



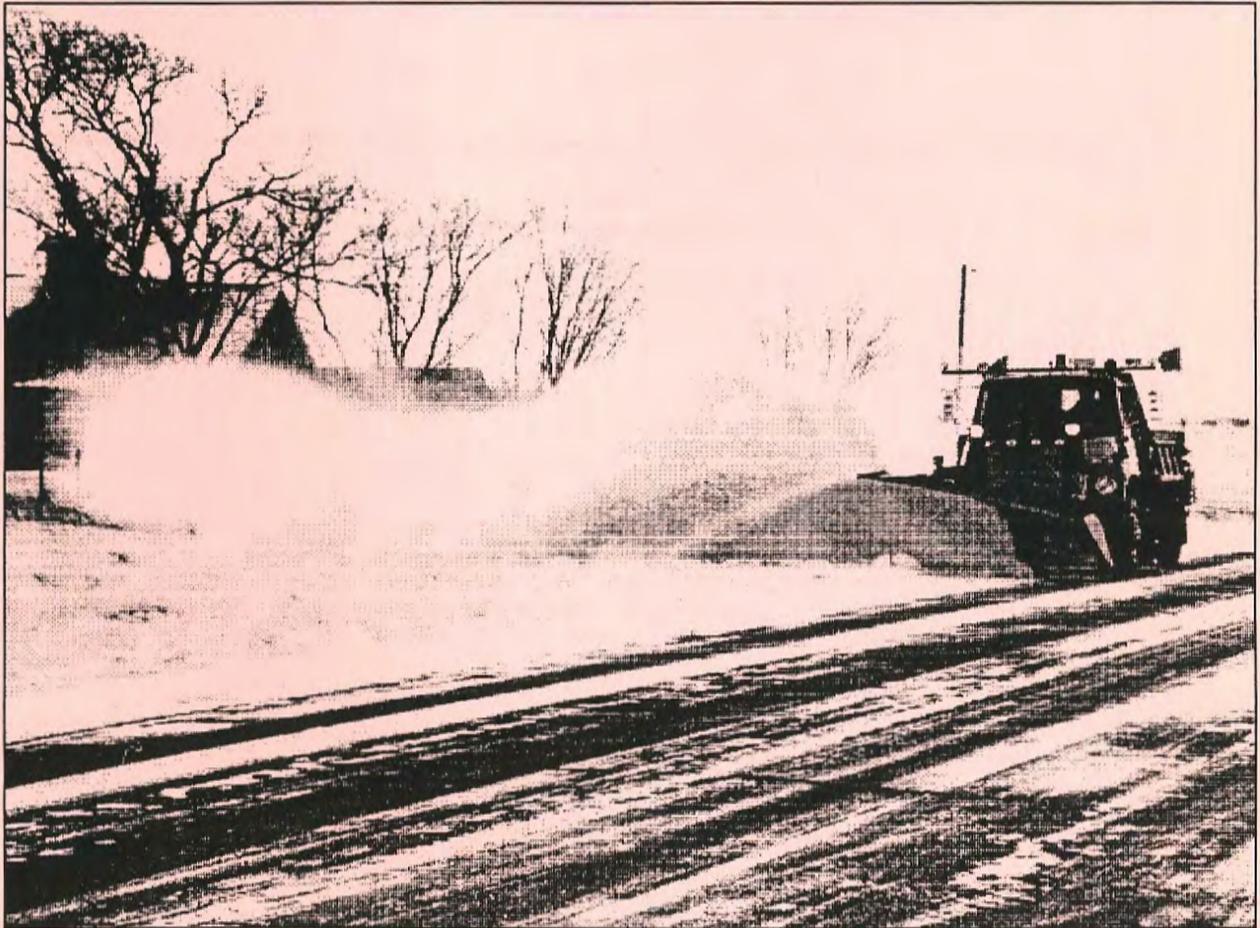
1990

MUNICIPAL

STATE AID

STREET

APPORTIONMENT DATA



January 1990

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



January, 1990

TO : Municipal Engineers (612) 296-1662

SUBJECT : The 1990 Municipal State Aid Apportionment Book

Gentlemen:

Enclosed is a copy of the "1990 Municipal State Aid Street Apportionments Data" report for your use in better understanding the means of distributing the annual allocation to each municipality.

This report has been compiled by the Municipal State Aid Needs Unit, Office of State Aid, Technical Services Division, Department of Transportation, in conjunction with the Office of Finance.

Distribution of this report is made to all municipal engineers, and when a consulting engineer is engaged by the municipality, a copy is also sent to the municipal clerk.

Should you have any questions or suggestions concerning this publication please contact me at the above number.

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

Sincerely,

Kenneth Straus
Municipal State Aid Needs Manager

Enclosures:
1990 Municipal State Aid Street Apportionment Data

PREFACE

THIS "1990 MUNICIPAL STATE AID STREET APPORTIONMENT DATA" BROCHURE IS PUBLISHED TO ASSIST IN BUDGETING AND TO PROMOTE A BETTER UNDERSTANDING AMONG THE LOCAL GOVERNMENTAL UNITS RELATING TO THE SOURCE OF REVENUE, MEANS OF DISTRIBUTION AND THE ANNUAL APPORTIONMENT AMOUNTS FOR EACH MUNICIPALITY OVER 5,000 POPULATION IN MINNESOTA.

COPIES ARE DISTRUBUTED TO THE CITY ENGINEER OF EACH QUALIFYING URBAN MUNICIPALITY, AND ALSO TO THE MUNICIPAL CLERK WHEN A CONSULTING ENGINEER IS RETAINED.

A LIMITED NUMBER OF ADDITIONAL COPIES ARE AVAILABLE ON REQUEST BY CONTACTING THE OFFICE OF STATE AID, THE MINNESOTA DEPARTMENT OF TRANSPORTATION, STATE TRANSPORTATION BUILDING, ST. PAUL, MINNESOTA 55155, OR CALL (612) 296-1662.

1990 MUNICIPAL STATE AID STREET APPORTIONMENT DATA

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1989 MUNICIPAL SCREENING BOARD

OFFICERS

Chairman	Ronald Rudrud	Bloomington	(612) 881-5811
Vice Chairman	Bruce Bullert	Northfield	(507) 645-8832
Secretary	Jim Grube	St. Louis Park	(612) 924-2551

MEMBERS

District	Served	Representative		
1	1	Nick Dragisich	Virginia	(218) 741-2388
2	2	James Walker	Thief River Falls	(218) 751-3004
3	2	Terry Maurer	Elk River	(612) 774-6021
4	1	Alvin Moen	Alexandria	(612) 762-8149
5	3	William Ottensmann	Coon Rapids	(612) 755-2880
6	1	Tom Drake	Red Wing	(612) 227-6220
7	3	Dwayne Haffield	Worthington	(507) 376-3161
8	2	Joseph Bettendorf	Litchfield	(612) 252-4740
9	3	Charles Siggerud	Burnsville	(612) 890-4100
(Three Cities of the First Class)		Kenneth Larson	Duluth	(218) 723-3278
		Marvin Hoshaw	Minneapolis	(612) 348-2456
		Thomas Kuhfeld	St. Paul	(612) 292-6276

District	Alternates		
1	Jim Pruzak	Cloquet	(218) 879-6758
2	David Kildahl	Crookston	(218) 281-6522
3	Roger Larson	Sauk Rapids	(612) 253-1000
4	Herb Reimer	Moorhead	(612) 299-5390
5	Michael Eastling	Richfield	(612) 869-7521
6	Arnold Putnam	Owatonna	(612) 451-4541
7	Pete McClurg	New Ulm	(507) 359-8245
8	Dale Swanson	Willmar	(612) 235-4202
9	Ken Haider	Maplewood	(612) 770-4552

1989 SUBCOMMITTEES APPOINTED BY THE SCREENING BOARD

NEEDS STUDY SUBCOMMITTEE

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

Dan Edwards
Fergus Falls
(218) 739-2251
Expires in 1990

Clyde Busby
Hibbing
(218) 262-3486
Expires in 1991

UNENCUMBERED CONSTRUCTION FUNDS SUBCOMMITTEE

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

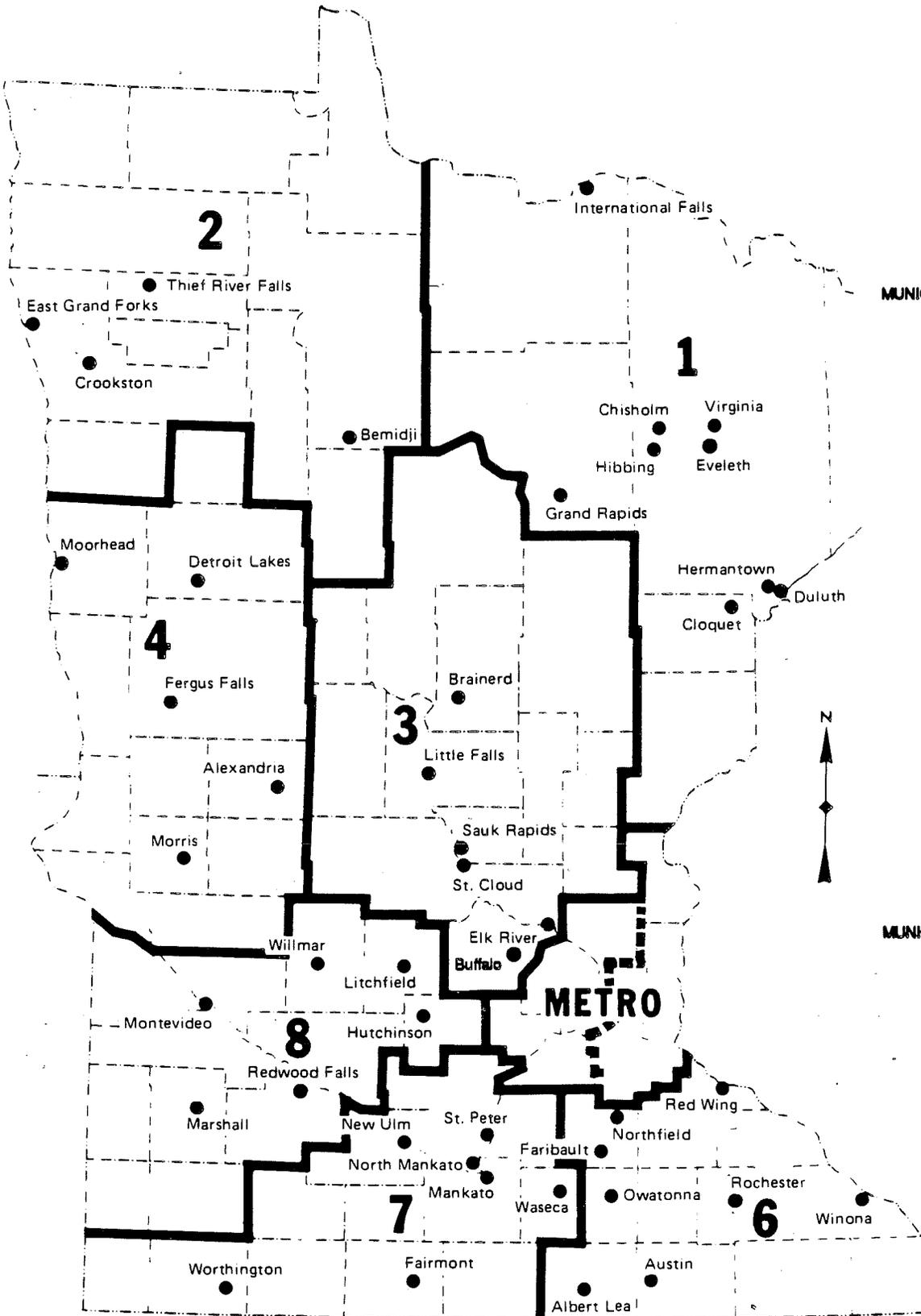
Kenneth Saffert
Mankato
(507) 625-3161
Expires in 1990

Fred Moore
Plymouth
(612) 559-2800
Expires in 1991

STATE OF MINNESOTA

HIGHWAY DISTRICTS AND URBAN MUNICIPALITIES

AS ESTABLISHED FOR STATE AID PURPOSES



MUNICIPALITIES METRO-GOLDEN VALLEY

- Andover
- Anoka
- Blaine
- Bloomington
- Brooklyn Center
- Brooklyn Park
- Champlin
- Chanhassen
- Chaska
- Columbia Heights
- Coon Rapids
- Corcoran
- Crystal
- East Bethel
- Eden Prairie
- Edina
- Fridley
- Golden Valley
- Ham Lake
- Hopkins
- Lino Lakes
- Maple Grove
- Minneapolis
- Minnetonka
- Mound
- New Hope
- Orono
- Plymouth
- Prior Lake
- Ramsey
- Richfield
- Robbinsdale
- St. Anthony
- St. Louis Park
- Savage
- Shakopee
- Shorewood
- Spring Lake Park

MUNICIPALITIES IN METRO-OAKDALE

- Apple Valley
- Arden Hills
- Burnsville
- Cottage Grove
- Eagan
- Falcon Heights
- Farmington
- Forest Lake
- Hastings
- Inver Grove Heights
- Lake Elmo
- Lakeville
- Little Canada
- Maplewood
- Mendota Heights
- Mounds View
- New Brighton
- North St. Paul
- Oakdale
- Rosemount
- Roseville
- St. Paul
- Shoreview
- South St. Paul
- Stillwater
- Vadnais Heights
- West St. Paul
- White Bear Lake
- Woodbury

**MINUTES
FALL
MUNICIPAL SCREENING COMMITTEE
OCTOBER 23-24, 1989**

The fall meeting of the Municipal Screening Committee was called to order by Chairman Ron Rudrud at 1:04 p.m., Monday, October 23, 1989. Roll call was taken by the Secretary.

Present were:

Officers and Municipal Screening Committee Members:

Chairman - Ron Rudrud, Bloomington

Vice Chairman - Bruce Bullert, Northfield

Secretary - Jim Grube, St. Louis Park

District 1 - Nick Dragisich

District 2 - Jim Walker

District 3 - Terry Maurer

District 4 - Alvin Moen

Metro District - Bill Ottensmann

Golden Valley Area

District 6 - Tom Drake

District 7 - Dwayne Haffield

District 8 - Joe Bettendorf

Metro District - Chuck Siggerud

Oakdale Area

First Class City - Ken Larson

First Class City - Marv Hoshaw

First Class City - Thomas Kuhfeld

Chairman - Needs Study

Subcommittee - Gerry Butcher

Chairman - Unencumbered Construction

Funds Subcommittee - Larry Anderson Prior Lake

Virginia

Thief River Falls

Elk River

Alexandria

Coon Rapids

Red Wing

Worthington

Litchfield

Burnsville

Duluth

Minneapolis

St. Paul

Maple Grove

Others:

Metro District - Mike Eastling

Golden Valley Area Alternate

District 7 Alternate - Paul McClurg

Metro District - Ken Haider

Oakdale Area Alternate

Dave Kreager

Ramankutty Kannankutty

Jon Ketokoski

Greg Peterson

Gordon M. Fay

Roy L. Hanson

Ken Straus

Ken Hoeschen

Richfield

New Ulm

Maplewood

Duluth

Minneapolis

Minneapolis

St. Paul

Mn/DOT Director, Office of
State Aid

Mn/DOT Assistant State Aid
Engineer

Mn/DOT Municipal State Aid
Needs Unit Manager

Mn/DOT County State Aid
Needs Unit Manager

Bill Croke
Jack Isaacson
Chuck Weichselbaum

Earl Welshons
Larry Hoben
John Hoeke
Elmer Morris

Mn/DOT District 1 State Aid Engineer
Mn/DOT District 2 State Aid Engineer
Mn/DOT Metro District - Golden
Valley Office - State Aid Engineer
Mn/DOT District 6 State Aid Engineer
Mn/DOT District 7 State Aid Engineer
Mn/DOT District 8 State Aid Engineer
Mn/DOT Metro District - Oakdale
Office - State Aid Engineer

I. RECOGNITION OF THOSE PRESENT

Chairman Rudrud introduced Larry Anderson, Chairman of the Unencumbered Construction Funds Subcommittee and Gerry Butcher, Chairman of the Needs Study Subcommittee. In addition, Rudrud recognized Mike Eastling the alternate representative of the Metro District - Golden Valley Area; Ken Haider the alternate representative of the Metro District - Oakdale Area; and Paul McClurg the alternate District 7 representative, noting that each would assume the responsibilities of District Representative in 1990. Ken Larson, City Engineer of Duluth, was welcomed as a new addition to the Municipal Screening Committee.

II. MINUTES CONSIDERATION:

Rudrud called for consideration and approval of the minutes of the June 13-14, 1989, Municipal Screening Committee meeting. The minutes are contained in pages 6 through 26 of the 1989 Municipal State Aid Needs Report, dated October, 1989. Chuck Siggerud (Metro District - Oakdale Area) moved, seconded by Marv Hoshaw (Minneapolis), to approve the minutes. The motion carried.

III. 1989 MUNICIPAL STATE AID NEEDS REPORT REVIEW

Ken Straus presented the 1989 Municipal State Aid Needs Report (Report), dated October, 1989. Straus directed the attendees' attention to pages 27 and 28, a summary of past years' needs and mileage apportionments. Straus noted that the estimated 1990 apportionment is \$80 million, the construction needs increased by approximately \$400 million, and the mileage increased by 34.58 miles, excluding Corcoran and Forest Lake.

Straus noted that Forest Lake (with a population of 5,386) and Corcoran (with a population of 5,114) were added to the Municipal State Aid program as a result of special census. Forest Lake was incorporated into the Report while Corcoran was not, due to the lateness of receipt of information. Corcoran will be included in the next apportionment; however, Forest Lake's needs will be computed at a cost per mile rate equal to the lowest city (\$151,000) until Road Data sheets are submitted.

Attention was directed to pages 30 to 34 of the Report which contained summaries of maximum mileage listings for communities. The increase in MSAS mileage allowed for designation from 1987 to 1988 was 39.81 miles, not including Corcoran and Forest Lake. Corcoran will have 13.61 miles allowed for designation while Forest Lake will have 4.56 miles. The summary also indicated 116.62 miles had not been designated.

Pages 33 and 34 of the Report contained the MSA improved mileage record based on the 1988 certification of mileage. The minimum street maintenance allocation is based upon the mileage contained in the summary multiplied by \$1,500 per mile.

Pages 35 and 36 of the Report, as amended by handouts, were reviewed. Straus noted that reinstatement of 20 years needs caused a significant increase in the total needs. It was noted that traffic signals, street lighting, bridges and maintenance needs increased significantly and engineering needs were added. The reduction in additional surfacing needs reflects the reinstatement of the many roadway segments. The total increase in needs was approximately \$374 million (a 63.88% increase).

A handout containing needs cost per mile without bridges was presented by Straus. Straus noted Minneapolis and St. Paul have many large bridges on segments which inflate the cost per mile; therefore, comparison of needs costs per mile without bridges is more meaningful. Cities which experience costs per mile greater than \$550,000 include:

Buffalo	Farmington	Minneapolis
Northfield	St. Paul	

The average needs cost per mile for all cities is \$403,272, with East Bethel having the lowest needs cost (\$151,022). Forest Lake has been added to the system at the East Bethel rate; however, it was acknowledged that its rate would change when the Road Data Sheets are submitted. Farmington was noted to have the highest cost per mile (\$715,713).

