



1990

***Municipal
State Aid
Needs Report***

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October 1990

PREFACE

The "1990 Municipal State Aid Needs Report" is presented to the Municipal Screening Board for use in making their annual money needs recommendations to the Commissioner of Transportation. This submittal is required by Mn. Statute 162.13 Sub. 3 and is to be made to the Commissioner on or before November 1 of each year for his determination.

The money needs contained in this publication has been compiled from reporting submitted by each individual municipality. Design is established by State Aid Standards based on traffic, and the money needs are calculated using the unit prices as determined by the Screening Board at their spring meeting in June, 1990.

The 1980 and Special Census data is combined with the Commissioner's final money needs determination and is the resulting 1991 allocation which will be reported in the "1991 Municipal State Aid Apportionment Data" to be published in January, 1991.

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1990 MUNICIPAL SCREENING BOARD

OFFICERS

Chairman	Bruce Bullert	Savage	(612) 890-1045
Vice Chairman	Jim Grube	St. Louis Park	(612) 924-2551
Secretary	Dan Edwards	Fergus Falls	(218) 739-2251

MEMBERS

District	Served	Representative		
1	2	Nick Dragisich	Virginia	(218) 741-2388
2	3	James Walker	Thief River Falls	(218) 751-3004
3	3	Terry Maurer	Elk River	(612) 774-6021
4	2	Alvin Moen	Alexandria	(612) 762-8149
5	1	Michael Eastling	Richfield	(612) 861-9700
6	2	Tom Drake	Red Wing	(612) 227-6220
7	1	Pete McClurg	New Ulm	(507) 359-8245
8	3	Joseph Bettendorf	Litchfield	(612) 252-4740
9	1	Ken Haider	Maplewood	(612) 770-4552
(Three Cities		Kenneth Larson	Duluth	(218) 723-3278
of the		Marvin Hoshaw	Minneapolis	(612) 673-2476
First Class)		Thomas Kuhfeld	St. Paul	(612) 292-6276

District	Alternates		
1	Jim Prusak	Cloquet	(218) 879-6758
2	David Kildahl	Crookston	(218) 281-6522
3	Sidney Williamson	Sauk Rapids	(612) 251-4553
4	Herb Reimer	Moorhead	(218) 299-5390
5	Larry Anderson	Prior Lake	(612) 447-4230
6	Arnold Putnam	Owatonna	(507) 451-4541
7	Ken Saffert	Mankato	(507) 625-3161
8	Dale Swanson	Willmar	(612) 235-4202
9	Brian Bachmeier	Oakdale	(612) 739-5086

1990 SUBCOMMITTEES APPOINTED BY THE SCREENING BOARD

NEEDS STUDY SUBCOMMITTEE

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

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

Charles Siggerud
Burnsville
(612) 895-4400
Expires in 1992

UNENCUMBERED CONSTRUCTION FUNDS SUBCOMMITTEE

Chairman - Kenneth Saffert
Mankato
(507) 387-8600
Expires in 1990

Fred Moore
Plymouth
(612) 550-5000
Expires in 1991

Ron Rudrud
Bloomington
(612) 881-5811
Expires in 1992

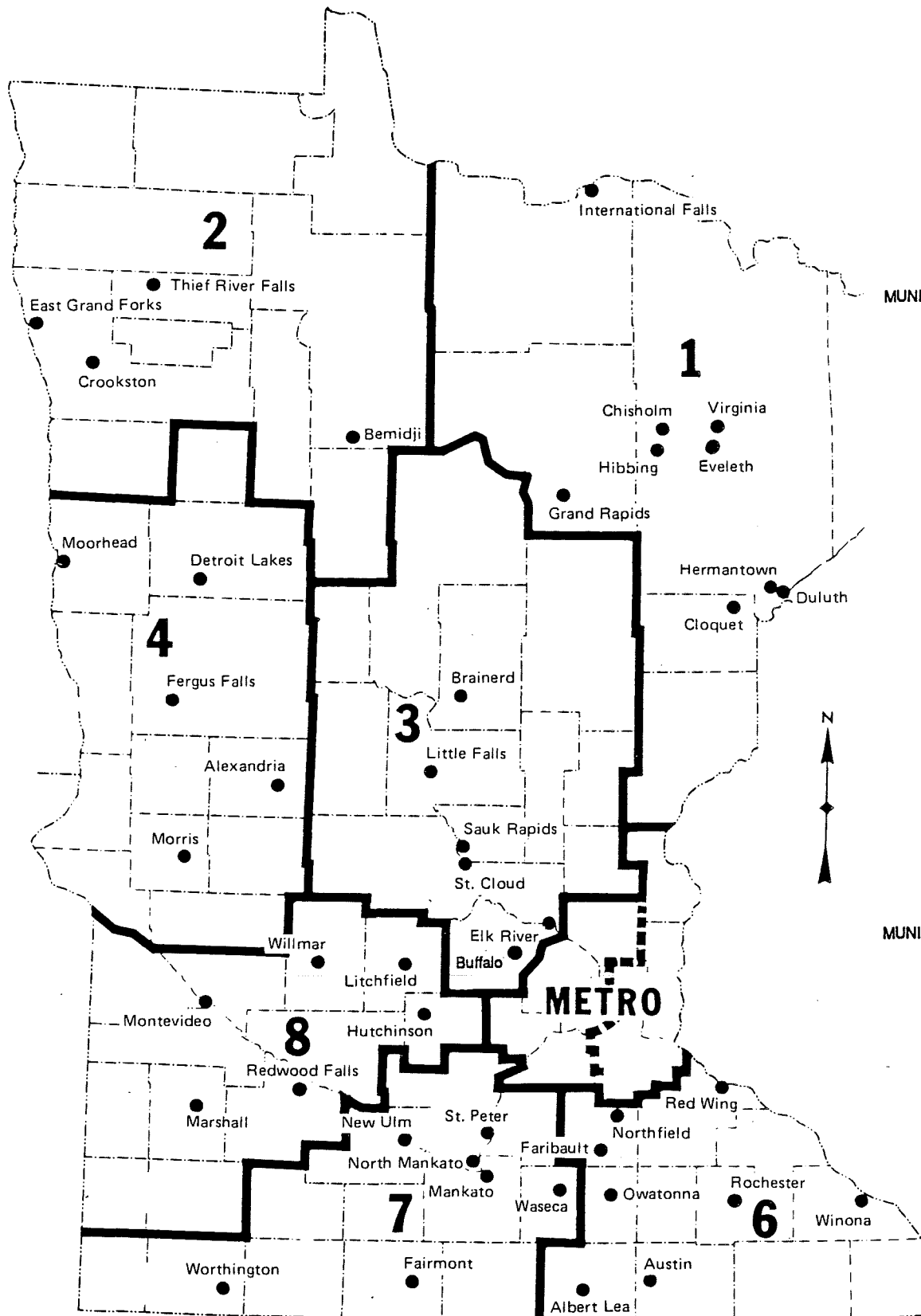
MUNICIPAL SCREENING COMMITTEE REPRESENTATIVES
Districts and First Class Cities

Year	1	2	3	4	5	6	7	8
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1972	BOYER	WIDSETH	REED Brainerd	RONNING Fergus Falls	LANGSETH Bloomington	JOHNSON	OTHMAN	PRIEBE
1973	BOYER	WIDSETH	REED	LARSON Detroit Lakes	STROJAN	ARMSTRONG	OTHMAN	PRIEBE
1974	MADSEN Hibbing	SANDERS E. Gr. Forks	KNAPP	LARSON	STROJAN	BOLLANT Winona	OTHMAN	CARLSON
1975	MADSEN	SANDERS	KNAPP	REIMER Moorhead	ASMUS Minnetonka	BOLLANT	MENK St. Peter	CARLSON
1976	BOYER	WIDSETH	KRIHA Brainerd	REIMER	ODLAND	ANDERSON Red Wing	MENK	ADEN Marshall
1977	PFUTZENREUTER Virginia	WIDSETH	KRIHA	RONNING Fergus Falls	ODLAND	ANDERSON	MENK	ADEN
1978	PFUTZENREUTER	WIDSETH	KRIHA	RONNING	BUTCHER Maple Grove	ANDERSON	PUTNAM New Ulm	ADEN
1979	PFUTZENREUTER	VENCEL Bemidji	ENGSTROM Little Falls	RONNING	BUTCHER	ANDERSON	PUTNAM	CARLSON
1980	MADSEN	VENCEL	ENGSTROM	REIMER	BUTCHER	LEUTH Owatonna	PUTNAM	CARLSON
1981	PFUTZENREUTER	WIDSETH	ENGSTROM	REIMER	ASMUS	LEUTH	ORTLOFF Waseca	CARLSON
1982	PFUTZENREUTER Virginia	FREEBERG Bemidji	DOLENTZ St. Cloud	BAKKEN Detroit Lakes	ASMUS	LEUTH	ORTLOFF	ADEN
1983	PRUZAK Cloquet	FREEBERG	DOLENTZ	BAKKEN	ASMUS	PLUMB Rochester	ORTLOFF	ADEN
1984	PRUZAK	FREEBERG	DOLENTZ	BAKKEN	RUDRUD Bloomington	PLUMB	MENK	ADEN
1985	PRUZAK	SANDERS	SCHWENINGER Brainerd	BAKKEN	RUDRUD	PLUMB	MENK	RODEBERG Montevideo
1986	BUSBY Hibbing	SANDERS	SCHWENINGER	EDWARDS Fergus Falls	RUDRUD	MURPHY Austin	MENK	RODEBERG
1987	BUSBY	SANDERS	SCHWENINGER	EDWARDS	OTTENSMANN Coon Rapids	MURPHY	HAFFIELD Worthington	RODEBERG
1988	BUSBY	WALKER Th River Falls	MAURER Elk River	EDWARDS	OTTENSMANN	MURPHY	HAFFIELD	BETTENDORF Litchfield
1989	DRAGISICH Virginia	WALKER	MAURER	MOEN Alexandria	OTTENSMANN	DRAKE Red Wing	HAFFIELD	BETTENDORF
1989	DRAGISICH	WALKER	MAURER	MOEN	EASTLING Richfield	DRAKE	MCCLURG New Ulm	BETTENDORF

