in the Needs Study.

8. The true cost of maintaining the MSA system should be included in the Needs Study based on actual maintenance cost rather than \$1,500 per mile. Also, the Needs Study should show the actual amount available for construction after maintenance costs are removed similar to the County system.

9. Any other costs that should be included in a true Needs Study.

The Subcommittee recommends that this group develop a proposal which will show the true Needs of the Municipal State Aid system and its effect on each community's apportionment. The proposal should be available for review by the Needs Subcommittee prior to the District meetings to be held in June before the Screening Committee meeting.

Marv Hoshaw then commented on the variance requirements and the need for "urban standards". One concern involves the design of urban streets to highway standards. The design of streets in an urban setting, especially an existing urban area, is far different than designing a highway. The standards should reflect this difference also the lack of flexibility due to right of way constraints. and One example is to review the present standards against road segments which were constructed 15 to 25 years ago to state-aid standards. He some examples of projects which involved a variance procedure stated to changes in the standards even though the physical roadway has due changed during this period. The urban designer is still faced not with the same right-of-way dimensions and must design within these constraints. These problems are experienced by many older communities throughout the state. Bruce Bullert added the aspect of public perception of the standards and the process required to the obtain a variance. The professional engineers must consider the public viewpoint with respect to existing roadway reconstruction projects and the need for changes due to the existing standards.

Ken Straus reviewed in detail pages 6 through 9 of the orange booklet which is information provided by the City of Minneapolis. The information reveals a fairly stable needs situation from 1958 to 1972 with little inflation while the statewide apportionment increased by 150%. The period from 1972 to 1982 was the opposite with the needs increasing 230% as compared to the apportionment increase of 129%. 1982, the needs have decreased from \$712 million to \$545 Since million due to a removal of storm sewer apportionment to an after the fact basis (net annual loss of \$120 million), removal of needs on improved roadways over 25 years of age (net annual loss of \$75 million) and the change from Portland Cement Concrete to asphaltic concrete pavement (net annual loss of \$70 million).

Ken Straus noted on Page 10 the relationship between construction In particular, the difference between 1958 needs to apportionment. 1988 reveals a considerable change in the number of years needed and to complete the municipal state aid system. Marv Hoshaw added comments regarding this matter in relation to comparable county and state figures. A separate handout was provided to the committee detailing the relationship of needs to apportionment from 1971 to Mary Hoshaw noted that the apportionment figure did not 1988. include the recent legislature increase of \$30 million.

Ken Straus next reviewed page 11 of the orange booklet in detail. This information is a total comparison of municipal needs from 1958 to 1988. The county information was compared to the City data to show the differences between the two funds.

Pages 12 through 30 were next reviewed by Ken Straus. These tables provide the affect to each municipality regarding re-instatement of needs after 25 years. The criteria is outlined on pages 12 through 14 the individual listings following these pages. The chart with from the state aid manuals were used to determine quantities and costs are taken from the needs study. The additional needs for the urban section was \$69,000,000; for non-urban section - \$2,600,000; for concrete pavement removal - \$3,400,000 thereby totalling additional needs with these three items of \$75 million. Fred Moore noted that pages 27 through 30 reflects recommendation number one of Needs Subcommittee whereby streets would draw needs after 25 the Siggerud asked clarification of the reason for the lane miles years. difference between Minneapolis and St. Paul. The difference reflects the number of streets built over 25 years ago. Carlson noted that once a street is overlaid, the needs are removed. Murphy also stated that this applies to additional surfacing.

The effect of storm sewer needs is provided on pages 31 through 34. Straus noted that the handout had a different criteria as per the Needs Subcommittee recommendation whereby if a segment receives grading needs it would also receive storm sewer needs. The original criteria of \$196,000 per mile (booklet) increased needs by \$105 million. The revised handout increases the needs by \$171 million. Minneapolis is the biggest loser under this item.

The next section deals with non-existant bridges. Straus reviewed the material on pages 35 through 39 which provides this information. This item would increase needs by \$9.2 million or 1.69%.

On pages 40 through 43 is a summary of the total needs affect of re-instatment after 25 years, storm sewer needs and non-existant bridges. The subcommittee handout provides an increase of \$255 million (46.84%) versus the booklet amount of \$189 million (34.79%) due mainly to the storm sewer difference. The apportionment summary is provided on pages 44 through 47. Minneapolis would be the biggest loser, approximately 2% of their apportionment. Edina and Minnetonka would be some of the biggest gainers

Ron Rudrud noted that some communities are not showing non-existant bridge needs now since they do not affect needs. Therefore if this change were to take place, a number of additional bridges would be added to the needs thereby changing the figures somewhat. Every city is requested to show all bridges anticipated on the system. Straus also noted that the cities are not reporting their true needs. Hoshaw stated that this is one of the hazards when we start to keep a dual set of books. Siggerud asked if there was a particular characteristic that explained the gainer versus loser. Straus stated that he did not find a particular reason. Hoshaw asked if a study has been done on the effect of traffic signals. None had been done at this time. Hoshaw commented on the aspect that the cities should show their true needs and not worry so much about individual communities. If the cities did state the true needs, the figures would greatly increase reflection on the construction versus and provide a proper apportionment. Siggerud asked how many years the increased needs Straus stated it would be 3.25 years (booklet) or would provide. (handout). 4.11 Hoshaw requested clarification on the vears maintenance needs recommendation of the subcommittee. Straus stated that their recommendation is to double the maintenance needs.

Murphy stated that District 6 had recommended an increase in the maintenance amount to reflect the true maintenance cost rather than the \$1,500 per mile. Straus stated that he would be covering maintenance in the handout also.

The rubberized crossing costs for railroad tracks found on page 48 was presented by Ken Straus. He stated that this is one of the items which should be reviewed by the committee.

The minutes of the last Needs Subcommittee meeting held on May 18 are provided on page 49. The particular recommendations addressed in the minutes were reviewed by Straus and include the following:

- 1. Raise engineering and contingencies from 10% to 20% (i.e. 15% engineering and 5% contingencies).
- 2. Include the needs for undesignated mileage on the Needs and Apportionment Study with said needs to be based on a 44 foot wide roadway, soil factor of 100% and a traffic ADT of less than 2000.
- 3. Re-instate street construction needs of segments that were graded 25 years or more with or without State Aid expended (except bituminous overlays).
- 4. That a study be done to determine how "After the fact construction accomplishments" be handled with proposed changes. Recommended time limit for "After the fact construction needs" be December 31, 1989.
- 5. That storm sewer construction needs be reinstated for those segments eligible for full construction needs at \$196,000 per segment mile or the unit price established by the Screening Board.
- 6. That storm sewer adjustment needs be re-instated after the same 25 year period that a segment has been off the Needs Study. (except for bituminous overlay).
- 7. That non-existing bridges be placed on the Needs and Apportionment Study.
- 8. That rubberized railroad crossings be added to the Needs and Apportionment Study at the unit price of \$700/foot per track times the reported proposed roadway width.

Ken Straus next handed out a sheet detailing the maintenance costs received by each city. He stated that a suggestion had been made to review the maintenance costs. In 1958, the maintenance was 18.9% of the apportionment amount based upon \$1,500.00 per mile while not it 5.58%. The majority of cities receive \$1,500.00 per mile but many is communities stated at the district meetings that they were spending A number of cities do request more than the \$6,500.00 per mile. minimum and some are over \$10,000.00 per mile. A problem is the aspect of this maintenance money going into the general fund of the Hoshaw asked about the counties. Straus stated that the city. counties receive 40% (approximately \$2,200.00 per mile) and they must file a detailed yearly expenditure report. Rudrud asked if their maintenance funds is included in their apportionment. Straus stated the funds are shown similar to the cities. A number of the cities with excess fund balances receive only \$1,500.00 per mile.

Fred Moore then stated that Page #3 and #49 are a summary of the Needs Subcommittee recommendations. He then asked for any questions or comments. Murphy commented that under the present 25 year rule, a street that is rebuilt in the 27th year would receive needs for only 2 years. District #6 recommended that the 25 year requirement be changed to 15 years. Carlson asked for clarification on overlay projects. Straus stated that now you would lose the needs but under the proposal you would continue to receive full grading needs. Hoshaw then thanked the state-aid office personnel and the Needs Subcommittee members for their work. Moore also expressed thanks to these members.

X. NEW BUSINESS

Marv Hoshaw discussed the aspect of reveiwing the variance procedures, etc. He commented that this may be an item that needs to be reviewed by the City Engineer's organization.

Tom Kuhfeld brought before the committee three (3) items for discussion on variances. The first is the difference between rules and standards as it relates to variances. He finds that we are going before the Variance Committee regarding rules or interpretation of rules which may or may not be the original intent of the Rules Committee. Secondly, once the variance procedure is started, the Variance Committee decides the standards or the city's position. He believes that the Committee does not have the leeway to first decide if a variance is even needed. Finally, during the variance hearing and discussion, he thinks the committee feels somewhat frustrated that they cannot reach some type of compromise or suggest some type of compromise that would be approved.

Hoshaw stated that the state-aid office in view of the rule does interpret them cautiously.

Roy Hanson stated that the variance procedure involves the whole book which includes not only the standards but the administrative procedures also. He stated that the Variance Committee in dealing with Hasting's request did approve the variance with a condition. Other comments were made that some committees do and others don't provide this type of compromise. General comments were made on past variance requests and the outcome. Hoshaw stated that a lot of the time the variance procedures works well and thanked the state-aid office for setting up the definite scheduled meetings.

Larry Anderson asked about the county's unified computer system and its availability to the city engineers. Gordon Fay responded to this provided ouestion and a general summary of the counties' participation in this program. The first training session on bridge inspection is scheduled shortly and all of the counties have purchased the needed P.C. computer. .C. computer. The program involves the bulletin board and hopefully the needs. availability of the be included soon. The computer costs approximately information will 40% \$6,000.00 with of the cost being the local government State-aid office could work with a committee of the responsibility. city engineers. The county engineers are using the programs for project design, cost analysis and alternative analysis. Cass County has developed a program for urban design.

XI. GORDON FAY, STATE AID DIRECTOR, REPORT

Gordy Fay proceeded with the following comments:

A. Maintenance Allocation

The cities have the right to request more than the \$1,500.00 per mile. The counties are required to submit a detailed yearly audit of expenditures which govern the maintenance allocation. The cities are not required to submit this audit as long as the maintenance allocation does not exceed 25% of their allocation. A submittal supporting the increase over \$1,500.00 per mile is required, however, as per the state-aid requirements. The maintenance cost per mile is more than \$1,500.00 per mile.

B. Needs Study Proposed Changes

The proposed changes being considered in the needs reporting are a good step to be taking. The after the fact needs are okay but do not provide a comprehensive approach to the upgrading of your system. The elimination of bridges and storm sewer needs have greatly reduced the needs showing in the reports. He asked if the cities actually believed they could complete their system in 9.3 years.

C. Legislation - Gas Tax and MVET

The last session of the legislature passed a 3 cent gas tax increase and transfer of some of the motor vehicle excise tax. The legislature really had a hard time giving any MVET money to the cities and counties. The governor's proposal is to transfer 100% of the MVET to transit and transportation. If the MVET law stands whereby the cities and counties lose this money in two years, this change could result in a considerable loss of money if the MVET is changed from 25% to 100%. The legislature stated that the counties and cities don't need the money as compared to the state trunk highway system. A legislative committee has been established and the city engineers should stay in contact with the committee members to ensure your needs are met.

D. Road User Funds

Each year more money is being apportioned to other purposes from the road user fund. \$250,000.00 is going to townships for maintenance of roads to state parks. Traffic volumes are not a consideration and townships are making requests for more projects. \$675,000.00 has been set aside for the DNR for forest roads. Another \$600,000.00 goes to the DNR for access roads to state parks. The next session of the legislature can reallocate the top 5% of the fund. It is anticipated that the townships, etc., are going to want a bigger share of the pot.

E. Bridge Bonding

The list of deficient bridges in the state is considerable. The next session of the legislature will again deal with bridge bonding. The city fund is broke at this time; therefore, support is needed to pass the bridge bond package.

F. Last Legislative Session

The city engineers were more active during the last session. This activity is needed in the future to address the city's concerns and positions on legislative matters. A strategy needs to be developed to provide a unified position.

G. Legislative Auditor

The legislative auditor is looking at the fund balances and procedures. They are looking at such areas as interest on investment after report of state aid.

H. Certify Technicians

The bituminous contractors know more than the technicians. The establishment of a technician certification program would address this problem.

XII. OLD BUSINESS

None

XIII. ADJOURNMENT

The Chairman announced that informal discussion of the subjects covered this afternoon will begin at 7:00 p.m. in the same room. Tomorrow's meeting will begin at 9:00 a.m. This session adjourned at 3:54 p.m.

SECOND SESSION

Chairman Moore called the Municipal Screening Committee back into session at 9:06 a.m. on June 22, 1988. Roll call was taken and the list of attendees was the same as yesterdays except Ron Rudrud was absent.

XIV. UNIT PRICES (Reference III and IV)

Straus reviewed the unit prices for the committee (page #55). The subcommittee recommends consideration of \$16,000 per mile for street lighting which assumes street lights at all intersections.

Gatlin reviewed the subcommittee discussion on storm sewer unit prices. They originally had looked at a rate of \$300,000 per mile but considering that normally the state-aid share is approximately 2/3rds, the \$196,000 per mile is okay. This figure is based upon a 24" pipe.

A motion was made by Ottensmann, seconded by Siggerud, to approve the unit prices recommended by the subcommittee (page #55) including \$16,000 per mile for street lights and \$196,000 per mile for storm sewer. All members were in favor of the motion. Motion carried.

Straus next reviewed the subcommittee recommendations on annual maintenance costs (page #56). He stated that this doubling of the cost would increase the maintenance cost to approximately \$2,374 per mile which is still quite different than actual maintenance costs being discussed earlier. The criteria for this item is outlined on Page #12 of the orange booklet.

any actual figures had Carlson asked if been reviewed for maintenance costs. Gatlin stated that they had not looked at actual figures but used general information available. Carlson asked if it drastic to go to the actual figures rather than just would be too general discussion involved the aspect of how to doubling. The Gordy Fay proposed that all this information. review or obtain cities provide the maintenance costs for 1987 specifying what is included in the figures. The discussion involved how to determine this figure and how long it would take to get it. A rough way of take the overall city expenditure and determining the cost is to the proportion for state-aid streets. Walker questioned using whether meaningful data would be available by fall and if it would better to do something now and review the more detailed data next be Murphy stated that District #6 had developed figures for the vear. jurisdictional study that showed figures in excess of \$6,500 per mile. Hoshaw commented that their costs exceed \$10,000 per mile.

motion was made by Siggerud, seconded by Walker, to adopt the A subcommittee recommendations on annual maintenance cost (page #56) further direct the subcommittee to update the data for future and (fall if possible). Carlson brought up the handout provided action by Straus detailing maintenance costs of numerous cities which support a much higher maintenance cost. Straus re-affirmed that the more than \$1,500 per mile must cities receiving provide justification. Busby asked how you would come up with an actual

number from these figures. Following further discussion of this matter, all members were in favor of the motion. Motion carried.

Straus next reviewed the subcommittee recommendation for engineering and contingencies. The change would increase this item by \$67,000,000.

A motion was made by Ottensmann, seconded by Carlson, to approve the subcommittee's recommendation regarding engineering and contingency costs. All were in favor of the motion. Motion carried.

XV. UNENCUMBERED CONSTRUCTION BALANCE (Reference VI)

Larry Anderson provided an explanation of the subcommittees understanding of the changes adopted previously by the Screening The intent was for Straus to send out the initial notice Committee. to cities in February for the 1988 process, which he did. The would then be reviewed by the criteria previously used to cities determine the city's intent to reduce their fund balance. The individual cases would then be reviewed again by September 1, 1989 when they would lose their exceptions and the more strict rules would be utilized in dealing with that particular city. This process would allow sufficient time for each city to proceed with a project even if it involved a fairly complex procedure involving other governmental bodies, property owners, etc. He further stated that many of the communities have reduced their fund balances Anderson further commented that the \$300,000 amount was already. too small in his opinion.

Straus commented that 5 cities out of 39 on the list were affected by the \$300,000. Most cities are affected by the 2.0 factor used in this process.

Ottensmann stated that the goal of the committee was to find a way to ensure the funds are spent in a timely fashion. The subcommittee should continue to review this procedure further.

Moore commented that more information should be available at the fall meeting.

XVI. RUBBERIZED RAILROAD CROSSINGS

Straus reviewed the information on the rubberized railroad crossings on page #48 of the orange booklet. Some of the questions raised included which ones should be included in the needs, all or some?

Ottensmann asked if we provide needs for this item, are we then going to require them to be constructed.

Siggerud asked why wouldn't a city install the rubberized crossing.

Straus pointed out that a number of railroad crossings are being removed at this time and how this would affect the needs.

Moore stated that it probably is no different than cities being able to change designated routes.

Busby asked about the federal money available and the railroad responsibility.

Murphy stated that the railroads do nothing and won't due the work at their expense.

Fay commented that the responsibility is the railroad's; however, because they will not do the work, the cities have expended their funds to accomplish the projects. The federal government through their actions have also shifted the responsibility to some extent.

A motion was made by Siggerud, seconded by Murphy, to approve the subcommittee's recommendation of \$700 per foot per track for rubberized railroad crossings. Kuhfeld questioned the word rubberized since a number of different materials are available. Following a discussion of this particular item it was agreed that the statement be "rubberized or approved equal". Carlson asked clarification on whether this applies to just future crossings or past ones also. Moore stated that the interpretation of the motion is to include all railroad crossings on the system which need to be constructed in the future. All were in favor of the motion. Motion carried.

XVII. UNDESIGNATED MILEAGE

Moore stated that this item is outlined on page #49 of the orange booklet. A general review of the subcommittee recommendation was provided. Straus stated that the total undesignated mileage as of December 31, 1987 was 125.07 miles.

Walker asked for Straus' general opinion on this matter.

Straus stated that the faster growing communities are sometimes slow in their processing of additional designations. The smaller communities have a problem of getting from termini to termini due to their mileage limitation.

Edwards proposed a change from the subcommittee's recommendation which he believed would follow the procedure better and appear more appropriate upon review by different people. Namely, the community could designate a portion of a route and then commit to future designation of the remaining route as per the rules. The city would also be allowed to construct the portion of a route with a penalty if removed from the system.

Moore asked if this required a rule change? Straus provided a general summary of the rules regarding this matter. Fay stated it is an attempt to draw needs and not keep an integrated system. Edwards commented that presently the cities change designations to accomplish the maximum mileage whereas this proposal would avoid Fay questioned whether all cities are growing and this procedure. therefore would be able to designate the remaining portion of the Hoshaw commented that a definite commitment would be segment. needed of the city to designate the remaining portion of the Kuhfeld stated that he liked the subcommittee segment. because it removes some of the maneuvering recommendation by different cities to designate mileage.

Following a lengthy discussion of this item in regards to the needs and the actual method to designate this mileage, a motion was made by Hoshaw, seconded by Ottensmann, to direct the subcommittee to review additional data including Dan Edward's comment and bring back this information to the fall screening committee meeting. All were in favor of the motion. Motion carried.

XVIII. RE-INSTATE NEEDS

Moore stated that considerable discussion took place last night on this particular subject and asked for any comments.

A motion was made by Haffield, seconded by Busby, to approve the subcommittee's recommendation with the change of 20 years instead of 25 years.

Carlson asked about the after the fact needs which involve 15 year periods and how this would pertain to the re-instatement of needs. Straus stated that this item applies to segments which had been constructed previously and now would receive complete grading needs again. Gatlin noted that the sunset for "After the Fact Needs" would be December 31, 1989.

Siggerud questioned the aspect of how the after the fact needs will be handled. In fact, the subcommittee's recommendation is to study this particular item and how it affects the numerous items now under the after the fact needs re-imbursement.

Moore clarified that the current motion does not address the after the fact needs adjustment.

Straus questioned how overlay projects would be handled under this program. Hoshaw stated that this is more of an administrative problem.

Murphy stated the position of District #6 was to move to a 15 year period based upon the present apportionment and time required to fund the re-construction.

A general discussion took place regarding the justification of 20 years or 25 years. Such items as traffic projections, actual life of streets and other related items were presented and discussed at length.

Following the discussion, all voted in favor of the motion. Motion carried.

XIX. STORM SEWER NEEDS

A motion was made by Siggerud, seconded by Walker, to approve the subcommittee's recommendation and re-instate storm sewer needs, nonexistent bridges and storm sewer adjustments into the construction needs with one change to the recommendation of 20 years rather than 25 years for storm sewer adjustment. Ottensmann questioned how this would address the after the facts needs such as nonexistent bridges. Siggerud stated that the motion was based upon the assumption that the after the fact needs will be addressed. Hoshaw commented that this is the correct order since if this motion is not passed, there is no reason to address the after the fact needs.

Bettendorf questioned whether this was an appropriate action at this time with so many questions unanswered.

Straus questioned the 20 year length in regard to storm sewer needs.

Ottensmann offered an amendment, seconded by Kuhfeld, that storm sewers and bridges have a total of 15 years of needs including both before and after the fact needs.

A general discussion of the amendment took place with comments on particular effects and other concerns. The general consensus was to bring this matter back to the committee in the fall for further discussion.

The amendment and motion were withdrawn and referred back to the Needs Subcommittee.

A motion was made by Ottensmann, seconded by Kuhfeld, to direct the Needs Subcommittee with the directive to increase the needs as per the discussion and also review the method of implementing the changes in a fair method to all communities and avoiding undue negative impacts. This directive applies to storm sewer, nonexistent bridges and other related items discussed by the Screening Committee. All were in favor of the motion. Motion carried.

XX. OVERLAYS

A motion was made by Hoshaw, seconded by Carlson to rescind that portion of the resolution on overlays that eliminates all needs after an overlay project for a period of ten years and instead you lose only the cost of the overlay.

Straus stated that this motion removes this item from construction accomplishment as noted on page #99 of the white booklet. Kuhfeld asked if this would be retroactive? Moore stated that the state aid office should draft new wording for the fall committee meeting.

All in favor of the motion. Motion carried.

XXI. TRAFFIC SIGNALS

Hoshaw asked if the needs subcommittee could review the numbers for traffic signals. Gatlin stated the subcommittee had reviewed this matter. Hoshaw commented that a considerable difference exists between larger and smaller cities. Straus referred to a previous

study showing the cost in Minneapolis at \$62,000 per mile while smaller cities are at \$10,000 per mile. Bettendorf stated that their district would like more review. Carlson asked if there is a way to determine which intersections need signals. A question on the life of a signal was also made. The general consensus was 10 years.