Straus noted that page 37 of the Report contained correspondence to be submitted to the Commissioner of Transportation. Pages 38 and 39 will accompany the correspondence.

The Needs Study Update is contained on pages 40 through 44 of the Report. Straus issued a revision to the update, indicating that the revisions contained the proper summaries. Straus noted that the 20 year reinstatement of needs was the greatest factor in the increased needs experienced. The unit cost update had minimal effect on the total.

Pages 46 through 49 of the Report contain a summary of the system needs adjustments. Straus noted that segments whose rubberized railroad crossing costs exceeded \$99,999 were included in the summary, as were "after the fact" storm sewer needs, and the Unencumbered Construction Fund Balance Deduction. In addition, off-system adjustments related to fund expenditure on CSAH or Trunk Highways are also included, as are bond account adjustments, non-existing bridge adjustments, and (15 year) "after the fact" right of way adjustments.

Pages 50 through 52 of the Report contain a summary of the 1990 Money Needs Apportionment. It was noted that \$1,000 in Adjusted Money Needs equals \$41.62 in Money Needs for 1990, down from approximately \$65.00 in 1989. This reduction reflects the significant increase in total needs reporting as a result of reinstatement of the 20 year needs and other changes initiated by the Municipal Screening Committee in 1989.

Pages 54 through 56 of the Report contain a listing of "after the fact" storm sewer needs. Straus noted that it is his desire to include all storm sewer projects in the 1990 apportionment which were financed with local funds and are presently in the Hydraulics Office, as 1989 is the last year "after the fact" storm sewer needs will be eligible.

Pages 57 and 58 of the Report summarize the total accumulation of "after the fact" storm sewer needs. The Unencumbered Construction Fund Balance summary is contained on pages 59 through 61 of the Report. As of September 1, 1989, the unencumbered funds available in the account totaled \$104,567,031, or approximately 1 1/2 times the apportionment.

Rudrud called upon Larry Anderson to report on the activities of the Unencumbered Construction Fund Subcommittee. Anderson noted that the October, 1988 rule change regarding adjustments to cities' accounts containing excess unencumbered construction funds caused the subcommittee's 1989 activities to be very straightforward. Anderson noted that with the exception of one community, all cities retained unencumbered fund balances within established guidelines. Anderson noted that the subcommittee recommended that Maplewood receive an adjustment of its 25 year needs in the form of a reduction equal to three times the amount available prior to receiving its apportionment. In response to a question from Siggerud regarding the adjustment factor, Anderson noted that the factor varies in accordance with the action taken by the city to reduce the balance. In the case of Maplewood, Anderson noted that last year's adjustment was two, while next year's adjustment (for 1991) will be four if no action is taken to reduce the balance.

Following Anderson's report regarding the success of the program revision in prompting communities to reduce unencumbered fund balances to below established maximums, Straus noted that Metro District (Golden Valley Area) engineers were concerned with the lack of appeal opportunity to the Unencumbered Construction Fund Subcommittee. Bill Ottensmann (Metro District - Golden Valley Area) confirmed Straus' evaluation of the engineers' concerns, noting that Fridley is trying to establish a significant fund balance to finance a large project. Apparently Fridley's financial needs exceed the maximum allowable unencumbered fund balance, thereby causing the community great concern. Ottensmann noted that the engineers' concerns remain the same as last year-circumstances beyond a city's control may preclude the construction of projects, causing the city's apportionment to be adjusted. Ottensmann noted that the engineers were also interested in making the appeal process retroactive if it is reinstated. Straus added that some engineers were also concerned that a city receiving an adjustment may be able to successfully litigate the validity of the adjustment because of lack of appeal rights. In response, Thomas Kuhfeld (St. Paul) indicated that a community could appeal to the Municipal Screening Committee.

Straus continued the Report review by drawing attention to pages 63 and 64, a listing of off-system expenditures in 1988 which affect apportionment for 10 years. Straus noted that pages 65 and 66 contain the tabulation of all approved off-system expenditures. Total off-system expenditures exceed \$26 million.

Pages 67 and 68 of the Report contain a summary of unamortized bond account balances. The present bond account adjustment is over \$6.7 million.

Page 69 of the Report contains a listing of non-existing bridge construction which represents after the fact needs for 15 years. Straus noted that in June, 1989 the Municipal Screening Committee deleted "after the fact" reconstruction needs and recalled that the Duluth lift bridge, at \$1,054,200, was omitted from the other needs areas, thereby necessitating its inclusion under this category. If the Duluth bridge is added, the revised total for the category is \$15,289,311.

Page 70 of the Report lists right of way acquisition in 1988. Right of way payments of \$521,155 were made in 1988. The summary of "after the fact" right of way needs were listed in pages 71 and 72. The total "after the fact" needs for right of way are approximately \$32 million.

Trunk Highway turnback maintenance allowances are listed on page 73 and 74 of the Report. Straus noted the unit rate has been increased from \$1,500 per mile to \$7,200 per mile, yielding an allowance total of \$63,264.

Straus noted that the population apportionment is contained on pages 75 through 78 of the Report. Population apportionment represents half the total apportionment, and for computation purposes the total funding available is \$40 million. Straus indicated Apple Valley took a special census which confirmed a population increase from 27,172 to 32,122 (yielding an approximate \$78,000 increase in apportionment). Corcoran had a population of 5,114, yielding an approximate \$80,000 population apportionment. Forest Lake, with a population of 5,386, yielded an apportionment of \$84,801. International Falls consolidated with South International Falls, increasing the population base to 7,867, thereby increasing the population apportionment by approximately \$35,000. Woodbury's special census indicated its population is 19,388 (up from 14,726).

At the present time each person earns approximately \$15.75 in population apportionment; however, the amount is subject to change if additional census information is submitted prior to year's end.

The theoretical apportionment totals are listed on pages 79 through 81 of the Report, and a comparison of 1989 and 1990 apportionments are contained on pages 82 through 84. Straus noted that there was discussion at the Metro District (Golden Valley Area) engineers meeting regarding establishment of a maximum reduction a city can receive from one year to the next. Straus noted that a primary reason for apportionment loss was due to failure to submit updated Road Data Sheets for reinstatement of 20 year improvement needs.

Variances are listed on pages 85 through 92 of the Report. Straus noted that needs adjustments must be made as a result of variance issuance, the amounts of which are calculated and shown. Those cities affected include Minneapolis and St. Paul. In order to justify a claim that no needs adjustment is necessary, a city must furnish documentation that past needs computations were based on the variance width granted. Straus noted that special action of the Municipal Screening Committee is necessary to delay the adjustment, giving Minneapolis and St. Paul time to issue their justifications.

Straus completed his review by noting that the Research Account summary is contained on page 93 of the Report, and the Administration Account summary is contained on page 94.

Rudrud introduced Gerry Butcher, Chairman of the Needs Study Subcommittee and asked that he report on the subcommittee's meeting of August 2, 1989. Butcher cited page 24 of the June Municipal Screening Committee meeting minutes, wherein his subcommittee was directed to review the status of cities presently collecting "after the fact" storm sewer needs, to determine whether storm sewer reconstruction needs should be included/deleted from the needs computation.

Butcher noted the subcommittee consists of Dan Edwards, Clyde Busby, and himself, and indicated that the minutes of the subcommittee meeting are contained on pages 95 through 98 of the Report. Butcher noted that the various options explored relative to storm sewer needs were contained on pages 95 and 96. Butcher indicated that the subcommittee favors option 2A - removal of "after the fact" needs from the 1991 apportionment and thereafter, without adjustment. Butcher noted this action is consistent with past actions regarding "after the fact" reconstruction needs.

Butcher noted the subcommittee considered it important that in-place storm sewer draw storm sewer adjustment needs. It was also noted that it is essential to attain consistency in storm sewer needs computation between the districts. For existing streets which do not meet state aid criteria yet have sewer, it is likely significant storm sewer improvements will be necessary to serve the reconstructed street. Accordingly, needs computations are necessary and valid. Butcher continued by noting rural roadway section designs require special drainage needs rates to eliminate disparity between rural and urban section needs and actual costs. In addition, Butcher suggested that existing storm sewer not be placed on the system for complete needs unless the city submits a report to the District State Aid Engineer outlining circumstances which justify storm sewer reconstruction.

Siggerud asked Butcher what the relationship was between the amount of storm sewer needs based on the \$196,000/mile rate and the approximate \$26 million "after the fact" needs. In response, Butcher noted that storm sewer needs based upon the \$196,000/mile rate would represent 10% to 15% of the total needs; therefore, the present method of computation will result in storm sewer needs of approximately \$105 million, which is far in excess of \$26 million "after the fact" needs.

Butcher indicated that while the majority of the subcommittee meeting focused on storm sewer issues, there was discussion regarding pedestrian walkways and skyways. The subcommittee recommended that the policy defined in a February 22, 1989 letter from the Office of State Aid be retained, noting that sidewalks, crosswalks with signals, etc., are eligible for State Aid funds and draw needs. In regard to skyways, Butcher indicated State Aid funds may be used to construct skyways.

Hoshaw noted Minneapolis raised the issue of skyway construction funding, not the drawing of needs. In response, Butcher noted that the use of State Aid funds for skyway construction does not reduce the needs computation, since skyways do not draw needs. Since needs adjustments are not made when skyways are financed by State Aid funds, apportionments are not reduced.

Hoshaw explained to those present that Minneapolis' concerns relate to the urban setting at the edge of the downtown district, where the I-394 parking garages are located. Hoshaw noted that there are not sufficient facilities to handle the increased pedestrian traffic accessing the parking structures. Accordingly, a second pedestrian system is required. Prior to the February 22 State Aid Office letter, Minneapolis had utilized MSA funding for skyway crossings of MSA streets based upon full street right of way width. Hoshaw continued by noting that in the case of skyways connected to the I-394 parking garages, Minneapolis sought funding for skyways construction both along (parallel to) and across (perpendicular to) MSA streets, perhaps resulting in the issuance of the February 22 letter by the Office of State Aid.

Butcher continued his report by drawing attention to page 97 of the Report. Noting that consideration was given to bridge widening versus bridge replacement, it may be less expensive to replace a structure. Butcher also noted that the item "overhead" may be required to compensate for various contingency conditions which may occur, thereby reflecting the actual cost of constructing an MSA street. In closing his report, Butcher referred to pages 99 and 100 which provided an example of the effect of storm sewer construction on storm sewer needs computation.

Rudrud inquired of the attendees if there was any old business to discuss. There being none, Rudrud introduced new business items, beginning with a legislative item the counties supported in the 1989 legislative session. Rudrud noted the legislative item related to the counties' desire to remove CSAH designation from a road a county wishes to improve if after a year from the time the county has submitted plans to the affected city, the city refuses to agree to the improvement. Rudrud noted that because concerns were raised by the City Engineers Association, the legislative proposal was withdrawn. Recent proposals by county representatives have provided the use of a "variance type" review panel which would submit its recommendation to the Commissioner of Transportation. Rudrud indicated that a county/city/State Aid conference call is scheduled for October 30.

In response to a request of Jim Walker (District 2) to explain the repeal of CSAH designations, Gordon Fay indicated that a CSAH designation or repeal must meet with the approval of the city in which the route is located. Similarly, the route cannot be reconstructed without the approval of the city. Finally, Fay noted that no legislation is pending at this time. Rudrud continued by asking Fay if the one year period between plan submittal and failure of the city to act is a part of existing or considered legislation. Fay indicated the concept was proposed but not passed. Anderson sought further clarification regarding the existence of a provision which allows a county to repeal CSAH designation if a city refuses to approve plans after one year, and in response Fay repeated that the provision does not now exist.

Walker noted that there are many cities under 5,000 in population (the threshold for inclusion in the MSA system) that may object to the repeal of CSAH designation because a county road may be the major street through the city. Any process which addresses the issue must consider such communities.

Hoshaw noted the issue may reflect liability/exposure on the part of the county and community.

Hearing no further comments, Rudrud reminded the attendees that informal discussions regarding issues raised at the afternoon session would begin at 8 P.M. and that the formal meeting would resume at 8:30 A.M. on October 24. The meeting was adjourned at 2:46 P.M.

EVENING SESSION

Chairman Rudrud called the informal discussion session to order at 8:15 P.M.. Issues discussed during the session included:

- Variance Adjustments** - At issue was the adjustment of needs as a result of variance issuance. Discussion centered on the alternative of refraining from needs adjustment for one year to allow cities to provide substantiation of the basis of pre-variance needs computation. It was agreed that the information should be submitted with the hold harmless resolution.
- Storm Sewer Needs** - It was agreed that no adjustments will be considered for storm sewer systems constructed between 1984 and 1989.
- Unencumbered Construction Fund Adjustment Appeal Process** - The attendees were reluctant to change the process since it has worked well. It was agreed that the issue could be returned to the Unencumbered Construction Fund Subcommittee for a recommendation.
- County Legislation - Repeal of CSAH Designation** - The attendees explored various options, but favored the variance committee approach to resolution of county/community differences.
- Construction Fund Expenditure for Skyways** - While present State Aid policy seems to provide payment for only that portion of a skyway between curb lines, Minneapolis representatives noted the city used to be compensated for the full street right of way distance. Minneapolis sought reinstatement of that position, plus compensation for skyways constructed along (parallel to or at a non-perpendicular angle) MSA routes. Attendees favored payment for right of way line to right of way line construction only.
- Limits on Apportionment Changes** - Attendees realized some cities receive reduced apportionments approaching 20% to 25%, but supported no changes in the present policy.

The evening session adjourned at 10:45 P.M.

SECOND SESSION

Chairman Rudrud called the Municipal Screening Committee back into session at 8:34 A.M., October 24, 1989. Roll call was taken and the list of attendees was the same as the October 23 session.

IV. AFTER THE FACT STORM SEWER NEEDS

Rudrud called upon Butcher to present proposed wording for a revision to the "Storm Sewer" resolution contained on page 109 of the 1989 Municipal State Aid Needs Report (Report). Butcher noted the Municipal Screening Committee must reinstate needs for storm sewer construction and remove "after the fact" storm sewer needs from the 1991 apportionment and thereafter.

MOTION: By Hoshaw, seconded by Ottensmann provided for the following revisions to the "Storm Sewer - June, 1986" resolution contained on page 109 of the Report:

1. Delete the first paragraph, inserting:

"For the 1990 needs and the 1991 apportionment, and thereafter, the money needs for Municipal State Aid segments requiring complete storm sewer shall be included in the Needs Study at the unit rate annually set by the Municipal Screening Committee. Storm sewer adjustment needs shall be included in the Needs Study for street segments rated inadequate or deficient yet possess completed storm sewers."

2. Revise the second paragraph to read as follows:

"For and through the 1990 apportionment, all complete Storm Sewer Construction projects let in 1984 through 1988 where State Aid Funds"

3. Delete the words "and subsequent years," in the second line of the third paragraph, replacing them with "through 1988,".

The motion carried.

MOTION: By Hoshaw, seconded by Ottensmann to remove "after the fact" storm sewer needs from the 1991 apportionment and thereafter without needs adjustment was carried.

V. NEEDS AND APPORTIONMENT DATA

Rudrud directed the attendees' attention to the needs and apportionment data contained on pages 35 to 84 of the Report and called for its approval. Rudrud noted that approval of the data should include:

1. Revision of all recitations of 25 year construction needs to 20 year construction needs (if authorized by law).
2. That Corcoran be included in the computation in recognition of a recent census result confirming its population in excess of 5,000.

3. That the Forest Lake needs be revised to reflect its Road Data Sheet submittals (if and when received).
4. The Duluth lift bridge be included as a non-existent bridge for needs purposes, at an estimated cost of \$1,054,200.

MOTION: By Ottensmann, seconded by Tom Drake (District 6) to approve the needs and apportionment data contained on pages 35 to 84 of the Report, as revised by Rudrud's proposed amendments, was adopted.

VI. RESEARCH ACCOUNT

MOTION: By Hoshaw, seconded by Drake to approve the transfer of up to 1/4 of 1% of the 1989 MSAS apportionment sum (or \$191,254 of \$76,501,442) from the 1990 Apportionment fund to the Research Account was adopted.

VII. ADMINISTRATIVE ACCOUNT

Rudrud indicated no action need be taken on the transfer of up to 1 1/2% of the Apportionment fund for administration of State Aid. It was also noted that any unexpended year end balance in the Administration Account will be transferred back to the Apportionment fund.

VIII. APPEAL PROCESS FOR UNENCUMBERED CONSTRUCTION FUNDS

Discussion continued (from October 23) regarding the reinstatement of the appeal process, wherein cities receiving an adjustment of needs for excess unencumbered construction funds could appeal the adjustment to the Unencumbered Construction Funds Subcommittee.

MOTION: By Siggerud, seconded by Terry Mauer (District 3), to table for one year consideration of the revision of the present method of enacting adjustments to the Unencumbered Construction Fund apportionment to cities was adopted with one dissenting vote (Ottensmann).

IX. EXCESS UNENCUMBERED CONSTRUCTION FUND ADJUSTMENT

MOTION: By Hoshaw, seconded by Walker to support the reduction of the unencumbered construction needs of the City of Maplewood in the amount of three times the amount available (amount available equals the unencumbered construction fund balance less the current year's construction allotment) was adopted.

X. SKYWAYS

Hoshaw again recommended that cities be authorized to expend MSA funds for the construction of skyways on State Aid routes based upon full right of way width rather than on street width. Hoshaw noted the request could affect reimbursement for 3 or 4 skyways scheduled to serve the I-394 parking garages, and that the revision in width computation will increase the eligibility from 50 feet to 80 feet. The Minneapolis recommendation did not include the retrofitting of the buildings or construction of a skyway parallel to the route centerline.

Following much discussion relating to policy for pedestrian bridge financing, wherein it was noted that construction funds can be utilized in spite of the fact that needs are not computed, the attendees indicated an inclination to support the financing of skyway construction from right of way line to right of way line only.

MOTION: By Drake, seconded by Walker that Municipal State Aid funds may be expended for the construction of pedestrian skyways crossing State Aid routes, with fund expenditure based upon a typical right of way width of the route in the vicinity of the crossing only, and specifically omitting as ineligible, any and all building retrofit costs, was adopted.

Upon adoption of the motion, Rudrud requested that the Office of State Aid issue a letter of clarification to cities indicating the procedure it will follow regarding the determination of funding eligibility.

XI. ADJUSTMENT OF APPORTIONMENT - MAXIMUM REDUCTIONS

Rudrud again introduced the issue of establishing a maximum percentage apportionment reduction that may be experienced by a city as a result of unit price changes, population changes, and apportionment changes. Drake noted that loss of MVET funding will cause a significant, uncontrolled loss of appropriation for all cities, thereby rendering a maximum percentage loss policy inapplicable. Straus noted an MVET loss will affect all cities proportionally, the issue is actually related to needs, and those cities that failed to submit Road Data Sheets for reinstatement of streets after 20 years were the ones most greatly impacted. Hoshaw indicated it is inadvisable to set maximum "losses" because the result negatively impacts all other cities through the loss in apportionment.