MUNICIPAL SCREENING COMMITTEE REPRESENTATIVES
Districts and First Class Cities

Year	9	Mpls.	St. Paul	Duluth	Chairman	Vice Chairman	Secretary
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1972	THENE White Bear Lk.	SORENSEN	SCHNARR	DAVIDSON	LANGSETH Bloomington		CARLSON Willmar
1973	THENE	SORENSEN	SCHNARR	DAVIDSON	STROJAN Hopkins		JOHNSON Albert Lea
1974	THENE	SORENSEN	SCHNARR	DAVIDSON	CARLSON Willmar		MERILA Brooklyn Park
1975	THENE	SORENSEN	SCHNARR	DAVIDSON	JOHNSON Anoka		COOK Faribault
1976	DAVIDSON Inver Gr. Hgts.	SORENSEN	SCHNARR	DAVIDSON	MERILA Brooklyn Park		ASMUS Minnetonka
1977	DAVIDSON	SORENSEN	SCHNARR	DAVIDSON	COOK Faribault	ASMUS Minnetonka	THENE Wt. Br. Lk.
1978	HONCHELL Roseville	SMITH	WHEELER	DAVIDSON	ASMUS Minnetonka	THENE Wt. Br. Lk.	PRIEBE Hutchinson
1979	HONCHELL	SMITH	WHEELER	DAVIDSON	PRIEBE Hutchinson	ADEN Marshall	BAKER Mankato
1980	SIMON S. St. Paul	SMITH	WHEELER	DAVIDSON	ADEN Marshall	BAKER Mankato	HONCHELL Roseville
1981	KLEINSCHMIDT Inver Gr. Hgts.	SMITH	PETERSON	DAVIDSON	BAKER Mankato	HONCHELL Roseville	SIMON S. St. Paul
1982	KLEINSCHMIDT	HOSHAW	PETERSON	DAVIDSON	HONCHELL Roseville	SIMON S. St. Paul	REIMER Moorhead
1983	KLEINSCHMIDT	HOSHAW	PETERSON	DAVIDSON	SIMON S. St. Paul	REIMER Moorhead	SPURRIER Shakopee
1984	GATLIN White Bear Lk.	HOSHAW	PETERSON	BERG	REIMER Moorhead	SPURRIER Shakopee	ANDERSON Prior Lake
1985	GATLIN	HOSHAW	PETERSON	CARLSON	SPURRIER Shakopee	ANDERSON Prior Lake	SAFFERT Mankato
1986	GATLIN	HOSHAW	PETERSON	CARLSON	ANDERSON Prior Lake	SAFFERT Mankato	MOORE Plymouth
1987	SIGGERUD Burnsville	HOSHAW	KUHFELD	CARLSON	SAFFERT Mankato	MOORE Plymouth	RUDRUD Bloomington
1988	SIGGERUD	HOSHAW	KUHFELD	CARLSON	MOORE Plymouth	RUDRUD Bloomington	BULLERT Northfield
1989	SIGGERUD	HOSHAW	KUHFELD	LARSON	RUDRUD Bloomington	BULLERT Northfield	GRUBE St. Louis Park
1989	HAIDER Maplewood	HOSHAW	KUHFELD	LARSON	BULLERT Northfield	GRUBE St. Louis Park	EDWARDS Fergus Falls

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
SPRING
MUNICIPAL SCREENING COMMITTEE
JUNE 12-13, 1990

The spring meeting of the Screening Committee was called to order by Chairman Bruce Bullert at 1:15 p.m., Tuesday, June 12, 1990. Roll call was taken by the Secretary.

Present were:

Officers and Screening Committee Members:

Chairman	- Bruce Bullert	Savage
Vice Chairman	- Jim Grube	St. Louis Park
Secretary	- Dan Edwards	Fergus Falls
District 1	- Jim Pruzak	Cloquet
District 2	- James Walker	Thief River Falls
District 3	- Terry Maurer	Elk River
District 4	- Alvin Moen	Alexandria
District Metro West	- Mike Eastling	Richfield
District 6	- Tom Drake	Red Wing
District 7	- Ken Saffert (Alt.)	Mankato
District 8	- Joe Bettendorf	Litchfield
District Metro East	- Ken Haider	Maplewood
First Class City	- Ken Larson	Duluth
First Class City	- Marv Hoshaw	Minneapolis
First Class City	- Thomas Kuhfeld	St. Paul
Chairman Needs Study Subcommittee	- Dan Edwards	Fergus Falls

Others:

David Kreager	Duluth
Ramankutty Kannankutty	Minneapolis
Jon Ketokoski	Minneapolis
Greg Peterson	St. Paul
Paul St. Martin	St. Paul
Chuck Siggerud	Burnsville
Gordon M. Fay	Mn/Dot Director
	Office of State Aid
Dennis C. Carlson	Future Director
	Office of State Aid
Roy L. Hanson	Mn/Dot Assistant
	State Aid Engineer
Ken Straus	Mn/Dot Municipal State Aid
	Needs Unit Manager
Ken Hoeschen	Mn/Dot County State Aid
	Needs Unit Manager
Bill Croke	Mn/Dot District 1
	State Aid Engineer
Jack Isaacson	Mn/Dot District 2
	State Aid Engineer
David Reed	Mn/Dot District 3
	State Aid Engineer

Tallack Johnson	Mn/Dot District 4 State Aid Engineer
Chuck Weichselbaum	Mn/Dot District Metro West State Aid Engineer
Earl Welshons	Mn/Dot District 6 State Aid Engineer
Larry Hoben	Mn/Dot District 7 State Aid Engineer
Elmer Morris	Mn/Dot District Metro East State Aid Engineer

I. MINUTES CONSIDERATION:

Chairman Bullert called for consideration and approval of the minutes for the October 23-24, 1989 Municipal Screening Committee Meeting. The minutes are contained in pages 5 through 19 of the 1990 Municipal Screening Board Data Report, dated June 1990. Marv Hoshaw (Minneapolis) moved, seconded by Al Moen (District 4), to approve the minutes. The motion carried.

II. NEEDS REPORT REVIEW:

Ken Straus presented the 1990 Municipal Screening Data Report, dated June 1990. Straus directed the attendees' attention to page 23 which has the 1990 Unit Price Recommendations to the Board. He then highlighted the recommended unit prices which were subject to the greatest change in comparison to 1989 prices.

The unit price for "gravel shoulders", page 24, is recommended to increase from \$4.25 per Ton to \$6.50 per Ton. This recommendation is based on a three year study of actual municipal costs. The Needs Study Subcommittee felt that this data justified a switch from using the county cost data as had been done in the past.

The unit price recommendation for "tree removal", page 28, remains unchanged despite the dramatic decline in cost shown in the report. The decline was due primarily to City of Andover projects where 700 trees were removed at an average cost of \$29.86 each for clearing and \$23.00 each for grubbing. It was felt that this price should not be considered in evaluating unit prices and another year's worth of data was required before an adjustment should be made.

The Needs Study Subcommittee is recommending the addition of a "special drainage" cost for rural sections at \$25,000.00 per mile. This would be an automatic addition to needs if approved. Any City that could justify a greater amount of needs in this area would request it on their road data sheet submittal.

The Subcommittee agreed with Mn/Dot recommendations on upward adjustment of the unit prices for Railroad Crossing Items. The largest increase is in "Signals & Gates" where the price changed from a 1989 recommendation of \$105,000.00 per unit to a 1990 recommendation of \$110,000.00 per unit. Last year a unit price of \$99,000.00 per unit was approved and used due to the computer program's inability to handle a six digit number. This has been corrected thus the opportunity to approve the full amount of the Mn/Dot recommendation.

There is a recommendation to lower the "bridge widening" unit price page 41, from \$200.00 per square foot to \$150.00 per square foot.

Also the Subcommittee recommended that based on a review of limited data (small number of projects) the unit prices for "railroad bridges over highways" be increased to \$4,000.00 and \$3,000.00 per lineal foot (single and additional tracks).

Chairman Bullert asked the Screening Board if there were any questions or clarifications. Being none, this concluded the presentation on unit price recommendations.

Straus then directed the members to page 44 for a comparison of the 1988 versus 1989 apportionment needs costs. Last year our total needs went up \$386,000,000.00 due primarily to the reinstatement of needs after 20 years. Other factors were the change in computation method for traffic signals, the reinstatement of bridge needs after 35 years, and engineering costs which were added to apportionment costs for the first time.

Based on the 1990 apportionment and the 1989 needs our apportionment to needs ratio is 11.9 years. This figure would indicate that we could complete the municipal state aid system in that length of time. Marv Hoshaw (Minneapolis) questions whether our system is that good or if further discussion is necessary to clarify our real needs. Straus stated that we will be adding over \$100,000,000.00 in storm sewer needs which will increase the ratio. Chairman Bullert said we are making progress but further discussion will be needed to review adjustments or additions to the need computation methods to more accurately reflect what we see in reviewing the system.