A motion was made by Hoshaw, seconded by Carlson, to direct the needs subcommittee to further review this item on traffic signals. (No time designation.) All were in favor of the motion. Motion carried.

XXII. OTHER BUSINESS

Ottensmann questioned what is happening on the other items noted in the needs subcommittee minutes but for which a recommendation had not been made. Gatlin stated that the subcommittee will continue to review these particular items.

A general discussion took place regarding Item #7 of the subcommittee minutes involving turn lanes. The issue involves the need to construct turn lanes, islands, etc., on county or state highways for state aid streets and how these costs are addressed. Jerry Butcher brought these items up for discussion. The needs subcommittee will address this particular matter.

Moore thanked the members of the Needs Subcommittee and the State Aid personnel for their work.

Moore addressed the item regarding the \$1,500 per mile for maintenance or 25% of your allocation. The main comment involved the aspect that you can ask for more than 25% but then the auditor will want more detailed accounting. Fay stated that this item deserves more discussion at the fall meeting.

Murphy stated that a new alternate is needed for District #6 due to a position change. Moore stated that District #1 also needed a new alternate due to a request. The City Engineer's Association Executive Committee held a brief meeting and approved each district's request for alternate designation. Tom Drake of Red Wing has been approved as the District #6 alternate. Nick Dragovitz of Virginia was approved as the District #1 alternate. These people are recommended to the Commissioner. A motion was made by Siggerud, seconded by Hoshaw, to approve including this information in the minutes.

Gordy Fay commented that this meeting was very good and included participation by more members. The evening meeting also provided a good forum for discussion. He further complemented the subcommittee for its work as well as the state aid staff and members of the Screening Committee.

James Walker also recognized Dave Reed for his accomplishment for being selected Engineer of the Year by MSPE.

XXIII. ADJOURNMENT

A motion was made by Murphy, seconded by Edwards, to adjourn the meeting. All were in favor of the motion.

The meeting adjourned at 11:18 a.m.

Respectfully submitted:

Brun R. Bulli

Bruce R. Bullert Secretary, CEAM

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

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

The apportionment amount in this summary, and the remainder of this report will use a projected amount of \$71,000,000. This approximate amount reflects an increase in revenue since the last apportionment.

The tentative increase is due to the passage of a 25% increase in the motor vehicle excise tax, a 3 cent increase in gas tax and 5% from the General Fund which went into effect July 1988.

The actual income is not known at this time but will be announced in January 1989 when the Commissioner of Transportation makes a determination of the 1989 apportionment.

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
19 81	106	1913.57	695,487,179	35,567,962	422,111,378
1982	109	1995.74	712,299,816	42,032,978	464,144,356
1983	109	2041.94	651,035,697	46,306,272	510,450,628
1984	109	2066.80	641,783,969	48,735,190	559,185,818
1985	110	2121.49	624,641,459	56,875,174	616,060,992
1986	107	2139.42	552,944,830	59,097,819	675,158,811
1987	107	2148.07	551,850,149	53,101,745	728,260,556
1988	108	2164.99	555,994,519	56,819,000	785,079,556
1989	109	2201.28	560,105,075	71,000,000	856,079,556

M.S.A.S. Mileage, Needs and Apportionment 1958 to 1989 _____

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1989 apportionment is an estimate.

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Maximum Mileage Record

The maximum mileage eligible for designation in each municipality is based on the Engineer's "Annual Certification of Mileage" as of December 31, 1988

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MAXIMUM STATE-AID MILEAGE COMPUTATIONS 8. Trunk Highways (Line 1, Column XI). 9. County State-Aid Highways (Line 2, Column XI). 10. County Municipal State-Aid Streets (Line 3, Column XI). 11. Total Deductions (Total of Lines 8, 9 and 10 above).						
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After deducting the Trunk Highways and County State Aid Highway mileage from the total improved mileage, 20% of the remainder is the maximum mileage allowable for Municipal State Aid designation. The individual municipalities may not exceed this limitation except to the extent necessary to designate Trunk Highway Turnbacks.

Maximum Mileage Record

(as of December 31, 1987)

Municipality	Mileage Allowed for Designation	1987 M.S.A.S. Mileage Designated	Mileage below Maximum	Trunk Highway Turnback Overage
Albert Lea	17.89	17.19	0.70	· .
Alexandria	11.75	11.65	0.10	
Andover	26.85	23.26	3.59	
Anoka	11.83	11.21	0.62	
Apple Valley	27.19	19.31	7.88	
Arden Hills	6.11	4.57	1.54	
Austin Bemidji Blaine	21.80 14.05 30.78	21.99 14.54 26.35	 4.43	-0.19 -0.49
Bloomington Brainerd Brooklyn Center	73.37 14.36 20.87	71.72 14.19 21.29	1.65 0.17	-0.42
Brooklyn Park	36.87	34.34	2.53	
Burnsville	41.41	38.02	3.39	
Champlin	14.04	11.67	2.37	
Chanhassen	16.17	13.36	2.81	
Chaska	10.44	8.59	1.85	
Chisholm	7.10	6.93	0.17	
Cloquet	18.00	17.75	0.25	
Columbia Heights	11.84	11.47	0.37	
Coon Rapids	38.27	32.39	5.88	
Cottage Grove	25.21	23.27	1.94	
Crookston	9.61	9.21	0.40	
Crystal	17.94	17.65	0.29	
Detroit Lakes	9.02	8.68	0.34	-3.68
Duluth	85.97	89.65		
Eagan	37.97	32.67	5.30	
East Bethel	22.09	21.08	1.01	-1.57
East Grand Forks	9.31	10.88		
Eden Prairie	34.01	28.21	5.80	
Edina	39.80	38.83	0.97	
Elk River	21.04	19.30	1.74	
Eveleth	5.99	5.98	0.01	
Fairmont Falcon Heights Faribault	14.69 2.64 18.09	17.08 2.54 18.11	0.10 -0.02	-2.39

	Mileage Allowed for	1987 M.S.A.S. Mileage	Mileage below	Trunk Highway Turnback
Municipality	Designation	Designated	Maximum	Overage
Farmington	6.89	6.66	0.23	
Fergus Falls Fridley	13.09 25.02	12.01 23.94	1.08 1.08	
Golden Valley	23.88	23.90	-0.02	
Ham Lake	19.14	18.04	1.10	
Hastings	13.77	12.58	1.19	
Hibbing	48.45	48.38	0.07	
Hopkins	9.55	8.99	0.56	
International Falls	4,91	4.74	0.17	
Inver Grove Heights	. 18.46	17.63	0.83	-
Lakeville	28.38	26.44	1.94	
Lino Lakes Litchfield	14.48	13.11	1.37	
Little Canada	5.58	5.10	0.48	
Little Falls Mankato	12.06 22.55	13.83 23.61		-1.77
Maple Grove	34.50	32.25	2.25	1.00
Maplewood Marshall	19.13 10.28	15.26 9.74	3.87 0.54	
Mendota Heights	11.93	10.47	1.46	
Minneapolis Minnetonka	187.79 48.55	186.79 46.57	1.00	
Montevideo	8.12	7.54	0.58	
Moorhead Morris	23.72	23.50	0.22	
Mound	8.00	7.17	0.83	
Mounds View New Brighton	7.48 13.53	7.35	0.13 0.28	
New Hope	12.68	12.64	0.04	
New Ulm Northfield	14.43	12.74	1.69	
North Mankato	9.49	8.59	0.90	
North St. Paul	8.27	8.03	0.24	
Orono	11.68	10.94	0.74	

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Municipality	Mileage Allowed for Designation	1987 M.S.A.S. Mileage Designated	Mileage below Maximum	Trunk Highway Turnback Overage
Owatonna	17.56	16.72	0.84	
Plymouth	42.65	38.40	4.25	
Prior Lake	12.51	11.11	1.40	
Ramsey	24.71	23.92	0.79	
Red Wing	20.45	18.86	1.59	
Redwood Falls	5.12	5.01	0.11	
Richfield	26.29	26.08	0.21	-0.32
Robbinsdale	10.01	10.33		
Rochester	44.15	40.04	4.11	
Rosemount	15.02	12.07	2.95	<u>-</u>
Roseville	23.15	21.99	1.16	
St. Anthony	5.48	5.21	0.27	
St. Cloud	32.90	33.60		-0.70
St. Louis Park	26.22	25.20	1.02	
St. Paul	158.05	156.92	1.13	
St. Peter	8.48	8.12	0.36	
Sauk Rapids	7.95	7.67	0.28	
Savage	9.35	8.62	0.73	
Sha kopee	14.85	12.59	2.26	
Shoreview	15.45	9.85	5.60	
South St. Paul	14.48	14.39	0.09	
Spring Lake Park	4.96	4.69	0.27	
Stillwater	12.73	11.91	0.82	
Thief River Falls	11.23	11.12	0.11	
Vadnais Heights	6.50	4.52	1.98	
Virginia	12.33	11.87	0.46	
Waseca	6.52	6.31	0.21	
West St. Paul White Bear Lake Willmar	12.25 17.88 20.72	11.62 17.82 22.78	0.63	-2.06
Winona	19.57	18.73	0.84	
Woodbury	23.99	20.67	3.32	
Worthington	10.58	9.80	0.78	
TOTALS	2296.31	2181.83	129.13	-14.65
1986 Mileage	2245.75	2159.65	100.56	-14.46
Increase from 1986	50.56	22.18	28.57	-0.19

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· .	Municipal State-Aid 1988 Improved Mileage Record				
	(based on 1987	certification)			
Municipality		Municipality			
Albert Lea	17.19	Farmington	6.66		
Alexandria Andover	10.95 15.06	Fergus Falls Fridley	12.01 21.74		
Anoka	10.61	Golden Valley	22.93		
Apple Valley Arden Hills	13.81 2.57	Grand Rapids Ham Lake	9.83 16.39		
Austin	21.99	Hastings	12.26		
Blaine	14.54 19.25	Hibbing	45.99		
Bloomington	71.21	Hopkins	8.99		
Brooklyn Center	21.29	International Falls	9.59		
Brooklyn Park	26.14	Inver Grove Heights	14.89		
Champlin	10.85	Lakeville	21.79		
Chanhassen	9.77	Lino Lakes Litabfield	9.29		
Chisholm	6.93	Little Canada	5.10		
Cloquet	17.58	Little Falls Markato	13.57		
Coon Rapids	29.15	Maple Grove	22.93		
Cottage Grove	23.13	Maplewood	12.13		
Crystal	17.55	Mendota Heights	10.47		
Detroit Lakes	8.68	Minneapolis Minnetonka	186.56		
Eagan	29.27	Montevideo	7.54		
East Bethel	17.61	Moorhead	23.37		
Eden Prairie	22.28	Mound	6.45		
Edina Elk Divor	38.64	Mounds View	6.64		
Eveleth	5.98	New Hope	12.58		
Fairmont	16.85	New Ulm	12.74		
Faribault	2.54 18.11	North Mankato	8.59		

Municipality

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North St. Paul	6.47
Oakdale	10.45
Orono	10.84
Owatonna	16.16
Plymouth	31.25
Prior Lake	6.46
Ramsey	13.40
Red Wing	16.80
Redwood Falls	4.32
Richfield	25.50
Robbinsdale	10.33
Rochester	36.79
Rosemount	9.58
Roseville	20.47
St. Anthony	5.21
St. Cloud	32.71
St. Louis Park	22.18
St. Paul	156.19
St. Peter	8.12
Sauk Rapids	7.39
Savage	5.78
Shakopee	10.60
Shoreview	6.93
South St. Paul	13.64
Spring Lake Park	4.21
Stillwater	11.28
Thief River Falls	10.58
Vadnais Heights	3.29
Virginia	11.59
Waseca	6.31
West St. Paul	11.62
White Bear Lake	16.57
Willmar	22.59
Winona	18.16
Woodbury	16.79
Worthington	9.80
TOTAL	2018.04

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1988 Itemized Tabulation of Needs

The 1988 itemized tabulation of needs on the following page shows all the construction items used in the Municipal State Aid Needs Study for apportionment purposes.

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

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

You will notice the average cost per mile is \$254.286, while the lowest average recorded is Robbinsdale with \$111,058 per mile. The seven cities which exceed \$350,000 per mile are listed alphabetically as follows:

Elk River Farmington International Falls Maplewood Minneapolis Northfield Woodbury

The highest average is Farmington with \$550,230 per mile.

MUNICIPAL NAME	GRADING COMP SEWER	ADJ SEWER	BASE	SURFACE	SHOULDER	CURB&GUTTER	SIDEWALK	SIGNALS	LIGHTING	RET WALLS	RIGHT OF WAY	BRIDGES	RR CROSSINGS	MAINT	NEEDS	MILEAGE	COST/MIL	MUNICIPAL NAME
ALBERT LEA ROCHESTER ALEXANDRIA ANDOVER	507,826 246,198 1,186,965	220,100 3,720 6,820	728,221 447,108 1,156,599	1,137,058 15,980 730,526 1,446,309	867 42,456	327,648 3,000 181,728 710,322	95,936 30,568	25,785 5,400 174,750 401,400	34,380 720 23,300 53,520	27,000	6,200 83,400	-	385,000	41,134 876 25,722 21,200	3,536,288 29,696 1,867,587 5,102,171	17.19 .36 11.65 26.76	205,718 82,489 160,308 190,664	ALBERT LEA ROCHESTER ALEXANDRIA ANDOVER
ANOKA DULUTH APPLE VALLEY	450,094 318,026 75,905	420	509,778 1,289,632	880,770 7,208 1,628,882		402,546 484,068	48,361	166,800 2,700 305,550	22,240 360 40,740		5,000 100,000 22,500			21,568 576 39,818 7,080	2,507,157 10,844 4,206,716	.00 11.21 .18 20.37	223,654 60,244 206,515	ANOKA Duluth Apple Valley Appen Hules
ELK RIVER AUSTIN BEMIDJI	14,334 943,989 183,652	12,400	29,655 899,054 239,636	33,236 1,531,608 868,910		15,210 353,682 141,318	222,786	3,600 328,050 216,300	480 43,740 28,840	10,000	22,500	1,184,771 460,694	195,000 285,000	240 59,544 34,298	96,755 5,774,624 2,504,043	4.57 .00 .24 21.87 14.54	403,146 209,870 140,533	ELK RIVER AUSTIN BEMIDJI
BLAINE BLOOMINGTON BRAINERD	453,528 1,467,005 179,202	1,240 1,026,720 110,980	1,322,871 2,281,839 192,636	1,993,689 5,724,406 947,530	20,991	726,708 1,503,078 148,638	917,871 14,661	397,500 1,094,100 212,850	53,000 145,880 28,380	16,000	52,400	283,528	390,000 195,000	38,952 222,480 30,342	5,008,479 15,125,307 2,060,219	26.50 .00 72.94 14.19	188,999 203,479 145,188	BLAINE BLOOMINGTON BRAINERD
BROOKLYN CENTER Brooklyn park Burnsville	546,332 761,885 401,363	141,360 49,600	1,203,546 1,564,725 1,364,459	1,876,028 2,924,654 2,713,029		711,972 952,326 541,254	2 900	325,950 538,950 570,150	43,460 71,860 76,020	41,037	13,544 23,300 14,900	209,160	95,000	58,008 66,854 105,498	5,265,542 6,954,154 6,045,633	21.73 .00 35.93 38.01	232,691 193,547 152,241	BROOKLYN CENTER BROOKLYN PARK BURNSVILLE
CHANHASSEN CHASKA CHISHOLM	682,230 248,169 267,003	61,380	1,389,900 589,736 183,522	817,165 700,310 489,264	9,988	379,320 359,610 195,240	82,158 131,418	197,250 128,850 103,950	26,300 17,180 13,860	15,800	10,900	11,286	95,000 260,000	11,880 16,760 12,758	3,619,933 2,414,059 1,474,195	.00 13.15 8.59 6.93	275,280 279,717 212,727	CHANHASSEN CHASKA CHISHOLM
CLOQUET COLUMBIA HEIGHTS COON RAPIDS	1,644,475 177,632 609,639	3,720 31,000	1,410,333 212,456 1,132,083	1,309,882 685,812 2,836,530	4,871	612,894 84,798 744,006	374,816 47,489	266,250 172,050 551,400	35,500 22,940 73,520	45,000 4,500	34,100 5,000	263,940 361,216	225,000 65,300 300	31,478 29,562 80,072	6,262,259 1,533,539 6,393,766	.00 17.75 11.47 36.76	337,933 133,700 164,106	CLOQUET COLUMBIA HEIGHTS COON RAPIDS
COTTAGE GROVE CROOKSTON CRYSTAL	459,930 512,366 582,263	58,280 99,820 162,440	1,356,607 766,867 1,103,947	1,375,161 703,882 1,263,990	14,569	394,194 245,028 445,554	95,703 8,700	347,850 138,150 264,750	46,380 18,420 35,300	5,000 36,700	22,500 4,100 10,400	256,500 352,500	300 332,500	53,430 19,206 38,993	4,385,401 2,961,342 4,285,537	.00 23.19 9.21 17.65	178,047 283,262 242,807	COTTAGE GROVE Crookston Crystal
DETROIT LAKES Duluth Eagan	140,972 4,369,010 810,302	45,260 353,400 127,720	228,480 5,043,728 2,450,755	579,374 5,660,749 3,026,258	72 27,277	137,184 1,652,826 1,017,612	33,713 1,460,419	131,550 1,337,550 510,450	17,540 178,340 68,060	20,000 150,000	11,300 41,400	35,530 3,650,396	287,400	19,096 226,882 69,742	1,388,771 24,409,277 8,122,299	.00 8.77 89.52 34.03	154,303 231,891 238,681	DETROIT LAKES DULUTH EAGAN
EAST BETHEL EAST GRAND FORKS EDEN PRAIRIE	706,525 138,085 1,295,579	13,020 81,220	853,536 331,942 2,357,251	700,398 691,629 2,834,670	26,612	158,246 1,154,820	1,204	335,100 159,450 453,900	44,680 21,260 60,520	265,000	30,000 19,200	371,326	285,600 65,000	22,766 20,820 61,276	2,719,617 1,821,256 9,019,762	22.34 10.88 30.26 .00	121,738 167,395 285,804	EAST BETHEL EAST GRAND FORKS EDEN PRAIRIE
EDINA ELK RIVER EVELETH	1,123,042 806,563 168,595	101,060 37,820	1,696,401 1,006,985 161,682	2,672,616 1,081,044 382,514	23,916 748	793,662 508,218 126,708	46,256 135,315 87,741	590,100 299,100 89,700	78,680 39,880 11,960	81,100 26,000	19,300 30,000	728,312	95,000	97,448 28,218 12,468	7,299,665 4,846,371 1,042,116	39.34 19.94 5.98 .00	185,553 206,523 174,267	EDINA ELK RIVER EVELETH
FAIRMONT FALCON HEIGHTS FARIBAULT	995,428 39,120 278,695	34,100 83,700	847,326 75,350 693,565	1,195,010 144,952 1,186,160	1,143	344,094 42,210 295,698	54,086	256,200 38,100 277,350	34,160 5,080 36,980	4,500 3,000	600	79,680	65,600 130,300	43,642 5,428 42,168	3,955,569 350,240 4,161,363	17.08 2.54 18.52 .00	226,926 137,890 167,045	FAIRMONT FALCON HEIGHTS FARIBAULT
FARMINGTON FERGUS FALLS FRIDLEY GOLDEN VALLEY	664,383 159,391 336,510 724,684	13,020 188,480 26,040	1,429,111 230,316 527,827 1,703,868	977,084 664,587 1,586,036 1,820,996	1,619	421,974 110,595 516,510 650,904	36,685 49,750	99,900 180,150 359,100 348,750	13,320 24,020 47,880 46,500	10,500 10,000	16,700 14,300 12,100		890,3 00 350,0 00 422,5 00	5,372 23,087 50,424 52,830	3,664,529 2,357,335 3,977,067 5,819,172	6.66 12.01 23.94 23.25	550,230 196,281 166,126 250,287	FARMINGTON Fergus Falls Fridley Golden Valley
GRAND RAPIDS HAM LAKE HASTINGS	71,329 425,877 170,247	17,360 21,080	113,846 615,606 270,430	597,706 696,765 799,678	646 44,062 867	115,530 124,476 346,350	21,272 60,900	139,500 278,550 188,700	18,600 37,140 25,160	17,400	16,500 6,200		195,000	21,688 21,912 27,834	1,312,477 2,281,968 1,913,766	.00 9.30 18.57 12.58	141,127 122,885 152,128	GRAND RAPIDS Ham lake Hastings
HERMANTOWN HIBBING HOPKINS	959,881 2,449,027 205,636	263,500 40,300	1,401,937 2,697,213 332,698	949,847 2,496,514 672,374	9,130 84,459	245,838 781,614 197,622	84,014 3,828	194,850 725,700 134,850	25,980 96,760 17,980	40,000	51,900	80,178 5,016 460,000	255,000	23,278 79,236 22,028	3,982,819 10,018,053 2,087,316	12.99 48.38 8.99 .00	300,434 206,966 181,014	HERMANTOWN HIBBING HOPKINS
HUTCHINSON INTERNATIONAL FALLS INVER GROVE HEIGHTS	125,481 442,874 232,057	36,580 164,920	284,251 394,878 813,611	659,272 403,174 1,315,709		125,676 167,232 578,418	174 206,905	145,950 71,100 265,500	19,460 9,480 35,400		62,600		190,900	19,808 10,202 29,415	1,607,552 1,870,765 3,332,710	9.73 4.74 17.70 .00	165,216 394,676 188,289	HUTCHINSON INTERNATIONAL FALLS INVER GROVE HEIGHTS
LAKE ELMO LAKEVILLE LINO LAKES	227,064 1,070,212 850,184	27,900	779,212 2,846,347 1,513,581	398,550 2,466,000 849,699	25,765	122,106 1,413,150 403,632		133,800 423,150 201,450	17,840 56,420 26,860		28,800		130,300	12,346 35,734 11,830	1,744,583 8,470,113 3,857,236	8.92 28.21 13.43 .00	195,581 300,252 287,210	LAKE ELMO LAKEVILLE LINO LAKES
LITTLE CANADA LITTLE FALLS	459,087 281,052	46,500 62,620	193,319 432,747	309,644 960,284	442	271,986 126,300 270,984 382,440	12,383	76,500 207,450	15,660 10,200 27,660	15,000	2,200		65, 300 300	13,952 12,754 29,238	1,877,893 1,271,084 2,294,040	7.83 5.10 13.83 .00 23.61	239,833 249,232 165,874 203,369	LITTLE CANADA LITTLE FALLS
MAPLE GROVE MAPLEWOOD	1,777,525 570,775 276,894	33,480 10,540 7,440	2,089,746 2,65,523	3,259,938 1,827,036 628,828	361	1,415,244 828,672 98,892	6,656	481,500 228,900	42,360 64,200 30,520	727,000	44,160 69,000		65,000 320,000	62,738 44,642 30,110	4,801,087	23.61 32.10 15.26 .00 9.74	203,349 340,837 393,532	MAPLE GROVE MAPLEWOOD MARSHALL
MENDOTA HEIGHTS MINNEAPOLIS MINNETONKA	201,756 17,284,119 1,572,470	2,220,220	529,723 15,422,571 3,614,176	803,276 16,713,106 3,510,308	1,377	274,296 5,328,984 1,630,944	6,198,231	157,050 2,791,950 698,250	20,940 372,260 93,100	30,585	1,600 134,600	9,837,234	95,000 1,205,800	20,134 581,650 74,646	2,103,552 77,957,725 11,369,619	10.47 186.79 .00 46.55	200,912 364,690 244,245	MENDOTA HEIGHTS MINNEAPOLIS MINNETONKA
MONTEVIDEO Moorhead Morris	291,024 1,198,985 384,761	96,100 286,440 31,000	379,917 1,774,989 622,414	531,936 1,822,744 515,904		151,980 671,154 260,934	32,598 83,990 21,129	113,100 349,050 96,750	15,080 46,540 12,900		2,900 2,200		160,000 65,000	16,962 66,904 13,472	1,631,597 6,462,996 2,024,264	7.54 23.36 .00 6.45	216,392 276,669 313,839	MONTEVIDEO Moorhead Morris
MOUND Mounds View , New Brighton	152,249 140,674 253,528	13,020	238,116 282,974 647,449	487,044 520,284 880,947		221,598 71,778 264,222		107,550 110,250 198,750	14,340 14,700 26,500		2,800		65,300 450,000	14,260 14,854 24,476	1,316,277 1,155,514 2,800,512	7.17 7.35 .00 13.25	183,581 157,213 211,359	MOUND Mounds View New Brighton
NEW HOPE NEW ULM NORTHFIELD	105,130 392,514 672,863	55,180 55,580	221,913 639,104 840,750 118,286	703,776 840,111 834,688 490,802	179	227,505 331,950	14,458 248,972	189,600 187,650 143,550	25,280 25,020 19,140	2,000	54,500	283,500 283,500	112,500 195,600 700,000	20,172	1,899,437 2,889,248 3,874,165	12.64 12.51 .00 9.57	127,843 208,293 404,824	NEW HOPE NEW ULM Northfield
OAK DALE	264,446 429,638 339,102	29,140 6,200	468,165 727,854 731,824	799,224	1,909	197,958 374,070 345,720	174	120,450 166,950 166,100	16,180 16,060 22,260 21,880	50,000	20,200 11,400		325,000	13,556 19,646	2,559,151	8.03 .00 11.13	252,689 229,933 202,250	NORTH ST PAUL DAK DALE
OWATONNA PLYMOUTH PRIOR LAKE	582,380 720,236 416,947	66,960 13,640	979,297 2,369,817 1,213,160	1,245,214 2,699,733 694,701	5,241	431,736 848,448 224,130	40,298	250,800 584,250 169,650	77,900 22,620		500 39,900 8-700	517,500	350,000 260,000	35,245 83,322	4,533,370 7,702,487	16.72 .00 38.95	240,184 197,753	OWATONNA PLYMOUTH
RAMSEY RED WING REDWOOD FALLS	1,434,129 1,314,410 171,690	62,620 49,600	837,693 1,427,028 425,206	1,212,993 1,512,550 382,776	60,804 7,018	374,490 637,548 169,524	156,442 47,850	347,700 306,750 75,150	46,360 40,900 10,020	33,500	85,900 13,100		190,000 160,600	20,752 37,540 7,614	4,610,821 5,710,006 1,339,430	23.18 .00 20.45 5.01	279,218 267.351	RAMSEY RED WING REDWOOD FALLS
RICHFIELD ROBBINSDALE ROCHESTER	186,520 136,085 1,558,867	88,660 319,300	311,460 169,068 3,295,143	1,336,051 539,147 3,444,899	2,988	187,944 75,030 919,028	65,179 8,121 174,132	391,050 159,000 595,200	52,140 21,200 79,360		2,500		325,000 47,500 225,300	63,094 22,068 111,229	3,009,598 1,177,219 10,727,546	26.07 .00 10.60 39.68	115,443 111,058 270,351	RICHFIELD ROBBINSDALE ROCHESTER
ROSEMOUNT ROSEVILLE ST ANTHONY	343,927 390,498 110,171	79,360 2,480	1,589,581 888,857 169,128	1,246,521 1,475,724 316,116	25,433	473,460 468,546 91,320	1,421	181,050 329,850 78,150	24,140 43,980 10,420		6,500 800		190,000 260,000	10,972 44,844 12,058	4,085,084 3,989,580 790,643	12.07 .00 21.99 5.21	338,449 181,427 151,755	ROSEMOUNT Roseville St Anthony
ST LOUDS PARK ST PAUL ST PETER	644,813 10,017,644 117,165	287,680 615,040 50,220	1,208,417 11,763,280 204,467	1,945,886 13,341,356 508,402	1,190	637,860 3,587,994 108,654	35,294 2,162,787 972	379,050 2,357,250 121,800	50,540 314,300	15,000 97,500	2,727,800 15,200	1,720,000 16,089,844	285,000 255,300 481,600	97,220 66,988 469,504	7,915,764 9,974,628 61,313,299	33.60 .00 25.27 157.15	235,588 326,657 287,773	ST LOUIS PARK ST PAUL
SAUK RAPIDS SAVAGE SHAKOPEE	323,101 498,242 713,947	11,160 39,060	451,717 864,403 740,179	685,428 729,430 858,020	5,207	231,828 436,626 278,136	66,802 12,325	115,500 129,300 190,650	15,400 17,240 25,420	40,000	12,600		510,300	19,226 8,898 23,920	1,949,002 2,695,299 3,409,764	.00 7.70 8.62 12.71	253,117 312,680 268,274	SAUK RAPIDS SAVAGE SHAKOPEE
SHOREVIEW South St Paul Spring Lake Park	313,746 334,642 46,602	83,080 39,060	399,703 529,663 176,196	688,656 939,990 310,094		292,068 179,622 114,930	30,118	147,750 214,950 70,350	19,700 28,660 9,380	10,000	1,600			12,560 30,638 9,132	1,875,783 2,381,363 781,344	.00 9.85 14.33 4.69	190,435 166,180 166,598	SHOREVIEW South St Paul Spring Lake Park
STILLWATER THIEF RIVER FALLS VADNAIS HEIGHTS	408,026 341,146 116,400	27,900 45,260	646,861 502,369 202,325	843,396 776,120 264,984	47 6,919	319,908 231,426 123,294	142,420	179,700 167,700 67,800	23,960 22,360 9,040	26,666	3,000 20,600		95,000 320,000	22,764 23,052 6,708	2,739,648 2,450,033 797,470	.00 11.98 11.18 4.52	228,685 219,144 176,431	STILLWATER THIEF RIVER FALLS VADNAIS HEIGHTS
VIRGINIA Waseca West st paul	219,061 61,303 408,777	49,600	202,463 97,043 644,880	621,091 408,682 818,274	6,159	153,102 50,940 289,386	146,292 3,625	178,050 94,650 174,300	23,740 12,620 23,240	10,000			67,400 95,600	23,509 14,886 27,210	1,690,467 835,724 2,399,692	.00 11.87 6.31 11.62	142,415 132,444 206,514	VIRGINIA Waseca West st Paul .
WHITE BEAR LAKE Willmar Winona	796,785 336,330 657,732	213,900 34,100 186,620	1,404,113 392,501 494,700	1,378,278 1,228,674 1,312,341	361 4,764	628,842 190,188 360,888	61,568 136,477 89,581	267,300 293,400 280,950	35,640 39,120 37,460		10,000	83,581	95,000 190,000	34,058 43,242 47,372	4,925,484 2,967,974 3,472,408	17.82 19.56 18.73	276,402 147,464 185,393	WHITE BEAR LAKE WILLMAR WINONA
WOODBURY Worthington	1,297,764 466,273 87,868,515	78,740 9,461,820	3,092,290 426,707 129,219,385	2,752,632 693,056 162,913,453	523,555	1,116,258 222,402 1 52,669,782	7,396 4,943,837	325,050 147,000 32,712,585	43,340 19,600 4,392,620	1,865,788	348,000 3,100 4,457,404	504,000 39,439,836	65,000 4 14,399,700	30,808 21,490 ,886,555	9,006,142 2,654,764 559,754,835	21.67 9.80 2,201.28	415,604 219,466	WOODBURY Worthington
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October 19, 1988