It was agreed by all present that no maximum apportionment reduction percentage would be established.

XII. COUNTY LEGISLATION

No discussion was held regarding the proposed county legislation to initiate an impartial panel (similar to the Variance Committee) for purposes of dispute resolution when a county proposes to improve a County State Aid Highway in a community objecting to the improvement (refer to minutes of October 23 afternoon and evening sessions).

XIII. NEEDS ADJUSTMENTS RELATED TO VARIANCE ISSUANCE

Rudrud called upon Vice Chairman Bruce Bullert to present issues related to the adjustment of needs as a result of variance issuance. Bullert directed the attendees' attention to page 110 of the Report, "Variance Granted - Reduction of Money Needs" and page 104, "Design - Less Than Minimum Width". Bullert noted it may be appropriate to revise the resolution "Variance Granted - Reduction of Money Needs" (page 110) to provide that documentation indicating historical needs claims be submitted for the subject route segment before the variance is issued.

MOTION: By Hoshaw, seconded by Siggerud, providing for the revision of the "Variance Granted - Reduction of Money Needs" resolution printed on page 110 of the Report was adopted. The adopted revision shall read as follows:

Beginning in the second paragraph, line 5:

... (Documentation shall be furnished by the City to the State Aid Office at the same time as the "Hold Harmless" City Council resolution is submitted for final variance approval)...

MOTION: By Ottensmann, seconded by Dwayne Haffield (District 7), to defer the enactment of needs adjustments related to variance approvals received by Minneapolis and St. Paul in 1989 for one year to allow the cities to submit documentation of historical needs claims was adopted.

Rudrud requested that the Office of State Aid review the existing law/rules regarding 25 year needs and if appropriate, reduce the figure to 20 years. Rudrud noted the resolution previously addressed by the Ottensmann/Haffield motion contained a 25 year citation.

XIV. REPORT OF GORDON FAY, STATE AID DIRECTOR

A. Rules for State Aid Design/Construction

Fay thanked the Municipal Screening Committee, as representatives of the State's City Engineers for comments submitted relative to the existing and proposed rules for State Aid street design/construction. Fay noted rules related to bridge inspection and qualification of bridge inspectors will be considered for revision. Further, it was noted that bridge loading designs will be revised from HS20 to HS25, causing an average 4 percent increase in bridge construction cost.

It was noted that the national trucking industry favors longer, wider trailers, and that North Dakota already permits loads in excess of 80,000 lbs., while Canada allows 124,000 lb. loads.

Fay noted that 2 or 3 legislators are very interested in the rules/standards revision process and its progress.

B. Cold Regions Road Project

The project located along I-94 near Monticello, has been renamed from the "Minnesota Test Road" and is making progress. The design is essentially complete, and one element has been completed as an alternate to the interstate and will carry interstate traffic. Wave/motion scales are installed and data is being collected and transmitted to the University of Minnesota. The University of Minnesota has a new pavement engineer who has shown great interest in the project. Rick Walters was the Mn/DOT representative on the project; however, he has joined the Asphalt Institute and no replacement has been named.

Whereas the Federal Highway Administration had not been interested in the project, it now appears to be interested and may provide funding. In addition, other states and the Aeronautics Division and Corps of Engineers are now considering means by which they can provide funding.

C. Certification of Technicians

The certification of technicians is an issue that is gaining support, not only for Mn/DOT personnel, but also for cities, counties, and consultants. Bridge inspection is an especially sensitive area where inspector certification should be required. From a compensation aspect, certification will provide support for increased salary. City and county engineers will be asked to participate on certification qualification committees.

D. Computer Program

The city engineers have received information on the program for purchase of computer hardware/software, with the Office of State Aid providing 60 percent of the funding for purchase of designated equipment and programs. Various federal and state programs will be available via modem connection to the state's computer. The annual City Engineer's Conference will feature a segment on the status of the computer program.

The meeting was recessed at 9:45 A.M. and was reconvened at 9:57 A.M..

XV. OPEN COMMENT PERIOD

A. State Aid Standards

Roy Hanson (Assistant State Aid Engineer) noted that the city engineers should closely review the proposed standards for roadway design, and urged the engineers to comment on the proposal.

Drake indicated District 6 engineers discussed the proposed State Aid standards. The engineers consider this to be an opportunity to lend support to those changes which will be of benefit to the communities and offer recommendations for further changes where deemed necessary. The engineers consider it necessary to establish a City Engineers Association review committee to offer comment on the proposed standards.

Roy Hanson indicated that a standards review committee had been chosen, although not all members had been approached. The proposed membership included:

<u>Name/Title</u>	<u>Representing</u>
John Murray/Mayor	District 1 - International Falls
Martin Lepak/Commissioner	District 1 - St. Louis County
Ken Murphy/Councilmember	District 2 - Thief River Falls
Walter Leu/County Engineer	District 2 - Bagley
John Dolentz/City Engineer	District 3 - St. Cloud
Howard Warnberg/Commissioner	District 3 - Little Falls
Herbert Reimer/City Engineer	District 4 - Moorhead
Robert Stevenson/Commissioner	District 4 - Morris
Michael Eastling/City Engineer	District 5 - Richfield
Paul Ruud/County Engineer	District 5 - Anoka
Roger Plumb/City Engineer	District 6 - Rochester
Robert Thompson/Commissioner	District 6 - Lanesboro
Carl Wyczawsk, Mayor	District 7 - New Ulm
Mike Wagner/County Engineer	District 7 - St. Peter
Richard Victor/City Engineer	District 8 - Marshall
Frank Swedzinski/Commissioner	District 8 - Porter

<u>Name/Title</u>	<u>Representing</u>
Leslie Proper/City Engineer	District 9 - New Brighton
Don Wisniewski/County Engineer	District 9 - Stillwater
Marv Hoshaw/Assistant Director	First Class City - Minneapolis
Joseph Koenig/Associate City Engineer	First Class City - St. Paul
Kenneth Larson/City Engineer	First Class City - Duluth

Fay indicated that the Office of State Aid was not planning to sponsor informal meetings on the issue. Formal meeting notices will be printed in the State Register.

Bullert noted that it would be appropriate to include the issue at the annual City Engineers Conference in January, 1990 and that the review committee could present a summary of its activity at that time. Anderson suggested that the review committee could include a more formal summary of its position, including comments on the proposed standards, at the January meeting.

Drake and Sigerrud presented a motion to the attendees, providing that the review committee mail its comments to the City Engineers before the January meeting; however, when it was pointed out that the review committee will not have had enough time to substantially discuss the issues before January, the motion was withdrawn.

As a final comment on the issue, Rudrud asked the State Aid Office to include a member of the City Engineer Association Executive Committee on the standards review committee. Rudrud also indicated the issue would be presented at the annual City Engineers Association business meeting in January, 1990.

B. Metro District Organization

Siggerud asked representatives of the State Aid Office to comment on the recent combination of Districts 5 and 9 and its effect on the system as it now exists. In response, Fay indicated there is now one construction district, with one District Engineer supervising the following divisions:

- o Administration
- o State Aid
- o Planning and Programming
- o Maintenance and Construction
- o Traffic Operations

The District State Aid office, as it now functions, has two District State Aid Engineers and two assistants. It will probably be increased by (at least) one person, so the combined offices will have (at least) one more person; however, regardless of staffing level proposed, the Department of Employee Relations must review the reorganization plan.

Hoshaw noted Commissioner Levine indicated he would seek input from city/county engineers regarding the effects of reorganization on the District State Aid Engineer's functions. To this point the District 5/9 combination has taken place and no communication from the Commissioner has been received.

Rudrud called for a motion that provides for 2 Metro District representatives to the Municipal Screening Committee. Much discussion ensued regarding the law as it related to representation from each construction district and cities of the first class.

MOTION: By Ottensman, seconded by Nick Dragisich (District 1) that the Municipal Screening Committee's Executive Committee review existing laws pertaining to representation on the Municipal Screening Committee as a result of the consolidation of Districts 5 and 9, and that appropriate action be taken to insure the retention of 2 representatives from the newly organized Metro District was adopted.

Rudrud returned to the issue of providing input regarding the various changes that occur. Hoshaw suggested that the Executive Committee of the City Engineers Association and County Engineers Association should collaborate and approach the Commissioner regarding the State Aid element of the District 5/9 reorganization. Rudrud agreed to pursue a joint City/County Engineers letter of correspondence to the Commissioner on the issue.

C. District 4 State Aid Engineer Vacancy

The District 4 (Detroit Lakes) State Aid Engineer's position remains unfilled, although Vern Korzendorfer has returned on a temporary basis. The process has been moving slowly since the opening occurred in June.

XVI. OLD BUSINESS

There was no old business to consider.

XVII. NEW BUSINESS

A. Status of the Municipal State Aid Fund

At the request of Ottensmann for fund status, Fay indicated that the MSA fund can be accessed by the legislature every 6 years; however, only 5 percent of the total fund can be accessed (leaving 95 percent intact for distribution). Fay indicated the fund was accessed by the legislature last year (1989). Fay indicated the legislature has been accessing the County and Trunk Highway funds with greater frequency; however, Mn/DOT has not taken a position on the issue to avoid conflict. Fay indicated the legislature earmarked an additional 10 percent of the MVET fund to the Trunk Highway Fund, not the Road User Fund (from which cities receive allocation). Fay again indicated MVET is not a reliable source of funds, as it is legislatively controlled.

B. Parameters for Existing Storm Sewer Needs

Butcher directed the attendees' attention to page 96 of the Report regarding the computation of needs on existing storm sewer, and indicated that a consistent reporting structure must be developed.

MOTION: By Hoshaw, seconded by Siggerud, that the Needs Study Subcommittee be directed to collaborate with the Office of State Aid to establish parameters for the reporting of existing storm sewer needs was adopted.

C. Recognition of Service Rendered

Rudrud thanked Dwayne Haffield, Bill Ottensmann, and Chuck Siggerud for serving their respective districts ably for the last three years, and Larry Anderson and Gerry Butcher for serving as Chairman of the Unencumbered Construction Fund Subcommittee and Needs Study Subcommittee respectively.

Hoshaw thanked Rudrud for the leadership he had provided to both the Municipal Screening Committee and City Engineers Association for the last three years.

XVIII. ADJOURNMENT

A motion by Hoshaw, seconded by Siggerud, to adjourn the meeting was passed. The meeting adjourned at 10:46 A.M..

Respectfully submitted,



Jim Grube
Secretary

CEAM/MT102389

SCHEDULE "A"

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

ESTIMATED Gross Income (Fiscal 1990)

Motor Fuel Tax	7-1-89 to 12-31-89	\$238,973,000	
	1-1-90 to 6-30-90 (Est.)	214,997,000	

	Subtotal		\$453,970,000
Motor Vehicle Tax	7-1-89 to 12-31-89	\$137,004,000	
	1-1-90 to 6-30-90 (Est.)	149,509,000	

	Subtotal		\$286,513,000
Motor Vehicle Excise Tax	7-1-89 to 12-31-89	\$25,200,000	
	1-1-90 to 6-30-90 (Est.)	27,100,000	

	Subtotal		\$52,300,000

	Total Highway Users Income		\$792,783,000

Less Transfer to:

Motor Vehicle Division	\$9,934,000
Petroleum Division	1,615,000
DEPARTMENT OF NATURAL RESOURCES	
Unrefunded Marine Gas Tax	5,830,000
Unrefunded Snowmobile Gas Tax	2,915,000
Unrefunded All Terrain Vehicle Gas Tax	584,000
Unrefunded Forest Road	675,000

Subtotal \$21,553,000

ESTIMATED Funds Available for Distribution
 in Calendar Year 1990 \$771,230,000

Special 5% Distribution (M.S. 161.081, M.S. 161.082, M.S. 161.083)

 \$771,230,000 x 5% = \$38,561,500

Trunk Highway Fund	(28%)	\$10,797,220
County Turnback Account	(64% x 27.5%)	6,786,824
Town Bridge Account	(64% x 25%)	6,169,840
Town Road Account	(64% x 47.5%)	11,722,696
Municipal Turnback Account	(8%)	3,084,920

\$38,561,500

Regular Distribution (Minn. Constitution Art. XIV, Sect. 5)

 \$771,230,000 x 95% = \$732,668,500

Trunk Highway Fund	(62%)	\$454,254,470
County State Aid Highway Fund	(29%)	212,473,865
Municipal State Aid Street Fund	(9%)	65,940,165

\$732,668,500

SCHEDULE "B"

Minnesota Department of Transportation
 ESTIMATED Funds Available for Distribution
 To Counties in 1990

INCOME:

Highway Users Fund (29%) - Excluding Turnback	\$212,473,865
Investment Interest	16,000,000
Increase in income over 1989 estimate	10,644,949
Unexpended balance of 1989 Administrative Cost Account	1,636,826
Unexpended balance of 1989 Research Account	129,418
Release of Unencumbered State Park Fund	0

Total Funds Available	\$240,885,058

DEDUCTIONS:

Administrative Account (1-1/2% of total funds available)	\$3,613,276
Disaster Fund	
Legal Limit	\$300,000
Unexpended balance as of 12/31/89	300,000
Amount required to make the \$300,000 maximum	-----
	\$0
Research Account (1/4 of 1% of the 1989 Apportionment Sum) \$224,066,256 x .25% = \$560,165 (As determined by 1989 Screening Board)	\$560,165
State Park Road Fund After deducting for the Administrative Account, Disaster Fund, and Research Account, a sum of three quarters of one percent of the remainder shall be set aside for use as prescribed by law.	\$1,775,337

APPORTIONMENT SUM Available for Distribution to the Counties
 ----- in 1990 \$234,936,280

Equalization - 10% =	\$23,493,628
Registration - 10% =	23,493,628
Mileage - 30% =	70,480,884
Money Needs - 50% = (\$117,468,140)	117,502,985 *

	\$234,971,125 *

* Includes \$34,845 received from the Attorney General as damages paid by contractors for their collusive conduct (to be apportioned among all counties according to current needs formula).

SCHEDULE "C"

Minnesota Department of Transportation
 ESTIMATED Funds Available for Distribution
 To Municipalities in 1990

INCOME:

Highway Users Fund (9%) - Excluding Turnback	\$65,940,165
Interest on Investments	11,500,000
Increase in income over 1989 estimate	5,141,791
Unexpended balance of 1989 Administrative Cost Account	582,918
Unexpended balance of 1989 Research Account	42,379

Total Funds Available	\$83,207,253

DEDUCTIONS:

Administrative Account (1-1/2% of total funds available)	\$1,248,109
Disaster Fund	
Legal Limit (5% of the Current Apportionment Sum)	\$4,075,855
Unexpended balance of 1989 Disaster Fund	3,825,072

Amount required to make maximum allowed	\$250,783

NOTE: Annual amount cannot be greater than 2% of total funds available after deducting Administrative Account.

Research Account (1/4 of 1% of the 1989 Apportionment Sum)	
\$76,501,442 x .25% = \$191,254	
(As determined by 1989 Screening Board)	\$191,254

APPORTIONMENT SUM Available for Distribution to the Urban Municipalities in 1990	\$81,517,107

Population	- 50% =	\$40,758,553
Money Needs	- 50% =	40,758,554

		\$81,517,107

SCHEDULE "D"

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

Income to Town Bridge Account:	
Highway Users Fund(64% x 25% x 5%)	\$6,169,840
Increase in income over previous years estimates	95,462

Total monies available for distribution to Towns in 1990	\$6,265,302

Income to Town Road Account:	
Highway Users Fund(64% x 47.5% x 5%)	\$11,722,696
Increase in income over previous years estimates	176,604

Total monies available for distribution to Towns in 1990	\$11,899,300

APPORTIONMENT SUMMARY

The Municipal share of the Highway Users Tax Distribution Fund is \$81,517,107. An increase of \$5,015,665 since the last apportionment. The increase is largely due to the higher interest on municipal balances and additional revenue generated by the Motor Vehicle Tax. The Highway Users Tax Distribution Fund is distributed 50% on population and 50% on adjusted money needs and is done by the following steps:

Step 1. Population Allocation is determined: 50% of the total apportionment sum is distributed on a prorated share that its population bears to the total population of all the other cities.

The following changes in population occurred in 1989. International Falls and South International Falls consolidated to become one city with an increase in population of 2776 to a total of 7867.

Five cities took a special census. Two existing cities, Apple Valley and Woodbury increased their population by 5050 and 4662 respectively. Three new cities exceeded 5000 and became eligible to share in the distribution. Corcoran, adjacent to Maple Grove with a population of 5114, Forest Lake, approximately 28 miles north of St. Paul with a population of 5386, and Shorewood adjacent to Chanhassen and Minnetonka with a population of 5612.

Step 2. Money needs allocation is determined: 50% of the total apportionment sum is distributed on a prorated share that its adjusted money needs bears to the total money needs of all the other cities.

Corcoran and Forest Lake were included in the needs study with actual construction needs. Shorewood with a late census could not meet the submittal deadline, so the needs were computed using \$ 151,022, a cost per mile rate of the lowest city per Screening Board resolution.

Step 3. Total Allotment is determined: Population and adjusted money needs allocations are combined.

Step 4. Construction and Maintenance allotments are determined: The total allotment is used to determine the amounts allocated to the maintenance and construction accounts. First the maintenance allotment is calculated at a rate of \$ 1500 per mile unless an additional amount is requested by December 15 preceding the apportionment. After the maintenance amount is determined, the remainder of the allotment is allocated for construction.