Mike Eastling (Metro West) asked if there is a method to calculate the value of in place streets on our system? What is the total value of the State Aid System? Total needs appear to be unrealistic given the apparent total value of the system. We should track this total system value somehow.

Chairman Bullert suggested that the use of actual bid proposals for projects be considered in figuring total value as they include items not currently addressed in our needs computations.

Hoshaw (Minneapolis) requested Dennis Carlson address the manner in which the Counties compute needs. Dennis Carlson (County Screening Board Member and Future Director of State Aid Office) stated that Counties do not include everything in their needs computations but have a much higher apportionment to needs ratio than the Cities. The use of this ratio to compare the relative needs of the City, County, and State could hurt the Cities. This is a critical reason to fully evaluate your needs computation data for completeness to make sure the eventual comparisons between systems will be as accurate as possible.

Chairman Bullert feels there is a real difference between our needs as currently shown in this document and the actual construction costs incurred in improving the system. In our correspondence with the Transportation Study Board we have emphasized that the needs computation is an internal method of funding distribution between Cities and does not lend itself to a fair comparison with other entities (Counties, State) because of the different methods of calculation.

Straus noted that the list on page 44 does not include after the fact needs, non-existent bridges or right-of-way needs.

Chairman Bullert said that we should discuss the method of needs computation and its relative comparability between governmental units in depth during the evening session.

Eastling (Metro West) raised the issue of City expenditures on County projects. Gordon Fay (Director of Office of State Aid) pointed out a similar situation of greater magnitude in City participation in Trunk Highway system projects. These needs are not reflected in our current method of calculation. Hoshaw (Minneapolis) said Cities must be able to show needs for local system expenditures also when presenting a total picture of City liability for its transportation systems.

Fay (Director) noted the importance of making a positive impact on the Transportation Study Board on these issues. Chairman Bullert expanded on that point by stressing the critical timing involved in dealing with the Transportation Study Board. Very little time is left to submit data to support the Cities' position. Decisions will be made in accordance with the mandated schedule. We must act now as in nine months the recommendation will have been offered and the issues decided. Chairman Bullert stated that this topic will also be discussed further in the evening session.

III. OPEN DISCUSSION

Straus began discussion on other issues contained within the 1990 Screening Board Data Report.

Issue - Unencumbered Construction Fund Balance

Straus referred the attendees to the form letter on page 45 which was sent on February 1, 1990 to Cities with unencumbered construction fund balances in excess of the allowable amount. The twenty-one Cities affected are listed, along with all pertinent data, on page 46. Straus plans to send another memo at the end of June to warn these Cities of the consequences if the excess balance is not eliminated prior to September 1, 1990.

Issue - Storm Sewer Needs Guide

Straus referred to the "Storm Sewer Needs Guide" contained on pages 47 and 48 and asked if the attendees had any questions about it. Chairman Bullert called upon Dan Edwards (Needs Subcommittee Chairman) to discuss the establishment of a unit price recommendation for special drainage needs for rural and suburban section design. Edwards noted that a City could receive greater needs than the special drainage unit price if approved by the District State Aid Engineer. Straus stated that the special drainage unit price would be included in the calculation of the 1991 apportionment if approved by the Screening Board. He will send a memo regarding this issue in November along with the annual needs update material.

Chairman Bullert expressed his appreciation to Ken Straus for the memos and updates he has prepared explaining the operation of the State Aid System.

Issue - Bond Account Adjustment Request

Chairman Bullert passed the gavel to Vice Chairman Grube to handle this item. Vice Chairman Grube directed the members to pages 49 - 51 which includes the request from the City of Savage for a bond account adjustment to offset an incurred apportionment loss. He then summarized the details behind the City of Savage request. He then called upon Mike Eastling (Metro West) to comment on discussions by the City Engineers in his area regarding this issue. They considered three options; no action, allow late submittal for 1990 needs (1 year adjustment), or allow all three years to be recovered as an adjustment. Pages 55 - 57 of the Report shows the effect on other Cities if the adjustment was included in the 1990 apportionment. Eastling (Metro West) noted the majority of participants at his area meeting favored a one year adjustment.

Vice Chairman Grube referred to the Needs Subcommittee recommendation on this issue shown on page 22. Edwards (Subcommittee Chairman) stated that the subcommittee considered this reporting error to be an honest oversight in an infrequently used area for most cities and thus understandable. For this reason the Needs Subcommittee recommended that the full three year loss be recovered.

Bullert (City of Savage) then briefly commented on his request for the adjustment and the reasons for the original loss. Vice Chairman Grube noted that it was brought out at the District meeting that the City Engineer was a municipal employee rather than a consultant. The feeling being a municipal employee was more likely to be familiar with the finer details of the State Aid System and therefore should be held to a higher degree of responsibility in this situation.

Hoshaw (Minneapolis) questioned whether the State Aid Office staff thought there were any constraints on the Screening Board regarding the options discussed previously. Eastling (Metro West) asked if there were other cities which might be in a similar position with Savage. Straus referred the members to pages 52 - 53 for a summary of the bond account status of the various Cities. He noted that if a City does not apply the bond to a specific project they will not receive a bond adjustment.

Fay (Director of State Aid) pointed out that in the past some Cities have sold bonds but not spent the funds on State Aid Projects and yet continued to spend their regular allotments. He felt that the State Aid Office may be able to provide better oversight of the bond accounts by requiring correct, timely, reporting regarding specific projects on which bond money is intended to be spent.

Roy Hanson (Assistant Director of State Aid) discussed more specific details regarding the contracts, dates, expenditure of various funds, etc. in the City of Savage. Vice Chairman Grube suggested that this item be discussed further in the evening session.

Vice Chairman Grube passed the gavel back to Bruce Bullert.

Issue - Maintenance Needs Resolution

Straus referred members to page 58 for maintenance needs costs. He suggested that these costs be incorporated into a Resolution in the same manner in which other costs are currently handled. He noted that every segment receives these maintenance needs costs in their annual apportionment.

Issue - Mankato Population

Mankato's letter and response from Demographer's Office is on pages 60 - 62. Straus explained that Mankato had annexed a trailer court area (511 people) by ordinance but the increase was not recognized by the State Demographer's Office: This has resulted in a loss of \$8,140 in 1990 apportionment to the City. Straus handed out an Attorney General's Opinion which stated that when annexation is done by ordinance the State Demographer's Office has no authority to adjust the population for that City. Mankato will continue to suffer this loss in apportionments until an official census adjustment is made to the population figures.

Saffert (District 7) noted the significance of this opinion to other Cities. Annexation by Ordinance in 1991 could lead to a major loss in future apportionments before an official census adjustment (2000) was made. Saffert had understood that in the past MnDot used all population increases in their calculations irregardless of the method by which they were derived. Hanson (Assistant Director of State Aid) responded that previously they had successfully used data from the Secretary of State's Office or Municipal Board Orders that contained a specific population adjustment figure. Straus contacted the Municipal Board on this issue and they thought Mankato had proceeded properly and the figures should be used.

Chairman Bullert questioned if there is any current method, other than a special census, that will assure that population adjustment figures could be used by MnDot. Straus replied that MnDot, The State Demographer's Office, and The Municipal Board should meet to resolve this problem. General discussion followed on the reasons for and procedural difference in annexation by Ordinance versus Municipal Board Order.

Issue - One Way Resolution

Straus directed the members attention to page 106 where he has added the details of the St. Paul one-way MSA street system to the Resolution. This was done at the suggestion of the Screening Board so that there would be a record of designated one-way streets receiving credit for one-half of their actual mileage.

Issue - Off-System versus On-System Expenditures

Straus referred members to the handout sheet he has prepared showing a comparison between off-system and on-system expenditures. He explained the possible gain in needs that can be achieved with an off-system expenditure which was contrary to the intent of the rules. He asked if members thought the off-system adjustment to needs should be increased to 20 years or related to the balance available.

Pruzak (District 1) asked why the 10 year reduction in needs was originally established as an adjustment for an off-system expenditure. Many Cities are required to participate in funding County and State Projects they need and State aid Funds are often the only means available to accomplish it. Hanson (Assistant Director of State Aid) responded the adjustment is intended as an equalizer between cities which spend all funds on-system and thus draw down their needs resulting in a lower apportionment and Cities which would spend all their funds off-system without decreasing their needs thus maintaining their full apportionment.

Bettendorf (District 8) asked if there is a way in which a City that is obligated to spend money through a cooperative agreement with MnDot, and chooses to use State Aid funds, can include these mandatory expenditures as part of their State Aid System Needs. Fay (Director of State Aid) doesn't think MnDot has a standard formula for cooperative agreements but the Districts might. He is also concerned that an excess amount of off-system expenditures is in fact providing support to other systems at the Cities expense and without them receiving any credit for it.

Kuhfeld (St. Paul) questioned if a City making an off-system expenditure doesn't already suffer a penalty because the dollars they spend replaces outside money that would have been spent in the City which is then transferred to other areas. Hoshaw (Minneapolis) is concerned that if we allow off-system expenditures without a penalty we are inadvertently supporting trunk highway system funding increases at our expense. He also stated that Cities need to force MnDot into funding its own trunk highway projects otherwise it appears the Cities don't have enough needs of their own to spend their State Aid Funds.