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 1988 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 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 1989 Apportionment Sum as provided by Minnesota Statutes, Chapter 162.13, Subdivision 1.

Respectfully submitted,

Fred Moore Chairman Ronald Rudrud Vice Chairman Bruce Bullert Secretary

Approved:

Clyde Busby District 1 James Walker District 2

Dan Edwards District 4 William Ottensmann District 5

Dwayne Haffield District 7

Joesph Bettendorf District 8

John Carlson Duluth Marvin Hoshaw Minneapolis District 3

Terry Maurer

Richard Murphy District 6

Charles Siggerud District 9

Thomas Kuhfeld St. Paul

Attachment: Money Needs Listing

1988 Money Needs Recommendations

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Municipality	Money Needs	Municipality	Money Needs
Albert Lea	\$3,536,288	Faribault	4,161,363
Alexandria	1,867,587	Farmington	3,664,529
Andover	5,102,171	Fergus Falls	2,357,335
Anoka	2,507,157	Fridley	3,977,067
Apple Valley	4,206,716	Golden Valley	5,819,172
Arden Hills	958,503	Grand Rapids	1,312,477
Austin	5,774,624	Ham Lake	2,281,968
Bemidji	2,504,043	Hastings	1,913,766
Blaine	5,008,479	Hermantown	3,982,819
Bloomington	15,125,307	Hibbing	10,018,053
Brainerd	2,060,219	Hopkins	2,087,316
Brooklyn Center	5,265,542	Hutchinson	1,607,552
Brooklyn Park	6,954,154	International Falls	1,870,765
Buffalo	350,240	Inver Grove Heights	3,332,710
Burnsville	6,045,633	Lake Elmo	1,744,583
Champlin	1,772,984	Lakeville	8,470,113
Chanhassen	3,619,933	Lino Lakes	3,857,236
Chaska	2,414,059	Litchfield	1,877,893
Chisholm	1,474,195	Little Canada	1,271,084
Cloquet	6,262,259	Little Falls	2,294,040
Columbia Heights	1,533,539	Mankato	4,801,067
Coon Rapids	6,393,766	Maple Grove	10,940,871
Cottage Grove	4,385,401	Maplewood	6,005,299
Crookston	2,961,342	Marshall	1,699,039
Crystal	4,285,537	Mendota Heights	2,103,552
Detroit Lakes	1,388,771	Minneapolis	77,957,725
Duluth	24,420,121	Minnetonka	11,369,619
Eagan	8,122,299	Montevideo	1,631,597
East Bethel	2,719,617	Moorhead	6,462,996
East Grand Forks	1,821,256	Morris	2,024,264
Eden Prairie	9,019,762	Mound	1,316,277
Edina	7,299,665	Mounds View	1,155,514
Elk River	4,943,126	New Brighton	2,800,512
Eveleth	1,042,116	New Hope	1,899,437
Fairmont	3,955,569	New Ulm	2,889,248
Falcon Heights	350,240	Northfield	3,874,165

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Municipality	Money Needs
North Mankato	1,135,934
North St. Paul	2,029,093
Oakdale	2,559,151
Orono	2,212,611
Owatonna	4,533,370
Plymouth	7,702,487
Prior Lake	2,795,649
Ramsey	4,610,821
Red Wing	5,710,006
Redwood Falls	1,339,430
Richfield	3,009,598
Robbinsdale	1,177,219
Rochester	10,757,242
Rosemount	4,085,084
Roseville	3,989,580
St. Anthony	790,643
St. Cloud	7,915,764
St. Louis Park	9,974,628
St. Paul	61,313,299
St. Peter	1,145,862
Sauk Rapids	1,949,002
Savage	2,695,299
Shakopee	3,409,764
Shoreview	1,875,783
South St. Paul	2,381,363
Spring Lake Park	781,344
Stillwater	2,739,648
Thief River Falls	2,450,033
Vadnais Heights	797,470
Virginia	1,690,467
Waseca	835,724
West St. Paul	2,399,692
White Bear Lake	4,925,484
Willmar	2,967,974
Winona	3,472,408
Woodbury	9,006,142
Worthington	2,654,764
STATE TOTAL	\$560,105,075

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1988 Needs Study Update

The following tabulation reflects the total difference between the 1987 and the 1988 25-year Construction Needs Studies. This update was accomplished in three individual steps to measure the effect each type of revision has to the total needs.

- 1. The 1987 Construction Accomplishments and system revisions includes construction accomplishments, system revisions, corporate limit revisions and other miscellaneous changes.
- 1987 Unit Cost Revisions -- measures the effect of the unit prices approved by this committee at the 1988 Spring Meeting.
- 3. 1987 traffic update -- shows the change in needs for the municipalities that had their traffic counted in 1987 and were entered in the update.

Revisions were made in the following cost items:

+	\$.25	per	S.Y.
+	\$	35.00	per	tree
-	\$.25	per	ton
-	\$	1.00	per	ton
-	\$	1.00	per	ton
-	\$	1.50	per	ton
+	\$	3,000.00	per	mile
+	\$	14,000.00	per	mile
+	\$	4.50	per	sq. ft.
+	\$	7.00	per	sq. ft.
+	\$	2.00	per	sq. ft.
+	\$	20.00	per	sq. ft.
	+ + + + + + + +	*******	+ \$.25 + \$ 35.00 - \$.25 - \$ 1.00 - \$ 1.00 - \$ 1.50 + \$ 3,000.00 + \$ 14,000.00 + \$ 14,000.00 + \$ 7.00 + \$ 2.00 + \$ 20.00	+ \$.25 per + \$ 35.00 per - \$.25 per - \$ 1.00 per - \$ 1.00 per - \$ 1.50 per + \$ 3,000.00 per + \$ 14,000.00 per + \$ 14,000 per + \$ 7.00 per + \$ 2.00 per + \$ 20.00 per

Maintenance costs doubled as shown on page 56 in the June book. The engineering costs increased from 10% to 20% which are used for needs purposes only and do not affect the apportionment needs.

The resulting 1988 25-year Construction Needs as adjusted in the following "Tentative Money Needs Apportionment Determination" will be used in computing the 1989 money needs allotment.

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

Municipality	Date of Issue	Amount of Issue	Unamortized Bond Balance	Total Disbursements and Obligations to December 31, 1987	Unencumbered Bond Balance Available	Off System Disburse- ment	Bond Account Adjustment
Ham Lake	7-1-80	330,000	60,000	330,000	0		60,000
Hibbing	9-1-82	1,100,000	600,000	748,867	351,133		248,867
Little Canada	10-1-81	225,000	165,000	91,783	133,217		31,783
Little Canada	8-1-86	340,000	335,000	302,250	37,750		297,250
Little Falls	8-1-68	245,000	. 0	245,000	0		0
Mankato	1-1-72	610,000	0.	610,000	0		0
Mendota Heights	6-1-65	175,000	0	175,000	0		
Mendota Heights	3-1-75	360,000	225,000	360,000	0		225,000
Minnetonka	8-1-77	750,000	0	750,000	0	(648,957)	0
Mound	4-1-81	275,000	0	275,000	0		0
New Hope	5-14-73	101,000	0	100,397	603	(84,422)	0
Northfield	9-1-73	315,000	0	257,418	57,582		(57,582)
North Mankato	6-1-86	550,000	495,000	0	550,000		(55,000)
Orono	8-1-79	270,000	35,000	204,747	65,253		(30,253)
Red Wing	9-1-84	600 ,000	250,000	600,000	0		250,000
Redwood Falls	1982	215,000	95,000	0	215,000		(120,000)
Roseville	12-1-85	2,225,000	2,155,000	2,225,000	0		2,155,000
St. Cloud	6-1-70	1,335,000	195,000	1,335,000	0		195,000
St. Cloud	7-1-82	1,000,000	970,000	[~] 760,233	239,767		730,233
St. Cloud	9-1-83	1,645,000	1,565,000	830,906	814,094		750,906
St. Paul	**	**	**	**	**	**	614,631
Savage	10-1-87	875,000	875,000	0	875,000		
Spring Lake Park	1980	195,000	50,000	156,107	38,893		11,107
Virginia	2-1-78	420,000	175,000	420,000	0		175,000
Woodbury	11-12-75	263,000	60,000	243,853	19,147		40,853
TOTAL		\$29,441,000	\$16,591,487	\$21,291,905	\$8,149,095	(\$733,379)	\$9,057,626

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

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

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Unamortized Bond Account Balance

(Amount as of December 31, 1987)

(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, 1987	Unencumbered Bond Balance Available	Off System Disburse- ment	Bond Account Adjustment
Alexandria	8-1-70	\$175,000	\$ 0	\$175,000	\$0		\$0
Andover	9-1-84	510,000	360,000	333,350	176,650		183,350
Anoka	7-1-86	985,000	915,000	0	985,000		(70,000)
Apple Valley	4-1-71	250,000	50,000	250,000	0		50,000
Apple Valley	12-1-74	100,000	40,000	100,000	0		40,000
Apple Valley	8-1-79	875,000	720,000	875,000	0		720,000
Brainerd	6-1-74	620,000	175,000	620,000	0		175,000
Brainerd	10-1-85	430,000	400,000	430,000	0		400,000
Brooklyn Center	9-1-70	1,050,000	240,000	1,050,000	0		240,000
Cloquet	6-1-73	405,000	0	405,000	0		0
Cottage Grove	5-1-77	560,000	325,000	541,186	18,814		306,186
Cottage Grove	5-1-78	610,000	175,000	0	610,000		(435,000)
Crystal	6-20-86	407,000	213,987	407,000	. 0		213,987
Duluth	4-1-85	1,425,000	847,500	1,300,000	125,000		722,500
Eagan .	7-1-86	3,000,000	2,850,000	371,183	2,628,817		221,183
Fast Grand Forks	9-1-65	325 000	120 000	["] 325_000	0		120,000
Eden Prairie	12-1-82	2 300 000	700 000	2 120 613	179.387		520,613
Falcon Heights	4-21-80	170,000	0	142,012	27,988		(27,988)
Falcon Heights	10-5-82	75.000	0	75.000	0		0
Faribault	7-1-74	550.000	125.000	550.000	0		125,000
Grand Rapids	6-1-69	200,000	30,000	200,000	0		30,000
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Lakeville	0	1,084,741	(67,877)	1,016,864
Lino Lakes	. 0	0	(54 000)	0
Litchfield	0	69,612	(54,892)	14,720
Little Canada	0	0		0
Little Falls	40 724	1 449 765	(102 249)	1 397 240
Mankato	40,724	12 602	(102,249)	12 602
Maple Grove	0	12,002		12,002
Marchall	0	12 703		12.703
Mendota Heights	Ő	7,351		7.351
Minneapolis	42.088	1,782,215	(2,047)	1,822,256
Minnetonka	83,031	4,682,820	(40,675)	4,725,176
Montevido	0	0		0
Moorhead	0	7,017	(7,017)	0
Morris	0	187,625		187,625
Mound	0	118,155	. •	118,155
Mounds View	260,896	0		260,896
New Brighton	274,791	693,627	(21,319)	947,099
New Hope	0	58,187	(719)	57,468
New Ulm	0	33,191	(33,191)	0
Northfield	195 , 773	0		195,773
North Mankato	22,792	0		22,792
North St. Paul	0	55,878	(55,878)	0
Oakdale	0	0		
Orono	0	28,516	(0.450)	28,516
Owatonna	0	356,186	(9,456)	345,/30
Prymouth Driem Lake	0	301,320	(343,491)	37,037
PILOI LAKE	0	0		0
Ramsey Ped Wing	0	0		0
Redwood Falls	0	0		0
Richfield	0	35.576		35.576
Robbinsdale	0	155,663	(30, 222)	125,441
Rochester	0	43,384	(,,	43,384
Rosemount	0	46,989		46,989
Roseville	0	, O		0
St. Anthony	0	224,764		224,764
St. Cloud	0	325,213		325,213
St. Louis Park	33,052	1,457,652		1,490,704
St. Paul	18,971	3,596,067	(679,739)	2,935,299
St. Peter	· 0	0		0
Sauk Rapids	17,233	118,693		135,926
Savage	0	0	(*****	0
Sпакорее Съемение	48,643	70,346	(9,092)	109,897
Snoreview	U O	120,733	(50,048)	70,685
South St. Paul	0	33,093	(31,554)	2,139
Stillwater	0	2 003		7,532
Thief River Falle	0	400 557		400 557
Vadnais Heights	0	400,007		400,007
Virginia	Ő	38,403		38.403
Waseca	ů O	0		0,405
West St. Paul	Ō	190,000		190,000
White Bear Lake	Ō	167,468		167,468
Willmar	60,914	263,687		324,601
Winona	. 0	0		, Ū
Woodbury	0	71,559		71,559
Worthington	0	31,113		31,113
moma t	61 000 000	605 CE0 001	(60 000 400)	
TOTAL	51,330,823	₹25,652,881	(\$2,033,422)	Ş∠S,652,404
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AUTHORIZED MUNICIPAL STATE AID EXPENDITURES ON COUNTY STATE AID OR TRUNK HIGHWAY

(For Reference, See Offsystem Resolution)