1990 Population Apportionment

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

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

Municipalities	Population	Population Apportionment
Albert Lea	19,445	\$309,818
Alexandria	7,608	121,218
Andover	9,387	149,563
Anoka	15,634	249,097
Apple Valley	32,122	511,801
Arden Hills	8,012	127,655
Austin	23,079	367,718
Bemidji	10,945	174,387
Blaine	34,405	548,176
Bloomington	81,831	1,303,816
Brainerd	11,489	183,055
Brooklyn Center	31,230	497,589
Brooklyn Park	43,332	690,410
Buffalo	5,996	95,534
Burnsville	40,115	639,153
Champlin	9,006	143,493
Chanhassen	6,359	101,318
Chaska	8,346	132,977
Chisholm	5,930	94,483
Cloquet	11,142	177,526
Columbia Heights	20,029	319,123
Coon Rapids	42,845	682,651
Corcoran	5,114	81,482
Cottage Grove	18,994	302,632
Crookston	8,628	137,470
Crystal	25,543	406,977
Detroit Lakes	7,106	113,220
Duluth	92,811	1,478,760
Eagan	30,456	485,256
East Bethel	6,626	105,572
East Grand Forks	8,537	136,020
Eden Prairie	24,052	383,221

<u>Municipalities</u>	<u>Population</u>	<u>Population Apportionment</u>
Edina	46,073	\$734,082
Elk River	6,785	108,106
Eveleth	5,042	80,334
Fairmont	11,506	183,325
Falcon Heights	5,291	84,302
Faribault	16,241	258,768
Farmington	5,140	81,896
Fergus Falls	12,579	200,422
Forest Lake	5,386	85,815
Fridley	30,228	481,624
Golden Valley	22,775	362,875
Grand Rapids	7,934	126,413
Ham Lake	7,832	124,787
Hastings	13,286	211,686
Hermantown	6,759	107,691
Hibbing	21,193	337,669
Hopkins	15,336	244,349
Hutchinson	9,335	148,735
International Falls	7,867	125,345
Inver Grove Heights	17,171	273,586
Lake Elmo	5,296	84,381
Lakeville	14,790	235,650
Lino Lakes	5,587	89,018
Litchfield	5,904	94,069
Little Canada	7,102	113,156
Little Falls	7,250	115,514
Mankato	29,746	473,944
Maple Grove	28,676	456,896
Maplewood	26,990	430,032
Marshall	11,165	177,892
Mendota Heights	7,288	116,120
Minneapolis	370,951	5,910,372
Minnetonka	38,683	616,337
Montevideo	5,882	93,718
Moorhead	29,998	477,959
Morris	5,385	85,799
Mound	9,280	147,859
Mounds View	12,593	200,645
New Brighton	23,269	370,746
New Hope	23,087	367,846
New Ulm	13,755	219,159
Northfield	12,562	200,151
North Mankato	9,817	156,415

<u>Municipalities</u>	<u>Population</u>	<u>Population Apportionment</u>
North St. Paul	11,921	\$189,938
Oakdale	12,123	193,156
Orono	6,845	109,062
Owatonna	18,637	296,944
Plymouth	31,615	503,723
Prior Lake	9,926	158,151
Ramsey	10,093	160,812
Red Wing	13,738	218,888
Redwood Falls	5,210	83,011
Richfield	37,851	603,081
Robbinsdale	14,422	229,786
Rochester	57,974	923,701
Rosemount	5,083	80,988
Roseville	35,820	570,721
St. Anthony	7,981	127,162
St. Cloud	42,568	678,237
St. Louis Park	42,931	684,021
St. Paul	270,230	4,305,582
St. Peter	9,056	144,290
Sauk Rapids	5,843	93,097
Savage	5,237	83,441
Shakopee	9,941	158,390
Shoreview	17,300	275,641
Shorewood	5,612	89,416
South St. Paul	21,235	338,338
Spring Lake Park	6,477	103,198
Stillwater	12,328	196,422
Thief River Falls	9,105	145,070
Vadnais Heights	5,111	81,434
Virginia	11,056	176,156
Waseca	8,219	130,954
West St. Paul	18,527	295,191
White Bear Lake	22,538	359,099
Willmar	15,895	253,256
Winona	25,069	399,425
Woodbury	19,388	308,910
Worthington	10,243	163,202
TOTAL	2,558,117	\$40,758,553

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

\$40,758,553

2,558,117

Equals

\$15.933029256 per person

DETERMINATION OF THE 1989 ADJUSTED CONSTRUCTION NEEDS AND 1990 MONEY NEEDS APPORTIONMENT

1990 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."

Municipality	1989 Actual 25-Year Const. Needs	Screening Board Adjustment	(+) After The Fact Storm Sewer Adjustment	Unencumbered Const. Fund Deduction	(-) Expend. Off-State Aid System	(+ or -) Bond Account Adjustment	(+) Non- Bristing Bridge Adjustment	(+) R/W Acquisition Adjustment	Adjusted 25-Year Const. Needs	Money Needs Apport. Minus (TNTB Adj.)	(+) Turnback Maintenance Adjustment	1990 Money Needs Apport.	Dist. %
Albert Lea	88,244,749		828,817	(8538,185)	(8247,705)	--	8245,320	--	87,732,996	8324,716	--	8324,716	0.797%
Alexandria	3,675,819		41,257	(21,338)	(161,571)	--	--	--	3,534,167	148,403	--	148,403	0.368%
Andover	6,301,636		19,426	--	(113,955)	192,547	--	--	6,399,653	268,727	--	268,727	0.658%
Anoka	3,674,021		278,076	(105,802)	(142,975)	(160,000)	--	28,974	3,572,294	150,004	--	150,004	0.368%
Apple Valley	6,312,936		63,491	(1,368,210)	(138,909)	765,000	--	--	5,634,308	236,590	--	236,590	0.588%
Arden Hills	1,378,587		125,200	--	(80,983)	--	--	--	1,422,804	59,745	--	59,745	0.147%
Austin	12,843,139		--	(612,372)	(582,597)	--	--	--	11,648,170	489,117	--	489,117	1.200%
Bemidji	7,056,562		182,588	(182,211)	(152,964)	--	--	--	6,903,975	289,904	--	289,904	0.711%
Blaine	7,069,077		332,255	(993,292)	(115,615)	--	--	--	6,292,425	264,225	--	264,225	0.648%
Bloomington	40,060,085		150,772	--	(2,712,463)	--	2,326,375	832,491	40,657,260	1,707,235	--	1,707,235	4.189%
Brainerd	4,513,014		221,028	(121,782)	(40,806)	495,000	576,113	--	5,642,567	236,937	--	236,937	0.681%
Brooklyn Center	7,063,596		229,332	(1,371,518)	--	180,000	197,709	23,875	6,322,994	265,508	--	265,508	0.651%
Brooklyn Park	9,126,277		200,862	(845,565)	(13,156)	--	--	--	8,468,418	355,597	11,016	366,613	0.899%
Buffalo	3,575,929		--	--	--	--	--	--	3,575,929	150,167	--	150,167	0.368%
Burnsville	12,662,514		1,271,721	--	(13,763)	--	349,684	519,647	14,789,803	621,037	--	621,037	1.524%
Champlin	2,063,830		213,295	(6,633)	(15,512)	--	--	--	2,254,980	94,689	3,888	98,577	0.242%
Chanhassen	4,321,315		224,220	--	--	--	--	--	4,545,535	190,871	--	190,871	0.468%
Chaska	3,289,282		31,784	(231,217)	(411,966)	--	28,800	82,566	2,789,249	117,123	--	117,123	0.287%
Chisholm	3,196,596		51,874	(132,662)	(32,143)	--	--	--	3,083,665	129,486	--	129,486	0.318%
Cloquet	8,683,806		396,442	(447,131)	(30,745)	--	--	73,539	8,675,911	364,309	--	364,309	0.894%
Columbia Heights	5,380,728		27,044	(402,270)	--	--	--	30,500	5,036,002	211,466	--	211,466	0.518%
Coon Rapids	9,695,540		1,118,248	--	(55,069)	--	--	133,522	10,892,241	457,375	--	457,375	1.122%
Corcoran	4,717,823		--	--	--	--	--	--	4,717,823	198,106	--	198,106	0.486%
Cottage Grove	8,059,716		189,109	(181,426)	--	(218,814)	--	--	7,848,585	329,569	--	329,569	0.809%
Crookston	4,222,251		42,118	--	--	--	--	1,108,638	5,372,907	225,613	11,376	236,989	0.581%
Crystal	6,678,879		304,624	(144,604)	(31,134)	--	--	3,000,296	9,808,061	411,849	--	411,849	1.010%
Detroit Lakes	2,681,616		59,866	--	--	--	--	--	2,741,482	115,117	--	115,117	0.282%

Municipality	1989 Actual 25-Year Const. Needs	Screening Board Adjustment	(+) After The Fact Storm Sewer Adjustment	Unencumbered Const. Fund Deduction	(-) Expend. Off-State Aid System	(+ or -) Bond Account Adjustment	(+) Non- Existing Bridge Adjustment	(+) R/W Acquisition Adjustment	Adjusted 25-Year Const. Needs	Money Needs Apport. Minus (THTB Adj.)	(+) Turnback Maintenance Adjustment	1990 Money Needs Apport.	Dist. %
Duluth	\$50,254,886		\$821,829	(\$125,137)	(\$118,308)	\$433,750	\$1,054,200	\$175,250	\$52,496,470	\$2,204,374	--	\$2,204,373	5.408%
Bagan	10,372,999		311,403	--	(231)	61,183	--	271,918	11,017,272	462,625	--	462,625	1.135%
East Bethel	3,171,470		4,736	--	--	--	--	14,000	3,190,206	133,960	--	133,960	0.329%
East Grand Forks	3,305,933		219,968	--	--	105,000	--	121,700	3,752,601	157,575	--	157,575	0.387%
Eden Prairie	12,286,364		216,216	--	(155,330)	561,663	974,299	--	13,883,212	582,969	--	582,969	1.430%
Edina	9,823,011		132,943	(641,267)	(1,088,398)	--	--	45,296	8,271,585	347,331	--	347,331	0.852%
Elk River	6,462,922		203,021	--	--	--	--	--	6,665,943	279,909	--	279,909	0.687%
Eveleth	2,528,076		20,331	--	(33,271)	--	--	--	2,515,136	105,613	--	105,613	0.259%
Fairmont	8,454,552		103,010	(774)	--	--	--	23,732	8,580,520	360,304	--	360,304	0.884%
Falcon Heights	541,756		--	(27,025)	--	(27,988)	--	--	486,743	20,439	--	20,439	0.060%
Faribault	7,701,551		44,800	(104,954)	(40,753)	75,000	--	2,346	7,677,990	322,406	--	322,406	0.791%
Farmington	4,766,649		--	(12,789)	--	--	--	--	4,753,860	199,619	--	199,619	0.490%
Fergus Falls	4,746,421		29,454	(116,906)	(128,635)	--	--	67,200	4,597,534	193,055	--	193,055	0.474%
Forest Lake	1,644,092		--	--	--	--	--	--	1,644,092	69,037	--	69,037	0.169%
Fridley	7,863,020		90,957	(717,407)	(59,491)	--	--	5,853	7,182,932	301,618	--	301,618	0.740%
Golden Valley	11,052,991		491,699	(734,689)	--	--	--	1,140,625	11,950,626	501,818	--	501,818	1.231%
Grand Rapids	4,809,281		--	(82,259)	--	20,000	553,858	--	5,300,880	222,589	--	222,589	0.546%
Ham Lake	2,903,207		--	(122,055)	--	40,000	--	--	2,821,152	118,463	--	118,463	0.291%
Hastings	2,623,815		170,309	(44,419)	(251,582)	--	233,038	17,620	2,748,781	115,424	--	115,424	0.283%
Hermantown	4,069,649		78,920	(513,276)	--	--	--	23,750	3,659,043	153,647	--	153,647	0.377%
Hibbing	11,971,672		40,550	--	--	48,867	--	15,500	12,076,589	507,107	--	507,107	1.244%
Hopkins	4,747,238		9,499	--	(232,192)	--	--	--	4,524,545	189,990	--	189,990	0.466%
Hutchinson	3,096,018		70,295	--	--	--	570,793	--	3,737,106	156,924	--	156,924	0.385%
International Falls	4,270,449		--	(286,979)	--	--	--	--	3,983,470	167,270	--	167,270	0.410%
Inver Grove Heights	4,942,322		111,735	(278,501)	(103,772)	--	--	617,797	5,289,581	222,114	--	222,114	0.545%
Lake Blmo	2,257,917		--	(259,967)	--	--	--	24,551	2,022,501	84,927	--	84,927	0.208%
Lakeville	10,164,112		229,286	--	(1,011,676)	--	--	--	9,381,722	393,947	--	393,947	0.967%
Lino Lakes	5,267,615		85,929	(569,033)	--	--	--	64,950	4,849,461	203,633	--	203,633	0.500%
Litchfield	3,146,291		355,205	(335,444)	(69,612)	--	--	--	3,096,440	130,022	--	130,022	0.319%
Little Canada	1,015,624		166,020	(65,522)	--	304,032	--	43,300	1,463,454	61,452	--	61,452	0.151%
Little Falls	5,520,686		46,437	(450,483)	--	--	--	43,316	5,159,956	216,671	--	216,671	0.532%
Mankato	8,123,858		334,714	(587,726)	(944,696)	--	--	323,285	7,249,435	304,410	3,288	307,698	0.755%
Maple Grove	13,739,921		673,570	--	(896)	140,299	--	50,038	14,602,932	613,190	3,600	616,790	1.513%

Municipality	1989 Actual 25-Year Const. Needs	Screening Board Adjustment	(+) After The Fact Storm Sewer Adjustment	Unencumbered Const. Fund Deduction	(-) Expend. Off-State Aid System	(+ or -) Bond Account Adjustment	(+) Non- Existing Bridge Adjustment	(+) R/W Acquisition Adjustment	Adjusted 25-Year Const. Needs	Money Needs Apport. Minus (THTB Adj.)	(+) Turnback Maintenance Adjustment	1990 Money Needs Apport.	Dist. %
Maplewood	\$7,623,281	(\$7,047,102)	--	(\$2,349,034)	--	\$130,000	\$55,736	--	\$0	\$0	--	\$0	0.000%
Marshall	2,704,747		22,101	(191,395)	(12,703)	(74,504)	--	58,320	2,506,566	105,253	--	105,253	0.258%
Mendota Heights	2,706,173		96,557	(166,150)	(7,351)	200,000	--	8,970	2,838,199	119,179	--	119,179	0.292%
Minneapolis	138,023,805		1,992,288	(9,659,017)	(2,291,958)	--	1,493,191	6,652,348	136,210,657	5,719,609	--	5,719,608	14.033%
Minnetonka	18,005,688		9,499	(876,410)	(3,647,166)	--	--	282,150	13,773,761	578,373	--	578,373	1.419%
Montevideo	2,388,322		28,890	(30,172)	--	--	--	--	2,387,040	100,234	--	100,234	0.246%
Moorhead	11,409,769		123,848	(279,167)	(36,692)	--	7,530	63,500	11,288,788	474,026	--	474,026	1.163%
Morris	2,061,624		81,702	--	(187,741)	--	--	15,476	1,971,061	82,767	--	82,767	0.203%
Mound	2,234,980		22,358	(60,151)	(322,986)	--	--	107,446	1,981,647	83,211	--	83,211	0.204%
Mounds View	2,255,539		58,444	(205,388)	(260,896)	--	--	--	1,847,699	77,587	--	77,587	0.190%
New Brighton	5,317,168		42,051	(530,329)	(968,418)	--	--	--	3,860,472	162,105	--	162,105	0.398%
New Hope	3,109,139		42,096	--	(259,468)	--	--	--	2,891,767	121,428	--	121,428	0.298%
New Ulm	5,284,744		325,938	(400,846)	(144,326)	--	--	--	5,065,510	212,705	--	212,705	0.522%
Northfield	5,793,468		114,917	(465,549)	(237,827)	--	--	8,850	5,213,859	218,935	--	218,935	0.537%
North Mankato	2,603,977		186,024	(125,039)	(22,792)	(550,000)	--	395,146	2,487,316	104,445	--	104,445	0.256%
North St. Paul	2,795,411		53,413	(116,131)	(215,237)	--	--	24,744	2,542,200	106,749	--	106,749	0.262%
Oakdale	4,318,008		227,013	(54,941)	--	--	--	--	4,490,080	188,543	--	188,543	0.463%
Orono	3,607,388		--	(237,074)	(28,516)	(65,253)	--	--	3,276,545	137,585	--	137,585	0.338%
Owatonna	7,937,384		64,275	(325,023)	(955,390)	--	--	113,638	6,834,884	287,003	--	287,003	0.704%
Plymouth	11,110,206		71,758	(809,143)	(37,837)	--	--	45,208	10,380,192	435,874	--	435,874	1.069%
Prior Lake	3,899,788		161,177	(454,987)	--	--	--	--	3,605,978	151,418	--	151,418	0.371%
Ramsey	6,091,146		229,077	(139,514)	--	--	--	95,811	6,276,520	263,557	--	263,557	0.647%
Red Wing	10,324,861		54,790	(310,879)	--	125,000	1,145,475	76,176	11,415,423	479,344	--	479,344	1.176%
Redwood Falls	1,672,332		--	(194,979)	(196,334)	(130,000)	--	--	1,151,019	48,332	--	48,332	0.119%
Richfield	9,466,428		46,951	(1,143,486)	(35,576)	--	--	1,440,531	9,774,848	410,455	--	410,455	1.007%
Robbinedale	2,998,380		98,888	(203,536)	(73,487)	--	--	--	2,820,245	118,425	--	118,425	0.291%
Worcester	21,742,731		570,970	(2,541,684)	(43,384)	--	84,378	773,111	20,586,122	864,430	--	864,430	2.121%
Rosemount	5,369,150		255,366	--	(46,989)	--	--	--	5,577,527	234,205	--	234,205	0.575%
Roseville	5,494,987		202,398	(158,562)	--	2,075,000	2,814,714	1,383,005	11,811,542	495,977	--	495,977	1.217%
St. Anthony	935,016		39,301	(99,070)	(223,789)	--	--	--	651,458	27,355	--	27,355	0.067%
St. Cloud	10,519,690		1,039,799	(56,611)	(317,406)	1,566,139	--	785,823	13,537,434	568,449	6,192	574,641	1.410%
St. Louis Park	8,541,226		--	(1,277,825)	(1,440,449)	--	1,356,666	335,520	7,515,138	315,567	--	315,567	0.774%
St. Paul	118,773,082		11,794,933	(5,856,446)	(3,013,219)	402,739	1,221,432	2,542,624	125,865,145	5,285,192	--	5,285,191	12.967%

Municipality	1989 Actual 25-Year Const. Needs	Screening Board Adjustment	(+) After The Fact Storm Sewer Adjustment	Unencumbered Const. Fund Deduction	(-) Expend. Off-State Aid System	(+ or -) Bond Account Adjustment	(+) Non- Existing Bridge Adjustment	(+) R/W Acquisition Adjustment	Adjusted 25-Year Const. Needs	Money Needs Apport. Minus (THTB Adj.)	(+) Turnback Maintenance Adjustment	1990 Money Needs Apport.	Dist. %
St. Peter	\$2,718,825		\$88,645	--	(\$10,829)	--	--	--	\$2,796,641	\$117,433	--	\$117,433	0.288%
Sauk Rapids	3,225,970		291,193	(91,933)	(135,926)	--	--	9,834	3,299,138	138,534	--	138,534	0.340%
Savage	5,015,127		222,984	(123,362)	--	--	--	--	5,114,749	214,773	--	214,773	0.527%
Shakopee	5,228,989		207,933	(134,417)	(106,906)	--	--	--	5,195,599	218,168	--	218,168	0.535%
Shoreview	2,570,652		78,494	(71,824)	(122,675)	--	--	--	2,454,647	103,073	--	103,073	0.253%
Shorewood	1,396,954		--	--	--	--	--	--	1,396,954	58,659	--	58,659	0.144%
South St. Paul	6,580,475		158,924	(193,262)	(2,139)	--	--	--	6,543,998	274,788	--	274,788	0.674%
Spring Lake Park	1,150,183		--	(266,344)	(7,532)	(13,893)	--	--	862,414	36,214	--	36,214	0.089%
Stillwater	4,644,420		179,053	(566,525)	(8,993)	--	--	104,442	4,352,397	182,761	--	182,761	0.448%
Thief River Falls	5,750,765		29,506	--	(400,557)	--	--	2,269	5,381,983	225,994	--	225,994	0.554%
Vadnais Heights	1,640,838		25,761	(406,713)	--	--	--	--	1,259,886	52,904	--	52,904	0.130%
Virginia	4,483,296		33,107	--	(38,403)	125,000	--	--	4,603,000	193,284	--	193,284	0.474%
Waseca	1,538,564		23,639	(104,893)	--	--	--	5,000	1,462,310	61,404	--	61,404	0.151%
West St. Paul	4,158,297		174,858	(13,673)	(190,000)	--	--	--	4,129,482	173,401	--	173,401	0.425%
White Bear Lake	6,913,687		250,355	(231,534)	(99,420)	--	--	279,823	7,112,911	298,678	--	298,678	0.733%
Willmar	7,599,182		69,368	(212,700)	(391,721)	--	--	22,500	7,086,629	297,574	23,184	320,758	0.787%
Winona	7,396,232		83,668	(375,054)	--	--	--	340,950	7,445,796	312,656	--	312,656	0.767%
Woodbury	11,584,740		14,224	(1,253,910)	(71,559)	10,853	--	80,054	10,364,402	435,211	--	435,211	1.068%
Worthington	4,823,205		54,463	(8,523)	(31,113)	--	--	26,842	4,864,874	204,280	--	204,280	0.501%
STATE TOTAL	\$969,735,729	(\$7,047,102)	\$30,909,282	(\$47,156,035)	(\$25,978,584)	\$6,816,620	\$15,289,311	\$25,006,086	\$969,162,426	\$40,696,010	\$62,544	\$40,758,554	100.000%

* SCREENING BOARD ADJUSTMENT - EXCESS UNENCUMBERED CONSTRUCTION FUND BALANCE ADJUSTMENT.
 MAPLEWOOD \$7,047,102 NEGATIVE ADJUSTED MONEY NEEDS - ADJUSTED CONSTRUCTION NEEDS CANNOT BE LESS THAN ZERO.