Pruzak (District 1) pointed out that according to the data in the Fall Report Cities making off-system expenditures have received \$26,000,000 in negative needs adjustments for the years 1978 - 1987. Kreager (Duluth) didn't feel that the example presented necessarily was correct under the more complex realities of the actual system. He thought there was not enough evidence of an actual problem to justify considering making any changes in the current system that we might later regret.

Reed (District 3 State Aid Engineer) offered further explanation of the original discussions regarding this issue when the negative adjustment was first approved. It was agreed at that time that a negative adjustment was required to provide equality for Cities. The length of 10 years was used because it was thought that inflation would tend to take away any possible gains after that length of time thus preserving the equality that was desired.

Issue - Street versus Bridge Needs

Straus presented another handout which compared needs received for streets versus bridges over an 80 year period (two street life cycles). It appears based on this example that bridges would receive more needs than streets over the long run. He brought this up as an observation that might merit study by the Needs Subcommittee.

IV. OLD OR NEW BUSINESS

Chairman Bullert asked the attendees if there was any old or new business that they would like to bring before the Screening Board.

Kuhfeld (St. Paul) inquired if a staff position in the State Aid Office could be created to handle Municipal Agreements. The position might be funded through the State Aid Administrative Account.

Chairman Bullert introduced Dennis Carlson (Future Director of State Aid) and asked him to address the members. Carlson stated he is attending this session as an observer. He starts work on June 18, 1990 and begins a two week transition period where he will be working closely with Gordon Fay. He comes from Benton County (14 years) and prior to that he was with Hennepin County (14 years).

Carlson feels we only have 60 days at the outside to have an impact on the actions of the Transportation Study Board. Tomorrow the TSB will be approving some preliminary findings. He has copies of these preliminary findings relating to Cities and will distribute them for discussion during the evening session.

Chairman Bullert noted for the attendees information that Chuck Siggerud, Ken Saffert, Ken Larson, John Flora, Lowell Odland and himself are on the Transportation Study Committee representing the Cities' positions to the Transportation Study Board.

Chairman Bullert reminded the members that the evening session would convene at 8:30 P.M. for informal discussion on the topics raised today. Formal action on the issues would take place during tomorrow's scheduled session which will convene at 8:30 A.M. With that the meeting was adjourned at 3:12 P.M.

EVENING SESSION

Chairman Bullert called the informal session to order at 9:05 P.M. He noted that no action will be taken tonight on the issues discussed. This session is for gathering facts, hearing ideas, and encouraging all members to express their opinions on the issues before the Screening Board.

Issues discussed during the session are summarized as follows:

Issue - Municipal Agreements

Some Cities are having problems scheduling projects because of long delays in the processing of needed Municipal Agreements with MnDot. Previous suggestions from the Screening Board to MnDot have resulted in improvements for specific projects but the basic problem of excessive processing time in general has not been corrected.

The consensus was to have a committee meet with the Commissioner of Transportation and MnDot staff to resolve delay problems in this area. The Executive Committee of the City Engineers Association should handle this issue.

Issue - Transportation Study Board

Handouts on preliminary findings were presented and discussed at length by the members. The CEAM Transportation Committee will be meeting with the Transportation Study Board in the near future to further discuss their preliminary findings. Formal action on a CEAM transportation paper outlining the organization's position on the Municipal State Aid System will be taken at the League of Cities meeting in Duluth later this week. Chairman Bullert reviewed the CEAM draft position paper with the members.

Opinion was that the Legislature wants a change in the way some transportation system funds are distributed and the MSA System is a prime candidate because its intricacies are little understood by the majority of elected officials. We must make greater efforts to explain the fairness of funding distribution through the current system to the Transportation Study Board and our legislators.

We need to emphasize that the current system is a pavement management system with a sound basis for its rules and regulations. The system also has the flexibility and procedures to initiate changes (modernization) through the Screening Board and MnDot Office of State aid.

The evening session adjourned at 11:15 P.M.

SECOND SESSION

Chairman Bullert called the Municipal Screening Committee back into session at 8:34 A.M., June 13, 1990. Roll call was taken and the list of attendees was the same as the June 12th session.

V. CONSIDERATION OF UNIT PRICES.

Chairman Bullert asked if there was any further discussion on the unit price recommendations presented in the first session.

MOTION: By Saffert (District 7), seconded by Larson (Duluth) to adopt the unit prices as recommended was passed.

VI. BOND ACCOUNT ADJUSTMENT REQUEST

Chairman Bullert passed the gavel to Vice Chairman Grube for discussion and action on this item. Vice Chairman Grube referred attendees to the City of Savage request on pages 49 - 51 of the Report. He then recapped the discussion from the first session on this issue after which he requested comments from the members.

Pruzak (District 1) stated that the consensus at their District meeting was to support the one year adjustment option affecting only the 1990 apportionment. They were concerned with the idea of dealing with apportionments for the previous years and further hoped that a mechanism could be set up to monitor the Bond Account and prevent future occurrences of this nature. Grube (Vice Chairman) noted that the majority of District 5 Engineers also supported the one year adjustment.

Drake (District 6) asked what the State Aid Office can do to eliminate problems in the use of the Bond Account. Straus said that this is under review at this time. Fay (Director of State Aid) explained past problems with administration and the need for improvement in many areas which will directly involve the Cities themselves as part of the solution. Drake then questioned the fairness in penalizing a City for procedural oversights because its Engineer wasn't familiar enough with the State Aid System. Grube asked if the members had any thoughts on the length of time it would be fair to go back to correct an administrative error. Hoshaw (Minneapolis) is concerned about going back to correct an error rather than just going forward from the time it is discovered to make any adjustments. Hanson (Assistant Director of State Aid) suggested that any adjustment be tied to a specific project so that the State Aid Office could come up with the correct number.

MOTION: By Hoshaw (Minneapolis), seconded by Walker (District 2), to adjust the 1990 needs - 1991 apportionment based on the Bond Account data for the 1987 projects only.

Eastling (Metro West) said he would oppose the motion as there is no basis to exclude the 1986 projects which were also part of the request. Hanson responded that on the 1986 projects there was no request for advance encumbrance of funds or prior notice that the City was going to seek bonding from State Aid. Walker asked how long after a project is let should we allow for a City to decide it wants to use bonds.

MOTION WITHDRAWN: By Hoshaw, second withdrawn by Walker, so that further study could take place on this issue.

MOTION: By Hoshaw, seconded by Walker, to table this issue.

Vice Chairman Grube pointed out that if the members are looking for further guidance to consider that the Needs Subcommittee has already made a recommendation on this issue.

The motion to table was defeated on a voice vote.

Hoshaw questioned whether this issue can be handled by the Office of State Aid without Screening Board action. Grube referred to page 108 in the Report where a specific date of December 31 is noted in the Screening Board Resolutions regarding such adjustments. The Screening Board will have to take action if it wants to accept an adjustment based on a different time frame.

MOTION: By Eastling, seconded by Drake, to allow the 1990 needs to reflect a Bond Account adjustment for the City of Savage for both the 1986 and 1987 projects (4 MSAP No.'s) was passed.

The gavel was passed back to Chairman Bullert.

V11. UNENCUMBERED CONSTRUCTION FUND BALANCES

Chairman Bullert asked if there were any questions or comments on the Unencumbered Construction Fund data shown on pages 45 and 46 which was discussed during the first session. Straus will be again notifying the Cities on this list of the consequences if they don't take action to reduce their construction fund balance to the allowable limit.

No action was taken.

VIII. STORM SEWER NEEDS GUIDE

Chairman Bullert summarized the first session discussion on this topic emphasizing that the \$25,000.00 per mile drainage needs for rural and suburban sections would be automatic unless a special request is made by the City and approved by the District State Aid Engineer.

No action was taken.

IX. MAINTENANCE NEEDS COST RESOLUTION

Chairman Bullert referred the members to page 58 of the Report which contains the current maintenance prices used in the needs study. The State Aid Staff would like to see these prices included in the same Resolution as the other unit prices used in the needs study. There was no increase in the maintenance costs recommended for this year.

MOTION: By Hoshaw (Minneapolis), seconded by Drake (District 6) to include these maintenance costs in the "COST" Resolution, in the same manner as the other unit prices, was passed.

X. MANKATO POPULATION ADJUSTMENT

Chairman Bullert asked the members if they wished to take any action or set a direction on this issue.

Kuhfeld (St. Paul) asked if the State Aid Office felt that the Board could even suggest any action in the face of the Attorney General's Opinion. Hanson (Assistant Director of State Aid) stated that based on that Opinion his office could not make any population adjustment no matter what action the Board might decide to take. Hoshaw did not feel it would be appropriate to take any action on this issue.

The Board agreed that no action should be taken on this issue.

XI. TRAFFIC COUNTS

Chairman Bullert referred the members to the Traffic Counting Procedures shown on page 59 as an informational item. There were no comments.

No action was taken.

XII. OFF-SYSTEM EXPENDITURE ADJUSTMENT

Chairman Bullert referred the members to the handouts from the first session which showed a possible benefit to Cities spending their State Aid funds off-system. He listed three options for consideration; take no action, decide today, or refer to Needs Subcommittee.

MOTION: By Drake (District 6), seconded by Hoshaw (Minneapolis), to refer the off-system expenditure adjustment issue to the Needs Subcommittee and to commend Ken Straus for providing this information was passed.

Saffert (District 7) wanted to be sure that the Subcommittee considers the continuing need to coordinate projects with the Counties and the State which may involve continued off-system expenditures. This relationship between governmental units must be included in the analysis of the effect of off-system expenditures and adjustments to the Cities needs so that equality is maintained in the way the system operates.