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				1989
	1987	1976 - 1986	EVDIDED	APPORTION-
	EXPEN-	EXPENDITURE	EXPIRED	MENT
	DITURES	(+) ADJUSTMENT $(-)$	ADJUSTMENT=	ADJUSTMENT
Albert Lea	\$67 376	\$180 329	\$ \$	\$247 705
Alexandria	<i>QU7,370</i>	¢100,525	¥	<i>4247,709</i>
Andover	Ő	113.955		113.955
Anoka	Ō	153,341		153,341
Apple Valley	0	, 0		. 0
Arden Hills	0	80,983		80,983
Austin	0	704,123		704,123
Bemidji	152,964	0		152,964
Blaine	0	232,308	(5,975)	226,33 3
Bloomington	497,876	2,040,637	(47,209)	2,491,304
Brainerd	0	40,806		40,806
Brooklyn Center	0	38,893		38,893
Brooklyn Park	0	8,2/4		8,2/4
Champlin	0	15,703		13,703
Chanhaccon	0	15,512		13,512
Chaska	58.283	353 683		411 966
Chisholm	0	32,143		32,143
Cloquet	Ő	0		52,1 45
Columbia Heights	Ō	30,000		30,000
Coon Rapids	0	471,523		471,523
Cottage Grove	0	. 0		0
Crookston	0	0		0
Crystal	0	182,488	(151,354)	31,134
Detroit Lakes	0	0		0
Duluth	0	132,122	(99,672)	32,450
Eagan	0	6,235		6,235
East Betnel	0	0		0
East Grand Forks	0	. 0		0
Edina	0	· 328,143	(49, 696)	278,447
Elk River	0	1,191,124	(102, 720)	1,088,398
Eveleth	21 000	12 271		22 271
Fairmont	21,000	12,2/1		55,271
Falcon Heights	Ő	0		0
Faribault	0	70,369		70,369
Fergus Falls	0	128,635		128,635
Fridley	0	96,815	(37,324)	59,491
Golden Valley	0	0		, 0
Grand Rapids	0	0		0
Ham Lake	0	0		0
Hastings	0	201,463		201,463
Hermantown	0	0		0
Hibbing	0	0		0
HOPKINS	0	397,105		397,105
International Talla	0	0		0
Incernacional falls	40 450	U 62 220		
Lake Elmo	40,452	03,320		103,772
	0	.		U .
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AUTHORIZED MUNICIPAL STATE AID EXPENDITURES ON COUNTY STATE AID OR TRUNK HIGHWAY

(For Reference, See Offsystem Resolution)

	1007	1076 - 1096		1989
	1987 EVDEN-	1976 - 1986 EVDENDIMUDE	EVDIDED	MENT
	EXPEN-	EXPENDITURE	EXPIRED	MENT ADTICOMORNO
MUNICIPALITY	DITURES	(+) ADJUSIMENI $(-)$	ADJUSTMENT=	ALUUSTMENT
Albert Lea	\$67 376	\$180.329	Ś	\$247.705
Alexandria	<i>QQIIIIIIIIIIIII</i>	¢100,525	¥	<i>4241,109</i>
Andover	0	113.955		113.955
Anoka	0	153,341		153.341
Apple Valley	. 0		•	0
Arden Hills	0	80.983		80.983
Austin	Ō	704,123		704,123
Bemidji	152,964	0		152,964
Blaine	0	232,308	(5,975)	226,333
Bloomington	497,876	2,040,637	(47,209)	2,491,304
Brainerd	, 0	40,806		40,806
Brooklyn Center	0	38,893		38,893
Brooklyn Park	0	8,274		8,274
Burnsville	0	13,763	•	13,763
Champlin	0	15,512		.15,512
Chanhassen	0	0		0
Chaska	58,283	353,683		411,966
Chisholm	. 0	32,143		32,143
Cloquet	0	· · · O		, 0
Columbia Heights	0	30,000		30,000
Coon Rapids	0	471,523		471,523
Cottage Grove	. 0	0		. 0
Crookston	0	0		0
Crystal	0	182,488	(151,354)	31,134
Detroit Lakes	0	0		0
Duluth	· 0	132,122	(99,672)	32,450
Eagan	0	6,235		6,235
East Bethel	0	0		0
East Grand Forks	0	0		0
Eden Prairie	0	328,143	(49,696)	278,447
Edina	0	1,191,124	(102,726)	1,088,398
Elk River	0	0		0
Eveleth	21,000	12,271		33,271
Fairmont	0	0		0
Falcon Heights	0	0		0
Faribault	0	70,369		70,369
Fergus Falls	0	128,635		128,635
Fridley	0	96,815	(37,324)	59,491
Golden Valley	0	0		0
Grand Rapids	0	0		0
Ham Lake	• 0	0		0
Hastings	0	201,463		201,463
Hermantown	0	0		0
Hibbing	0	0		0
Hopkins	0	397,105		397,105
Hutchinson	0	0		0
International Falls	0	0		0
Inver Grove Heights	40,452	63,320		103,772
Lake Elmo	0	0	9	0
		Page 55		

PROJECT LISTING OF MUNICIPAL STATE AID EXPENDITURES ON COUNTY STATE AID OR TRUNK HIGHWAY PROJECTS IN 1987

(For Reference, see Off-system Resolution)

MUNICIPALITY	PROJECT	PROJECT	TOTAL MONEY NEEDS ADJUSTMENT
Albert Lea	101-010-02 101-020-05 101-010-03 101-020-06	\$6,273 65,331 466 (4,694)	
		67,376	\$67,376
Bemidji	105-010-02	152,964	152,964
Bloomington	107-020-28	497,876	497,876
Chaska	196-010-04	58,283	58,283
Eveleth	122-020-01	21,000	21,000
Inver Grove Heights	178-020-07	40,452	40,452
Mankato	137-010-17	40,724	40,724
Minneapolis	141-010-13	42,088	42,088
Minnetonka	142-020-15 142-020-16	73,140 9,891	
		83,031	83,031
Mounds View	146-020-02	260,896	260,896
New Brighton	147-020-09	274,791	274,791
Northfield	149-020-04	195,773	195,773
North Mankato	150-020-02	22,792	22,792
St. Louis Park	163-020-13	33,052	33,052
St. Paul	164-010-27	18,971	18,971
Sauk Rapids	191-010-01 191-010-02 191-010-03	11,881 8,565 (3,213) 17,233	17,233
Shakopee	166-020-03	48,643	48,643
Willmar	175-020-04 175-020-05	38,352 22,562	
		\$60,914	60,914
TOTAL			\$1,936,859

	A	В	С	D
Municipality	Amount Available 9-1-88	1988 Construction Allotment	Construction Fund Balance	Column C Column B
Orono	56,552	143,645		0.00
Owatonna	632,037	425,338	206,699	0.49
Plymouth	882,142	745,760	136,382	0.18
Prior Lake	855,293	242,943	612,350	2.52
Ramsey	596,206	370,121	226,085	0.61
Red Wing	435,879	392,783	43,096	0.11
Redwood Falls		125,447		0.00
Richfield	1,684,331	468,281	1,216,050	2.60
Robbinsdale	296,805	180,808	115,997	0.64
Rochester Rosemount Roseville	3,460,564 238,753	1,187,774 253,026 649,751	2,272,790 	1.91 0.00 0.00
St. Anthony	103,740	98,335	5,405	0.05
St. Cloud	622,887	838,420		0.00
St. Louis Park	1,871,503	716,309	1,155,194	1.61
St. Paul	10,306,741	4,429,481	5,877,260	1.33
St. Peter	542,008	149,114	392,894	2.63
Sauk Rapids	88,720	158,334		0.00
Savage Shakopee Shoreview	168,261 106,606 785,452	168,261 160,663 273,283	 512,169	0.00 0.00 1.87
South St. Paul	316,861	271,662	45,199	0.17
Spring Lake Park	291,344	83,480	207,864	2.49
Stillwater	686,395	297,727	388,668	1.31
Thief River Falls	50,404	212,069		0.00
Vadnais Heights	407,163	92,246	314,917	3.41
Virginia	502,367	205,465	296,902	1.45
Waseca	132,707	130,022	2,685	0.02
West St. Paul	465,596	196,844	268,752	1.37
White Bear Lake	481,933	406,949	74,984	0.18
Willmar	804,548	293,746	510,802	1.74
Winona	625,481	375,458	250,023	0.67
Woodbury	1,283,910	573,927	709,983	1.24
Worthington	350,074	199,650	150,424	0.75
TOTAL	\$85,635,991	\$48,609,348	\$43,859,241	0.90

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	A	В	С	D
. •	Amount	1988	Construction Fund	Column C
Municipality	9-1-88	Allotment	Balance	Column B
Faribault	290,282	317,752		0.00
Farmington	25,664	91,866		0.00
Fergus Falls	314,521	181,178	133,343	0.74
Fridley	1,005,844	379,717	626,127	1.65
Golden Valley	1,891,937	560,491	1,331,446	2.38
Grand Rapids	583,280	172,543	410,737	2.38
Ham Lake	359,745	182,727	177,018	0.97
Hastings	111,073	248,991		0.00
Hermantown	872,859	245,097	627,762	2.56
Hibbing	331,169	522,382		0.00
Hopkins		211,703		0.00
Hutchinson	269,371	194,042	75,329	0.39
International Falls	320,255	143,446	176,809	1.23
Inver Grove Heights	367,929	440,181		0.00
Lake Elmo	511,181	106,958	404,223	3.78
Lakeville	833,452	499,620	333,832	0.67
Lino Lakes		263,740		0.00
Litchfield	523,672	165,727	357,945	2.16
Little Canada	116,445	149,510		0.00
Little Falls	537,915	182,483	355,432	1.95
Mankato	587,726	496,013	91,713	0.18
Maple Grove		758,028		0.00
Maplewood	3,030,004	585,022	2,444,982	4.18
Marshall	262,945	222,667	40,278	0.18
Mendota Heights	202,912	190,014	12,898	0.07
Minneapolis	13,905,604	6,331,311	7,574,293	1.20
MINNECONKA	1,537,299	743,500	793,799	1.07
Montevideo	69,732	148,042		0.00
Moorneau	1,154,760	663,911	490,849	0.74
MOTTIS	392	155,269		0.00
Mound	60,151	166,025		0.00
Mounds View	213,199	154,283	58,916	0.38
New Brighton	1,201,316	264,335	936,981	3.54
New Hope	765,553	242,335	523,218	2.16
New UIm	400,846	272,439	128,407	0.47
Northfield	637,505	275,757	361,748	1.31
North Mankato	107,438	153,440		0.00
North St. Paul	794,991	218,341	576,650	2.64
Oakdale .	461,108	274,088	187,020	0.68

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UNENCUMBERED CONSTRUCTION FUND BALANCE

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(Amount as of September 1, 1988)

	A	В	С	D
	Amount	1988 Construction	Construction	Column C
Municipality	9-1-88	Allotment	Balance	Column B
Albert Lea	\$760,128	\$361,518	\$398,610	1.10
Alexandria	329,718	173,343	156,375	0.90
Andover	417,598	250,045	167,553	0.67
Anoka	604,999	306,095	298,904	0.98
Apple Valley	1,429,822	503,847	925,975	1.84
Arden Hills		144,/22		0.00
Austin	890,881	512,933	377,948	0.74
Bemidji	473,536	227,843	245,693	1.08
Blaine	1,149,642	638,820	510,822	0.80
Bloomington	2,413,686	1,326,656	1,087,030	Ö. 82
Brainerd	249,391	278,375		0.00
Brooklyn Center	1,510,314	581,019	929,295	1.60
Brooklyn Park	940,846	807,885	132,961	0.16
Buffalo				0.00
Burnsville	206,895	824,153		0.00
Champlin	92,885	173,088		0.00
Chanhassen	355,949	248,449	107,500	0.43
Chaska	689,917	186,971	502,946	2.69
Chisholm		139,293		0.00
Cloquet	614,228	428,807	185,421	0.43
Columbia Heights	550,620	218,884	331,736	1.52
Coon Rapids	109,573	699,430		0.00
Cottage Grove	271,426	425,416		0.00
Crookston	347,287	254,431	92,856	0.36
Crystal	495,475	601,152		0.00
Detroit Lakes	203,563	147,945	55,618	0.38
Duluth	1,670,513	1,941,281		0.00
Eagan	962,446	714,498	247,948	0.35
East Bethel	43,405	193,801		0.00
East Grand Forks	585,880	193,870	392,010	2.02
Eden Prairie		682,779		0.00
Edina	1,881,976	669,521	1,212,455	1.81
Elk River		241,915		0.00
Eveleth		102,669		0.00
Fairmont	483,801	239,436	244,365	1.02
Falcon Heights 🕠	106,253	76,362	29,891	0.39

Lakeville	83,454	0	83,454
Lino Lakes	77,977	7,952	85,929
Litchfield	355.205	0	355,205
Little Canada	0	166,020	166,020
Little Falls	0	46,437	46,437
Mankato	85.030	74,009	159,039
Mankaco Manla Grove	427 642	114,607	542,249
Maple Glove	427,042	114,007	312,213
Marchall	22 101	0	22 101
Marshall Mandata Haighta	22,101	0	22,101
Mendota Heights	24,040	447 927	1 400 956
Minneapolis	981,019	44/,03/	1,428,856
Minnetonka	9,499	0	9,499
Montevideo	0	28,890	28,890
Moorhead	50,040	0	50,040
Morris	0	81,702	81,702
Mound	22,358	0	22,358
Mounds View	58,444	0	58,444
New Brighton	42,051	0	42,051
New Hope	42,096	0	42,096
New Ulm	191,074	0	191,074
Northfield	85,679	0	85,679
North Mankato	186,024	0	186,024
North St. Paul	, 0	14,061	14.061
Oakdale	160.201	0	160,201
Orono		0	
Owatonna	64 275	0	64 275
Blymouth	04,273	71 758	71 758
Prior Lako	161 177	/1,/30	161 177
PIIOI LAKE		25 075	102,177
Ramsey	5 90,375	25,975	122,350
Red wing	54,790	0	54,790
Redwood Falls	0	0	0
Richfield	46,951	0	46,951
Robbinsdale	0	64,873	64,873
Rochester	521,290	0	521,290
Rosemount	85,452	0	85,452
Roseville	202,398	0	202,398
St. Anthony	39,301	· O	39,301
St. Cloud	553,943	385,607	939,550
St. Louis Park	0	0	0
St. Paul	5,268,888	2,958,596	8,227,484
St. Peter	88,645	0	88,645
Sauk Rapids	44,224	. 0	44,224
Savage	, 0	222,984	222,984
Shakopee	0	23,492	23,492
Shoreview	16.445		16,445
South St Paul	112 477	ů ů	112 477
Spring Lake Park	·····	0	112,4//
Stillwater	84 848	94 205	179 053
Thiof Divor Falle	04,040	34,203	179,055
Undersia Hoighta		29,508	29,508
Vaunais neights	25,761	0	25,761
Virginia	33,107	0	33,107
Waseca	23,639	0	23,639
West St. Paul	0	47,879	47,879
White Bear Lake	135,554	40,443	175,997
Willmar	69,368	0	69,368
Winona	48,766	34,902	83,668
Woodbury	14,224	0	14,224
Worthington	20,078	0	20,078
TOTAL	\$16,107,236	\$6,624,795	\$22,732,031

NEEDS ADJUSTMENT FOR STORM SEWER CONSTRUCTION

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(For reference, see Storm Sewer Resolution)

	1984-1986 EXPENDITURES FOR THE	1987	Æ	TOTAL NEEDS FOR 1989 APPORTIONMENT
MUNICIPALITY	1988 APPORT.	(+) EXPENDITURES	(=)	ADJUSTMENT
Albert Lea	0	0		0
Alexandria	41,257	0		41,257
Andover	0	19,426		19,426
Anoka	278,076	0		278,076
Apple Valley	63,491	0		63,491
Arden Hills	125,200	0		125,200
Austin	0	0		0
Bemidji	131,305	0		131,305
Blaine	221,318	94,033		315,351
Bloomington	110,809	39,963		150,772
Brainerd	221,028	0		221,028
Brooklyn Center	0	35,520		35,520
Brooklyn Park	86,343	109,246		195,589
Burnsville	816,462	453,925		1,270,387
Champlin	0	0		<u>~</u> 0
Chanhassen	121,677	0		121,677
Chaska	31,784	0		31,784
Chisholm	· 0	15,159		15,159
Cloquet	322,239	0		322,239
Columbia Heights	27,044	0		27,044
Coon Rapids	448,966	331,182		780,148
Cottage Grove	81,941	0		81,941
Crookston	0	0		0
Crystal	304,624	0		304,624
Detroit Lakes	59,866	0		59,866
Duluth	414,493	310,739		725,232
Eagan	311,403	0		311,403
East Bethel	0	4,736		4,736
East Grand Forks	219,968	• 0		219,968
Eden Prairie	0	0		0
Edina	65,204	46,372	•	111,576
Elk River	26,925	76,372		103,297
Eveletn		20,331		20,331
Fairmont Relate	45,657	57,353		103,010
Falcon Heights	0	. 0		0
Faribault Ferrug Felle	44,800	0		44,800
rergus rails		0		0
Fridley	90,957	0		90,957
Golden valley	386,138	5,996		392,134
Grand Rapids	0	0		0
Ham Lake		0		0
Hastings	1/0,309	0		170,309
Hermancown	0	0		0
HIDDING	0	22,707		22,707
NUTCHINGON	9,499	0		9,499
International Falle	0	0		0
Inver Grove Poichta	111 725	0		
Take Fimo	, , , , , , , , , , , , , , , , , , ,	0		111,735
LAVE FINO	U	0		0

MUNICIPALITY	PROJECT	PROJECT AMOUNT	MONEY NEEDS ADJUSTMENT
St. Paul	164-231-01 164-107 etc. 164-109 164-180 164-193 etc. 164-197 etc. 164-113 etc.	104,540 351,375 158,819 61,800 978,829 1,062,996 240,237	
		2,958,596	2,958,596
Savage	211-105-01 211-106-01 211-106-02 211-107-01	111,151 46,827 14,219 50,787	_
		222,984	222,984
Shakopee	166-115-01	23,492	23,492
Stillwater	169-102-02 169-111-01	33,015 61,190	04,005
Thief River Falls	170-115-04 170-115-05	7,310 22,196 29,506	29,506
West St. Paul	173-120-05	47,879	47,879
White Bear Lake	174-103-04	40,443	40,443
Winona	176-101-04 176-131-01	19,341 15,561	
		34,902	34,902
TOTAL			\$6,624,795

TOTAL

* Difference between contract and final.

MUNICIPALITY	PROJECT	PROJECT AMOUNT	TOTAL MONEY NEEDS ADJUSTMENT
Hibbing	131-178-04	22,707	22,707
Lino Lakes*	210-103-02	\$7,952	\$7,952
Little Canada	200-109-01	166,020	166,020
Little Falls	136-128-01	46,437	46,437
Mankato	137-103-05	74,009	74,009
Maple Grove	189-110-03 189-110-04 189-115-04	16,742 72,828 25,037	
		114,607	114,607
Minneapolis	141-208-04 141-170 etc. 141-193 141-332 141-239 141-342 141-348 141-342	43,257 10,952 108,537 11,138 116,534 9,790 102,025 45,604	
		447,837	447,837
Montevido	143-113-01	28,890	28,890
Morris	190-107-02 190-112-01	9,452 72,250	
		81,702	81,702
North St. Paul	151-251-02	14,061	14,061
Plymouth	155-164-06	71,758	71,758
Ramsey	199-105-03	25,975	25,975
Robbinsdale	158-306-03	64,873	64,873
St. Cloud	162-120-05 162-125-04 162-125-05	253,644 76,861 55,102	
		385,607	385,607

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PROJECT LISTING OF MUNICIPAL STORM SEWER EXPENDITURES IN 1987

(For Reference, see Storm Sewer Resolution)

MUNICIPALITY	PROJECT	PROJECT AMOUNT	TOTAL MONEY NEEDS ADJUSTMENT
Andover	198-108-06	\$19,426	\$19,426
Blaine	106-128-01	94,033	94,033
Bloomington	107-131-02	39,963	39,963
Brooklyn Center	109-125-02	35,520	35,520
Brooklyn Park	110-131-01	109,246	109,246
Burnsville	179-102-17 179-102-18 179-103-02 179-113-12 179-113-14	60,615 280,746 41,764 45,061 25,739 	- 453,925
Chisholm	111-243-03	15,159	15,159
Coon Rapids	114-108-01 114-112 etc. 114-129-01	144,917 126,556 59,709 331,182	331,182
Duluth	118-104-03 118-118-02 118-119-06 118-142-07 118-162-12 118-170-01	209,640 5,219 2,476 15,883 21,041 56,480 	310.739
East Bethel	203-104-01	4,736	4,736
Edina	120-141-07	46,372	46,372
Elk River	204-107-02 204-125-01	11,383 64,989 76,372	76,372
Eveleth	122-230-05	20,331	20,331
Fairmont	123-107-04	57,353	57,353
Golden Valley	128-404-02	5,996	5,996

							+			
Municipality	1988 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
St. Anthony	7,90,643		39,301	(5,405)	(224,764)					599,775
St. Cloud	7,915,764		939,550		(325,213)	1,676,139		785,823		10,992,063
St. Louis Park	9,974,628			(1,155,194)	(1,490,704)	·	1,356,666	349,716		9,035,112
St. Paul	61,313,299		8,227,484	(5,877,260)	(2,935,299)	614,631	1,221,432	2,521,732	1,284,767	66,370,786
St. Peter	1,145,862		88,645	(392,894)	·					841,613
Sauk Rapids	1,949,002		44,224		(135,926)			9,834		1,867,134
Savage	2,695,299		222,984							2,918,283
Shakopee	3,409,764		23,492		(109,897)					3,323,359
Shoreview	1,875,783		16,445	(512,169)	(70,685)					1,309,374
South St. Paul	2,381,363		112,477	(45,199)	(2,139)					2,446,502
Spring Lake Park	781,344			(207,864)	(7,532)	11,107				577,055
Stillwater	2,739,648		179,053	(388,668)	(8,993)			104,442		2,625,482
Thief River Falls	2,450,033		29,506		(400,557)			2,269		2,081,251
Vadnais Heights	797,470		25,761	(314,917)	•					508,314
Virginia	1,690,467		33,107	(296,902)	(38,403)	175,000				1,563,269
Waseca	835,724		23,639	(2,685)				5,000		861,678
West St. Paul	2,399,692		47,879	(268,752)	(190,000)					1,988,819
White Bear Lake	4,925,484		175,997	(74,984)	(167,468)			177,573		5,036,602
Willmar	2,967,974		69,368	(510,802)	(324,601)			22,500		2,224,439
Winona	3,472,408		83,668	(250,023)	_~	·		340,950		3,647,003
Woodbury	9,006,142		14,224	(709,983)	(71,559)	40,853		80,054		8,359,731
Worthington	2,654,764		20,078	(150,424)	(31,113)		·	53,684		2,546,989
STATE TOTAL	\$560,105,075	(\$135,643)	\$22,732,031	(\$43,859,242)	(\$25,652,404)	\$9,057,626	\$13,773,654	\$25,047,359	\$5,945,977	\$567,014,434

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\$350,240 needs added to Buffalo - same as lowest city.