Money Needs \$40,696,010
 Apportionment = ----- equals 0.0419909077 X Adj. 25 Yr. Const. Needs
 9969,162,426

1990 M.S.A.S. Total Apportionment

A notable comparison can be made by comparing each individual apportionment to that of other cities.

Municipalities	Population Apportionment	Money Needs Apportionment	Total Apportionment	Distribution Percentage
Albert Lea	\$309,818	\$324,716	\$634,534	0.7784%
Alexandria	121,218	148,403	269,621	0.3308%
Andover	149,563	268,727	418,290	0.5131%
Anoka	249,097	150,004	399,101	0.4896%
Apple Valley	511,801	236,590	748,391	0.9181%
Arden Hills	127,655	59,745	187,400	0.2299%
Austin	367,718	489,117	856,835	1.0511%
Bemidji	174,387	289,904	464,291	0.5696%
Blaine	548,176	264,225	812,401	0.9966%
Bloomington	1,303,816	1,707,235	3,011,051	3.6938%
Brainerd	183,055	236,937	419,992	0.5152%
Brooklyn Center	497,589	265,508	763,097	0.9361%
Brooklyn Park	690,410	366,613	1,057,023	1.2967%
Buffalo	95,534	150,157	245,691	0.3014%
Burnsville	639,153	621,037	1,260,190	1.5459%
Champlin	143,493	98,577	242,070	0.2970%
Chanhassen	101,318	190,871	292,189	0.3584%
Chaska	132,977	117,123	250,100	0.3068%
Chisholm	94,483	129,486	223,969	0.2748%
Cloquet	177,526	364,309	541,835	0.6647%
Columbia Heights	319,123	211,466	530,589	0.6509%
Coon Rapids	682,651	457,375	1,140,026	1.3985%
Corcoran	81,482	198,106	279,588	0.3430%
Cottage Grove	302,632	329,569	632,201	0.7755%
Crookston	137,470	236,989	374,459	0.4594%
Crystal	406,977	411,849	818,826	1.0045%
Detroit Lakes	113,220	115,117	228,337	0.2801%
Duluth	1,478,760	2,204,373	3,683,133	4.5182%
Eagan	485,256	462,625	947,881	1.1628%
East Bethel	105,572	133,960	239,532	0.2938%
East Grand Forks	136,020	157,575	293,595	0.3602%
Eden Prairie	383,221	582,969	966,190	1.1853%
Edina	734,082	347,331	1,081,413	1.3266%
Elk River	108,106	279,909	388,015	0.4760%
Eveleth	80,334	105,613	185,947	0.2281%
Fairmont	183,325	360,304	543,629	0.6669%

Municipalities	Population Apportionment	Money Needs Apportionment	Total Apportionment	Distribution Percentage
Falcon Heights	\$84,302	\$20,439	\$104,741	0.1285%
Faribault	258,768	322,406	581,174	0.7129%
Farmington	81,896	199,619	281,515	0.3453%
Fergus Falls	200,422	193,055	393,477	0.4827%
Forest Lake	85,815	69,037	154,852	0.1900%
Fridley	481,624	301,618	783,242	0.9608%
Golden Valley	362,875	501,818	864,693	1.0608%
Grand Rapids	126,413	222,589	349,002	0.4281%
Ham Lake	124,787	118,463	243,250	0.2984%
Hastings	211,686	115,424	327,110	0.4013%
Hermantown	107,691	153,647	261,338	0.3206%
Hibbing	337,669	507,107	844,776	1.0363%
Hopkins	244,349	189,990	434,339	0.5328%
Hutchinson	148,735	156,924	305,659	0.3750%
International Falls	125,345	167,270	292,615	0.3590%
Inver Grove Heights	273,586	222,114	495,700	0.6081%
Lake Elmo	84,381	84,927	169,308	0.2077%
Lakeville	235,650	393,947	629,597	0.7723%
Lino Lakes	89,018	203,633	292,651	0.3590%
Litchfield	94,069	130,022	224,091	0.2749%
Little Canada	113,156	61,452	174,608	0.2142%
Little Falls	115,514	216,671	332,185	0.4075%
Mankato	473,944	307,698	781,642	0.9589%
Maple Grove	456,896	616,790	1,073,686	1.3171%
Maplewood	430,032	0	430,032	0.5275%
Marshall	177,892	105,253	283,145	0.3473%
Mendota Heights	116,120	119,179	235,299	0.2886%
Minneapolis	5,910,372	5,719,608	11,629,980	14.2669%
Minnetonka	616,337	578,373	1,194,710	1.4656%
Montevideo	93,718	100,234	193,952	0.2379%
Moorhead	477,959	474,026	951,985	1.1678%
Morris	85,799	82,767	168,566	0.2068%
Mound	147,859	83,211	231,070	0.2835%
Mounds View	200,645	77,587	278,232	0.3413%
New Brighton	370,746	162,105	532,851	0.6537%
New Hope	367,846	121,428	489,274	0.6002%
New Ulm	219,159	212,705	431,864	0.5298%
Northfield	200,151	218,935	419,086	0.5141%
North Mankato	156,415	104,445	260,860	0.3200%
North St. Paul	189,938	106,749	296,687	0.3640%
Oakdale	193,156	188,543	381,699	0.4682%
Orono	109,062	137,585	246,647	0.3026%

Municipalities	Population Apportion- ment	Money Needs Apportion- ment	Total Apportion- ment	Distribution Percentage
Owatonna	\$296,944	\$287,003	\$583,947	0.7163%
Plymouth	503,723	435,874	939,597	1.1526%
Prior Lake	158,151	151,418	309,569	0.3798%
Ramsey	160,812	263,557	424,369	0.5206%
Red Wing	218,888	479,344	698,232	0.8565%
Redwood Falls	83,011	48,332	131,343	0.1611%
Richfield	603,081	410,455	1,013,536	1.2433%
Robbinsdale	229,786	118,425	348,211	0.4272%
Rochester	923,701	864,430	1,788,131	2.1936%
Rosemount	80,988	234,205	315,193	0.3867%
Roseville	570,721	495,977	1,066,698	1.3086%
St. Anthony	127,162	27,355	154,517	0.1896%
St. Cloud	678,237	574,641	1,252,878	1.5370%
St. Louis Park	684,021	315,567	999,588	1.2262%
St. Paul	4,305,582	5,285,191	9,590,773	11.7654%
St. Peter	144,290	117,433	261,723	0.3211%
Sauk Rapids	93,097	138,534	231,631	0.2842%
Savage	83,441	214,773	298,214	0.3658%
Shakopee	158,390	218,168	376,558	0.4619%
Shoreview	275,641	103,073	378,714	0.4646%
Shorewood	89,416	58,659	148,075	0.1816%
South St. Paul	338,338	274,788	613,126	0.7521%
Spring Lake Park	103,198	36,214	139,412	0.1710%
Stillwater	196,422	182,761	379,183	0.4652%
Thief River Falls	145,070	225,994	371,064	0.4552%
Vadnais Heights	81,434	52,904	134,338	0.1648%
Virginia	176,156	193,284	369,440	0.4532%
Waseca	130,954	61,404	192,358	0.2360%
West St. Paul	295,191	173,401	468,592	0.5748%
White Bear Lake	359,099	298,678	657,777	0.8069%
Willmar	253,256	320,758	574,014	0.7042%
Winona	399,425	312,656	712,081	0.8735%
Woodbury	308,910	435,211	744,121	0.9128%
Worthington	163,202	204,280	367,482	0.4508%
	\$40,758,553	\$40,758,554	\$81,517,107	100.0000%

1990 MUNICIPAL STATE AID STREET APPORTIONMENT ALLOTMENTS

Construction and Maintenance Allotments

Upon determining that \$81,517,107 is available to the Municipal State Aid Street Fund, the following allotments are made in accordance with the Rules and Regulations for the State Aid Operation.

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

Municipality	Allotment	Improved Mileage	Maintenance	Construction
Albert Lea	\$634,534	17.81	\$26,715	\$607,819
Alexandria	269,621	11.42	17,130	252,491
Andover	418,290	16.25	104,573 *	313,717
Anoka	399,101	11.69	198,871 **	200,230
Apple Valley	748,391	16.06	24,090	724,301
Arden Hills	187,400	2.57	3,855	183,545
Austin	856,835	21.94	32,910	823,925
Bemidji	464,291	14.41	21,615	442,676
Blaine	812,401	18.79	28,185	784,216
Bloomington	3,011,051	71.31	752,763 *	2,258,288
Brainerd	419,992	14.01	21,015	398,977
Brooklyn Center	763,097	21.30	31,950	731,147
Brooklyn Park	1,057,023	26.39	39,585	1,017,438
Buffalo	245,691	5.67	8,505	237,186
Burnsville	1,260,190	38.02	315,048 *	945,142
Champlin	242,070	11.81	17,715	224,355
Chanhassen	292,189	9.21	13,815	278,374
Chaska	250,100	8.58	12,870	237,230
Chisholm	223,969	6.93	10,395	213,574
Cloquet	541,835	17.58	135,459 *	406,376
Columbia Heights	530,589	11.47	90,000 **	440,589
Coon Rapids	1,140,026	30.14	45,210	1,094,816
Corcoran	279,588	12.13	69,897 *	209,691
Cottage Grove	632,201	23.12	34,680	597,521
Crookston	374,459	10.99	16,485	357,974
Crystal	818,826	17.30	204,707 *	614,119
Detroit Lakes	228,337	9.01	13,515	214,822
Duluth	3,683,133	88.62	920,783 *	2,762,350
Eagan	947,881	35.84	53,760	894,121
East Bethel	239,532	17.53	26,295	213,237

Municipality	Allotment	Improved Mileage	Maintenance	Construction
East Grand Forks	\$293,595	10.09	\$73,399 *	\$220,196
Eden Prairie	966,190	25.14	37,710	928,480
Edina	1,081,413	38.68	58,020	1,023,393
Elk River	388,015	18.53	27,795	360,220
Eveleth	185,947	5.98	8,970	176,977
Fairmont	543,629	16.96	25,440	518,189
Falcon Heights	104,741	2.54	3,810	100,931
Faribault	581,174	18.10	145,294 *	435,880
Farmington	281,515	4.34	6,510	275,005
Fergus Falls	393,477	12.28	18,420	375,057
Forest Lake	154,852	2.99	4,485	150,367
Fridley	783,242	22.30	195,811 *	587,431
Golden Valley	864,693	22.93	34,395	830,298
Grand Rapids	349,002	10.31	15,465	333,537
Ham Lake	243,250	16.69	25,035	218,215
Hastings	327,110	12.26	18,390	308,720
Hermantown	261,338	12.99	19,485	241,853
Hibbing	844,776	46.40	211,194 *	633,582
Hopkins	434,339	9.34	14,010	420,329
Hutchinson	305,659	9.73	14,595	291,064
International Falls	292,615	7.89	11,835	280,780
Inver Grove Heights	495,700	14.64	21,960	473,740
Lake Elmo	169,308	9.52	42,327 *	126,981
Lakeville	629,597	23.66	35,490	594,107
Lino Lakes	292,651	9.29	13,935	278,716
Litchfield	224,091	7.83	11,745	212,346
Little Canada	174,608	5.10	43,652 *	130,956
Little Falls	332,185	13.34	20,010	312,175
Mankato	781,642	22.92	34,380	747,262
Maple Grove	1,073,686	27.67	174,000 **	899,686
Maplewood	430,032	12.13	18,195	411,837
Marshall	283,145	9.74	14,610	268,535
Mendota Heights	235,299	10.47	15,705	219,594
Minneapolis	11,629,980	186.87	2,907,495 *	8,722,485
Minnetonka	1,194,710	39.19	58,785	1,135,925
Montevideo	193,952	7.54	11,310	182,642
Moorhead	951,985	23.52	35,280	916,705
Morris	168,566	6.45	9,675	158,891
Mound	231,070	6.67	33,000 **	198,070
Mounds View	278,232	6.94	69,558 *	208,674
New Brighton	532,851	10.62	133,213 *	399,638
New Hope	489,274	12.58	18,870	470,404

Municipality	Allotment	Improved Mileage	Maintenance	Construction
New Ulm	\$431,864	12.51	\$18,765	\$413,099
Northfield	419,086	9.24	90,000 **	329,086
North Mankato	260,860	9.15	38,067 **	222,793
North St. Paul	296,687	6.49	9,735	286,952
Oakdale	381,699	12.95	95,425 *	286,274
Orono	246,647	10.84	16,260	230,387
Owatonna	583,947	16.16	24,240	559,707
Plymouth	939,597	33.32	49,980	889,617
Prior Lake	309,569	6.83	10,245	299,324
Ramsey	424,369	14.69	22,035	402,334
Red Wing	698,232	18.20	174,558 *	523,674
Redwood Falls	131,343	4.32	6,480	124,863
Richfield	1,013,536	25.48	253,384 *	760,152
Robbinsdale	348,211	10.33	15,495	332,716
Rochester	1,788,131	36.79	55,185	1,732,946
Rosemount	315,193	10.84	16,260	298,933
Roseville	1,066,698	20.61	183,923 **	882,775
St. Anthony	154,517	5.21	7,815	146,702
St. Cloud	1,252,878	32.61	244,288 **	1,008,590
St. Louis Park	999,588	22.43	200,000 **	799,588
St. Paul	9,590,773	156.38	2,397,693 *	7,193,080
St. Peter	261,723	8.12	12,180	249,543
Sauk Rapids	231,631	7.62	11,430	220,201
Savage	298,214	7.04	74,554 *	223,660
Shakopee	376,558	12.11	18,165	358,393
Shoreview	378,714	6.93	10,395	368,319
Shorewood	148,075	9.25	13,875	134,200
South St. Paul	613,126	13.58	153,282 *	459,844
Spring Lake Park	139,412	4.21	6,315	133,097
Stillwater	379,183	11.28	16,920	362,263
Thief River Falls	371,064	10.64	15,960	355,104
Vadnais Heights	134,338	4.45	6,675	127,663
Virginia	369,440	11.71	17,565	351,875
Waseca	192,358	6.31	48,090 *	144,268
West St. Paul	468,592	11.99	17,985	450,607
White Bear Lake	657,777	16.57	24,855	632,922
Willmar	574,014	19.37	29,055	544,959
Winona	712,081	18.51	178,020 *	534,061
Woodbury	744,121	16.79	25,185	718,936
Worthington	367,482	9.80	14,700	352,782
TOTAL	\$81,517,107	2092.72	\$12,610,698	\$68,906,409

* 25% of Allotment.

** Lump sum amount requested.

Comparison of the 1989 to 1990 Apportionment

Comparing the 1989 to the 1990 total apportionment we find that sixty five municipalities have an increase in apportionment. This total includes the cities of Corcoran, Forest Lake and Shorewood which became a city over 5000 population in 1989.