XIII. BRIDGE VERSUS STREET NEEDS

The issue is whether or not bridges receive more needs than streets over a long period of time due to the effect of their respective life cycles as currently projected.

MOTION: By Larson (Duluth), seconded by Kuhfeld (St. Paul), to request the Need Subcommittee to evaluate the bridge versus street needs comparison and to determine if 40 years for streets and 70 years for bridges are appropriate life cycles was passed.

XIV. MUNICIPAL AGREEMENTS

Chairman Bullert summarized the result of the evening session discussion on this item. The consensus was to reactivate the CEAM Committee dealing with Municipal Agreements at the League of Cities meeting of the City Engineers Association. This Committee would try to resolve the problems through discussions with MnDot staff and the Commissioner of Transportation. If this does not provide a satisfactory solution, then the Committee would bring it to the Screening Board for further action.

This was the action agreed to informally by the Screening Board.

XV. APPORTIONMENT TO NEEDS RATIO

Chairman Bullert referred members to page 44 of the Report. He noted we anticipate another increase of approximately 100 million dollars when area storm sewer needs are included next year. This issue will still be of great concern because even with that addition the figures will show that we could complete our State Aid System in 12-13 years.

Drake (District 6) suggested a study be done of typical projects to compare actual costs versus the amount of construction needs allowed. A multiplier could then be formulated to account for this difference. The multiplier

could then be applied automatically to our construction needs to make our final figures more in line with real expectations of cost. Eastling (District Metro West) said the study could also include "mandatory" off-system expenditures in an attempt to get a handle on actual required expenditures. Kuhfeld (St. Paul) thought the study should also include reconstruction projects which were drawing full needs. Pruzak (District 1) said each city could do a preliminary review of its records to see if a full study is warranted.

Hoshaw (Minneapolis) felt we needed to come back this fall with some ideas on where we can realistically increase our needs. We also must preserve the fairness of our system for growing communities. Kuhfeld stated that each District Representative should make a review of total cost and submit the results to the Need Subcommittee and Office of State Aid for further review. Fay (Director of State aid) thought it would be better to have a number of cities in each District conduct a review and submit the results. Grube (Vice Chairman) said we should invite all City Engineers to do likewise. Hoshaw suggested the District Representatives contact cities within their Districts about conducting the study.

Chairman Bullert asked what kind of time frame we should consider in performing this study and having the results submitted. A deadline date of August 1, 1990 for submittal of data to Office of State Aid was thought to be reasonable by the members.

MOTION: By Hoshaw, seconded by Kuhfeld, for each District to have some cities conduct a review of total costs versus allowable needs, supply data to State Aid Office and Needs Subcommittee, and have same report back at Fall Screening Committee meeting was passed.

Further discussion centered on the details of conducting the study and submitting the data. It is essential that the study be a well documented and unbiased comparison of actual total costs versus allowable needs for specific road segments and projects.

XVI. MEMBER RECOGNITION

Chairman Bullert recognized Jon Ketokoski (Minneapolis) for his years of involvement with the Screening Committee. Gordon Fay was also commended for his leadership as Director of State Aid and his work with the Screening Board.

XVII. TRANSPORTATION STUDY BOARD

Chairman Bullert brought up for further discussion the handouts of the previous session (Transportation Study Board Preliminary Findings & CEAM draft position paper) and the options discussed at length in the evening session. Do the

members wish to set a special Screening Board meeting? Any comments on the draft position paper? Should we request a meeting with Tom Johnson and Peter Fausch to explain how our system functions? Consider any other options to address the apparent legislative initiative to change our current system.

Drake (District 6) said we should point out to the Transportation Study Board that our system is currently user orientated with funds being distributed by a formula that includes population and construction needs but covers only 20% of municipal mileage. We should emphasize how the Screening Board has changed the system operation over the past 30 years to maintain equality between the Cities. We should make every effort to save the system in its current form. Hoshaw (Minneapolis) feels that what we are doing now is not out of sync with what the TSB is suggesting. Eastling (District Metro West) is concerned if we become too user orientated (i.e. existing vehicle miles travelled) we will hurt cities with undeveloped roads on their system.

Fay (Director of State Aid) thinks we need to actively pursue the support of the League of Cities and the Association of Counties on this issue as the outcome should be very important to them also. We need this political leverage to get our point across. Drake feels that we can address and defend our current system on all the issues raised in the TSB preliminary findings.

Chairman Bullert summarized the direction he has heard from the Board members in today's discussion. We should put together more support information on mileage, more documentation showing that our system is very usage orientated with better explanation, address the deficiency versus needs aspect of the system especially regarding terminology, meet with the League of Cities to address the political aspects of the effect that potential changes might have on our system funding, and finally to provide a positive outlook on the Screening Board as the regulator of the Municipal State Aid System.

It was left with the Transportation Committee to work directly with the State Aid Office to determine if an extra Screening Board meeting will be necessary before the Fall Session.

XVIII. OLD OR NEW BUSINESS

There was no discussion or action taken.

IXX. REPORT OF GORDON FAY, DIRECTOR OF STATE AID

Fay thanked the people he has worked with in the Office of State Aid and the District State Aid Engineers for making it a very enjoyable experience. He is looking forward to retirement with the one exception being he will miss the many people with which he will no longer have frequent contact.

MOTION: By Hoshaw, seconded by Saffert, to express the gratitude of the Screening Board and City Engineers as a whole, for the hard work and leadership that Gordon Fay has provided this organization for many years, and to wish him well in his retirement was passed.

The attendees gave Gordon Fay a standing ovation.

XX. ADJOURNMENT

MOTION: By Hoshaw, seconded by Eastling, to adjourn was passed.

The meeting adjourned at 10:55 A.M.

Respectfully submitted:

A handwritten signature in dark ink, appearing to read "Dan Edwards", with a long, sweeping horizontal stroke extending to the right.

Dan Edwards
Secretary

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

The continuous increase in M.S.A.S. milage is due to the increase in the improved local street milage in the municipality of which 20% is allowed for M.S.A. street designation and the number of cities over 5,000 population.

The municipal share of the highway users fund is distributed 50% on population and 50% on the adjusted money needs. The apportionment amount in this summary, and the remainder of this report will use a projected amount of \$82,000,000.

This approximate amount reflects an increase in revenue since the last apportionment. The tentative increase is largely due to higher interest on municipal balances and additional revenue generated by the Motor Vehicle Tax.

The actual income is not known at this time but will be announced in January 1991 when the Commissioner of Transportation makes a determination of the 1991 apportionment.

M.S.A.S. MILEAGE, NEEDS AND APPORTIONMENT 1958 TO 1991

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
1991	112	2317.97	1,281,200,061	82,000,000	1,026,660,127

ANY NEW CITIES ADDED BEFORE THE 1991 APPORTIONMENT WILL CHANGE THE MILEAGE AND NEEDS AMOUNT IN 1991.

THE 1991 APPORTIONMENT AMOUNT IS ESTIMATED.

**MUNICIPAL STATE-AID
1990 IMPROVED MILEAGE RECORD**

(BASED ON 1989 CERTIFICATION)

MUNICIPALITY	MILEAGE	MUNICIPALITY	MILEAGE
ALBERT LEA	17.51	FALCON HEIGHTS	2.54
ALEXANDRIA	11.42	FARIBAULT	18.06
ANDOVER	18.88	FARMINGTON	6.66
ANOKA	11.57	FERGUS FALLS	12.27
APPLE VALLEY	17.14	FOREST LAKE	2.99
ARDEN HILLS	3.18	FRIDLEY	21.74
AUSTIN	21.14	GOLDEN VALLEY	23.30
BEMIDJI	14.41	GRAND RAPIDS	10.17
BLAINE	18.79	HAM LAKE	16.82
BLOOMINGTON	71.58	HASTINGS	12.26
BRAINERD	14.01	HERMANTOWN	12.99
BROOKLYN CENTER	21.29	HIBBING	46.32
BROOKLYN PARK	27.91	HOPKINS	8.99
BUFFALO	5.67	HUTCHINSON	9.73
BURNSVILLE	35.72	INTERNATIONAL FALLS	7.87
CHAMPLIN	13.55	INVER GROVE HEIGHTS	14.96
CHANHASSEN	9.84	LAKE ELMO	9.52
CHASKA	8.59	LAKEVILLE	25.82
CHISHOLM	6.93	LINO LAKES	9.29
CLOQUET	17.75	LITCHFIELD	7.83
COLUMBIA HEIGHTS	11.41	LITTLE CANADA	5.10
COON RAPIDS	31.80	LITTLE FALLS	13.57
CORCORAN	12.13	MANKATO	25.14
COTTAGE GROVE	23.06	MAPLE GROVE	28.63
CROOKSTON	10.82	MAPLEWOOD	12.13
CRYSTAL	17.30	MARSHALL	9.83
DETROIT LAKES	9.01	MENDOTA HEIGHTS	10.47
DULUTH	88.62	MINNEAPOLIS	187.12
EAGAN	36.59	MINNETONKA	39.46
EAST BETHEL	19.00	MONTEVIDEO	7.54
EAST GRAND FORKS	10.68	MOORHEAD	23.52
EDEN PRAIRIE	24.52	MORRIS	6.45
EDINA	38.71	MOUND	6.67
ELK RIVER	18.68	MOUNDS VIEW	7.12
EVELETH	5.98	NEW BRIGHTON	10.62
FAIRMONT	16.85	NEW HOPE	11.98