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	+										
	1988 Actual	(+ or -)	+	Unencumbered	(-)	(+ or -)	Non-	+	+	Adjusted	
	25-Year	Screening	Storm	Const.	Expend.	Bond	Existing	R/W	Recon-	25-Year	
	Const.	Board	Sewer	Fund	Off State	Account	Bridge	Acquisition	struction	Const.	
Municipality	Needs	Adjustments	Adjustment	Deduction	Aid System	Adjustment	Adjustment	Adjustment	Adjustment	Needs	
Maple Grove	10,940,871		542,249		(12,602)			50,038		11,520,556	
Maplewood	6,005,299			(2,444,982)			664,966			4,225,283	
Marshall	1,699,039		22,101	(40,278)	(12,703)			58,320		1,726,479	
Mendota Heights	2,103,552		24,848	(12,898)	(7,351)	225,000			81,436	2,414,587	
Minneapolis	77,957,725		1,428,856	(7,574,293)	(1,822,256)		1,493,191	6,693,029	1,187,517	79,363,769	
Minnetonka	11,369,619		9,499	(793,799)	(4,725,176)			762,859		6,623,002	
Montevideo	1,631,597		28,890							1,660,487	
Moorhead	6,462,996		• 50,040	(490,849)			7,530	21,000	.186,397	6,237,114	
Morris	2,024,264		81,702		(187,625)			15,476		1,933,817	
Mound	1,316,277		22,358		(118,155)			107,446		1,327,926	
Mounds View	1,155,514		58,444	(58,916)	(260,896)			·		894,146	
New Brighton	2,800,512		42,051	(936,981)	(947,099)					958,483	
New Hope	1,899,437		42,096	(523,218)	(57,468)					1,360,847	
New Ulm	2,889,248		191,074	(128,407)						2,951,915	
Northfield	3,874,165		85,679	(361,748)	(195,773)	(57,582)		8,850	31,743	3,385,334	
North Mankato	1,135,934		186,024		(22,792)	(55,000)		395,146		1,639,312	
North St. Paul	2,029,093		14,061	(576,650)						1,466,504	
0akdale	2,559,151		160,201	(187,020)						2,532,332	
Orono	2,212,611				(28,516)	(30,253)				2,153,842	
Owatonna	4,533,370		64,275	(206,699)	(346,730)			113,638	~~	4,157,854	
Plymouth	7,702,487		71,758	(136,382)	(37,837)			45,208		7,645,234	
Prior Lake	2,795,649		161,177	(612,350)						2,344,476	
Ramsey	4,610,821		122,350	(226,085)				89,911		4,596,997	
Red Wing	5,710,006		54,790	(43,096)		250,000	1,145,475	76,176		7,193,351	
Redwood Falls	1,339,430					(120,000)				1,219,430	
Richfield	3,009,598		46,951	(1,216,050)	(35,576)			1,440,531		3,245,454	
Robbinsdale	1,177,219		64,873	(115,997)	(125,441)					1,000,654	
Rochester	10,757,242	(41,452)	521,290	(2,272,790)	(43,384)		84,378	773,111		9,778,395	
Rosemount	4,085,084		85,452		(46,989)					.4,123,547	
Roseville	3,989,580		202,398			2,155,000	2,814,714	1,383,005		10,544,697	

					· 		+			
	1988 Actual	(+ or -)	+	Unencumbered	(-)	(+ or -)	Non-	+	+	Adjusted
	25-Year	Screening	Storm	Const.	Expend.	Bond	Existing	R/W	Recon-	25-Year
	Const.	Board	Sewer	Fund	Off State	Account	Bridge	Acquisition	struction	Const.
Municipality	Needs	Adjustments	Adjustment	Deduction	Aid System	Adjustment	Adjustment	Adjustment	Adjustment	Needs
Eagan	8,122,299		311,403	(247,948)	(6,235)	221,183		271,918		8,672,620
East Bethel	2,719,617		4,736					14,000		2,738,353
East Grand Forks	1,821,256		219,968	(392,010)		120,000				1,769,214
Eden Prairie	9,019,762				(278,447)	520,613	974,299			10,236,227
Edina	7,299,665		111,576	(1,212,455)	(1,088,398)					5,110,388
Elk River	4,943,126		103,297						'	5,046,423
Eveleth	1,042,116		20,331		(33,271)					1,029,176
Fairmont	3,955,569		103,010	(244,365)				1,825		3,816,039
Falcon Heights	350,240		0	(29,891)		(27,988)				292,361
Faribault	4,161,363		44,800		(70,369)	125,000		2,346		4,263,140
Farmington	3,664,529									3,664,529
Fergus Falls	2,357,335			(133,343)	(128,635)			67,200		2,162,557
Fridley	3,977,067		90,957	(626,127)	(59,491)			5,853		3,388,259
Golden Valley	5,819,172		392,134	(1,331,446)				1,140,625		6,020,485
Grand Rapids	1,312,477			(410,737)		30,000	553,858	·		1,485,598
Ham Lake	2,281,968			(177,018)		60,000				, 2,164,950
Hastings	1,913,766	*	170,309		(201,463)		233,038	17,620		2,133,270
Hermantown	3,982,819			(627,762)				23,750		3,378,807
Hibbing	10,018,053		22,707			248,867		15,500		10,305,127
Hopkins	2,087,316		9,499		(397,105)					1,699,710
Hutchinson	1,607,552	(9,634)		(75,329)			570,793			2,093,382
International Falls	1,870,765			(176,809)						1,693,956
Inver Grove Heights	3,332,710		111,735		(103,772)			617,797		3,958,470
Lake Elmo	1,744,583		· •••	(404,223)	~-			19,706		1,360,066
Lakeville	8,470,113		83,454	(333,832)	(1,016,864)					7,202,871
Lino Lakes	3,857,236		85,929					64,950		4,008,115
Litchfield	1,877,893		355,205	(357,945)	(14,720)					1,860,433
Little Canada	1,271,084		166,020		ľ	329,033		43,300		1,809,437
Little Falls	2,294,040		46,437	(355,432)						1,985,045
Mankato	4,801,067		159,039	(91,713)	(1,387,240)			323,285		3,804,438

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1988 MUNICIPAL STATE AID APPORTIONMENT DATA

Determination of the 1988 Construction Needs

	+										
	1988 Actual	(+ or -)	+	Unencumbered	(-)	(+ or -)	Non-	+	+	Adjusted	
	25-Year	Screening	Storm	Const.	Expend.	Bond	Existing	R/W	Recon-	25-Year	
	Const.	Board	Sewer	Fund	Off State	Account	Bridge	Acquisition	struction	Const.	
Municipality	Needs	Adjustment	Adjustment	Deduction	Aid System	Adjustment	Adjustment	Adjustment	Adjustment	Needs	
Albert Lea	\$3,536,288	(\$33,865)		(\$398,610)	(\$247,705)		\$245,320			\$3,101,428	
Alexandria	1,867,587		41,257	(156,375)						1,752,469	
Andover	5,102,171		19,426	(167,553)	(113,955)	183,350				5,023,439	
Anoka	2,507,157		278,076	(298,904)	(153,341)	(70,000)		28,974		2,291,962	
Apple Valley	4,206,716		63,491	(925,975)		810,000				4,154,232	
Arden Hills	958,503		125,200		(80,983)					1,002,720	
Austin	5,774,624			(377,948)	(704,123)				\$310,969	5,003,522	
Bemidji	2,504,043		131,305	(245,693)	(152,964)					2,236,691	
Blaine	5,008,479	•	315,351	(510,822)	(226,333)					4,586,675	
Bloomington	15,125,307		150,772	(1,087,030)	(2,491,304)		1,255,688	832,491		13,785,924	
Brainerd	2,060,219		221,028		(40,806)	575,000	576,113		185,035	3,576,589	
Brooklyn Center	5,265,542		35,520	(929,295)	(38,893)	240,000	197,709			4,770,583	
Brooklyn Park	6,954,154		195,589	(132,961)	(8,274)					7,008,508	
Buffalo	350,240									350,240	
Burnsville	6,045,633		1,270,387		(13,763)		349,684	470,847	1,053,559	9,176,347	
Champlin	1,772,984				(15,512)					1,757,472	
Chanhassen	3,619,933		121,677	(107,500)						3,634,110	
Chaska	2,414,059		31,784	(502,946)	(411,966)		28,800	82,566		1,642,297	
Chisholm	1,474,195		15,159		(32,143)			· <u>-</u> ·		1,457,211	
Cloquet	6,262,259		322,239	(185,421)				73,539		6,472,616	
Columbia Heights	1,533,539	(50,692)	27,044	(331,736)	(30,000)			30,500		1,178,655	
Coon Rapids	6,393,766		780,148		(471,523)			127,362		6,829,753	
Cottage Grove	4,385,401		81,941			(128,814)				4,338,528	
Crookston	2,961,342			(92,856)				1,108,538		3,977,024	
Crystal	4,285,537		304,624		(31,134)	213,987		3,000,296		7,773,310	
Detroit Lakes	1,388,771		59,866	(55,618)		~-				1,393,019	
Duluth	24,420,121		725,232		(32,450)	722,500		175,250	1,624,554	27,635,207	

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1988 MUNICIPAL STATE AID NEEDS REPORT

Tentative 1989 Money Needs Apportionment Determination

This tabulation shows each municipality's tentative money needs apportionment based on a projected apportionment amount. The actual amount of the road user fund for distribution to the Municipal State Aid Account will not be available until January 1989.

The Needs shown on this report are those computed on the "1988 Needs Study Update". The 1989 apportionment needs are the result of subtracting for the Unencumbered Construction Fund deduction and Expenditures Off the Municipal State Aid System, and adding or subtracting for Bond Accounts, Non-existing Bridge Adjustments, Reconstruction Projects, Right-of-Way Acquisitions, Storm Sewer, and Trunk Highway Turnback Adjustments. These adjustments to the actual needs are made as directed by the Engineers Screening Board.

This summary provides specific data and shows the impact of the adjustments to each municipality for the boards use in establishing the 1989 Money Needs Apportionment Determination.

These adjustments will reviewed individually immediately following this tentative 1989 Money Needs Apportionment Determination Summary.

	1987	Accomplish.			1988				
	M.S.A.S.	& System	Unit Cost	Traffic	M.S.A.S.	Net	1987 to		
Municipality	Needs	Revisions	Update	Update	Needs	Change	1988		
Redwood Falls	1,411,709	(39,812)	(32,467)	0	1,339,430	(72,279)	-5.1%		
Richfield	2,979,365	(13,804)	44,037	0	3,009,598	30,233	1.0%		
Robbinsdale	1,164,199	(19,634)	14,744	17,910	1,177,219	13,020	1.1%		
Rochester	10,605,007	360,491	(208,256)	0	10,757,242	152,235	1.4%		
Rosemount	4,075,389	148,796	(139,101)	0	4,085,084	9,695	0.2%		
Roseville	4,215,099	(182,222)	(43,297)	0	3,989,580	(225,519)	-5.4%		
St. Anthony	861,447	(65,176)	(5,628)	0	790,643	(70,804)	-8.2%		
St. Cloud	8,243,910	(293,245)	(34,901)	0	7,915,764	(328,146)	-4.0%		
St. Louis Park	5,622,054	2,641,256	1,661,318	50,000	9,974,628	4,352,574	77.4%		
St. Paul	61,081,367	67,380	148,676	15,876	61,313,299	231,932	0.4%		
St. Peter	1,210,378	(59,491)	(5,025)	0	1,145,862	(64,516)	-5.3%		
Sauk Rapids	2,143,996	(177,987)	(17,007)	0	1,949,002	(194,994)	-9.1%		
Savage	2,974,621	(209,213)	(70,109)	0	2,695,299	(279,322)	-9.4%		
Shakopee	3,598,410	(146,174)	(42,472)	0	3,409,764	(188,646)	-5.2%		
Shoreview	2,003,790	(122,266)	(5,741)	0	1,875,783	(128,007)	-6.4%		
South St. Paul	2,487,154	(87,762)	(18,029)	0	2,381,363	(105,791)	-4.3%		
Spring Lake Park	783,812	0	(2,468)	0	781,344	(2,468)	-0.3%		
Stillwater	3,134,986	(358,799)	(36,539)	0	2,739,648	(395,338)	-12.6%		
Thief River Falls	2,627,906	(152,402)	(25,471)	0	2,450,033	(177,873)	-6.8%		
Vadnais Heights	891,771	(101,917)	7,616	0	797,470	(94,301)	-10.6%		
Virginia	1,658,556	17,996	13,915	0	1,690,467	31,911	1.9%		
Waseca	852,816	(18,676)	1,584	0	835,724	(17,092)	-2.0%		
West St. Paul	2,612,380	(181,977)	(30,711)	0	2,399,692	(212,688)	-8.1%		
White Bear Lake	4,974,986	42,599	(92,101)	0	4,925,484	(49,502)	-1.0%		
Willmar	2,874,471	77 , 279	16,224	0	2,967,974	93,503	3.3%		
Winona	3,737,726	(278,696)	13,378	0	3,472,408	(265,318)	-7.1%		
Woodbury	8,152,133	1,106,994	(274,651)	21,666	9,006,142	854,009	10.5%		
Worthington	1,936,696	721,691	(3,623)	r 0	2,654,764	. 718,068	37.1%		
TOTAL .	\$545,457,364	\$14,959,948	(\$2,176,111)	\$1,856,761	\$560,097,962	\$14,640,598	2.7%		

	1987	Accomplish.		1988				
	M.S.A.S.	& System	Unit Cost	Traffic	M.S.A.S.	Net	1987 to 1988	
Municipality	Needs	Revisions	Update	Update	Needs	Change		
Little Canada	1,277,502	392	(6,810)	0	1,271,084	(6,418)	-0 [.] .5%	
Little Falls	2,431,442	(131,204)	(6,198)	0	2,294,040	(137,402)	-5.7%	
Mankato	4,818,879	18,938	(36,750)	0	4,801,067	(17,812)	-0.4%	
Maple Grove	11,264,941	(67,179)	(256,891)	0	10,940,871	(324,070)	-2.9%	
Maplewood	6,348,575	(185,835)	(157,441)	0	6,005,299	(343,276)	-5.4%	
Marshall	1,861,011	(160,972)	(1,000)	0	1,699,039	(161,972)	-8.7%	
Mendota Heights	2,170,234	(31,816)	(34,866)	0	2,103,552	(66,682)	-3.1%	
Minneapolis	77,684,238	0	273,487	0	77,957,725	273,487	0.4%	
Minnetonka	11,257,942	297,743	(186,066)	0	11,369,619	111,677	1.0%	
Montevideo	1,658,657	(20,189)	(6,871)	0	1,631,597	(27,060)	-1.6%	
Moorhead	6,775,642	(203,082)	(109,564)	· 0	6,462,996	(312,646)	-4.6%	
Morris	2,088,933	(18,157)	(46,512)	0	2,024,264	(64,669)	-3.1%	
Mound	1,408,494	(81,946)	(10,271)	0	1,316,277	(92,217)	-6.5%	
Mounds View	1,165,193	3,939	(13,686)	68	1,155,514	(9,679)	-0.8%	
New Brighton	2,834,135	6,315	(39,938)	0	2,800,512	(33,623)	-1.2%	
New Hope	1,876,112	14,390	8,935	0	1,899,437	23,325	1.2%	
New Ulm	2,759,694	162,265	(32,711)	0	2,889,248	129,554	4.7%	
Northfield	3,844,396	77,970	(48,201)	0	3,874,165	29,769	0.8%	
North Mankato	1,049,697	79,626	6,611	0	1,135,934	86,237	8.2%	
North St. Paul	2,020,850	16,200	(7,957)	· 0	2,029,093	8,243	0.4%	
Oakdale	2,650,869	(42,681)	(49,037)	0	2,559,151	(91,718)	-3.5%	
Orono	2,270,623	(10,045)	(47,967)	0	2,212,611	(58,012)	-2.6%	
Owatonna	4,562,820	18,195	(47,645)	0	4,533,370	(29,450)	-0.6%	
Plymouth	8,051,807	(221,897)	(127,423)	0	7,702,487	(349,320)	-4.3%	
Prior Lake	2,824,879	0	(75,472)	46,242	2,795,649	(29,230)	-1.0%	
Ramsey	4,786,196	(183,252)	7,877	r O	4,610,821	(175,375)	-3.7%	
Red Wing	4,975,040	1,054,502	(319,536)	0	5,710,006	734,966	14.8%	

	1987	Accomplish.			1988		% Change
	M.S.A.S.	& System	Unit Cost	Traffic	M.S.A.S.	Net	1987 to
Municipality	Needs	Revisions	Update	Update	Needs	Change	1988
Eagan	6,393,506	774,619	(143,168)	1,097,342	8,122,299	1,728,793	27.0%
East Bethel	2,593,814	106,009	19,794	0	2,719,617	125,803	4.9%
East Grand Forks	1,876,246	(38,014)	(16,976)	0	1,821,256	(54,990)	-2.9%
Eden Prairie	7,252,678	1,898,166	(131,082)	0	9,019,762	1,767,084	24.4%
Edina	7,301,590	(106,813)	(5,451)	110,339	7,299,665	(1,925)	0.0%
Elk River	4,388,896	434,535	(4,198)	123,893	4,943,126	554,230	12.6%
Eveleth	980,796	60,502	818	0	1,042,116	61,320	6.3%
Fairmont	2,768,170	1,219,648	(32,249)	0	3,955,569	1,187,399	42.9%
Falcon Heights	347,683	4,654	(2,097)	0	350,240	2,557	0.7%
Faribault	4,131,541	(32,101)	61,923	0	4,161,363	29,822	0.7%
Farmington	776,510	2,888,019	0	0	3,664,529	2,888,019	371.9%
Fergus Falls	2,361,323	(8,135)	4,147	0	2,357,335	(3,988)	`-0.2%
Fridley	3,983,995	(17,886)	10,958	0	3,977,067	(6,928)	-0.2%
Golden Valley	5,800,107	135,407	(116,342)	0	5,819,172	19,065	0.3%
Grand Rapids	1,552,403	(247,109)	7,183	0	1,312,477	(239,926)	-15.5%
Ham Lake	2,076,344	185,048	20,576	0	2,281,968	205,624	9.9%
Hastings	1,901,621	0	12,145	0	1,913,766	12,145	0.6%
Hermantown	4,041,331	42,958	(101,470)	0	3,982,819	(58,512)	-1.4%
Hibbing	10,272,993	(78,166)	(176,774)	0	10,018,053	(254,940)	-2.5%
Hopkins	2,113,525	(14,678)	(11,531)	0	2,087,316	(26,209)	-1.2%
Hutchinson	1,557,973	7,617	(9,789)	51,751	1,607,552	49,579	3.2%
International Falls	1,915,743	(26,933)	(18,045)	0	1,870,765	(44,978)	-2.3%
Inver Grove Heights	4,127,301	(745,145)	(49,446)	0	3,332,710	(794,591)	-19.3%
Lake Elmo	1,840,907	(41,499)	(54,825)	0	1,744,583	(96,324)	-5.2%
Lakeville	8,011,766	688,527	(230,180)	0	8,470,113	458,347	5.7%
Lino Lakes	4,091,924	(138,645)	(121,819)	25,776	3,857,236	(234,688)	-5.7%
Litchfield	1,905,965	(1,593)	(26,479)	r 0	1,877,893	(28,072)	-1.5%

1988 M.S.A.S. NEEDS STUDY UPDATE

	1987	Accomplish.	,			% Change	
	M.S.A.S.	& System	Unit Cost	Traffic	M.S.A.S.	Net	1987 to
Municipality	Needs	Revisions	Update	Update	Needs	Change	1988
Albert Lea	\$3,554,279	\$ 51,636	(\$69,627)	. \$ 0	\$3,536,288	(\$17,991)	-0.5%
Alexandria	1,870,758	12,624	(15,795)	0	1,867,587	(3,171)	-0.2%
Andover	4,021,892	1,083,225	(2,946)	0	5,102,171	1,080,279	26.9%
Anoka	2,536,472	(29,979)	664	0	2,507,157	(29,315)	-1.2%
Apple Valley	3,801,963	490,000	(85,247)	0	4,206,716	404,753	10.6%
Arden Hills	971,318	6,979	(19,794)	0	958,503	(12,815)	-1.3%
Austin	5,795,942	(72,706)	51,388	0	5,774,624	(21,318)	-0.4%
Bemidji	2,473,619	(51,740)	82,164	· 0	2,504,043	30,424	1.2%
Blaine	5,222,973	(190,451)	(24,043)	0	5,008,479	(214,494)	-4.1%
Bloomington	14,811,244	283,176	23,774	0	15,118,194	306,950	2.1%
Brainerd	2,078,970	(29,668)	10,917	0	2,060,219	(18,751)	-0.9%
Brooklyn Center	5,160,007	0	(55,357)	160,892	5,265,542	105,535	2.0%
Brooklyn Park	6,612,693	134,051	(31,001)	238,411	6,954,154	341,461	· 5.2%
Buffalo	0	350,240	0	0	350,240	350,240	0.0%
Burnsville	6,024,600	150,654	(27,482)	(102,139)	6,045,633	21,033	0.3%
Champlin	1,772,543	. 0	441	0	1,772,984	441	0.0%
Chanhassen	3,238,072	491,376	(109,515)	0	3,619,933	381,861	11.8%
Chaska	2,512,689	(21,341)	(77,289)	0	2,414,059	(98,630)	-3.97
Chisholm	1,505,207	(37,654)	6,642	0	1,474,195	(31,012)	-2.17
Cloquet	5,814,649	503,178	(55,568)	0	6,262,259	447,610	7.7%
Columbia Heights	1,511,080	13,813	8,646	0	1,533,539	22,459	1.5%
Coon Rapids	4,468,369	1,931,211	(4,548)	(1,266)	6,393,766	1,925,397	43.17
Cottage Grove	4,495,090	(32,764)	(76,925)	0	4,385,401	(109,689)	-2.4%
Crookston	2,991,134	(33,649)	3,857	0	2,961,342	(29,792)	-1.0%
Crystal	4,215,685	105,585	(35,733)	r 0	4,285,537	69,852	1.7%
Detroit Lakes	1,373,425	(6,389)	21,735	0	1,388,771	15,346	1.1%
Duluth	24,621,105	(157,900)	(43,084)	0	24,420,121	(200,984)	-0.8%

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."