Municipality	1989 Total Allotment	1990 Total Allotment	Increase (Decrease) Amount	%
Albert Lea	\$516,088	\$634,534	\$118,446	23.0%
Alexandria	239,834	269,621	29,787	12.4%
Andover	487,431	418,290	(69,141)	-14.2%
Anoka	395,034	399,101	4,067	1.0%
Apple Valley	770,125	748,391	(21,734)	-2.8%
Arden Hills	199,082	187,400	(11,682)	-5.9%
Austin	690,354	856,835	166,481	24.1%
Bemidji	305,259	464,291	159,032	52.1%
Blaine	838,035	812,401	(25,634)	-3.1%
Bloomington	2,178,829	3,011,051	832,222	38.2%
Brainerd	418,655	419,992	1,337	0.3%
Brooklyn Center	772,703	763,097	(9,606)	-1.2%
Brooklyn Park	1,100,059	1,057,023	(43,036)	-3.9%
Buffalo	291,398	245,691	(45,707)	-15.7%
Burnsville	1,187,411	1,260,190	72,779	6.1%
Champlin	242,464	242,070	(394)	-0.2%
Chanhassen	342,964	292,189	(50,775)	-14.8%
Chaska	247,428	250,100	2,672	1.1%
Chisholm	207,811	223,969	16,158	7.8%
Cloquet	604,835	541,835	(63,000)	-10.4%
Columbia Heights	391,322	530,589	139,267	35.6%
Coon Rapids	1,119,849	1,140,026	20,177	1.8%
Corcoran	--	279,588	279,588	0.0%
Cottage Grove	625,024	632,201	7,177	1.1%
Crookston	399,347	374,459	(24,888)	-6.2%
Crystal	905,133	818,826	(86,307)	-9.5%
Detroit Lakes	196,274	228,337	32,063	16.3%
Duluth	3,204,871	3,683,133	478,262	14.9%
Eagan	975,446	947,881	(27,565)	-2.8%
East Bethel	298,228	239,532	(58,696)	-19.7%
East Grand Forks	261,766	293,595	31,829	12.2%
Eden Prairie	1,055,555	966,190	(89,365)	-8.5%
Edina	1,007,670	1,081,413	73,743	7.3%

Municipality	1989 Total Allotment	1990 Total Allotment	Increase (Decrease) Amount	%
Elk River	\$433,474	\$388,015	(\$45,459)	-10.5%
Eveleth	144,624	185,947	41,323	28.6%
Fairmont	439,238	543,629	104,391	23.8%
Falcon Heights	101,345	104,741	3,396	3.4%
Faribault	547,141	581,174	34,033	6.2%
Farmington	321,724	281,515	(40,209)	-12.5%
Fergus Falls	333,448	393,477	60,029	18.0%
Forest Lake	--	154,852	154,852	0.0%
Fridley	697,783	783,242	85,459	12.2%
Golden Valley	744,566	864,693	120,127	16.1%
Grand Rapids	262,676	349,002	86,326	32.9%
Ham Lake	275,737	243,250	(32,487)	-11.8%
Hastings	350,805	327,110	(23,695)	-6.8%
Hermantown	320,922	261,338	(59,584)	-18.6%
Hibbing	980,603	844,776	(135,827)	-13.9%
Hopkins	422,744	434,339	11,595	2.7%
Hutchinson	338,073	305,659	(32,414)	-9.6%
International Falls	199,946	292,615	92,669	46.3%
Inver Grove Heights	534,705	495,700	(39,005)	-7.3%
Lake Elmo	176,395	169,308	(7,087)	-4.0%
Lakeville	712,270	629,597	(82,673)	-11.6%
Lino Lakes	336,026	292,651	(43,375)	-12.9%
Litchfield	213,534	224,091	10,557	4.9%
Little Canada	229,845	174,608	(55,237)	-24.0%
Little Falls	250,954	332,185	81,231	32.4%
Mankato	717,870	781,642	63,772	8.9%
Maple Grove	1,208,049	1,073,686	(134,363)	-11.1%
Maplewood	407,230	430,032	22,802	5.6% (**)
Marshall	289,464	283,145	(6,319)	-2.2%
Mendota Heights	250,388	235,299	(15,089)	-6.0%
Minneapolis	10,867,502	11,629,980	762,478	7.0%
Minnetonka	1,076,973	1,194,710	117,737	10.9%
Montevideo	212,748	193,952	(18,796)	-8.8%
Moorhead	860,624	951,985	91,361	10.6%
Morris	195,294	168,566	(26,728)	-13.7%
Mound	232,826	231,070	(1,756)	-0.8%
Mounds View	257,005	278,232	21,227	8.3%
New Brighton	424,666	532,851	108,185	25.5%
New Hope	448,225	489,274	41,049	9.2%
New Ulm	410,727	431,864	21,137	5.1%
Northfield	400,967	419,086	18,119	4.5%
North Mankato	263,409	260,860	(2,549)	-1.0%

Municipality	1989 Total Allotment	1990 Total Allotment	Increase (Decrease) Amount	%
North St. Paul	\$278,355	\$296,687	\$18,332	6.6%
Oakdale	354,549	381,699	27,150	7.7%
Orono	253,182	246,647	(6,535)	-2.6%
Owatonna	567,590	583,947	16,357	2.9%
Plymouth	1,007,300	939,597	(67,703)	-6.7%
Prior Lake	324,461	309,569	(14,892)	-4.6%
Ramsey	487,618	424,369	(63,249)	-13.0%
Red Wing	690,354	698,232	7,878	1.1%
Redwood Falls	161,422	131,343	(30,079)	-18.6%
Richfield	805,349	1,013,536	208,187	25.9%
Robbinsdale	277,356	348,211	70,855	25.5%
Rochester	1,546,523	1,788,131	241,608	15.6%
Rosemount	308,999	315,193	6,194	2.0%
Roseville	1,244,900	1,066,698	(178,202)	-14.3%
St. Anthony	163,601	154,517	(9,084)	-5.6%
St. Cloud	1,373,432	1,252,878	(120,554)	-8.8%
St. Louis Park	1,260,743	999,588	(261,155)	-20.7%
St. Paul	8,507,400	9,590,773	1,083,373	12.7%
St. Peter	199,289	261,723	62,434	31.3%
Sauk Rapids	216,249	231,631	15,382	7.1%
Savage	276,482	298,214	21,732	7.9%
Shakopee	376,653	376,558	(95)	0.0%
Shoreview	355,086	378,714	23,628	6.7%
Shorewood	--	148,075	148,075	0.0%
South St. Paul	493,276	613,126	119,850	24.3%
Spring Lake Park	142,650	139,412	(3,238)	-2.3%
Stillwater	369,511	379,183	9,672	2.6%
Thief River Falls	281,647	371,064	89,417	31.7%
Vadnais Heights	114,302	134,338	20,036	17.5%
Virginia	279,385	369,440	90,055	32.2%
Waseca	185,806	192,358	6,552	3.5%
West St. Paul	419,894	468,592	48,698	11.6%
White Bear Lake	682,455	657,777	(24,678)	-3.6%
Willmar	406,988	574,014	167,026	41.0%
Winona	628,856	712,081	83,225	13.2%
Woodbury	781,797	744,121	(37,676)	-4.8%
Worthington	309,153	367,482	58,329	18.9%
TOTAL	\$76,501,442	\$81,517,107	\$5,015,665	6.6%

(**) Maplewood - 1988 & 1989 negative needs adjustment for an excess unencumbered fund balance lowered the 1989 & 1990 apportionment.

MUNICIPAL AVERAGE COST COMPARISON

Municipality	Total Needs Mileage	Population Apportionment Per Mile	Money Needs Apportionment Per Mile	Average Apportionment Per Mile	Average Construction Allocation Per Mile	Average Maintenance Apportionment Per Mile
Albert Lea	17.81	\$17,396	\$18,232	\$35,628	\$34,128	\$1,500
Alexandria	11.65	10,405	12,738	23,143	21,673	1,500
Andover	26.75	5,591	10,046	15,637	11,728	* 3,398
Anoka	12.06	20,655	12,438	33,093	24,820	* 1,500
Apple Valley	22.35	22,899	10,586	33,485	32,407	1,500
Arden Hills	4.57	27,933	13,073	41,007	40,163	1,500
Austin	22.07	16,661	22,162	38,824	37,332	1,500
Bemidji	14.41	12,102	20,118	32,220	30,720	1,500
Blaine	26.50	20,686	9,971	30,657	29,593	1,500
Bloomington	72.89	17,887	23,422	41,310	30,982	10,556
Brainerd	14.19	12,900	16,697	29,598	28,117	1,500
Brooklyn Center	21.30	23,361	12,465	35,826	34,326	1,500
Brooklyn Park	34.34	20,105	10,676	30,781	29,628	1,500
Buffalo	5.82	16,415	25,800	42,215	40,754	1,500
Burnsville	39.70	16,100	15,643	31,743	23,807	8,286
Champlin	12.18	11,781	8,093	19,874	18,420	1,500
Chanhassen	13.36	7,584	14,287	21,870	20,836	1,500
Chaska	8.58	15,498	13,651	29,149	27,649	1,500
Chisholm	6.93	13,634	18,685	32,319	30,819	1,500
Cloquet	17.75	10,001	20,524	30,526	22,894	7,705
Columbia Heights	11.47	27,822	18,436	46,259	38,412	7,847
Coon Rapids	36.58	18,662	12,503	31,165	29,929	1,500
Corcoran	13.11	6,215	15,111	21,326	15,995	5,762
Cottage Grove	23.26	13,011	14,169	27,180	25,689	1,500
Crookston	10.99	12,509	21,564	34,073	32,573	1,500
Crystal	17.40	23,389	23,669	47,059	35,294	11,833
Detroit Lakes	9.01	12,566	12,777	25,343	23,843	1,500

Municipality	Total Needs Mileage	Population Apportionment Per Mile	Money Needs Apportionment Per Mile	Average Apportionment Per Mile	Average Construction Allocation Per Mile	Average Maintenance Apportionment Per Mile
Duluth	89.68	\$16,489	\$24,580	\$41,070	\$30,802	* 10,074
Eagan	37.80	12,837	12,239	25,076	23,654	1,500
East Bethel	21.00	5,027	6,379	11,406	10,154	1,500
East Grand Forks	10.88	12,502	14,483	26,985	20,239	* 5,092
Eden Prairie	31.05	12,342	18,775	31,117	29,903	1,500
Edina	38.87	18,886	8,936	27,821	26,329	1,500
Elk River	20.96	5,158	13,354	18,512	17,186	1,500
Eveleth	5.98	13,434	17,661	31,095	29,595	1,500
Fairmont	17.19	10,665	20,960	31,625	30,145	1,500
Falcon Heights	2.54	33,190	8,047	41,237	39,737	1,500
Faribault	18.10	14,297	17,812	32,109	24,082	* 7,987
Farmington	6.66	12,297	29,973	42,270	41,292	1,500
Fergus Falls	12.28	16,321	15,721	32,042	30,542	1,500
Forest Lake	3.69	23,256	18,709	41,965	40,750	1,500
Fridley	23.99	20,076	12,573	32,649	24,486	8,781
Golden Valley	23.30	15,574	21,537	37,111	35,635	1,500
Grand Rapids	10.57	11,960	21,059	33,018	31,555	1,500
Ham Lake	18.64	6,695	6,355	13,050	11,707	1,500
Hastings	12.58	16,827	9,175	26,002	24,541	1,500
Hermantown	12.99	8,290	11,828	20,118	18,618	1,500
Hibbing	48.36	6,982	10,486	17,468	13,101	* 4,341
Hopkins	9.41	25,967	20,190	46,157	44,668	1,500
Hutchinson	9.73	15,286	16,128	31,414	29,914	1,500
International Falls	7.89	15,887	21,200	37,087	35,587	1,500
Inver Grove Heights	17.38	15,741	12,780	28,521	27,258	1,500
Lake Elmo	9.52	8,864	8,921	17,784	13,338	4,446
Lakeville	28.16	8,368	13,990	22,358	21,098	1,500
Lino Lakes	14.15	6,291	14,391	20,682	19,697	1,500
Litchfield	7.83	12,014	16,606	28,620	27,120	1,500
Little Canada	5.10	22,187	12,049	34,237	25,678	* 0

Municipality	Total Needs Mileage	Population Apportionment Per Mile	Money Needs Apportionment Per Mile	Average Apportionment Per Mile	Average Construction Allocation Per Mile	Average Maintenance Apportionment Per Mile
Little Falls	13.78	\$8,383	\$15,724	\$24,106	\$22,654	\$1,500
Mankato	23.60	20,082	13,038	33,120	31,664	1,500
Maple Grove	35.37	12,918	17,438	30,356	25,436	* 6,209
Maplewood	15.26	28,180	0	28,180	26,988	1,500
Marshall	9.74	18,264	10,806	29,070	27,570	1,500
Mendota Heights	10.47	11,091	11,383	22,474	20,974	1,500
Minneapolis	187.10	31,589	30,570	62,159	46,619	15,559
Minnetonka	48.03	12,832	12,042	24,874	23,650	1,500
Montevideo	7.54	12,429	13,294	25,723	24,223	1,500
Moorhead	23.65	20,210	20,043	40,253	38,761	1,500
Morris	6.45	13,302	12,832	26,134	24,634	1,500
Mound	7.17	20,622	11,605	32,227	27,625	4,948
Mounds View	7.42	27,041	10,456	37,498	28,123	10,023
New Brighton	13.25	27,981	12,234	40,215	30,161	12,544
New Hope	12.64	29,102	9,607	38,708	37,216	1,500
New Ulm	12.51	17,519	17,003	34,522	33,022	1,500
Northfield	10.13	19,758	21,613	41,371	32,486	9,740
North Mankato	9.15	17,095	11,415	28,509	24,349	* 1,500
North St. Paul	7.92	23,982	13,478	37,460	36,231	1,500
Oakdale	13.63	14,171	13,833	28,004	21,003	7,369
Orono	10.94	9,969	12,576	22,545	21,059	1,500
Owatonna	16.72	17,760	17,165	34,925	33,475	1,500
Plymouth	39.70	12,688	10,979	23,667	22,408	1,500
Prior Lake	11.49	13,764	13,178	26,942	26,051	1,500
Ramsey	24.89	6,461	10,589	17,050	16,164	1,500
Red Wing	20.26	10,804	23,660	34,464	25,848	9,591
Redwood Falls	5.01	16,569	9,647	26,216	24,923	1,500
Richfield	26.06	23,142	15,750	38,892	29,169	9,944
Robbinsdale	10.33	22,245	11,464	33,709	32,209	1,500
Rochester	40.04	23,069	21,589	44,659	43,280	1,500

Municipality	Total Needs Mileage	Population Apportionment Per Mile	Money Needs Apportionment Per Mile	Average Apportionment Per Mile	Average Construction Allocation Per Mile	Average Maintenance Apportionment Per Mile
Rosemount	14.51	\$5,582	\$16,141	\$21,722	\$20,602	\$1,500
Roseville	21.99	25,954	22,555	48,508	40,144	* 1,500
St. Anthony	5.21	24,407	5,250	29,658	28,158	1,500
St. Cloud	33.50	20,246	17,153	37,399	30,107	* 0
St. Louis Park	25.27	27,069	12,488	39,556	31,642	8,917
St. Paul	157.11	27,405	33,640	61,045	45,784	15,332
St. Peter	8.12	17,770	14,462	32,232	30,732	1,500
Sauk Rapids	7.93	11,740	17,470	29,209	27,768	1,500
Savage	10.51	7,939	20,435	28,374	21,281	* 0
Shakopee	12.85	12,326	16,978	29,304	27,891	1,500
Shoreview	9.85	27,984	10,464	38,448	37,393	1,500
Shorewood	9.25	9,667	6,342	16,008	14,508	1,500
South St. Paul	14.33	23,610	19,176	42,786	32,090	11,287
Spring Lake Park	4.69	22,004	7,722	29,725	28,379	1,500
Stillwater	11.98	16,396	15,256	31,651	30,239	1,500
Thief River Falls	11.18	12,976	20,214	33,190	31,762	1,500
Vadnais Heights	5.59	14,568	9,464	24,032	22,838	1,500
Virginia	11.99	14,692	16,120	30,812	29,347	1,500
Waseca	6.31	20,753	9,731	30,485	22,863	7,621
West St. Paul	11.99	24,620	14,462	39,082	37,582	1,500
White Bear Lake	17.82	20,151	16,761	36,912	35,518	1,500
Willmar	19.56	12,948	16,399	29,346	27,861	1,500
Winona	19.07	20,945	16,395	37,340	28,005	9,618
Woodbury	21.67	14,255	20,084	34,339	33,177	1,500
Worthington	9.80	16,653	20,845	37,498	35,998	1,500
	2265.64	\$14,945	\$13,754	\$28,699	\$25,044	\$2,817

* BOND INTEREST WAS SUBTRACTED FROM TOTAL MAINTENANCE RECEIVED.

M.S.A.S. Mileage, Needs and Apportionment 1958 to 1990

Appt. Year	Number of Municipalities	Mileage	Actual 25 Year Const. Needs	Apportionment	Accumulative Apportionment
1958	58	920.40	\$190,373,337	\$7,286,074	\$7,286,074
1959	59	938.36	195,749,800	8,108,428	15,394,502
1960	59	968.82	197,971,488	8,370,596	23,765,098
1961	77	1131.78	233,276,540	9,185,862	32,950,960
1962	77	1140.83	223,014,549	9,037,698	41,988,658
1963	77	1161.06	221,458,428	9,451,125	51,439,783
1964	77	1177.11	218,487,546	10,967,128	62,406,911
1965	77	1208.81	218,760,538	11,370,240	73,777,151
1966	80	1271.87	221,992,032	11,662,274	85,439,425
1967	80	1309.93	212,065,299	12,442,900	97,882,325
1968	84	1372.36	214,086,481	14,287,775	112,170,100
1969	85	1405.35	209,186,115	15,121,277	127,291,377
1970	86	1427.59	205,103,981	16,490,064	143,781,441
1971	85	1427.41	204,854,564	18,090,833	161,872,274
1972	92	1490.86	216,734,617	18,338,440	180,210,714
1973	92	1557.31	311,183,279	18,648,610	198,859,324
1974	92	1574.52	324,787,253	21,728,373	220,587,697
1975	99	1629.30	419,869,718	22,841,302	243,428,999
1976	99	1696.56	448,678,585	22,793,386	266,222,385
1977	101	1748.55	488,779,846	27,595,966	293,818,351
1978	101	1768.90	494,433,948	27,865,892	321,684,243
1979	104	1839.51	529,996,431	30,846,555	352,530,798
1980	106	1889.03	623,880,689	34,012,618	386,543,416
1981	106	1913.57	695,487,179	35,567,962	422,111,378
1982	109	1995.74	712,299,816	42,032,978	464,144,356
1983	109	2041.94	651,035,697	46,306,272	510,450,628
1984	109	2066.80	641,783,969	48,735,190	559,185,818
1985	110	2121.49	624,641,459	56,875,174	616,060,992
1986	107	2139.42	552,944,830	59,097,819	675,158,811
1987	107	2148.07	551,850,149	53,101,745	728,260,556
1988	108	2164.99	555,994,519	58,381,022	786,641,578
1989	109	2205.05	586,716,169	76,501,442	863,143,020
1990	112	2265.64	969,735,729	81,517,107	944,660,127

Reference

Material

October 24, 1989

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 1989 Municipal Screening Board, having reviewed all information available in relation to the 25 year money needs of the Municipal State Aid Street System, do hereby submit our findings as required by Minnesota Statutes.

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

This Board, therefore, recommends that the money needs, as listed on the attached, be modified as required and used as the basis for apportioning to the urban municipalities the 1990 Apportionment Sum as provided by Minnesota Statutes, Chapter 162.13, Subdivision 1.

Respectfully submitted,

Ronald W. Rudrud
Ronald Rudrud
Chairman

Bruce R. Bullert
Bruce Bullert
Vice Chairman

James G. Grube
James Grube
Secretary

Approved:

Nicholas R. Dragisich
Nick Dragisich
District 1

James Walker
James Walker
District 2

Terry Maurer
Terry Maurer
District 3

Alvin Moen
Alvin Moen
District 4

William R. Ottensmann
William Ottensmann
District 5

Thomas W. Drake
Thomas Drake
District 6

Dwayne Haffield
Dwayne Haffield
District 7

Joseph P. Bettendorf
Joseph Bettendorf
District 8

Charles A. Siggerud
Charles Siggerud
District 9

Kenneth A. Larson
Kenneth Larson
Duluth

Marvin A. Hoshaw
Marvin Hoshaw
Minneapolis

Thomas Kuhfeld
Thomas Kuhfeld
St. Paul

Attachment: Money Needs Listing

1989 Money Needs Recommendations

 Corcoran, Forest Lake and Shorewood's needs were added to reflect actual needs received.