MUNICIPALITY	MILEAGE
NEW ULM	12.51
NORTHFIELD	9.45
NORTH MANKATO	9.15
NORTH ST. PAUL	6.79
OAKDALE	13.06
ORONO	10.94
OWATONNA	17.24
PLYMOUTH	34.45
PRIOR LAKE	6.77
RAMSEY	15.16
RED WING	18.39
REDWOOD FALLS	4.32
RICHFIELD	25.49
ROBBINSDALE	10.33
ROCHESTER	36.91
ROSEMOUNT	11.62
ROSEVILLE	20.44
ST. ANTHONY	5.21
ST. CLOUD	32.42
ST. LOUIS PARK	22.43
ST. PAUL	154.28
ST. PETER	8.12
SAUK RAPIDS	7.61
SAVAGE	7.55
SHAKOPEE	12.11
SHOREVIEW	8.47
SHOREWOOD	9.30
SOUTH ST. PAUL	13.58
SPRING LAKE PARK	4.21
STILLWATER	11.28
THIEF RIVER FALLS	10.64
VADNAIS HEIGHTS	4.45
VIRGINIA	11.71
WASECA	6.31
WEST ST. PAUL	11.62
WHITE BEAR LAKE	16.57
WILLMAR	22.98
WINONA	18.37
WOODBURY	16.79
WORTHINGTON	9.80
TOTAL	2116.35

CERTIFIED MILEAGE RECORD

 (AS OF DECEMBER 31, 1989)

MUNICIPALITY	MILEAGE ALLOWED FOR DESIGNATION	1989 M.S.A.S. MILEAGE DESIGNATED	MILEAGE BELOW MAXIMUM	TRUNK HIGHWAY TURNBACK OVERAGE DESIGNATED
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ALBERT LEA	18.83	17.51	1.32	
ALEXANDRIA	11.84	11.65	0.19	
ANDOVER	30.20	26.76	3.44	
ANOKA	12.28	11.94	0.34	
APPLE VALLEY	28.57	22.31	6.26	
ARDEN HILLS	6.23	5.18	1.05	
AUSTIN	22.31	21.27	1.04	
BEMIDJI	14.11	14.41	-0.30	-0.30
BLAINE	31.99	26.81	5.18	
BLOOMINGTON	73.81	72.93	0.88	
BRAINERD	14.36	14.19	0.17	
BROOKLYN CENTER	20.92	21.29	-0.37	-0.37
BROOKLYN PARK	38.19	37.96	0.23	
BUFFALO	5.88	5.82	0.06	
BURNSVILLE	42.67	40.56	2.11	
CHAMPLIN	15.54	14.85	0.69	
CHANHASSEN	17.48	13.36	4.12	
CHASKA	11.14	8.59	2.55	
CHISHOLM	7.10	6.93	0.17	
CLOQUET	18.00	17.75	0.25	
COLUMBIA HEIGHTS	11.95	11.41	0.54	
COON RAPIDS	41.06	37.39	3.67	
CORCORAN	13.61	13.11	0.50	
COTTAGE GROVE	26.84	23.20	3.64	
CROOKSTON	9.66	10.82	-1.16	-1.16
CRYSTAL	17.94	17.40	0.54	
DETROIT LAKES	9.08	9.01	0.07	
DULUTH	86.62	89.68	-3.06	-3.06
EAGAN	40.41	37.80	2.61	
EAST BETHEL	22.86	21.75	1.11	
EAST GRAND FORKS	9.47	10.88	-1.41	-1.41
EDEN PRAIRIE	36.59	29.99	6.60	
EDINA	39.91	38.90	1.01	
ELK RIVER	22.16	21.11	1.05	
EVELETH	5.99	5.98	0.01	
FAIRMONT	14.69	17.08	-2.39	-2.39

MUNICIPALITY	MILEAGE ALLOWED FOR DESIGNATION	1989 M.S.A.S. MILEAGE DESIGNATED	MILEAGE BELOW MAXIMUM	TRUNK HIGHWAY TURNBACK OVERAGE DESIGNATED
FALCON HEIGHTS	2.64	2.54	0.10	
FARIBAULT	18.34	18.06	0.28	
FARMINGTON	6.89	6.66	0.23	
FERGUS FALLS	13.24	12.27	0.97	
FOREST LAKE	4.56	3.69	0.87	
FRIDLEY	25.09	23.94	1.15	
GOLDEN VALLEY	23.94	23.67	0.27	
GRAND RAPIDS	11.26	10.43	0.83	
HAM LAKE	19.87	18.57	1.30	
HASTINGS	14.56	12.58	1.98	
HERMANTOWN	13.31	12.99	0.32	
HIBBING	48.45	48.36	0.09	
HOPKINS	9.55	8.99	0.56	
HUTCHINSON	10.18	9.73	0.45	
INTERNATIONAL FALLS	7.90	7.87	0.03	
INVER GROVE HEIGHTS	19.69	17.70	1.99	
LAKE ELMO	9.73	9.52	0.21	
LAKEVILLE	33.06	29.90	3.16	
LINO LAKES	15.24	14.15	1.09	
LITCHFIELD	7.87	7.83	0.04	
LITTLE CANADA	5.59	5.10	0.49	
LITTLE FALLS	12.55	13.83	-1.28	-1.28
MANKATO	23.39	25.14	-1.75	-1.75
MAPLE GROVE	36.52	35.87	0.65	
MAPLEWOOD (1988)	20.07	15.26	4.81	
MARSHALL	10.50	10.33	0.17	
MENDOTA HEIGHTS	12.63	10.47	2.16	
MINNEAPOLIS	187.36	187.65	-0.29	
MINNETONKA	49.03	48.12	0.91	
MONTEVIDEO	8.17	7.54	0.63	
MOORHEAD	25.10	23.65	1.45	
MORRIS	6.62	6.45	0.17	
MOUND	8.02	7.17	0.85	
MOUNDS VIEW	8.57	7.40	1.17	
NEW BRIGHTON	13.55	13.25	0.30	
NEW HOPE	12.68	12.38	0.30	
NEW ULM	14.39	12.51	1.88	
NORTHFIELD	10.27	10.13	0.14	
NORTH MANKATO	9.83	9.15	0.68	

MUNICIPALITY	MILEAGE ALLOWED FOR DESIGNATION	1989 M. S. A. S. MILEAGE DESIGNATED	MILEAGE BELOW MAXIMUM	TRUNK HIGHWAY TURNBACK OVERAGE DESIGNATED
<hr/>				
NORTH ST. PAUL	8.47	8.00	0.47	
OAKDALE	14.08	13.06	1.02	
ORONO	12.18	10.94	1.24	
OWATONNA	18.17	17.51	0.66	
PLYMOUTH	44.79	39.70	5.09	
PRIOR LAKE	12.60	11.49	1.11	
RAMSEY	25.81	24.89	0.92	
RED WING	20.76	20.45	0.31	
REDWOOD FALLS	5.87	5.01	0.86	
RICHFIELD	26.29	26.07	0.22	
ROBBINSDALE	10.01	10.33	-0.32	-0.32
ROCHESTER	45.85	40.16	5.69	
ROSEMOUNT	16.33	13.52	2.81	
ROSEVILLE	23.25	22.50	0.75	
ST. ANTHONY	5.48	5.21	0.27	
ST. CLOUD	33.55	33.21	0.34	
ST. LOUIS PARK	26.27	25.27	1.00	
ST. PAUL	158.10	155.01	3.09	
ST. PETER	8.48	8.12	0.36	
SAUK RAPIDS	8.21	7.92	0.29	
SAVAGE	11.49	10.51	0.98	
SHAKOPEE	15.59	12.85	2.74	
SHOREVIEW	16.08	11.39	4.69	
SHOREWOOD	9.30		9.30	
SOUTH ST. PAUL	14.50	14.33	0.17	
SPRING LAKE PARK	5.02	4.69	0.33	
STILLWATER	12.94	11.98	0.96	
THIEF RIVER FALLS	11.29	11.18	0.11	
VADNAIS HEIGHTS	6.79	5.59	1.20	
VIRGINIA	12.39	11.99	0.40	
WASECA	6.65	6.31	0.34	
WEST ST. PAUL	12.26	11.62	0.64	
WHITE BEAR LAKE	18.17	17.82	0.35	
WILLMAR	20.97	22.98	-2.01	-2.01
WINONA	19.66	19.06	0.60	
WOODBURY	26.71	21.67	5.04	
WORTHINGTON	10.58	9.80	0.78	
<hr/>				
TOTALS	2395.44	2270.57	124.87	-14.05
1988 MILEAGE	2296.31	2181.83	129.13	-14.65
INCREASE FROM 1988	99.13	88.74	-4.26	-0.60

1990 MUNICIPAL STATE AID NEEDS REPORT

Theoretical 1990 M.S.A.S. Population Apportionment

The theoretical population apportionment is based on estimated projected revenues. Fifty percent of the total sum is distributed on a prorated share to the total population. The population figures used in this report are current as of December 31, 1989. The final population data will be certified December 31, 1990 by the State Demographer and the actual apportionment sum available to urban municipalities in 1991 will be provided by the Office of Finance and Accounting in January of 1991.

Each person earned approximately \$15.93 in apportionment from the 1990 population apportionment distribution. This figure will be somewhat revised when the actual revenue for the 1991 apportionment becomes available, or if additional cities should exceed 5,000 population prior to January 1, 1991.

Ostego Township will officially incorporate November 15, to become the 113th city. Otesgo is the first city created in 15 years, the last being Hermantown, west of Duluth in 1975. The new city abuts Elk River and has a population of 6,472.