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

PROJECT LISTING OF RIGHT-OF-WAY ACQUISITION IN 1987

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MUNICIPALITY	PROJECT	PROJECT AMOUNT	TOTAL MONEY NEEDS ADJUSTMENT
Burnsville	179-103-01 179-113-01	77,270 58,800	
	•	136,070	136,070
Columbia Heights	113-119-01	30,500	30,500
Coon Rapids	114-129-01 114-129-02	31,652 95,710 127,362	127,362
Crookston	115-117-04 115-138-05	139,844 819,520 959,364	959 364
Crystal	116-050-30 116-050-33	130,317 1,176,803	1 307 120
Fergus Falls	126-125-01	33 600	33 600
Golden Valley	128-389-03 128-404-02	56,000 5,248	55,000
		61,248	61,248
Hibbing	131-203-01	1,500	1,500
Lino Lakes	210-103-02	64,950	64,950
Minneapolis	141-281-11 141-165-13 141-020-13 141-332-09 141-328-05 141-332-02	1,044,27271,0225,1701,921,337117,2055,307	
Minnetonka	142-020-16	3,104,313	3,164,313
Morris	190-107-02	400,709	480,709
Richfield	157-050-25 157-050-26	91,234 196,440	2,379
		287,674	287,674
St.Cloud	162-138-06	7,590	7,590
St.Louis Park	163-020-13	14,196	14,196
Thief River Falls	170-115-04	2,269	2,269
Woodbury	192-108-01	49,239	49,239
Worthington	177-111-01	26,842	26,842
TOTAL		·	\$6.756.925

\$6,756,925

	NEEDS ADJUSTMENT	FOR RIGHT-OF-WAY	ACQUISITION
	(For reference,	see Right-of-Way	Resolution)
MUNICIPALITY	1977-1986 EXPENDITURES TOTAL NEEDS FOR THE 1988 APPORT.	1987 EXPENDI- (+) TURES (=	TOTAL NEEDS FOR 1989 APPORTIONMENT) ADJUSTMENT
Albert Lea Alexandria	()	0
Andover Anoka	(28.974)	0 28,974
Apple Valley			20, 5, 4
Austin	(. 0
Bemidji Blaine	()	0
Bloomington	832,49		832,49ĭ
Brooklyn Center			0
Brooklyn Park Burnsville	334.777	136,070	0 470.847
Champlin)	0
Chaska	82,56	5	82,566
Cloquet	73,539		73,539
Columbia Heights	s (0 30,500	30,500
Cottage Grove	140 17		1 100 500
Crystal	1,693,176	5 1,307,120	3,000,296
Detroit Lakes Duluth	175,250)	175.250
Eagan Fast Bethel	271,918		271,918
East Grand Forks	5 (14,000
Eden Prairie Edina	()	0
Elk River	()	Ő
Fairmont	1,82		1,825
Falcon Heights Faribault	2,346)	2,346
Fergus Falls Fridley	33,600	33,600	67,200
Golden Valley	1,079,377	61,248	1,140,625
Ham Lake)	0
Hastings Hermantown	17,620)	17,620
Hibbing	14,000	1,500	15,500
Hutchinson)	· 0
International Fa	lls (1)ts 617 797)	617 797
Lake Elmo	19,706		19,706
Lino Lakes		64,950	0 64,950
Litchfield Little Canada	43,300)	43 300
Little Falls	202,000		45,500
Maple Grove	323,285 50,038	3	323,285 50,038
Maplewood Marshall	58_320)	Б <u>р</u> 320
Mendota Heights			0
Minnetonka	3,528,/16 282,150	480,709	6,693,029 762,859
Montevideo	ŕ O)	0

MUNICIPALITY	1977-1986 EXPENDITURES TOTAL NEEDS FOR THE 1988 APPORT.	1987 EXPENDI- (+) TURES (=)	TOTAL NEEDS FOR 1989 APPORTIONMENT ADJUSTMENT
Moorhead Morris Mound Mounds View	21,000 13,097 107,446 0	2,379	21,000 15,476 107,446 0
New Brighton New Hope New Ulm Northfield North Mankato North St. Paul	0 0 0 8,850 395,146		0 0 8,850 395,146
Oakdale Orono Owatonna Plymouth Prior Lake	0 0 113,638 45,208 0		0 0 113,638 45,208 0
Ramsey Red Wing Redwood Falls Richfield Pobligsdale	89,911 76,176 1,152,857	287,674	89,911 76,176 1,440,531
Rochester Rosemount Roseville St. Anthony	773,111 1,383,005		773,111 1,383,005
St. Clouds St. Louis Park St. Paul St. Peter Sauk Rapids	2,521,732 9,834	/,590 14,196 	/85,823 349,716 2,521,732 0 9,834
Savage Shakopee Shoreview South St. Paul Spring Lake Park	000000000000000000000000000000000000000		
Stillwater Thief River Falls Vadnais Heights Virginia	104,442	2,269	104,442 2,269 0
WaseCa West St. Paul White Bear Lake Willmar Winona Woodbury Worthington	5,000 0 177,573 22,500 340,950 30,815 26,842	49,239	5,000 0 177,573 22,500 340,950 80,054 53,684
TOTAL	18,290,434	6,756,925	25,047,359

Needs Adjustment for Reconstruction Projects

(For reference, See Construction Accomplishments Resolution)

The following summary shows the reconstruction projects reported:

Municipality	Project No.	Type of Project	Date of Const.	Date of Reconst.	Years of Apport. Adj.	Amount	Total Adjustment
Austin	104-120-01	G,B,C Sur&Misc	1961	1984	1986-2000	\$67,543	
	104-121-04	G,B,C Sur&Misc	1960	1986	1988-2002	243,426	\$310,969
Brainerd	108-103-07	GR, B, S	1959	1984	1986-2000	25,526	-
	108-114-03	GR, B, S	1967	1984	1986-2000	65,748	
	108-114-04	GR, B, S	1967	1984	1986-2000	15,064	
	108-117-03	GR, B, S	1967	1984	1986-2000	8,110	
	108-118-02	GR, B, S	1973	1984	1986-2000	11,679	•
	108-124-05	GR,B,S	1959	1985	1987-2001	58,908	185,035
Burnsville	179-102-17	G,B,C Sur&Misc	1966	1987	1989-2003	1,053,559	1,053,559
Duluth	~ <u>1</u> 18-140-19	Bridge Repair	1930	1984	1987-2001	1,054,200	
	118-107-02	G,B,Conc Pave	1930	1983	1988-2002	11,858	
	118-109-09	BrkSurf,St Sew	1930	1983	1988-2002	112,424	
	118-129-14	BrkSurf,St Sew	1930	1983	1988-2002	86,859	
	118-171-03	BrkSurf,St Sew	1930	1984	1988-2002	209,012	
	118 - 129 -1 7	BrkSurf,St Sew	1930	1984	1988-2002	14,487	
	118-135-07	BrkSurf,St Sew	1930	1984	1988-2002	14,559	•
	118-136-07	BrkSurf,St Sew	1930	1984	1988-2002	26,430	
	118-138-10	BrkSurf,St Sew	1930	1984	1988-2002	4,394	
	118-139-06	BrkSurf,St Sew	1930	1984	1988-2002	24,066	
	118-140-18	BrkSurf,St Sew	1930	1984	1988-2002	17,698	
	118-141-10	BrkSurf,St.Sew	1930	1984	1988-2002	23,882	
1	118-143-10	BrkSurf,St Sew	1930	1984	1988-2002	24,685	1,624,554
Mendota Heights	140-103-06	G,B,Bit	1966	1985	1987-2001	81,436	81,436

Minneapolis	141-165-13 141-199-06	G,B,Bit,SW B,Bit Surf	1962 1968	1984 1985	1988-2002 1988-2002	237,982 598,913	
	141-370-02	G,B,Bit,SW	1975	1986	1988-2002	350,622	1,187,517
Moorhead	144-122-03	Bit Resurf	1959	1984	1988-2002	186,397	186,397
Northfield	149-108-06	Bridge Rehab	1963	1986	1988-2002	31,743	31,743
St. Paul	164-113-17	G,B,Conc Pave	1969	1983	1985-1999	307,298	•
	164-156-10	G,B,Conc Pave	1970	1983	1985-1999	103,674	
	164-108-14	G,B,Conc Pave	1962	1983	1985-1999	138,932	
	164-141-08	Bridge Repair	1965	1984	1986-2000	151,484	
	164-159-23	Bridge Rehab.	1964	1984	1986-2000	449,427	
	164-159-22	Bit. Misc.	1964	1984	1986-2000	133,952	1,284,767

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STATE TOTAL

\$5,945,977

Tenative 1989 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."

	Adjusted	Money		1989	
	25-Year	Needs	+	Money	Diet
Municipalities	Const.	Apport.	Turnback	Needs	Dist.
MUNICIPALICIES	Neeas	(- THTB AQJ.)	Adjust.	Apport.	ۍ
			•		
Albert Lea	\$3,101,428	\$194,102		\$194,102	0.547%
Alexandria	1,752,469	109,678		109,678	0.309%
Andover	5,023,439	314,390		314,390	0.886%
Anoka	2,291,962	143,442		143,442	0.404%
Apple Valley	4,154,232	259,991		259,991	0.732%
Arden Hills	1,002,720	62,755		62,755	0.177%
Austin	5,003,522	313,144		313,144	- 0.882%
Bemidii	2,236,691	139,983		139,983	0.394%
Blaine	4,586,675	287,056		287,056	0.8098
Bloomington	13.785.924	862.788		862.788	2.430%
Brainerd	3,576,589	223,840		223,840	0.6318
Brooklyn Center	4,770,583	298,565		298,565	0.841%
	-,,				0.0110
Brooklyn Park	7,008,508	438,625		438,625	1.236%
Buffalo	350,240	21,920		21,920	0.062%
Burnsville	9,176,347	574,299		574,299	1.618%
Champlin	1,757,472	109,991		109,991	0.310%
Chanhassen	3,634,110	227,440		227,440	0.641%
Chaska	1,642,297	102,783		102,783	0.290%
Chisholm	1,457,211	91,199		91 199	0 2578
Cloquet	6,472,616	405.087		405 087	1 1/19
Columbia Heights	1,178,655	73,766		73,766	0.208%
Coon Panida	6 820 752	427 429		427 429	1 2049
Cottage Grove	1 338 529	271 525		44/,400	1.2043
Crockston	4,550,520	2/1,525	2 2 7 0	2/1,525	0.7658
CIOCKSCOM	3,317,024	240,901	2,370	251,271	0./088
Crystal	7,773,310	486,490		486,490	1.370%
Detroit Lakes	1,393,019	87,182		87,182	0.246%
Duluth	27,635,207	1,729,541		1,729,541	4.872%
Eagan	8,672,620	542,773		542.773	1.529%
East Bethel	2,738,353	171,379		171.379	0.483%
East Grand Forks	1,769,214	110,726		110,726	0.312%
Eden Prairie	10.236 227	640 631		640 621	1 0050
Edina	5.110.388	319 832		310 033	1.0003
Elk River	5,046,423	315 829		316 930	0.2018
	0,010,120	515,025		313,029	0.0908

Municipalities	Adjusted 25-Year Const. Needs	Money Needs Apport. (- THTB Adj.)	+ Turnback Adjust.	1989 Money Needs Apport.	Dist %
Eveleth	 1,029,176	64,411		64,411	0.181
Fairmont	3,816,039	238,826		238,826	0.673
Falcon Heights	292,361	18,297		18,297	0.052
Faribault	4,263,140	266,807	~ -	266,807	0.752
Farmington	3,664,529	229,343		229,343	0.646
ergus Falls	2,162,557	135,343		135,343	0.381
Fridley	3,388,259	212,053		212,053	0.597
Golden Valley	6,020,485	376,790		376,790	1.061
Grand Rapids	1,485,598	92,976		92,976	0.262
Ham Lake	2,164,950	135,493		135,493	0.382
Hastings	2,133,270	133,510		133,510	0.376
Hermantown	3,378,807	211,462		211,462	0.596
Hibbing	10,305,127	644,943		644,943	1.817
Hopkins	1,699,710	106,376		106,376	0.300
Hutchinson	2,093,382	131,014		131,014	0.369
International Falls	1,693,956	106,016		106,016	- 0.299
Inver Grove Heights	3,958,470	247,740		247,740	0.698
Lake Elmo	1,360,066	85,119		85,119	0.240
Lakeville	7,202,871	450,789		450,789	1.270
lino Lakes	4,008,115	250,847		250,847	0.707
Litchfield	1,860,433	116,435		116,435	0.328
Little Canada	1,809,437	113,243		113,243	0.319
Little Falls	1,985,045	124,233		124,233	0.350
lankato	3,804,438	238,100	3,675	241,775	0.681
Maple Grove	11,520,556	721,010		721,010	2.031
Maplewood	4,225,283	264,438		264,438	0.745
Marshall	1,726,479	108,051		108,051	0.304
Mendota Heights	2,414,587	151,116		151,116	0.426
Minneapolis	79,363,769	4,966,957		4,966,957	13.991
Minnetonka	6,623,002	414,499		414,499	1.168
Montevideo	1,660,487	103,921		103,921	0.293
Moorhead	6,237,114	390,348		390,348	1.100
Morris	1,933,817	121,027		121,027	0.341
Mound	1,327,926	83,108		83,108	0.234
Mounds View	894,146	55,960		55,960	0.158
New Brighton	958,483	59,986		59,986	0.169
New Hope	1,360,847	85,168		85,168	0.240
New Ulm	2,951,915	184,745		184,745	0.520
Northfield	3,385,334	211,870		211,870	0.597
North Mankato	1,639,312	102,596	1,410	104,006	0.293
North St. Paul	1,466,504	91,781		91,781	0.259
Oakdale	2,532,332	158,485		158,485	0.446
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	Adjusted	Money		1989	
	25-Year	Needs	+	Money	
	Const.	Apport.	Turnback	Needs	Dist.
Municipalities	Needs	(- THTB Adj.)	Adjust.	Apport.	ક
Orono	2,153,842	134,798		134,798	0.3808
Owatonna	4,157,854	260,218		260,218	0./338
Plymouth	7,645,234	478,475	- -	478,475	1.348%
Prior Lake	2.344.476	146.728		146,728	0.413%
Damsov	4,596,997	287,702		287,702	0.810%
Rambey Red Wing	7 193 351	450,194		450,194	1.268%
Red wing	,,199,991	400/104		100/201	2.2000
Redwood Falls	1,219,430	76,318		76,318	0.215%
Richfield	3,245,454	203,116		203,116	0.572%
Robbinsdale	1,000,654	62,626		62,626	0.176%
Pochester	9 778 395	611.978		611.978	1.724%
Rochester Bogomount	A 123 547	258 071		258 071	0 7278
Rosemounc	4, 123, 547	650,071		650 037	1 9509
Roseville	10,544,697	059,957		009,937	1.0094
St. Anthony	599,775	37,537		37,537	0.106%
St. Cloud	10,992,063	687,935	1,290	689,225	1.9418
St. Louis Park	9,035,112	565,460		565,460	1.593%
					<u> </u>
St. Paul	66,370,786	4,153,795		4,153,795	11.701%
St. Peter	841,613	52,672		52,672	0.148%
Sauk Rapids	1,867,134	116,854		116,854	0.329%
Savage	2.918.283	182,640		182,640	0.514%
Shakopee	3,323,359	207,991		207,991	0.586%
Shoreview	1,309,374	81,947		81,947	0.231%
				•	
South St. Paul	2,446,502	153,114		153,114	0.431%
Spring Lake Park	577,055	36,115		36,115	0.102%
Stillwater	2,625,482	164,315		164,315	0.463%
mbiof Divor Falls	2 091 251	120 254		120 254	0 2678
Undersia Hoighta	2,001,201	10,204		130,254	0.30/8
Vaunais neights	508,314	JI,8IJ		31,813	0.0908
Virginia	1,503,209	97,837		97,837	0.2/58
Waseca	861,678	53,928		53,928	0.152%
West St. Paul	1,988,819	124,470		124,470	0.351%
White Bear Lake	5,036,602	315,214		315,214	0.888%
1747 J J	2 224 422	100 010	4 9 9 9	244 046	0 1000
Willing	2,224,439	139,216	4,830	144,046	0.406%
WINONA	3,647,003	228,247		228,247	0.6438
woodbury	8,359,731	523,191		523,191	1.474%
Worthington	2,546,989	159,403		159,403	0.449%
TOTAL	\$567,014,434	\$35,486,425	\$13,575	\$35,500,000	100.000%
Money Needs Apportionment =	\$35,486,425	equals	0.06258469	Adj. 25 Yı X Constr.	r.
(less THTB Adj)	\$567,014,434	▲ · · · · · · · · · · · · · · · · · · ·		Needs	

\$1,000 in Adjusted Money Needs earn \$62.58469 in Money Needs Apportionment. ٩
TRUNK HIGHWAY TURNBACKS

The following tabulation shows the Trunk Highway Turnback Maintenance allowance for the 1989 Apportionment. All turnbacks eligible for maintenance payments are included in this tabulation as of October 1, 1988. 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 Approve	Miles Const.	Miles Eligible Maint.	Date of MSAS Desig.	1988 Maintenance Allowance Miles X \$1500	Total
	Crookston								
	115	11-87	.30	No		.30	03-88	$0.30 \times $1500 = 450	
	144 (TH 75)	11-87	1.28	No		1.28	03-88	$1.28 \times $1500 = 1920	\$2,370
	Mankato								
Pa	101 (TH 22)	4-1-85	1.12	No	0.09	1.03	6-85	$1.03 \times $1500 = 1545	
ge	123	4-1-85	1.42	No		1.42	6-85	$1.42 \times $1500 = $2,130$	
89	(TH 14)		2.54		0.09	2.45		\$3,675	\$3,675
	North Mankat	0							
	116 (TH 14)	8-78	1.94	Yes	1.00	0.94	10-78	$0.94 \times $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 \times $1500 = $4,830$	\$4,830
	TOTAL		 11.36		 1.59	9.77			\$13,575

1988 MUNICIPAL STATE AID NEEDS REPORT

Theoretical 1989 M.S.A.S. Population Apportionment

The theoretical population apportionment is based on estimated projected revenues. Fifty percent of the total apportionment sum is distributed on a prorated share to the total population. The population figures used in this report are current as of December 31, 1987. The final population data will be certified December 31, 1988 by the State Demographer and the actual apportionment sum available to urban municipalities in 1989 will be provided by the Office of Finance and Accounting in January of 1989.

The 1988 apportionment, each person earns approximately 11.57 in apportionment. This figure will be somewhat revised when the actual revenue for the 1989 apportionment becomes available, or if additional cities should exceed 5,000 population prior to January 1, 1989. Since the 1988 apportionment Buffalo has taken a special census and has a population of 5996.

Theoretical 1989 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.

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Municipalities	Population	Apportionment		
Albert Lea	19-445	\$272 827		
Alexandria	7,608	106.746		
Andover	9,387	131,706		
	-,	/		
Anoka	15,634	219,356		
Apple Valley	27,172	381,243		
Arden Hills	8,012	112,414		
Austin	23,079	323,815		
Bemidji	10,945	153,566		
Blaine	34,405	482,727		
Bloomington	81,831	1,148,148		
Brainerd	11,489	161,199		
Brooklyn Center	31,230	438,179		
Brooklyn Park	43,332	607,979		
Buffalo	5,996	84,128		
Burnsville	40,115	562,842		
Champlin	9,006	126,361		
Chanhassen	6,359	89,221		
Chaska	8,346	117,100		
Chisholm	5,930	83,202		
Cloquet	11,142	156,330		
Columbia Heights	20,029	281,021		
Coon Rapids	42,845	601,146		
Cottage Grove	18,994	266,500		
Crookston	8,628	121,057		
Crystal	25,543	358,387		
Detroit Lakes	7,106	99,702		
Duluth	92,811	1,302,205		
Eagan	30,456	427,320		
East Bethel	6,626	92,968		
East Grand Forks	8,537	119,780		
	Page 70			

			Population	
	Municipalities	Population	Apportionment	
	Edon Drairio	24 052	337 167	
	Eden Flattle	46 073	537,407	
	Euina Flk River	6 785	95 198	
	LIX NIVEL	3,,03	55,156	
	Eveleth	5,042	70,743	
	Fairmont	11,506	161,437	
	Falcon Heights	5,291	74,237	
		-		
-	Faribault	16,241	227,873	
	Farmington	5,140	72,118	
	Fergus Falls	12,579	176,492	
		30 338	404 101	
	Coldon Valley	30,228	424,121	
	Golden Valley Grand Panide	7 931	111 320	
	Grand Kapida	. 7,554	111,520	
	Ham Lake	7,832	109,889	
	Hastings	13,252	185,935	
	Hermantown	6,759	94,834	
		21 102		
	Hibbing	21,193	297,353 -	
	Hutchincon	15,330	215,175	
	Huteninson	9,000	130,977	
	International Falls	5,671	79.568	
	Inver Grove Heights	17,171	240,922	
-	Lake Elmo	5,296	74,307	
	Lakeville Line Laker	14,790	207,514	
	LINO Lakes	5,587	/8,390	
	FICCULTEIG	5,904	82,837	
	Little Canada	7,102	99,646	
	Little Falls	7,250	101,723	
	Mankato	29,746	417,358	
	Maple Grove	28,676	402,345	
	Maplewood	26,990	378,689	
	Marshall	11,165	156,653	
	Mendota Heights	7,288	102.256	
	Minneapolis	370,951	5,204,710	
	Minnetonka	38,683	542,750	
	_	5		
	Montevideo	5,882	82,529	
	Moorhead	29,998	420,894	
	Morris	5,385	75,555	
	Mound	9 280	130 205	
	Mounds View	12,593	176.689	
	New Brighton	23,269	326.481	
	······			
	New Hope	23,087	323,927	
	New Ulm	13,755	192,993	
	Northfield	12,562	176,254	
	_	Page 71		

Municipalities,	Population	Population Apportionment
North Mankato	9,817	137,740
North St. Paul	11,921	167,260
Oakdale	12,123	170,094
Orono	6,845	96,040
Owatonna	18,637	261,491
Plymouth	31,615	443,581
Prior Lake	9,926	139,269
Ramsey	10,093	141,612
Red Wing	13,738	192,754
Redwood Falls	5,210	73,100
Richfield	37,851	531,077
Robbinsdale	14,422	202,351
Rochester	57,973	813,403
Rosemount	5,083	71,318
Roseville	35,820	502,580
St. Anthony	7,981	111,979
St. Cloud	42,568	597,260
St. Louis Park	42,931	602,353
St. Paul	270,230	3,791,522
St. Peter	9,056	127,062
Sauk Rapids	5,843	81,982
Savage	5,237	73,479
Shakopee	9,941	139,479
Shoreview	17,300	242,731
South St. Paul	21,235	297,942
Spring Lake Park	6,477	90,877
Stillwater	12,328	172,971
Thief River Falls	9,105	127,750
Vadnais Heights	5,111	71,711
Virginia	11,056	155,124
Waseca	8,219	115,319
West St. Paul	18,527	259,947
White Bear Lake	22,538	316,224
Willmar	15,895	223,018
Winona	25,069	351,736
Woodbury	14,726	206,616
Worthington	10,243	143,717
TOTAL	2,530,162	\$35,500,000

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

\$35,500,000		
	Equals	\$14.03072214
2,530,162		

\$14.030722143 per person

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Theoretical 1989 M.S.A.S. Total Apportionment

Based on the actual 1988 apportionment amount, the following tabulation shows each municipality's tentative money needs and population apportionment amounts for 1989. The tentative percentages shown in this summary are for informational purposes only.