Municipality	Money Needs	Municipality	Money Needs

Albert Lea	\$8,244,749	Falcon Heights	\$541,756
Alexandria	3,675,819	Faribault	7,701,551
Andover	6,301,635	Farmington	4,766,649
Anoka	3,674,021	Fergus Falls	4,746,421
Apple Valley	6,312,936	Forest Lake	1,644,092
Arden Hills	1,378,587	Fridley	7,863,020
Austin	12,843,139	Golden Valley	11,052,991
Bemidji	7,056,562	Grand Rapids	4,809,281
Blaine	7,069,077	Ham Lake	2,903,207
Bloomington	40,060,085	Hastings	2,623,815
Brainerd	4,513,014	Hermantown	4,069,649
Brooklyn Center	7,063,596	Hibbing	11,971,672
Brooklyn Park	9,126,277	Hopkins	4,747,238
Buffalo	3,575,929	Hutchinson	3,096,018
Burnsville	12,662,514	International Falls	4,270,449
Champlin	2,063,830	Inver Grove Heights	4,942,322
Chanhassen	4,321,315	Lake Elmo	2,257,917
Chaska	3,289,282	Lakeville	10,164,112
Chisholm	3,196,596	Lino Lakes	5,267,615
Cloquet	8,683,806	Litchfield	3,146,291
Columbia Heights	5,380,728	Little Canada	1,015,624
Coon Rapids	9,695,540	Little Falls	5,520,686
Corcoran	4,717,823	Mankato	8,123,858
Cottage Grove	8,059,716	Maple Grove	13,739,921
Crookston	4,222,251	Maplewood	7,623,281
Crystal	6,678,879	Marshall	2,704,747
Detroit Lakes	2,681,616	Mendota Heights	2,706,173
Duluth	50,254,886	Minneapolis	138,023,805
Eagan	10,372,999	Minnetonka	18,005,688
East Bethel	3,171,470	Montevideo	2,388,322
East Grand Forks	3,305,933	Moorhead	11,409,769
Eden Prairie	12,286,364	Morris	2,061,624
Edina	9,823,011	Mound	2,234,980
Elk River	6,462,922	Mounds View	2,255,539
Eveleth	2,528,076	New Brighton	5,317,168
Fairmont	8,454,552	New Hope	3,109,139

1989 Money Needs Recommendations

Municipality	Money Needs
New Ulm	\$5,284,744
Northfield	5,793,468
North Mankato	2,603,977
North St. Paul	2,795,411
Oakdale	4,318,008
Orono	3,607,388
Owatonna	7,937,384
Plymouth	11,110,206
Prior Lake	3,899,788
Ramsey	6,091,146
Red Wing	10,324,861
Redwood Falls	1,672,332
Richfield	9,466,428
Robbinsdale	2,998,380
Rochester	21,742,731
Rosemount	5,369,150
Roseville	5,494,987
St. Anthony	935,016
St. Cloud	10,519,690
St. Louis Park	8,541,226
St. Paul	118,773,082
St. Peter	2,718,825
Sauk Rapids	3,225,970
Savage	5,015,127
Shakopee	5,228,989
Shoreview	2,570,652
Shorewood	1,396,954
South St. Paul	6,580,475
Spring Lake Park	1,150,183
Stillwater	4,644,420
Thief River Falls	5,750,765
Vadnais Heights	1,640,838
Virginia	4,483,296
Waseca	1,538,564
West St. Paul	4,158,297
White Bear Lake	6,913,687
Willmar	7,599,182
Winona	7,396,232
Woodbury	11,584,740
Worthington	4,823,205
STATE TOTAL	
	\$969,735,729

SEGMENT LISTING OF RUBBERIZED RAILROAD
 CROSSING THAT EXCEEDED \$100,000.
 (COMPUTER PROGRAM COULD NOT EXCEED \$100,000)
 THESE AMOUNTS DID NOT APPEAR ON THE CITY'S COMPUTERIZED NEED SHEETS
 BUT ARE INCLUDED IN THE SPREAD SHEET COMPUTING MONEY NEEDS APPORTIONMENT.

Municipality	SEGMENT	AMOUNT	TOTAL
Austin	104-101-010	\$30,800	
	104-131-030	30,800	
		----- 61,400	\$61,400
Bemidji	105-115-004	112,000	
	105-115-004	84,000	
		----- 196,000	196,000
Coon Rapids	114-119-045	30,800	30,800
Northfield	149-111-030	33,600	
	149-115-010	30,800	
	149-117-005	33,600	
	149-117-005	336,000	
		----- 434,000	434,000
Owatonna	153-109-040	36,400	36,400
Red Wing	156-122-020	92,400	
	156-123-010	56,000	
		----- 148,400	148,400
St. Paul	164-132-110	100,800	
	164-180-030	30,800	
	164-217-015	100,800	
	164-245-020	37,800	
	164-249-010	92,400	
	164-252-010	36,400	
		----- 399,000	399,000
Shakopee	166-103-040	30,800	30,800
Thief River Falls	170-108-005	84,000	
	170-111-020	61,600	
		----- 145,600	145,600
Ramsey	199-112-010	44,800	44,800
Buffalo	213-102-040	30,800	
	213-106-050	61,600	
	213-104-060	100,800	
		----- 193,200	193,200
Total			----- \$1,720,400

NEEDS ADJUSTMENT FOR STORM SEWER CONSTRUCTION

(For reference, see Storm Sewer Resolution)

MUNICIPALITY	1984-1987 EXPENDITURES FOR THE 1989 APPORT.	(+) 1988 EXPENDITURES	(=) TOTAL NEEDS FOR 1990 APPORTIONMENT ADJUSTMENT
Albert Lea	\$0	\$28,817	\$28,817
Alexandria	41,257	0	41,257
Andover	19,426	0	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	51,283	182,588
Blaine	315,351	16,904	332,255
Bloomington	150,772	0	150,772
Brainerd	221,028	0	221,028
Brooklyn Center	35,520	193,812	229,332
Brooklyn Park	195,589	5,273	200,862
Buffalo	0	0	0
Burnsville	1,270,387	1,334	1,271,721
Champlin	0	213,295	213,295
Chanhassen	121,677	102,543	224,220
Chaska	31,784	0	31,784
Chisholm	15,159	36,715	51,874
Cloquet	322,239	74,203	396,442
Columbia Heights	27,044	0	27,044
Coon Rapids	774,086	344,162	1,118,248
Cottage Grove	81,941	107,168	189,109
Crookston	0	42,118	42,118
Crystal	304,624	0	304,624
Detroit Lakes	59,866	0	59,866
Duluth	725,232	96,597	821,829
Eagan	311,403	0	311,403
East Bethel	4,736	0	4,736
East Grand Forks	219,968	0	219,968
Eden Prairie	0	216,216	216,216
Edina	111,576	21,367	132,943
Elk River	103,297	99,724	203,021
Eveleth	20,331	0	20,331
Fairmont	103,010	0	103,010
Falcon Heights	0	0	0
Faribault	44,800	0	44,800
Farmington	0	0	0
Fergus Falls	0	29,454	29,454
Fridley	90,957	0	90,957
Golden Valley	392,134	99,565	491,699
Grand Rapids	0	0	0
Ham Lake	0	0	0
Hastings	170,309	0	170,309
Hermantown	0	78,920	78,920
Hibbing	22,707	17,843	40,550
Hopkins	9,499	0	9,499
Hutchinson	0	70,295	70,295
International Falls	0	0	0
Inver Grove Heights	111,735	0	111,735
Lake Elmo	0	0	0

Lakeville	83,454	145,832	229,286
Lino Lakes	85,929	0	85,929
Litchfield	355,205	0	355,205
Little Canada	166,020	0	166,020
Little Falls	46,437	0	46,437
Mankato	159,039	175,675	334,714
Maple Grove	542,249	131,321	673,570
Maplewood	0	0	0
Marshall	22,101	0	22,101
Mendota Heights	24,848	71,709	96,557
Minneapolis	1,415,173	577,115	1,992,288
Minnetonka	9,499	0	9,499
Montevideo	28,890	0	28,890
Moorhead	50,040	73,808	123,848
Morris	81,702	0	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	134,864	325,938
Northfield	85,679	29,238	114,917
North Mankato	186,024	0	186,024
North St. Paul	14,061	39,352	53,413
Oakdale	160,201	66,812	227,013
Orono	0	0	0
Owatonna	64,275	0	64,275
Plymouth	71,758	0	71,758
Prior Lake	161,177	0	161,177
Ramsey	122,350	106,727	229,077
Red Wing	54,790	0	54,790
Redwood Falls	0	0	0
Richfield	46,951	0	46,951
Robbinsdale	64,873	34,015	98,888
Rochester	521,290	49,680	570,970
Rosemount	85,452	169,914	255,366
Roseville	202,398	0	202,398
St. Anthony	39,301	0	39,301
St. Cloud	939,550	100,249	1,039,799
St. Louis Park	0	0	0
St. Paul	7,932,148	3,862,785	11,794,933
St. Peter	88,645	0	88,645
Sauk Rapids	44,224	246,969	291,193
Savage	222,984	0	222,984
Shakopee	23,492	184,441	207,933
Shoreview	16,445	62,049	78,494
South St. Paul	112,477	46,447	158,924
Spring Lake Park	0	0	0
Stillwater	179,053	0	179,053
Thief River Falls	29,506	0	29,506
Vadnais Heights	25,761	0	25,761
Virginia	33,107	0	33,107
Waseca	23,639	0	23,639
West St. Paul	47,879	126,979	174,858
White Bear Lake	175,997	74,358	250,355
Willmar	69,368	0	69,368
Winona	83,668	0	83,668
Woodbury	14,224	0	14,224
Worthington	20,078	34,385	54,463
TOTAL	\$22,416,950	\$8,492,332	\$30,909,282

UNENCUMBERED CONSTRUCTION FUND BALANCE

(Amount as of September 1, 1989)

Municipality	A ----- Amount Available 9-1-89	B ----- 1989 Construction Allotment	C ----- Construction Fund Balance	D ----- Column C ----- Column B
Albert Lea	\$1,027,633	\$489,448	\$538,185	1.10
Alexandria	244,747	223,409	21,338	0.10
Andover	250,776	365,573	---	0.00
Anoka	484,921	379,119	105,802	0.28
Apple Valley	2,117,620	749,410	1,368,210	1.83
Arden Hills	195,227	195,227	---	0.00
Austin	1,270,116	657,744	612,372	0.93
Bemidji	465,855	283,644	182,211	0.64
Blaine	1,803,142	809,850	993,292	1.23
Bloomington	580,928	1,678,829	---	0.00
Brainerd	507,612	385,830	121,782	0.32
Brooklyn Center	2,112,286	740,768	1,371,518	1.85
Brooklyn Park	1,906,414	1,060,849	845,565	0.80
Buffalo	282,892	282,893	---	0.00
Burnsville	1,117,559	1,133,381	---	0.00
Champlin	233,197	226,564	6,633	0.03
Chanhassen	---	329,149	---	0.00
Chaska	465,760	234,543	231,217	0.99
Chisholm	330,078	197,416	132,662	0.67
Cloquet	1,025,596	578,465	447,131	0.77
Columbia Heights	715,592	313,322	402,270	1.28
Coon Rapids	339,821	1,076,424	---	0.00
Cottage Grove	771,665	590,239	181,426	0.31
Crookston	312,601	385,682	---	0.00
Crystal	823,454	678,850	144,604	0.21
Detroit Lakes	150,503	183,269	---	0.00
Duluth	2,528,790	2,403,653	125,137	0.05
Eagan	180,726	929,831	---	0.00
East Bethel	113,960	269,923	---	0.00
East Grand Forks	---	246,631	---	0.00
Eden Prairie	831,711	1,019,930	---	0.00
Edina	1,498,937	857,670	641,267	0.75
Elk River	---	406,954	---	0.00
Eveleth	8,628	135,654	---	0.00
Fairmont	414,737	413,963	774	0.00
Falcon Heights	124,560	97,535	27,025	0.28

Municipality	A ----- Amount Available 9-1-89	B ----- 1989 Construction Allotment	C ----- Construction Fund Balance	D ----- Column C ----- Column B
Faribault	\$515,310	\$410,356	\$104,954	0.26
Farmington	328,003	315,214	12,789	0.04
Fergus Falls	432,339	315,433	116,906	0.37
Fridley	1,240,744	523,337	717,407	1.37
Golden Valley	1,445,070	710,381	734,689	1.03
Grand Rapids	331,375	249,116	82,259	0.33
Ham Lake	373,012	250,957	122,055	0.49
Hastings	376,834	332,415	44,419	0.13
Hermantown	814,713	301,437	513,276	1.70
Hibbing	261,686	735,452	---	0.00
Hopkins	409,259	409,259	---	0.00
Hutchinson	78,896	323,478	---	0.00
International Falls	479,815	192,836	286,979	1.49
Inver Grove Heights	790,766	512,265	278,501	0.54
Lake Elmo	392,263	132,296	259,967	1.97
Lakeville	195,893	678,970	---	0.00
Lino Lakes	891,124	322,091	569,033	1.77
Litchfield	537,233	201,789	335,444	1.66
Little Canada	237,906	172,384	65,522	0.38
Little Falls	681,082	230,599	450,483	1.95
Mankato	1,271,216	683,490	587,726	0.86
Maple Grove	46,960	1,009,549	---	0.00
Maplewood	2,738,069	389,035	2,349,034	6.04
Marshall	466,249	274,854	191,395	0.70
Mendota Heights	400,833	234,683	166,150	0.71
Minneapolis	17,809,643	8,150,626	9,659,017	1.19
Minnetonka	1,897,028	1,020,618	876,410	0.86
Montevideo	231,610	201,438	30,172	0.15
Moorhead	1,104,736	825,569	279,167	0.34
Morris	141,491	185,619	---	0.00
Mound	259,977	199,826	60,151	0.30
Mounds View	398,142	192,754	205,388	1.07
New Brighton	848,828	318,499	530,329	1.67
New Hope	77,019	336,169	---	0.00
New Ulm	792,808	391,962	400,846	1.02
Northfield	783,516	317,967	465,549	1.46
North Mankato	322,596	197,557	125,039	0.63
North St. Paul	384,751	268,620	116,131	0.43
Oakdale	320,853	265,912	54,941	0.21

Municipality	A	B	C	D
	Amount Available 9-1-89	1989 Construction Allotment	Construction Fund Balance	Column C ----- Column B
Orono	\$426,960	\$189,886	\$237,074	1.25
Owatonna	868,373	543,350	325,023	0.60
Plymouth	1,768,923	959,780	809,143	0.84
Prior Lake	749,448	294,461	454,987	1.55
Ramsey	606,687	467,173	139,514	0.30
Red Wing	828,644	517,765	310,879	0.60
Redwood Falls	349,921	154,942	194,979	1.26
Richfield	1,747,498	604,012	1,143,486	1.89
Robbinsdale	465,397	261,861	203,536	0.78
Rochester	4,033,022	1,491,338	2,541,684	1.70
Rosemount	237,216	295,409	---	0.00
Roseville	1,214,654	1,056,092	158,562	0.15
St. Anthony	254,856	155,786	99,070	0.64
St. Cloud	1,176,003	1,119,392	56,611	0.05
St. Louis Park	2,488,568	1,210,743	1,277,825	1.06
St. Paul	12,236,996	6,380,550	5,856,446	0.92
St. Peter	102,328	187,109	---	0.00
Sauk Rapids	297,097	205,164	91,933	0.45
Savage	336,074	212,712	123,362	0.58
Shakopee	494,990	360,573	134,417	0.37
Shoreview	416,515	344,691	71,824	0.21
South St. Paul	563,219	369,957	193,262	0.52
Spring Lake Park	373,331	106,987	266,344	2.49
Stillwater	919,115	352,591	566,524	1.61
Thief River Falls	---	265,687	---	0.00
Vadnais Heights	516,080	109,367	406,713	3.72
Virginia	136,779	262,000	---	0.00
Waseca	281,234	176,341	104,893	0.59
West St. Paul	416,137	402,464	13,673	0.03
White Bear Lake	743,375	511,841	231,534	0.45
Willmar	590,633	377,933	212,700	0.56
Winona	846,696	471,642	375,054	0.80
Woodbury	2,010,522	756,612	1,253,910	1.66
Worthington	302,976	294,453	8,523	0.03
TOTAL	\$105,147,959	\$65,267,117	\$47,156,035	0.72

Excess Unencumbered Construction Fund Balance

Maplewood was the only city with an excess balance as of September 1, 1989. The city declined the opportunity to appear before the Subcommittee.

	(A)		(B)
Balance as of <u>9-1-89</u>	1989 Construction Allotment	(=)	Amount available <u>9-1-89</u>
\$2,738,069	\$389,035		\$2,349,034
(C)	(D)		(E)
** Allowable <u>Balance</u>	(B-C) Excess <u>Balance</u>	(=)	(3 X B) (Negative) <u>Needs</u>
\$778,070	\$1,570,964		\$7,047,102

The Screening Committee by following the guidelines outlined in the resolution recommended that Maplewood receive an adjustment by three times the amount available (city's unencumbered construction fund balance less the current year's construction allotment) from the city's 25 year needs. This is a negative adjustment to the money needs of \$7,074,102. The city had an adjustment of two times the amount available in 1988.

** Two times the construction allotment.

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

(For Reference, See Offsystem Resolution)

MUNICIPALITY	1988 EXPEN- DITURES	1978 - 1987 EXPENDITURE (+) ADJUSTMENT	EXPIRED ADJUSTMENT (-)	1990 APPORTION- MENT ADJUSTMENT =
Albert Lea	\$0	\$247,705	\$	\$247,705
Alexandria	161,571	0		161,571
Andover	0	113,955		113,955
Anoka	0	153,341	(10,366)	142,975
Apple Valley	138,909	0		138,909
Arden Hills	0	80,983		80,983
Austin	79,356	704,123	(200,882)	582,597
Bemidji	0	152,964		152,964
Blaine	0	226,333	(110,718)	115,615
Bloomington	563,553	2,457,780	(308,870)	2,712,463
Brainerd	0	40,806		40,806
Brooklyn Center	0	38,893	(38,893)	0
Brooklyn Park	12,260	8,274	(7,378)	13,156
Burnsville	0	13,763		13,763
Champlin	0	15,512		15,512
Chanhassen	0	0		0
Chaska	0	411,966		411,966
Chisholm	0	32,143		32,143
Cloquet	30,745	0		30,745
Columbia Heights	0	30,000	(30,000)	0
Coon Rapids	0	471,523	(416,454)	55,069
Cottage Grove	0	0		0
Crookston	0	0		0
Crystal	0	31,134		31,134
Detroit Lakes	0	0		0
Duluth	111,830	32,450	(25,972)	118,308
Eagan	0	6,235	(6,004)	231
East Bethel	0	0		0
East Grand Forks	0	0		0
Eden Prairie	0	278,447	(123,117)	155,330
Edina	0	1,088,398		1,088,398
Elk River	0	0		0
Eveleth	0	33,271		33,271
Fairmont	0	0		0
Falcon Heights	0	0		0
Faribault	0	40,753		40,753
Fergus Falls	0	128,635		128,635
Fridley	0	59,491		59,491
Golden Valley	0	0		0
Grand Rapids	0	0		0
Ham Lake	0	0		0
Hastings	50,119	201,463		251,582
Hermantown	0	0		0
Hibbing	0	0		0
Hopkins	45,740	397,105	(210,653)	232,192
Hutchinson	0	0		0
International Falls	0	0		0
Inver Grove Heights	0	103,772		103,772
Lake Elmo	0	0		0