The incorporation was not considered in this booklet but will be included in the January apportionment booklet.

THEORETICAL 1991 M.S.A.S. TOTAL APPORTIONMENT

THE FOLLOWING TABULATION SHOWS EACH MUNICIPALITY'S TENTATIVE MONEY NEEDS AND POPULATION APPORTIONMENT AMOUNTS FOR 1991. THE TENTATIVE PERCENTAGES SHOWN IN THIS SUMMARY ARE FOR INFORMATIONAL PURPOSES ONLY.

THE ACTUAL REVENUE WILL BE ANNOUNCED IN JANUARY, 1991, WHEN THE COMMISSIONER OF TRANSPORTATION DETERMINES THE ANNUAL MUNICIPAL STATE AID ALLOTMENT.

MUNICIPALITIES	POPULATION APPORTION- MENT	MONEY NEEDS APPORTION- MENT	TOTAL APPORTION- MENT	DISTRIBUTION PERCENTAGE
ALBERT LEA	\$311,652	\$280,461	\$592,113	0.7221%
ALEXANDRIA	121,968	187,221	309,189	0.3771%
ANDOVER	150,449	428,721	579,170	0.7063%
ANOKA	250,572	160,916	411,488	0.5018%
APPLE VALLEY	514,830	364,996	879,826	1.0730%
ARDEN HILLS	128,411	67,165	195,576	0.2385%
AUSTIN	369,895	517,626	887,521	1.0823%
BEMIDJI	175,419	272,860	448,279	0.5467%
BLAINE	551,421	399,737	951,158	1.1599%
BLOOMINGTON	1,311,534	1,760,275	3,071,809	3.7461%
BRAINERD	184,138	179,034	363,172	0.4429%
BROOKLYN CENTER	500,534	390,574	891,108	1.0867%
BROOKLYN PARK	694,497	461,217	1,155,714	1.4094%
BUFFALO	96,100	138,122	234,222	0.2856%
BURNSVILLE	642,937	557,700	1,200,637	1.4642%
CHAMPLIN	144,342	153,191	297,534	0.3628%
CHANHASSEN	101,918	182,252	284,169	0.3465%
CHASKA	133,764	149,879	283,643	0.3459%
CHISHOLM	95,042	135,586	230,628	0.2813%
CLOQUET	178,577	344,941	523,518	0.6384%
COLUMBIA HEIGHTS	321,012	221,512	542,523	0.6616%
COON RAPIDS	686,692	451,842	1,138,534	1.3885%
CORCORAN	81,964	191,363	273,327	0.3333%
COTTAGE GROVE	304,423	406,883	711,306	0.8674%
CROOKSTON	138,284	199,193	337,477	0.4116%
CRYSTAL	409,386	332,875	742,261	0.9052%
DETROIT LAKES	113,890	124,316	238,207	0.2905%
DULUTH	1,487,514	2,003,347	3,490,861	4.2571%
EAGAN	488,129	518,163	1,006,292	1.2272%
EAST BETHEL	106,197	108,098	214,295	0.2613%

MUNICIPALITIES -----	POPULATION -----	POPULATION APPORTIONMENT -----
EAST GRAND FORKS	8,537	\$136,825
EDEN PRAIRIE	24,052	385,490
EDINA	46,073	738,428
ELK RIVER	6,785	108,746
EVELETH	5,042	80,810
FAIRMONT	11,506	184,411
FALCON HEIGHTS	5,291	84,801
FARIBAULT	16,246	260,380
FARMINGTON	5,140	82,381
FERGUS FALLS	12,579	201,608
FOREST LAKE	5,386	86,323
FRIDLEY	30,228	484,475
GOLDEN VALLEY	22,775	365,023
GRAND RAPIDS	7,934	127,161
HAM LAKE	7,832	125,526
HASTINGS	13,286	212,939
HERMANTOWN	6,759	108,329
HIBBING	21,193	339,668
HOPKINS	15,336	245,795
HUTCHINSON	9,335	149,615
INTERNATIONAL FALLS	7,867	126,087
INVER GROVE HEIGHTS	17,171	275,206
LAKE ELMO	5,296	84,881
LAKEVILLE	14,790	237,044
LINO LAKES	5,587	89,545
LITCHFIELD	5,904	94,625
LITTLE CANADA	7,102	113,826
LITTLE FALLS	7,250	116,198
MANKATO	29,750	476,814
MAPLE GROVE	28,676	459,600
MAPLEWOOD	26,990	432,578
MARSHALL	11,165	178,945
MENDOTA HEIGHTS	7,288	116,807
MINNEAPOLIS	370,951	5,945,360
MINNETONKA	38,683	619,986
MONTEVIDEO	5,882	94,273
MOORHEAD	29,998	480,788
MORRIS	5,385	86,307
MOUND	9,280	148,734
MOUNDS VIEW	12,593	201,832
NEW BRIGHTON	23,269	372,940
NEW HOPE	23,087	370,023
NEW ULM	13,755	220,456
NORTHFIELD	12,562	201,336
NORTH MANKATO	9,817	157,340

MUNICIPALITIES	POPULATION	POPULATION APPORTIONMENT
NORTH ST. PAUL	11,921	\$191,062
OAKDALE	12,123	194,300
ORONO	6,845	109,707
OWATONNA	18,637	298,702
PLYMOUTH	31,615	506,705
PRIOR LAKE	9,926	159,087
RAMSEY	10,093	161,764
RED WING	13,738	220,184
REDWOOD FALLS	5,210	83,502
RICHFIELD	37,851	606,651
ROBBINSDALE	14,422	231,146
ROCHESTER	57,974	929,169
ROSEMOUNT	5,083	81,467
ROSEVILLE	35,820	574,099
ST. ANTHONY	7,981	127,914
ST. CLOUD	42,568	682,252
ST. LOUIS PARK	42,931	688,070
ST. PAUL	270,230	4,331,069
ST. PETER	9,056	145,144
SAUK RAPIDS	5,843	93,648
SAVAGE	5,237	83,935
SHAKOPEE	9,941	159,328
SHOREVIEW	17,300	277,273
SHOREWOOD	5,612	89,945
SOUTH ST. PAUL	21,235	340,341
SPRING LAKE PARK	6,477	103,809
STILLWATER	12,328	197,585
THIEF RIVER FALLS	9,105	145,929
VADNAIS HEIGHTS	5,111	81,916
VIRGINIA	11,056	177,198
WASECA	8,219	131,729
WEST ST. PAUL	18,527	296,939
WHITE BEAR LAKE	22,538	361,224
WILLMAR	15,895	254,755
WINONA	25,069	401,790
WOODBURY	19,388	310,738
WORTHINGTON	10,243	164,168
TOTAL	2,558,128	\$41,000,000

POPULATION APPORTIONMENT EQUALS TOTAL POPULATION APPORTIONMENT
DIVIDED BY TOTAL POPULATION TIMES THE CITY POPULATION.

\$41,000,000

2,558,128

EQUALS

\$16.027344996 PER PERSON

1990 Needs Study Update

The following tabulation reflects the total difference between the 1989 and the 1990 25-year Construction Needs Studies. This update was accomplished in three individual steps to measure the effect each type of revision has to the total needs.

1. The 1989 Construction Accomplishments and system revisions -- needs update, addition of storm sewer and special drainage.
2. 1990 Unit Cost Revisions -- measures the effect between last years unit prices to the unit prices approved by the Screening Board at the 1990 Spring Meeting.
3. 1990 traffic update -- shows the change in needs for the municipalities that had their traffic counted in 1989 and were included in the update.

Revisions were made in the following apportionment items:

Gravel shoulders	+ \$	2.25 per ton
Curb and gutter removal	- \$.15 per lin. ft.
Concrete Pavement removal	+ \$.25 per sq. yd.
Class 5 base	- \$.25 per ton
Bituminous Base # 2331	- \$	1.00 per lin. ft.
Bituminous surface # 2331	- \$	1.00 per ton
Bituminous surface # 2341	- \$.50 per ton
Bituminous surface # 2361	- \$	1.00 per ton
Railroad signs	+ \$	100.00 per sign
Railroad Signals - low speed	+ \$	5000.00 per signal
Railroad Signals and Gates	+ \$	11,000.00 per signal
Rubberized railroad crossing mat.	+ \$	50.00 per ft. of track
Bridges 500 ft and over	- \$	5.00 per sq. ft.
Bridge widening	- \$	50.00 per sq. ft.
Railroad Bridges over highways	+ \$	1750 - 1 track per lin. ft.
Railroad Bridges over highways	+ \$	1250 - ea. add. track per lin ft.

Storm sewer was reinstated into the apportionment needs at a rate of \$196,000 per mile.

Special drainage was added for rural and suburban roadways at a rate of \$ 25,000 per mile.

The resulting 1990 25-year Construction Needs as adjusted in the following "Tentative Money Needs Apportionment Determination" will be used in computing the 1991 money needs allotment.

These changes are discussed in more detail in the minutes of the June Screening Board.