The actual revenue will be announced in January, 1989, when the Commissioner of Transportation determines the annual Municipal State Aid Allotment.

1989 M.S.A.S. Total Apportionment

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Municipalities	Population Apportion- ment	Money Needs Apportion- ment	Total Apportion- ment	Distribution Percentage
Albert Lea	\$272.827	\$194.102	\$466,929	0.6576%
Alexandria	106,746	109,678	216,424	0.3048%
Andover	131,706	314,390	446,096	0.6283%
Anoka	219,356	143,442	362,798	0.5110%
Apple Valley	381,243	259,991	641,234	0.9031%
Arden Hills	112,414	62,755	175,169	0.2467%
Austin	323,815	313,144	636,959	0.8971%
Bemidji	153,566	139,983	293,549	0.4134%
Blaine	482,727	287,056	769,783	1.0842%
Bloomington	1,148,148	862,788	2,010,936	2.8323%
Brainerd	161,199	223,840	385,039	0.5423%
Brooklyn Center	438,179	298,565	736,744	1.0377%
Brooklyn Park	607,979	438,625	1,046,604	1.4741%
Buffalo	84,128	21,920	106,048	0.1494%
Burnsville	562,842	574,299	1,137,141	1.6016%
Champlin	126,361	109,991	236,352	0.3329%
Chanhassen	89,221	227,440	316,661	0.4460%
Chaska	117,100	102,783	219,883	0.3097%
Chisholm	83,202	91,199	174,401	0.2456%
Cloquet	156,330	405,087	561,417	0.7907%
Columbia Heights	281,021	73,766	354,787	0.4997%
Coon Rapids	601,146	427,438	1,028,584	1.4487%
Cottage Grove	266,500	271,525	538,025	0.7578%
Crookston	121,057	251,271	372,328	0.5244%
Crystal	358,387	486,490	844,877	1.1900%
Detroit Lakes	99,702	87,182	186,884	0.2632%
Duluth	1,302,205	1,729,541	3,031,746	4.2701%
Eagan	427,320	542,773	970,093	1.3663%
East Bethel	92,968	171,379	264,347	0.37238
East Grand Forks	119,780	110,726	230,506	0.3247%
Eden Prairie	337,467	640,631	978,098	1.3776%
Edina	646,437	319,832	966,269	· 1.3609%
Elk River	95,198	315,829	411,027	0.5789%

	Population	Money Needs	Total	
	Apportion-	Apportion-	Apportion-	Distribution
Municipalities	ment	ment	ment	Percentage
Eveleth	70,743	64,411	135,154	0.1904%
Fairmont	161,437	238,826	400,263	0.5638%
Falcon Heights	74,237	18,297	92,534	0.1303%
	· · · · ·			
Faribault	227,873	266,807	494,680	0.6967%
Farmington	72,118	229,343	301,461	0.4246%
Fergus Falls	176,492	135,343	311,835	0.4392%
Fridley	424 121	212 053	636,174	0.8960%
Colden Vallev	319 550	376 790	696,340	0.98088
Grand Ranids	111 320	92,976	204,296	0.2877%
Stand Rapido	111,520	52,570	2047230	0.20,70
Ham Lake	109,889	135,493	245,382	0.3456%
Hastings	185,935	133,510	319,445	0.4499%
Hermantown	94,834	211,462	306,296	0.4314%
Hibbing	207 253	611 913	912 296	1 33738
Hopking	237,333	106 376	321 551	1.32/20
Hutchinson	130 977	131 014	261 991	0.45298
naconinion	130,377	131,014	201,991	
International Falls	79,568	106,016	185,584	0.2614%
Inver Grove Heights	240,922	247,740	488,662	0.6883%
Lake Elmo	74,307	85,119	159,426	0.2245%
	·			
Lakeville	207,514	450,789	658,303	0.9272%
Lino Lakes	. 78,390	250,847	329,237	0.4637%
Litchfield	82,837	116,435	199,272	0.2807%
Little Canada	99 616	112 243	212 990	0 20088
Little Falle	101 723	124 233	212,009	0.2350%
Mankato	417 358	24,233	650 133	0.02842
Malikaco	417,000	641113	009,100	0.92046
Maple Grove	402,345	721,010	1,123,355	1.5822%
Maplewood	378,689	264,438	643,127	0.9058%
Marshall	156,653	108,051	264,704	0.3728%
Mondota Vaighta	102 256	151 116	252 272	0.0500%
Mendola Heights	102,236	151,110	203,372	0.35698
Minnetonka	5,204,710	4,900,907	10,1/1,00/	1 24036
MIMECONKA	542,750	414,499	957,249	1.34828
Montevideo	82,529	103,921	186,450	0.2626%
Moorhead	420,894	390,348	811,242	1.1426%
Morris	75,555	121,027	196,582	0.2769%
Mauna	100 005	00 100	010 010	
Mounda Wies-	130,205	83,108	213,313	0.30048
Nounas View	1/0,689	55,960	232,649	0.32778
New Brighton	320,481	29,986	380,407	0.54438
New Hope	323,927	85.168	409.095	0.57628
New Ulm	192,993	184.745	377.738	0.5320%
Northfield	176.254	211.870	388.124	0.5467%
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	Population	Money Needs	Total	
	Apportion-	Apportion-	Apportion-	Distribution
Municipalities	ment	ment	ment	Percentage
North Mankato	137,740	104,006	241,746	0.3405%
North St. Paul	167,260	91,781	259,041	0.3648%
Oakdale	170,094	158,485	328,579	0.4628%
	•	•	•	
Orono	96,040	134,798	230,838	0.3251%
Owatonna	261,491	260,218	521,709	0.7348%
Plymouth	443,581	478,475	922,056	1.2987%
Prior Lake	139,269	146,728	285,997	0.4028%
Ramsey	141,612	287,702	429,314	0.6047%
Red Wing	192,754	450,194	642,948	0.9056%
Redwood Falls	73,100	76.318	149.418	0 2104%
Richfield	531,077	203,116	734,193	1 03418
Robbinsdale	202.351	62,626	264,977	0.37328
		,		
Rochester	813,403	611,978	1,425,381	2.0076%
Rosemount	71,318	258,071	329,389	0.4639%
Roseville	502,580	659,937	1,162,517	1.6373%
St Anthony	111 979	37 537	149 516	0 21068
St. Cloud	597,260	689,225	1.286.485	1 8120%
St. Louis Park	602,353	565,460	1,167,813	1.6448%
Ch. Devil	2 201 200	4 450 505		
St. Paul	3,791,522	4,153,795	7,945,317	11.1906*
St. Peter Souk Domida	127,062	52,6/2	1/9,/34	0.25318
Sauk Kapius	01,902	110,854	198,830	0.28014
Savage	73,479	182,640	256,119	0.3607%
Shakopee	139,479	207,991	347,470	0.4894%
Shoreview	242,731	81,947	324,678	0.4573%
South St. Paul	297.942	153.114	451.056	0.6353%
Spring Lake Park	90,877	36,115	126,992	0.1789%
Stillwater	172,971	164,315	337,286	0.4751%
Mhiof Divor Falls	107 750	120.054	050 004	
Vadraja Vojenta	12/,/50	130,254	258,004	0.36348
Vaunais neights	155 124	31,813	103,524	0.14588
Virginia	155,124	51,037	252,961	0.32034
Waseca	115,319	53,928	169,247	0.2384%
West St. Paul	259,947	124,470	384,417	0.5414%
White Bear Lake	316,224	315,214	631,438	0.8893%
Willmar	223 010	144 046	367 064	0 51709
Winona	351 736	222,040	570 002	0.01/08
Woodbury	206.616	523,191	729 807	0.01098 1 09709
Worthington	143,717	159,403	303,120	0.4269%
TUTAL	\$35,500,000	\$35,500,000	\$71,000,000	100.0000%

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Comparison of the 1988 to 1989 Apportionment

Comparing the 1988 to the 1989 total apportionment we find that every municipality shows an increase. The comparison also includes the city of Buffalo which became a city over 5000 population in 1988.

Municipality	1988 Total Allotment	1989 Total Allotment	Increase (Decrease) Amount	8
Albert Lea	\$387,303	\$466,929	\$79,626	21%
Alexandria	189,768	216,424	26,656	14%
Andover	333,393	446,096	112,703	34%
Anoka	322,010	362,798	40,788	13%
Apple Valley	524,562	641,234	116,672	22%
Arden Hills	148,577	175,169	26,592	18%
Austin	545,918	636,959	91,041	17%
Bemidji	249,653	293,549	43,896	18%
Blaine	665,820	769,783	103,963	16%
Bloomington	1,746,656	2,010,936	. 264,280	15%
Brainerd	334,960	385,039	50,079	15¥
Brooklyn Center	612,819	736,744	123,925	20%
Brooklyn Park	845,490	1,046,604	201,114	248
Buffalo		106,048	106,048	
Burnsville	877,538	1,137,141	259,603	30%
Champlin	186,108	236,352	50,244	27%
Chanhassen	258,529	316,661	58,132	228
Chaska	199,856	219,883	20,027	10%
Chisholm	149,688	174,401	24,713	17%
Cloquet	455,177	561,417	106,240	238
Columbia Heights	291,845	354,787	62,942	228
Coon Rapids	740,305	1,028,584	288,279	398
Cottage Grove	460,201	538,025	77,824	17%
Crookston	268,096	372,328	104,232	398
Crystal	627,477	844,877	217,400	35%
Detroit Lakes	161,100	186,884	25,784	16%
Duluth	2,588,375	3,031,746	443,371	17%
Eagan	756,468	970,093	213,625	28%
East Bethel	220,216	264,347	44,131	20%
East Grand Forks	209,005	230,506	21,501	10%
Eden Prairie	715,809	978,098	262,289	37%
Edina	829,521	966,269	136,748	16%
Elk River	265,420	411,027	145,607	55%

. · ·		1000 80403	Increase	
Municipality	1988 TOTAL	1989 Total	(Decrease)	. 9
	AIIOLMEIIC	AIIOUMENC		ۍ ======
Eveleth	111,639	135,154	23,515	218
Fairmont	264,711	400,263	135,552	51%
Falcon Heights	80,172	92,534	12,362	158
	•	•	•	
Faribault	423,669	494,680	71,011	17%
Farmington	102,201	301,461	199,260	195%
Fergus Falls	241,570	311,835	70,265	298
Fridley	506,289	636,1/4	129,885	268
Golden Valley	594,001	696,340	102,339	1/3
Grand Rapids	187,288	204,296	17,008	98
Ham Lake	207.312	245.382	38,070	18%
Hastings	267,381	319,445	52,064	19%
Hermantown	264,582	306,296	41,714	16%
	/	· · · · · · · · · · · · · · · · · · ·		
Hibbing	696,509	942,296	245,787	35%
Hopkins	225,188	321,551	96,363	43%
Hutchinson	208,427	261,991	53,564	26%
	150 550	105 504	25 020	
International Falls	150,556	185,584	35,028	238
Inver Grove neights	402,510	488,002	20,140	50 196
Lake Lino	142,010	159,420	10,010	125
Lakeville	531,690	658,303	126,613	24%
Lino Lakes	277,675	329,237	51,562	19%
Litchfield	177,472	199,272	21,800	12%
Tittle Conside	157 160	010 000	FF 7 00	
Little Canada	157,100	212,889	55,729	358
Mankato	202,838	440,900 650 100	23,118	113
Malikaco	520,518	029,133	128,815	243
Maple Grove	994,028	1,123,355	129,327	138
Maplewood	603,217	643,127	39,910	78
Marshall	237,277	264,704	27,427	128
	*			
Mendota Heights	204,369	253,372	49,003	24%
Minneapolis	8,441,748	10,171,667	1,729,919	20%
Minnetonka	799,660	957,249	157,589	20%
Montevideo	159.352	186.450	27.098	178
Moorhead	698,756	811.242	112,486	16%
Morris	164,854	196,582	31,728	19%
	·	·	•	
Mound	191,025	213,313	22,288	12%
Mounds View	205,710	232,649	26,939	13%
New Brighton	352,447	386,467	34,020	10%
New Hope	323 113	409 095	85 982	778
New Ulm	291.549	277 728	86 1902	2/3
Northfield	333.557	388,124	54.567	303 169
			04/00/	T 0 9
North Mankato	204,587	241,746	37,159	18%
North St. Paul	227,851	259,041	31,190	14%
Oakdale	289,763	328,579	38,816	138
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•			Increase	
	1988 Total	1989 Total	(Decrease)	
Municipality	Allotment	Allotment	Amount	* *
Orono	191,527	230,838	39,311	21%
Owatonna	449,578	521,709	72,131	16%
Plymouth	790,460	922,056	131,596	17%
Prior Lake	252,438	285,997	33,559	13%
Ramsey	390,221	429,314	39,093	10%
Red Wing	523,710	642,948	119,238	238
Redwood Falls	131,927	149,418	17,491	13%
Richfield	624,374	734,193	109,819	18%
Robbinsdale	196,303	264,977	68,674	35%
Rochester	1,242,959	1,425,381	182,422	15%
Rosemount	262,761	329,389	66,628	25%
Roseville	1,011,126	1,162,517	151,391	15%
St. Anthony	106,150	149,516	43,366	41%
St. Cloud	1,101,295	1,286,485	185,190	17%
St. Louis Park	766,309	1,167,813	401,504	52%
St. Paul	6,551,809	7,945,317	1,393,508	21%
St. Peter	161,294	179,734	18,440	11%
Sauk Rapids	169,419	198,836	29,417	17%
Savage	224,348	256,119	31,771	14%
Shakopee	176,563	347,470	170,907	97%
Shoreview	282,778	324,678	41,900	15%
South St. Paul	362,216	451,056	88,840	25%
Spring Lake Park	111,306	126,992	15,686	-14%
Stillwater	314,647	337,286	22,639	78
Thief River Falls	227,939	258,004	30,065	13%
Vadnais Heights	97,181	103,524	6,343	78
Virginia	222,850	252,961	30,111	14%
Waseca	139,487	169,247	29,760	21%
West St. Paul	214,274	384,417	170,143	798
White Bear Lake	542,599	631,438	88,839	16%
Willmar	322,801	367,064	44,263	14%
Winona	500,611	579,983	79,372	16%
woodbury	599,112	729,807	130,695	22%
wortnington	214,350	303,120	88,770	41%
TOTAL	\$58,381,022	\$71,000,000	\$12,618,978	22%

MINUTES OF THE UNENCUMBERED CONSTRUCTION FUND SUBCOMMITTEE MEETING TUESDAY, AUGUST 23, 1988 TRANSPORTATION BUILDING ST. PAUL, MINNESOTA

Subcommittee Members:

H.R. Spurrier (Chairman) Brooklyn Center Dept. of Public Works

Larry Anderson Prior Lake Engineer

Ken Saffert Mankato City Engineer

Also in Attendance:

Ken Straus, State Aid Needs (Mn/DOT)

Minutes:

The meeting was called to order at 9:00 a.m. by Chairman Spurrier.

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

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

Minutes of the Unencumbered Construction Fund Subcommittee Meeting Page 2 August 23, 1988

Sixteen communities were reviewed by the subcommittee. Their fund situation, a brief outline of project status, and the subcommittee recommendation to the Screening Committee is provided for each City. Balance shown is to the nearest dollar.

1. New Brighton

	А	В	С	D	Ratio
Balance	1988	Amount			Column B
As of	Construction	Available	Allowable	Excess	
6-30-88	Allotment	6-30-88	Balance	Balance	Column A
1,201,316	264,335	936,981	528,671	408,310	3.54

Leslie Proper, Director of Public Works, appeared on behalf of New Brighton submitting a list of projects ordered by the City Council. He indicated that there would be five projects awarded in 1988. The sixth was a shared project with the County but that no award date could be committed. Resolution ordering the project was received.

Recommended action:

None, because the subcommittee felt that the City essentially met the criteria.

2. Maplewood

	А	B	С	D	Ratio	
Balance	1988	Amount			Column B	
AS OT 6-30-88	Allotment	Ava11ab1e 6-30-88	Balance	Excess Balance	Column A	
3,030,004	585,022	2,444,982	1,170,044	1,274,938	4.18	

Represented by the City Engineer, Ken Haider. He indicated little meaningful progress had been made. Project 120-01, Sterling Street, has not been designated a State Aid Route. The project was pending last summer. He indicated that required storm sewer and reluctance of the Council to assess a share of the project was making it difficult to advance the projects. The Committee recommended the 25% maintenance request.

Recommended action:

An adjustment of two times 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. Minutes of the Unencumbered Construction Fund Subcommittee Meeting Page 3 August 23, 1988

3. Golden Valley

	А	В	С	D	Ratio
Balance	1988	Amount			Column B
As of 6-30-88	Construction Allotment	Available 6-30-88	Allowable Balance	Excess Balance	Column A
1,889,252	560,491	1,328,761	1,120,982	207,779	2.37

Public Work's Director, Lowell Odland, submitted a five year capital improvement program. The projects were in process. Ken Straus indicated that a receipt of a Report of State Aid contract on a project would likely bring the excess balance below requirements.

Recommended action:

None, if Reports of State Aid Contract on finished projects are submitted by September 1.

4. Fridley

	А	В	С	D	Ratio
Balance	1988	Amount			Column B
As of	Construction	Available	Allowable	Excess	***==***
6-30-88	Allotment	6-30-88	Balance	Balance	Column A
1,854,053	379,717	1,474,336	759,434	714,903	3.88

Public Works Director, John Flora, submitted a letter in which he indicated that doing projects with Mn/DOT will obligate \$1,016,708, bringing the balance to permissible levels. In addition, he explained two additional projects with Mn/DOT which have been designated MSAS projects which, if completed would deplete the fund.

Recommended action:

No adjustment.

5. Richfield

	А	В	С	D	Ratio
Balance As of 6-30-88	1988 Construction Allotment	Amount Available 6-30-88	Allowable Balance	Excess Balance	Column B Column A
1,672,342	468,281	1,204,061	936,562	267,499	2.57

Minutes of the Unencumbered Construction Fund Subcommittee Meeting Page 4 August 23, 1988

City Engineer, Mike Eastling, submitted a memorandum explaining that the majority of the funds are on reserve for a Penn Avenue/I-494 improvement. The project involves an EIS to determine bridge length. Delay on the project is at the Metro Council hearing process. He indicated that he would send a resolution authorizing design services for the Penn Avenue bridge.

Recommended action:

No adjustment.

6. Chaska

	A	В	С	D	Ratio	
Balance	1988	Amount			Column B	
As of 6-30-88	Construction Allotment	Available 6-30-88	Allowable Balance	Excess Balance	Column A	
795,638	186,971	608,667	373,942	234,725	3.26	

Engineer Glen Cook of of Bonestroo, Rosene, Anderlik & Associates submitted a list of projects let but for which Report of Final Contract have not been submitted. When submitted, it will bring Chaska into compliance.

Recommended action:

No adjustment.

7. Orono

	А	В	С	D	Ratio
Balance As of	1988 Construction	Amount Available	Allowable		Column B
6-30-88	Allotment	6-30-88	Balance	Balance	Column A
461,001	143,645	317,356	300,000	17,356	2.21

Engineer Glen Cook reported on contract difficulties. A City/County project is currently under construction. The Report of State Aid Contract will be submitted prior to September 1. The City plans to use \$150,000 of MSA funds off-system to finance that project. When submitted, this will complete full requirements.

Recommended action:

Make no adjustment.

Minutes of the Unencumbered Construction Fund Subcommittee Meeting Page 5 August 23, 1988

8. New Hope

	А	В	С	D	Ratio
Balance	1988	Amount			Column B
As of 6-30-88	Construction Allotment	Available 6-30-88	Allowable Balance	Excess Balance	Column A
825,7°	242,335	583,458	484,670	98,789	2.41

Glen Cook Ciangineer for New Hope reported on two projects underway which will utilize \$355 of State Aid funds depleting the balance to well within limits.

No change if the Reports of State Aid Contract are in by September 1 which appeared on schedule.

9. Apple Valley

	А	В	ВС	D	Ratio
Balance	1988	Amount			Column B
As of	Construction	Available	Allowable	Excess	
6-30-88	Allotment	6-30-88	Balance	Balance	Column A
1,521,013	503,847	1,017,166	1,007,694	9,472	2.02

City Engineer, Glen Cook, indicated that Apple Valley has two MSA projects open. One is awaiting the Report of Final estimate and the other, a Report of State Aid Contract; both of which are scheduled to be submitted around September 1, reducing the balance by \$250,000 bringing it within line.

Recommended action:

No adjustment.

10. Prior Lake

	А	В	С	D	Ratio
Balance	1988	Amount			Column B
As of 6-30-88	Construction Allotment	Available 6-30-88	Allowable Balance	Excess Balance	Column A
855,293	242,943	612,350	485,886	126,464	2.52

Minutes of the Unencumbered Construction Fund Subcommittee Meeting Page 6 August 23, 1988

City Engineer, Larry Anderson, submitted a report indicating that September 6th awards for \$55,000 of State Aid funds will proceed. A second project Duluth Avenue is in a right of way acquisition stage where an estimated \$233,000 will be required later this fall. Approximately \$375,000 of MSA construction cost is covered by ordered projects. The 1989 Capital Improvements indicate the depletion of the City's MSA construction account.

Recommended action:

No adjustment.

11. Lake Elmo

	А	В	C	D	Ratio
Balance	1988	Amount			Column B
As of	Construction	Available	Allowable	Excess	
6-30-88	Allotment	6-30-88	Balance	Balance	Column A
516,182	106,958	409,224	300,000	109,224	3.83

Larry Bohrer an engineer with Toltz-King-Duvall-Anderson submitted a report on a project let and a project ordered indicating the balance will be approximately \$150,000 in 1989. Two Reports of State Aid Contract have been submitted but not approved.

Recommended action:

No change.