Lakeville	0	1,016,864	(5,188)	1,011,676
Lino Lakes	0	0		0
Litchfield	0	69,612		69,612
Little Canada	0	0		0
Little Falls	0	0		0
Mankato	0	1,387,240	(442,544)	944,696
Maple Grove	0	12,602	(11,706)	896
Maplewood	0	0		0
Marshall	0	12,703		12,703
Mendota Heights	0	7,351		7,351
Minneapolis	469,702	1,822,256		2,291,958
Minnetonka	381,491	4,725,176	(1,459,501)	3,647,166
Montevideo	0	0		0
Moorhead	36,692	0		36,692
Morris	116	187,625		187,741
Mound	236,963	118,155	(32,132)	322,986
Mounds View	0	260,896		260,896
New Brighton	0	968,418		968,418
New Hope	202,000	57,468		259,468
New Ulm	144,326	0		144,326
Northfield	42,054	195,773		237,827
North Mankato	0	22,792		22,792
North St. Paul	215,237	0		215,237
Oakdale	0	0		0
Orono	0	28,516		28,516
Owatonna	599,204	356,186		955,390
Plymouth	0	37,837		37,837
Prior Lake	0	0		0
Ramsey	0	0		0
Red Wing	0	0		0
Redwood Falls	196,334	0		196,334
Richfield	0	35,576		35,576
Robbinsdale	0	125,441	(51,954)	73,487
Rochester	0	43,384		43,384
Rosemount	0	46,989		46,989
Roseville	0	0		0
St. Anthony	0	224,764	(975)	223,789
St. Cloud	0	325,213	(7,807)	317,406
St. Louis Park	0	1,490,704	(50,255)	1,440,449
St. Paul	607,692	2,935,299	(529,772)	3,013,219
St. Peter	10,829	0		10,829
Sauk Rapids	0	135,926		135,926
Savage	0	0		0
Shakopee	(2,991)	109,897		106,906
Shoreview	71,924	70,685	(19,934)	122,675
South St. Paul	0	2,139		2,139
Spring Lake Park	0	7,532		7,532
Stillwater	0	8,993		8,993
Thief River Falls	0	400,557		400,557
Vadnais Heights	0	0		0
Virginia	0	38,403		38,403
Waseca	0	0		0
West St. Paul	0	190,000		190,000
White Bear Lake	0	167,468	(68,048)	99,420
Willmar	67,120	324,601		391,721
Winona	0	0		0
Woodbury	0	71,559		71,559
Worthington	0	31,113		31,113
TOTAL	\$4,472,776	\$25,674,931	(\$4,169,123)	\$25,978,584

Unamortized Bond Account Balance

 (Amount as of December 31, 1988)

(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, 1988	Unencumbered Bond Balance Available	Off System Disbursement	Bond Account Adjustment
Andover	9-1-84	\$510,000	\$310,000	\$333,350	\$176,650		\$133,350
Andover	8-1-88	500,000	500,000	59,197	440,803		59,197
Anoka	7-1-86	985,000	825,000	0	985,000		(160,000)
Apple Valley	4-1-71	250,000	40,000	250,000	0		40,000
Apple Valley	12-1-74	100,000	35,000	100,000	0		35,000
Apple Valley	8-1-79	875,000	690,000	875,000	0		690,000
Brainerd	6-1-74	620,000	115,000	620,000	0		115,000
Brainerd	10-1-85	430,000	380,000	430,000	0		380,000
Brooklyn Center	9-1-70	1,050,000	180,000	1,050,000	0		180,000
Cottage Grove	5-1-77	560,000	295,000	541,186	18,814		276,186
Cottage Grove	5-1-78	610,000	115,000	0	610,000		(495,000)
Crystal	6-20-86	407,000	0	407,000	0		0
Duluth	4-1-85	1,425,000	558,750	1,300,000	125,000		433,750
Eagan	7-1-86	3,000,000	2,690,000	371,183	2,628,817		61,183
East Grand Forks	9-1-65	325,000	105,000	325,000	0		105,000
Eden Prairie	12-1-82	2,300,000	650,000	2,211,663	88,337		561,663
Falcon Heights	4-21-80	170,000	0	142,012	27,988		(27,988)
Faribault	7-1-74	550,000	75,000	550,000	0		75,000
Grand Rapids	6-1-69	200,000	20,000	200,000	0		20,000
Ham Lake	7-1-80	330,000	40,000	330,000	0		40,000
Hibbing	9-1-82	1,100,000	400,000	748,867	351,133		48,867

Municipality	Date of Issue	Amount of Issue	Unamortized Bond Balance	Total Disbursements and Obligations to December 31, 1988	Unencumbered Bond Balance Available	Off System Disbursement	Bond Account Adjustment
Little Canada	10-1-81	\$225,000	\$150,000	\$225,000	0		\$150,000
Little Canada	8-1-86	340,000	325,000	169,032	170,968		154,032
Maple Grove	7-16-79	1,100,000	160,000	1,080,299	19,701		140,299
Maplewood	8-1-71	540,000	130,000	540,000	0		130,000
Marshall	7-1-81	310,000	0	235,496	74,504		(74,504)
Mendota Heights	3-1-75	360,000	200,000	360,000	0		200,000
* New Hope	5-14-73	101,000	0	100,397	603	(84,422)	0
Northfield	9-1-73	315,000	0	315,000	0		0
North Mankato	6-1-86	550,000	0	0	550,000		(550,000)
Orono	8-1-79	270,000	0	204,747	65,253		(65,253)
Red Wing	9-1-84	600,000	125,000	600,000	0		125,000
Redwood Falls	1982	215,000	85,000	0	215,000		(130,000)
Roseville	12-1-85	2,225,000	2,075,000	2,225,000	0		2,075,000
St. Cloud	6-1-70	1,335,000	130,000	1,335,000	0		130,000
St. Cloud	7-1-82	1,000,000	955,000	760,233	239,767		715,233
St. Cloud	9-1-83	1,645,000	1,535,000	830,906	814,094		720,906
** St. Paul	**	**	**	**	**	**	402,739
Savage	10-1-87	875,000	875,000	0	875,000		0
Spring Lake Park	1980	195,000	25,000	156,107	38,893		(13,893)
Virginia	2-1-78	420,000	125,000	420,000	0		125,000
Woodbury	11-12-75	263,000	30,000	243,853	19,147		10,853
TOTAL		\$29,181,000	\$14,948,750	\$20,645,528	\$8,535,472	(\$84,422)	\$6,816,620

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

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

NON-EXISTING BRIDGE CONSTRUCTION

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

"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 & 1990	2001 & 2004	2,326,375
Brainerd	1976	1990	576,113
Brooklyn Center	1976	1990	197,709
Burnsville	1986	2000	349,684
Chaska	1976	1990	28,800
* Duluth	1987	2001	1,054,200
Eden Prairie	1985	1999	974,299
Grand Rapids	1980	1994	553,858
Hastings	1983	1997	233,038
Hutchinson	1980	1994	570,793
Maplewood	1976	1990	55,736
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			- \$15,289,311

* Approved by the Screening Board in 1986 for reconstruction of the lift bridge.

NEEDS ADJUSTMENT FOR RIGHT-OF-WAY ACQUISITION

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

MUNICIPALITY	1978-1987 EXPENDITURES		1988 EXPENDI- TURES	TOTAL NEEDS FOR 1990 APPORTIONMENT ADJUSTMENT
	TOTAL NEEDS FOR THE 1989 APPORT.	(+)		
Albert Lea	--	--	--	--
Alexandria	--	--	--	--
Andover	--	--	--	--
Anoka	\$28,974	--	--	\$28,974
Apple Valley	--	--	--	--
Arden Hills	--	--	--	--
Austin	--	--	--	--
Bemidji	--	--	--	--
Blaine	--	--	--	--
Bloomington	832,491	--	--	832,491
Brainerd	--	--	--	--
Brooklyn Center	--	23,875	--	23,875
Brooklyn Park	--	--	--	--
Burnsville	470,847	48,800	--	519,647
Champlin	--	--	--	--
Chanhassen	--	--	--	--
Chaska	82,566	--	--	82,566
Chisholm	--	--	--	--
Cloquet	73,539	--	--	73,539
Columbia Heights	30,500	--	--	30,500
Coon Rapids	127,362	6,160	--	133,522
Cottage Grove	--	--	--	--
Crookston	1,108,538	--	--	1,108,538
Crystal	3,000,296	--	--	3,000,296
Detroit Lakes	--	--	--	--
Duluth	175,250	--	--	175,250
Eagan	271,918	--	--	271,918
East Bethel	14,000	--	--	14,000
East Grand Forks	--	121,700	--	121,700
Eden Prairie	--	--	--	--
Edina	--	45,296	--	45,296
Elk River	--	--	--	--
Eveleth	--	--	--	--
Fairmont	1,825	21,907	--	23,732
Falcon Heights	--	--	--	--
Faribault	2,346	--	--	2,346
Fergus Falls	67,200	--	--	67,200
Fridley	5,853	--	--	5,853
Golden Valley	1,140,625	--	--	1,140,625
Grand Rapids	--	--	--	--
Ham Lake	--	--	--	--
Hastings	17,620	--	--	17,620
Hermantown	23,750	--	--	23,750
Hibbing	15,500	--	--	15,500
Hopkins	--	--	--	--
Hutchinson	--	--	--	--
International Falls	--	--	--	--
Inver Grove Heights	617,797	--	--	617,797
Lake Elmo	19,706	4,845	--	24,551
Lakeville	--	--	--	--

Lino Lakes	64,950	--	64,950
Litchfield	--	--	--
Little Canada	43,300	--	43,300
Little Falls	--	43,316	43,316
Mankato	323,285	--	323,285
Maple Grove	50,038	--	50,038
Maplewood	--	--	--
Marshall	58,320	--	58,320
Mendota Heights	--	8,970	8,970
Minneapolis	6,652,348	--	6,652,348
Minnetonka	282,150	--	282,150
Montevideo	--	--	--
Moorhead	21,000	42,500	63,500
Morris	15,476	--	15,476
Mound	107,446	--	107,446
Mounds View	--	--	--
New Brighton	--	--	--
New Hope	--	--	--
New Ulm	--	--	--
Northfield	8,850	--	8,850
North Mankato	395,146	--	395,146
North St. Paul	--	24,744	24,744
Oakdale	--	--	--
Orono	--	--	--
Owatonna	113,638	--	113,638
Plymouth	45,208	--	45,208
Prior Lake	--	--	--
Ramsey	89,911	5,900	95,811
Red Wing	76,176	--	76,176
Redwood Falls	--	--	--
Richfield	1,440,531	--	1,440,531
Robbinsdale	--	--	--
Rochester	773,111	--	773,111
Rosemount	--	--	--
Roseville	1,383,005	--	1,383,005
St. Anthony	--	--	--
St. Cloud	785,823	--	785,823
St. Louis Park	335,520	--	335,520
St. Paul	2,521,732	20,892	2,542,624
St. Peter	--	--	--
Sauk Rapids	9,834	--	9,834
Savage	--	--	--
Shakopee	--	--	--
Shoreview	--	--	--
South St. Paul	--	--	--
Spring Lake Park	--	--	--
Stillwater	104,442	--	104,442
Thief River Falls	2,269	--	2,269
Vadnais Heights	--	--	--
Virginia	--	--	--
Waseca	5,000	--	5,000
West St. Paul	--	--	--
White Bear Lake	177,573	102,250	279,823
Willmar	22,500	--	22,500
Winona	340,950	--	340,950
Woodbury	80,054	--	80,054
Worthington	26,842	--	26,842
TOTAL	\$24,484,931	\$521,155	\$25,006,086

TRUNK HIGHWAY TURNBACKS

The following tabulation shows the Trunk Highway Turnback Maintenance allowance for the 1990 Apportionment. All turnbacks eligible for maintenance payments are included in this tabulation as of December 1, 1989. 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.	1990 Maintenance Allowance Miles X \$7,200	
<u>Brooklyn Park</u>								
137 (TH 169)	10-1-88	1.53	No	0.00	1.53	11-88	1.53 x \$7,200	= \$11,016
<u>Champlin</u>								
114 (TH 169)	10-1-88	0.54	No	0.00	0.54	11-88	.54 x \$7,200	= \$3,888
<u>Crookston</u>								
115	11-87	0.30	No	0.00	0.30	03-88	.30 x \$7,200	= \$2,160
144 (TH 75)	11-87	1.28	No	0.00	1.28	03-88	1.28 x \$7,200	= \$9,216
		----- 1.58			----- 1.58			----- \$11,376
<u>Mankato</u>								
101 (TH 22)	4-1-85	1.12	No	0.95	0.17	06-85	.17 x \$7,200	= \$1,224
							.86 x \$7,200 x 4/12	= \$2,064
								----- \$3,288
<u>Maple Grove</u>								
128 (TH 169)	10-1-88	0.50	No	0.00	0.50	11-88	.50 x \$7,200	= \$3,600

MSAS Route No.	Date of Release	Total Mileage	Plan Approve	Miles Const.	Miles Eligible Maint.	Date of MSAS Desig.	1990 Maintenance Allowance Miles X \$7,200		
<hr/>									
St. Cloud									
<hr/>									
140 (TH 15)	10-80	1.36	Yes	0.50	0.86	02-81	.86 x \$7,200	=	\$6,192
Willmar									
<hr/>									
153 (TH 23 & 71)	10-85	3.22	No	0.00	3.22	01-86	3.22 x \$7,200	=	\$23,184
<hr/>									
TOTAL		9.85		1.45	8.40				\$62,544

CURRENT RESOLUTIONS
OF THE
MUNICIPAL SCREENING BOARD

OCTOBER 1989

BE IT RESOLVED:

ADMINISTRATION

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.

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 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.

Appointment to Unencumbered Construction Funds Subcommittee - Revised
June 1979

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

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.

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.

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.

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.

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.

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. 1988)

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 date of project letting 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 date of the letting 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.

Needs for resurfacing, lighting, and traffic signals shall be allowed on all Municipal State Aid Streets at all times.

That any bridge construction project shall cause the needs of the affected bridge to be removed for a period of 35 years from the project letting date or date of force account agreement. At the end of the 35 year period, needs for complete reconstruction of the bridge will be reinstated in the needs study at the initiative of the Municipal Engineer. If, during the period that complete bridge needs are being received the bridge is improved with a bituminous overlay, the municipality will continue to receive complete needs but shall have the non-local cost of the overlay deducted from its total needs for a period of ten (10) years.

The adjustments above will apply regardless of the source of funding for the road or bridge project. Needs may be granted as an exception to this resolution upon request by the Municipal Engineer and justification to the satisfaction of the State Aid Engineer (e.g., a deficiency due to changing standards, projected traffic, or other verifiable causes).

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 the revocation.

DESIGN

Design Limitation on Non-Existing Streets - Oct. 1965

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

Less Than Minimum Width - Oct. 1961 (Revised 1986)

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

Greater Than Minimum Width

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

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.

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.

Oct. 1961 (Revised May 1980, Oct. 1982 and Oct. 1983)

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

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

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

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

COST

Construction Item Unit Prices - (Revised Annually)

Right of Way:			\$ 60,000.00	Acre
Grading:			\$	3.00 Cu. Yd.
Base:				
	Class 4	Spec. #2211	\$	4.75 Ton
	Class 5	Spec. #2211	\$	5.75 Ton
	Bituminous	Spec. #2331	\$	21.00 Ton
Surface:				
	Bituminous	Spec. #2331	\$	21.00 Ton
	Bituminous	Spec. #2341		24.00 Ton
	Bituminous	Spec. #2361		34.00 Ton
Shoulders:				
	Gravel	Spec. #2221	\$	4.25 Ton
Miscellaneous:				
	Storm Sewer Construction		\$196,000.00	Mile
	Storm Sewer Adjustment		62,000.00	Mile
	Traffic Signals	15,000 to	45,000.00	Mile
	Street Lighting		16,000.00	Mile
	Curb & Gutter		5.50	Lin. Ft.
	Sidewalk		14.00	Sq. Yd.
Removal Items:				
	Curb & Gutter		\$	1.75 Lin. Ft.
	Sidewalk			4.00 Sq. Yd.
	Concrete Pavement			3.75 Sq. Yd.
	Tree Removal			140.00 Unit

STRUCTURES

Bridge Costs - Oct. 1961 (Revised Annually)

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

Bridges 0 to 149 Ft.	\$ 55.00	Sq. Ft.
Bridges 150 to 499 Ft.	\$ 60.00	Sq. Ft.
Bridges 500 & Over	\$ 70.00	Sq. Ft.
Bridge Widening	\$200.00	Sq. Ft.

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

for State Aid reimbursement for a 15-year period." This directive to exclude all Federal or State grants.

Bridge Width & Costs - (Revised Annually)

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

Railroad Over Highway

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

RAILROAD CROSSINGS

Railroad Crossing Costs - (Revised Annually)

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

Railroad Grade Crossings

Signals - (Single track - low speed)	\$70,000 Unit
Signals and Gates(Multiple Track - high speed)	\$99,000 Unit
Signs Only & low speed)	\$ 300 Unit
Rubberized Railroad Crossings	\$ 700 Lin. Ft.

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 1976, 1979)

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.

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.

"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."

Unencumbered Construction Fund Balance Adjustment - 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.

Excess Unencumbered Construction Fund Balance (Revised June 1989)

Whenever a municipality's construction fund balance available as of February 1, of the current year, not including the current years allotment, exceeds \$300,000 or two times their annual construction allotment (whichever is greater), the State Aid Office shall notify the City in writing by March 1st of this excess balance and outline the financial impact to the City if this unencumbered construction fund balance is not reduced to the stated amount by September 1, of that year. The State Aid Office shall review the balance as of June 30, and send a second notice to those cities still exceeding the allowable unencumbered construction fund balance based upon the criteria stated above and include further explanation of the financial impact to their city if the balance is not reduced within the guidelines by September 1, of that same year. The Unencumbered Construction Fund Subcommittee shall meet with those cities still having an excess unencumbered construction fund balance after September 1, of that year and inform them of the adjustment which will be made to their 25 year construction needs for the following year. It is understood that either the submittal of a report of State Aid Contract or report of final contract approved by the District State Aid Engineer by September 1, which reduces the fund balance within required limits shall be considered acceptable to meeting the intent of this particular resolution. In the event the city does not meet the requirements of this resolution to reduce their unencumbered construction fund balance as per the criteria stated above, an adjustment of twice the

amount available (city's unencumbered construction fund balance less the current years construction allotment) will be deducted from the city's twenty-five year needs prior to the succeeding year apportionment. The initial adjustment, based on the last allocation, loss of apportionment shall not exceed the excess balance. 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 balance adjustment previously defined.

(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.

Storm Sewer - June 1986 (revised October 1989)

For the 1990 needs and the 1991 apportionment and thereafter, the money needs for municipal State Aid segments requiring complete storm sewer shall be included in the Needs Study at the unit rate annually set by the Municipal Screening Committee. Storm sewer adjustment needs shall be included in the Needs Study for street segments rated inadequate or deficient yet possess completed storm sewers.

For and through the 1990 apportionment, all complete Storm Sewer Construction projects let in 1984 through 1988 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 through 1988, 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.

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.

Variance Granted - Reduction of Money Needs - Oct. 1982 (Revised Oct. 1984) (Revised Oct. 1987) (Revised Oct. 1989)

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 shall be furnished by the City to the State Aid Office at the same time as the "Hold Harmless" City Council resolution is submitted for final variance approval.) This would be a one-year adjustment to the 25-year needs.

Trunk Highway Turnback - Oct. 1967 (Revised June 1989)

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 \$7,200 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 \$7,200 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.

TRAFFIC - June 1971

Traffic Limitation on Non-Existing Streets - Oct. 1965

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

Traffic Manual - Oct. 1962

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

Traffic Counting - Sept. 1973 (Revised June 1987)

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

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

JANUARY 9, 1990

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