12. St. Peter

	А	В	Ċ	D	Ratio
Balance	1988	Amount			Column B
As of	Construction	Available	Allowable	Excess	
6-30-88	Allotment	6-30-88	Balance	Balance	Column A
542,008	149,114	392,894	300,000	92,894	2.63

City Engineer, Martin Menk, submitted a report in July indicating that the downtown project programmed for 1988 construction was delayed. It took the City Council several months to advance, develop and order a new project, Dodd Road, which will require 100% of the existing St. Peter balance. Resolutions were submitted.

Recommended action:

No adjustment.

Minutes of the Unencumbered Construction Fund Subcommittee Meeting Page 7 August 23, 1988

13. Hermantown

	А	В	C	D	Ratio	
Balance	1988	Amount			Column B	
As of 6-30-88	Construction Allotment	Available 6-30-88	Allowable Balance	Excess Balance	Column A	
963,896	245,097	718,799	490,194	128,605	2.93	

Steve Overum, City Attorney, and Norm Schmidt, City Engineer reviewed progress on two municipal aid routes using approximately \$965,000 including part of the 1989 allocation. The project was delayed by coordination and use of the Interstate Turnback Funds. A large project underran MSA funding that was projected. A revised Report of State Aid Contract to gain construction engineering costs which overran considerably will be advanced prior to September 1.

Recommended action:

No adjustment required.

14. Edina

	Α	В	С	D	Ratio
Balance	1988	Amount			Column B
As of	Construction	Available	Allowable	Excess	
6-30-88	Allotment	6-30-88	Balance	Balance	Column A
2,063,062	669,521	1,393,541	1,339,042	54,499	2.08

City Engineer, Francis Hoffman, submitted a letter explaining that a joint City/County contract was awarded May 10. However, paperwork billing to the City was not received before the June 30th deadline. That report of State Aid contract will request approximately \$193,000, erasing the excess balance. Engineer Hoffman reported that authorized projects for letting in the fall of 1988 make utilization of \$1 million for right of way and engineering on Route 171. Approximately \$5 million dollars of MSA projects are programmed in the next three years.

Recommended action:

No adjustment.

Minutes of the Unencumbered Construction Fund Subcommittee Meeting Page 8 August 23, 1988

15. Vadnais Heights

	А	В	С	D	Ratio
Balance	1988	 Amount	*		 Column B
As of 6-30-88	Construction Allotment	Available 6-30-88	Allowable Balance	Excess Balance	Column A
407,163	92,246	314,917	300,000	14,917	3.41

Engineer Gene Lindholm of SEH acknowledged that he was retained in March by the City. In July, the City Council retained this firm to update the MSA designated routes. At this time, two projects on Arcade Road, Segment 104 are in process. One project to County Road E for 1990 and an initial project adjacent to it scheduled for 1989 letting. The system is not current but the problems have been recognized and the City will be moving forward.

Recommended action:

That an adjustment be made of two times the annual allocation to the needs but that enforcement be delayed for one year since steps have been taken: 1. contract for update of the MSA system; and 2. The order of a feasibility report for Arcade Road scheduled for delivery for October 1988.

16. North St. Paul

	А	В	С	D	Ratio
Delemen					D
As of	1988 Construction	Amount Available	Allowable	Excess	Column B
6-30-88	Allotment	6-30-88	Balance	Balance	Column A
800,818	218,341	582,477	436,682	145,795	2.67

City Engineer, Dave Kotilinek, submitted a Report of State Aid Contract on August 22 which will claim \$172,214 thereby bringing the North St. Paul balance below that required. He indicated several other projects were in process.

Recommended action:

No adjustment.

Upon consideration of the above sixteen communities, the Committee voted unanimously to adopt the recommended adjustments. In the case of Maplewood, a 2 times adjustment. It involves a stayed adjustment in the case of Vadnais Heights; this is no adjustment on the other 14 communities. The vote approving was unanimous with Larry Anderson abstaining on the Prior Lake report. It was acknowledged that all supporting information would be in the receipt of Ken Straus by September 15. Minutes of the Unencumbered Construction Fund Subcommittee Meeting Page 9 August 23, 1988

September 15, 1988. The Committee adjourned approximately 4:00 p.m, August 23, 1988, setting September 13 at as a clean up meeting in Prior Lake. The resolution on Construction Fund Balance was to be reworded to reflect current thinking.

I. The Committee reconvened with the same members present on September 13, 1988, in the Prior Lake City Hall, 1:30 p.m. The Construction Fund Balance Resolution was discussed and the following recommendation was submitted as an amendment. "An adjustment of the actual 25 year construction needs will be made for the following year 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 entire resolution would then read:

The Screening Committee rules that are applicable are:

(Last 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. An adjustment of the actual 25 year construction needs will be made for the following year 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 . 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.

The underline represents the recommended revision. This is the Subcommittee's recommendation to the Screening Board.

II. Several discussions were held on the merits of changing the adjustment formula. It was pointed out that claiming additional maintenance cost puts various communities on different footings as far as an allowable excess balance and its impact on the balance numbers. It was considered that we raise the minimum allowable balance. After discussion, the recommendation is to not change the adjustment formula. Minutes of the Unencumbered Construction Fund Subcommittee Meeting Page 10 August 23, 1988

III. The Subcommittee recommended that City Engineers and Clerks be put on written notice by the State Aid office, that the September 1 cutoff date will be firm and that a new policy will apply.

IV. The Subcommittee policy is that no adjustment will be made to the 25 year construction needs of the municipality if the municipality proceeded with appropriate action to complete the project so that the excess balance is encumbered by September 1. Such actions should provide reasonable time for expected or required approvals by the appropriate agency. Action taken by other agencies in delaying a project beyond reasonable length of time shall be considered in determining if an adjustment is to be made.

The meeting was adjourned with these recommendations to be forwarded to the Screening Committee.

Respectfully____bmitted,

Ken Saffert, P.4. Recording Secretary, Unencumbered Funds Subcommittee

UNENCUMBERED CONSTRUCTION FUNDS								
SUMMARY	OF	THE	SIXTEEN	CITIES	WHICH	EXCEED	·THE	LIMITATIONS
		OF	THE SCRI	EENING	COMMITI	TEE DIR	ECTIV	VES

A	В	С	D	
1988 Construction Allotment	Amount Available 6-30-88	Allowable Balance	Excess Balance	Column B Column A
503,847	1,017,166	1,007,694 **	9,472	2.02
186,971	608,667	373,942 **	234,725	3.26
669,521	1,393,541	1,339,042 **	54,499	2.08
379,717	1,474,336	759,434 **	714,903	3.88
560,491	1,328,761	1,120,982 **	207,779	2.37
245,097	618,799	490,194 **	128,605	2.52
106,958	409,224	300,000 *	109,224	3.83
585,022	2,444,982	1,170,044 **	1,274,938	4.18
264,335	936,981	528,671 **	408,310	3.54
242,335	583,458	484,670 **	98,789	2.41
218,341	582,477	436,682 **	145,795	2.67
143,645	317,356	300,000 *	17,356	2.21
242,943	612,350	485,886 **	126,464	2.52
468,281	1,204,061	936,562 **	267,499	2.57
149,114	392,894	300,000 *	92,894	2.63
92,246	314,917	300,000 *	14,917	3.41
	A 1988 Construction Allotment 503,847 186,971 669,521 379,717 560,491 245,097 106,958 585,022 264,335 242,335 242,335 242,335 218,341 143,645 242,943 468,281 149,114 92,246	AB1988AmountConstructionAvailableAllotment6-30-88503,8471,017,166186,971608,667669,5211,393,541379,7171,474,336560,4911,328,761245,097618,799106,958409,224585,0222,444,982264,335936,981242,335583,458218,341582,477143,645317,356242,943612,350468,2811,204,061149,114392,89492,246314,917	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	$\begin{array}{c c c c c c c c c c c c c c c c c c c $

4

* Includes allowable \$300,000
** 2 x 1988 construction allotment
Had excess balance in 1987

VARIANCES

Variance Period - November 1987 thru June 1988.

During this period 14 city variances were acted upon, 13 were approved 1 partially and is being contested. Adjustments are made on variances that a hold harmless resolution was received.

The resolution states:

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.

APPROVED VARIANCES THAT DO NOT REQUIRE A NEEDS ADJUSTMENT:

Andover (No. 88-24)

Petition for a variance from minimum design standards so as to permit a substandard design speed curve instead of a 30 M.P.H. design speed curve on a construction project on MSAS 103 (Wood Lake Drive) from Hanson Blvd. to a point 1/2 mile east of Hanson Blvd. Variance for Project 198-103-02.

<u>Cloquet (No. 88-21)</u>

Petition for a variance from minimum right of way standards so as to permit a right of way width of 55 feet instead of the required right of way width of 60 feet for a construction project on MSAS 116 (18th Street) from Avenue "B" to Carlton Avenue. Variance for project 112-116-01.

Columbia Heights (No. 88-3)

Petition for a variance from design standards so as to permit design speeds of 29.7 M.P.H. 23.3 M.P.H. 28.6 M.P.H. and 28.0 M.P.H. instead of the required design speed of 30 M.P.H. on a rehabilitation project on 37th Avenue N.E. (MSAS 101) between Central Avenue and Johnson Street N.E. Variance for Project 113-101-04 and 141-272-06.

Grand Rapids (No. 88-9)

Petition for a variance from design standards so as to permit a street width of 64' with parking permitted instead of the required street width of 68' with parking permitted on a construction project on Pokegama Avenue (MSAS 106) from Fourth Street N. to 5th Street N. Segment 106-010. Only additional surfacing needs received for a 58' Street. Variance for Project 129-106-02.

Minneapolis (No. 88-1)

Petition for a variance from design standards so as to permit a street width of 61' (two way traffic) instead of the previously approved variance for a 57' to 60' (one way traffic) street on a reconstruction project on Hennepin Avenue from Eleventh Street to Twelfth Street. Not on a MSAS Route.

Minneapolis (NO. 88-2)

Petition for a variance from design standards so as to permit a design speed of 25 M.P.H. instead of the required 30 M.P.H. on a reconstruction project on 2nd Avenue South (MSAS 210) from Marquette Avenue to 12th Street South. Variance for project no. 141-210-09.

VARIANCES THAT REQUIRE A NEEDS ADJUSTMENT

Elk River (No. 87-44)

Petition for a variance from design standards so as to permit 45 degree diagonal parking with a traffic aisle of 22.2' instead of the required traffic aisle width of 25.2' on a reconstruction project on MSAS 113 (Main Street) from County Road 42 to Lowell Street. Variance for .22 mile.

Segment 113-040

Base Bit.	\$ 55,820 <u> 59,050</u> \$114,870 needs	for	.61 miles	
<u>.14</u> .61	variance portion needs segment		X \$114,870 =	\$26,363.61
Soam	ent 113-050			

Segment 113-050

Base \$ 8,514 Bit. 11,553\$20,067 \$26,364 Segment 113-040 20,067 Segment 113-050 Total \$46,431

\$46,431 X 3 X 15 = \$82,913 Adjustment 25.2

Elk River (No. 87-48)

Petition for a variance from design standards so as to permit 45 degree diagonal parking with a traffic aisle of 22.2' instead of the required traffic aisle of 25.2' on a reconstruction project on M.S.A.S. 104 (Jackson Avenue) from M.S.A.S. 113 (Main Street) to Jct. T.H. 10 and T.H. 201.

Segment	104-010
Base	\$ 7,802
Bit.	8,644
	\$16,446

\$ 16,446 X 3 X 15 = \$ 29,368 Adjustment 25.2

Fairmont (No 88-7)

Petition for a variance from design standards so as to permit a street width of 44' with parking permitted instead of the required street width of 48' with parking permitted on a reconstruction project on Albion Avenue (M.S.A.S. 107) from Cedar Street to Webster Street. Variance for project No. 123-107-05.

Segment 107-030 (.07) only additional surfacing received. Segment 107-040 12' widening received for a 44' street.

Base	\$ 14,453					
Bit.	7,975					
	\$ 22,428	X <u>4</u>	χ	15 = \$28	,035	Adjustment
		48				

<u>Hastings (No. 88-13)</u> Petition for a variance from design standards so as to permit a street width of 40' with parking permitted instead of the required width of 44' with parking permitted. The construction project is on 15th Street M.S.A.S. 128) from Ashland Avenue to Westview Drive.

Segment 128-020 4' grade widening needs received for a 44' street

Base Bit.	\$ 2,776 2,550 \$ 5,326								
Segment	128-030	4'	grade	wid	ening	needs	received	for a 44' :	street
Base Bit.	\$ 7,044 <u>6,475</u> \$13,519							2	
Total	\$ 5,326 <u>13,519</u> \$18,845	X	<u>4</u> X	15	.= \$	25,698	8 Adjustme	ent	

New Hope (No.88-22)

\$1,795

Petition for a variance from minimum design standards so as to permit a street width of 50' with no parking permitted and tapering to a street width of 44 feet instead of the required street width of 52 feet on a construction project on M.S.A.S. 106 (36th Avenue) from a point approximately 500' east of Jordan Avenue. Variance for project No. 183-106-06.

Segment 106-010

Base Bit

 $\frac{1,375}{$3,170} \times \frac{.06}{.16} \times 15 = $17,832 \text{ Adjustment}$

(Needs received 4' grade widening for a 44' roadway)

Segment 106-020

No adjustment - only additional surfacing received.

St. Cloud (No. 88-5)

Petition for a variance from design standards so as to permit a street width of 44' with parking permitted instead of the required street width of 48' with parking permitted on a reconstruction project on 33rd Avenue North (M.S.A.S. 121) from 8th Street North to 12th Street North.

Segment 121-030

Base \$ 70,673 Bit. 78,455 \$149,128 X 4 X 15 = \$186,410 Adjustment 48

(Needs received for 48' Street.)

_city of eagan

3830 PILOT KNOB ROAD, P.O. BOX 21199 EAGAN, MINNESOTA 55121 PHONE: (612) 454-8100

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VIC ELLISON Mayor

THOMAS EGAN DAVID K. GUSTAFSON PAMELA McCREA THEODORE WACHTER Council Members

THOMAS HEDGES City Administrator

EUGENE VAN OVERBEKE City Clerk

AUGUST 16, 1988

MR. KEN STRAUSS MNDOT STATE AID OFFICE ROOM 420 TRANSPORTATION BUILDING ST. PAUL, MN. 55155

RE: MSAS 122 (Nicols Road) City Contract 87-16 (SAP 195-122-02) MSAS Needs Adjustment Reduction

Dear Mr. Strauss:

The following information is presented as justification to allow a reduction in the money needs adjustment (required by a resolution approved by the Municipal Screening Committee Board in October, 1982 and revised in October 1984, "Variance granted reduction of money needs") for MSAS 122 (Nicols Road) in accordance with the following Resolution adopted by the Municipal Screening Committee Board at their October 28, 1987 meeting:

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

for width variances will be based adjustment The on the needs cost of the base and surface, times the proportional difference between the minimum standards and the granted. times 15 or the proportional difference variance, between the average past 15 years of base and surface needs received and the granted variance times 15 (documentation furnished This would be a 1-year adjustment to the 25by the City). year needs.

Prior to 1986, Nicols Road was on the County State Aid Highway system. As a result of a County road turnback, Nicols Road was designated as a part of the City of Eagan's MSA system by Council resolution in May of 1986. In October of 1986, the City requested a variance to MSA roadway width requirements which subsequently received approval in April of 1987. The City constructed Nicols Road to the width approved by variance in the Fall of 1987 utilizing MSA funds. Page Two August 16, 1988 Mr. Ken Strauss

Attached for your information are copies of the following:

May 6, 1986, Eagan City Council Resolution. Commissioner's Order #72247 April 2, 1987, Variance Approval by Commissioner Levine

I trust this information fulfills the documentation requirements identified in the Municipal Screening Committee Board's October 28, 1987 resolution for a reduction in the City's money needs adjustment.

Respectfully submitted,

Foertsch Michael P.

Assistant City Engineer

Enclosures

MPF/jf





August 16, 1988

Mr. Ken Strauss Municipal State Aid Needs Office of State Aid, Room 420 Transportation Building St. Paul, Minnesota 55155

RE: Needs Adjustment for Elton Hills Drive Segment 159-133-010

Dear Mr. Strauss:

We have calculated the money needs adjustment for Elton Hills Drive based on the two methods approved by the Municipal Screening Committee.

1. Minimum Standards Method

Adjustment for width variances will be based on the needs cost of the base and surface times the proportional differenc between the minimum standards and the granted variance, times fifteen"

Base	373,697	
Surface	257,612	
	\$631,309	

Adjustment: $631,309 \ge \frac{12}{72} \ge 15 = 1,578,272$

2. Base and Surface Needs Received Method

"The adjustment for width variances will be based on the proportioned difference between the average past 15 years of base and surface needs received and the granted variances times fifteen"

- a. The base and surface needs received were for a 62 foot wide street, parking on one side.
- b. The needs were received for a two year period, years 1986 and 1987.

	1986	1987	Total
Base	373,697	396.106	769,803
Surface	257,612	257,612	515,224
Totals	631,309	653.718	1,285,027

Average of Past 15 Years: 1,285,027 divided by 15 = 85,668 Adjustment: $\$85,668 \times \frac{2}{62} \times 15 = \$41,452$

We recommend that the needs adjustment be based on base and surface needs received method and that the total adjustment be \$41,452.

Attached are copies of the needs sheets for segment 133-010 for years 1986 and 1987.

Very truly yours,

Roger E. Plumb Director of Public Services

Research Account Motion

. . . .

THAT: Be it resolved that an amount of \$145,953 (not to exceed 1/4 of 1% of the 1988 M.S.A.S. Apportionment sum of \$58,381,022) shall be set aside from the 1989 Apportionment fund and be credited to the research account.

MOTION BY:

SECONDED BY:

Past History

Research Account

Year	Allotment	Balance	Spent
1958	\$0	\$ O	\$0
1959	0	0	0
1960	20,271	10,911	9,360
1961	20,926	18,468	2,458
1962	22,965	21,661	1,304
1963	22,594	18,535	4,059
1964	23,627	24,513	0
1965	27,418	15,763	11,655
1966	28,426	17,782	10,644
1967	29,155	31,944	0
1968	31,057	28,433	2,624
1969	35,719	34,241	1,478
1970	37,803	35,652	2,151
1971	41,225	37,914	3,311
1972	45,227	44,468	759
1973	45,846	36,861	8,985
1974	46,622	19,268	27,354
1975	54,321	35,755	18,566
1976	57,103	33,901	23,202
1977	56,983	33,674	23,309
1978	68,990	70,787	0
1979	69,665	0	69,665
1980	77,116	36,352	40,764
1981	85,031	33,940	51,091
1982	88,920	47,990	40,930
1983	105,082	37,656	67,426
1984	115,766	57,879	57,887
1985	121,838	73,118	48,720
1986	142,188	98,607	43,581
1987	147,745	82,479	65,266
1988	132,754		

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

Administration Account

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

Past History

Administration Account

Year	Allotment	Balance	Spent
1958	\$113,220	\$48,310	\$64,910
1959	125,999	55,370	70,629
1960	129,466	58,933	70,533
1961	140,825	75,036	65,789
1962	137,980	70,875	67,105
1963	144,585	75,094	69,491
1964	168,526	102,385	66,141
1965	173,875	96,136	77,739
1966	178,253	85,079	93,174
1967	190,524	122,185	68,339
1968	219,458	117,878	101,580
1969	231,452	134,416	97,036
1970	252,736	147,968	104,768
1971	279,357	165,927	113,430
1972	280,143	167,410	112,733
1973	284,923	160,533	• 124,390
1974	333,944	130,460	203,484
1975	349,512	158,851	190,661
1976	347,940	264,874	83,066
1977	424,767	160,365	264,402
1978	426,786	139,580	287,206
1979	473,075	257,782	215,293
1980	521,544	171,544	350,000
1981	544,123	222,062	322,061
1982	646,373	251,781	394,592
1983	710,025	297,847	412,178
1984	745,773	322,730	423,043
1985	874,173	421,719	452,454
1986	903,824	427,562	476,262
1987	806,340	331,589	474,751
1988	895,092	_,	
TOTAL	12,054,613	5,242,281	5,917,240

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

Due to the approval of reinstatement of needs after 20 years, the previous construction accomplishment resolution is rewritten to include the follow-ing.

Construction Accomplishments

When a Municipal State Aid Street is constructed to State Aid Standards, said street shall be considered adequate for a period of 20 years from the project letting date or encumbrance of force account funds.

If, during the period that complete needs are being received the street is improved with a bituminous overlay or concrete joint repair the municipality will continue to receive complete needs but shall have the non-local cost of the bituminous resurfacing or concrete joint repair construction project deducted from its total needs for a period of ten (10) years.

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 will be permitted in subsequent needs for 20 years from the letting date or encumbrance of force account funds.

At the end of the 20 year period, reinstatement for complete construction needs shall be initiated by the Municipality.

In the event that a M.S.A.S. route earning "After the fact" needs is removed from the M.S.A. system then the "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 revocation.

CURRENT RESOLUTIONS OF THE MUNICIPAL SCREENING BOARD

JUNE 1988

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 Unemcumbered 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. 198 (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.

Right of	Way:			\$	10,000.00	Mile
Grading:				\$	3.00	Cu. Yd.
Base:	Class 4	Spec.	#2211 #2211	\$	4.75	Ton
	Class 5 Bituminous	Spec. Spec.	#2211 #2331	Ş	21.00	Ton Ton
Surface:	Bituminous	Spec.	#2331	\$	21.00	Ton
	Bituminous Bituminous	Spec. Spec.	#2341 #2361		24.00 34.00	Ton Ton
Shoulders	:					
	Gravel	Spec.	#2221	\$	4.25	Ton
Miscellan	eous:					
Storm Sewer Construction				0	Mile	
	Storm Sewer Adjustment			\$	62,000.00	Mile
	Traffic Signals				15,000.00	Mile
	Street Lighting				16,000.00	Mile
Curb & Gutter				6.00	Lin. Ft.	
	Sidewalk				14.50	Sq. Yd.
Removal I	tems:					
	Curb & Gutter			\$	1.75	Lin. Ft.
	Sidewalk				4.00	Sq. Yd.
	Concrete Paveme	ent			4.00	Sq. Yd.
	Tree Removal				135.00	Unit

Construction Item Unit Prices - (Revised Annually)

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 F	?t. \$41.50	Sq. Ft.
Bridges 150 to 499 F	st. \$47.00	Sq. Ft.
Bridges 500 & Over	\$56.00	Sq. Ft.
Bridge Widening	\$120.00	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.

COST

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(Multip	le Track - high	\$95	,000	Unit	
Signs Only	& low speed)	\$	300	Unit	
Rubberized Railroad Cros	sings	\$	700	Lin.	Ft.

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.

DES IGN

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.