1990 M.S.A.S. NEEDS STUDY UPDATE

Municipality	1989 M.S.A.S. Needs	Accomplish. & System Revisions	Unit Cost Update	Traffic Update	1990 M.S.A.S. Needs	Net Change	% Change 1989 to 1990
Albert Lea	\$8,244,749	\$741,824	(\$60,533)	(\$16,809)	\$8,909,231	\$664,482	8.0595%
Alexandria	3,675,819	2,289,408	(61,570)	0	5,903,657	2,227,838	60.6079%
Andover	6,301,635	6,126,606	(85,589)	5,826	12,348,478	6,046,843	95.9567%
Anoka	3,674,021	1,878,160	(73,151)	(38,008)	5,441,022	1,767,001	48.0945%
Apple Valley	6,312,936	4,358,603	(115,639)	(94,296)	10,461,604	4,148,668	65.7169%
Arden Hills	1,378,587	878,536	(23,696)	8,155	2,241,582	862,995	62.6000%
Austin	12,843,139	3,426,399	634,327	0	16,903,865	4,060,726	31.6179%
Bemidji	7,056,562	1,212,223	205,121	0	8,473,906	1,417,344	20.0855%
Blaine	7,069,077	6,313,210	(172,318)	96,208	13,306,177	6,237,100	88.2308%
Bloomington	40,060,085	14,175,162	(233,776)	0	54,001,471	13,941,386	34.8012%
Brainerd	4,513,014	678,543	(39,332)	58,894	5,211,119	698,105	15.4687%
Brooklyn Center	7,063,596	5,465,186	(179,401)	84,970	12,434,351	5,370,755	76.0343%
Brooklyn Park	9,126,277	6,370,844	(182,243)	83,349	15,398,227	6,271,950	68.7241%
Buffalo	3,575,929	608,250	240,872	0	4,425,051	849,122	23.7455%
Burnsville	12,662,514	3,265,471	(200,782)	243,912	15,971,115	3,308,601	26.1291%
Champlin	2,063,830	2,648,424	(45,834)	(35,782)	4,630,638	2,566,808	124.3711%
Chanhassen	4,321,315	1,179,330	(46,087)	11,005	5,465,563	1,144,248	26.4792%
Chaska	3,289,282	1,686,890	(34,573)	257,146	5,198,745	1,909,463	58.0511%
Chisholm	3,196,596	923,543	(19,120)	0	4,101,019	904,423	28.2933%
Cloquet	8,683,806	2,335,241	(56,122)	0	10,962,925	2,279,119	26.2456%
Columbia Heights	5,380,728	1,673,011	(72,802)	10,559	6,991,496	1,610,768	29.9359%
Coon Rapids	9,695,540	2,711,641	685,015	(57,495)	13,034,701	3,339,161	34.4402%
Corcoran	4,717,823	1,061,650	(40,663)	0	5,738,810	1,020,987	21.6411%
Cottage Grove	8,059,716	4,297,930	191,498	(33,273)	12,515,871	4,456,155	55.2892%
Crookston	4,222,251	672,757	(42,168)	(33,058)	4,819,782	597,531	14.1520%
Crystal	6,678,879	937,195	(64,197)	4,875	7,556,752	877,873	13.1440%
Detroit Lakes	2,681,616	1,167,912	(21,412)	0	3,828,116	1,146,500	42.7541%

Municipality	1989 M.S.A.S. Needs	Accomplish. & System Revisions	Unit Cost Update	Traffic Update	1990 M.S.A.S. Needs	Net Change	% Change 1989 to 1990
Duluth	\$50,254,886	\$8,825,516	\$355,542	\$0	\$59,435,944	\$9,181,058	18.2690%
Eagan	10,372,999	2,552,429	(154,390)	(144,301)	12,626,737	2,253,738	21.7270%
East Bethel	3,171,470	68,840	(26,060)	12,321	3,226,571	55,101	1.7374%
East Grand Forks	3,305,933	(188,501)	1,662	(5,989)	3,113,105	(192,828)	-5.8328%
Eden Prairie	12,286,364	9,040,482	(238,630)	(75,220)	21,012,996	8,726,632	71.0270%
Edina	9,823,011	9,720,001	(241,259)	144,545	19,446,298	9,623,287	97.9668%
Elk River	6,462,922	1,978,276	(71,443)	0	8,369,755	1,906,833	29.5042%
Eveleth	2,528,076	868,776	(28,409)	0	3,368,443	840,367	33.2414%
Fairmont	8,454,552	3,964,007	(96,179)	35,436	12,357,816	3,903,264	46.1676%
Falcon Heights	541,756	146,104	(6,924)	(200)	680,736	138,980	25.6536%
Faribault	7,701,551	1,733,892	(50,740)	(20,596)	9,364,107	1,662,556	21.5873%
Farmington	4,766,649	1,428,718	(78,499)	0	6,116,868	1,350,219	28.3264%
Fergus Falls	4,746,421	2,402,327	66,123	0	7,214,871	2,468,450	52.0066%
Forest Lake	1,644,092	481,378	(20,739)	0	2,104,731	460,639	28.0178%
Fridley	7,863,020	1,995,895	(92,492)	24,317	9,790,740	1,927,720	24.5163%
Golden Valley	11,052,991	2,054,556	136,515	196,047	13,440,109	2,387,118	21.5970%
Grand Rapids	4,809,281	263,930	(41,471)	0	5,031,740	222,459	4.6256%
Ham Lake	2,903,207	350,056	(31,687)	0	3,221,576	318,369	10.9661%
Hastings	2,623,815	1,944,377	(51,578)	0	4,516,614	1,892,799	72.1392%
Hermantown	4,069,649	1,763	(39,885)	0	4,031,527	(38,122)	-0.9367%
Hibbing	11,971,672	8,935,359	(103,998)	0	20,803,033	8,831,361	73.7688%
Hopkins	4,747,238	790,987	(77,047)	(31,744)	5,429,434	682,196	14.3704%
Hutchinson	3,096,018	1,088,335	177,416	0	4,361,769	1,265,751	40.8832%
International Falls	4,270,449	669,569	(41,487)	0	4,898,531	628,082	14.7076%
Inver Grove Heights	4,942,322	2,315,298	(62,358)	(55,135)	7,140,127	2,197,805	44.4691%
Lake Elmo	2,257,917	297,606	(18,943)	59,167	2,595,747	337,830	14.9620%
Lakeville	10,164,112	7,999,173	(165,624)	(181,357)	17,816,304	7,652,192	75.2864%

Municipality	1989 M.S.A.S. Needs	Accomplish. & System Revisions	Unit Cost Update	Traffic Update	1990 M.S.A.S. Needs	Net Change	% Change 1989 to 1990
Lino Lakes	\$5,267,615	\$2,081,501	(\$66,550)	(\$4,375)	\$7,278,191	\$2,010,576	38.1686%
Litchfield	3,146,291	715,581	(41,996)	0	3,819,876	673,585	21.4089%
Little Canada	1,015,624	50,320	(5,543)	(151)	1,060,250	44,626	4.3939%
Little Falls	5,520,686	1,359,938	(85,926)	105,906	6,900,604	1,379,918	24.9954%
Mankato	8,123,858	6,037,661	(133,018)	120,864	14,149,365	6,025,507	74.1705%
Maple Grove	13,739,921	3,606,733	(176,611)	(139,496)	17,030,547	3,290,626	23.9494%
Maplewood	7,623,281	2,644,880	(111,270)	(197,687)	9,959,204	2,335,923	30.6420%
Marshall	2,704,747	822,983	(24,168)	82,685	3,586,247	881,500	32.5908%
Mendota Heights	2,706,173	1,114,322	(29,321)	34,693	3,825,867	1,119,694	41.3756%
Minneapolis	138,023,805	17,243,564	10,153,379	(378,749)	165,041,999	27,018,194	19.5750%
Minnetonka	18,005,688	7,043,633	(283,849)	(274,344)	24,491,128	6,485,440	36.0188%
Montevideo	2,388,322	618,311	(32,564)	0	2,974,069	585,747	24.5255%
Moorhead	11,409,769	1,473,400	(116,374)	(73,302)	12,693,493	1,283,724	11.2511%
Morris	2,061,624	499,761	(30,444)	(7,032)	2,523,909	462,285	22.4233%
Mound	2,234,980	783,007	(32,194)	1,059	2,986,852	751,872	33.6411%
Mounds View	2,255,539	104,818	(37,724)	19,189	2,341,822	86,283	3.8254%
New Brighton	5,317,168	864,046	(28,656)	125,927	6,278,485	961,317	18.0795%
New Hope	3,109,139	4,352,250	204,912	98,773	7,765,074	4,655,935	149.7500%
New Ulm	5,284,744	24,852	240,198	144,415	5,694,209	409,465	7.7481%
Northfield	5,793,468	563,509	499,178	(15,448)	6,840,707	1,047,239	18.0762%
North Mankato	2,603,977	894,434	(44,262)	0	3,454,149	850,172	32.6490%
North St. Paul	2,795,411	139,891	(38,741)	(56,672)	2,839,889	44,478	1.5911%
Oakdale	4,318,008	1,416,161	(62,948)	(40,696)	5,630,525	1,312,517	30.3964%
Orono	3,607,388	2,069,450	(32,819)	29,295	5,673,314	2,065,926	57.2693%
Owatonna	7,937,384	3,090,466	602,273	0	11,630,123	3,692,739	46.5234%
Plymouth	11,110,206	6,142,464	(189,624)	333,077	17,396,123	6,285,917	56.5779%
Prior Lake	3,899,788	2,263,703	(49,626)	(17,120)	6,096,745	2,196,957	56.3353%
Ramsey	6,091,146	2,983,219	(60,237)	229	9,014,357	2,923,211	47.9911%
Red Wing	10,324,861	2,481,218	(81,342)	0	12,724,737	2,399,876	23.2437%
Redwood Falls	1,672,332	216,624	(24,565)	0	1,864,391	192,059	11.4845%

Municipality	1989 M.S.A.S. Needs	Accomplish. & System Revisions	Unit Cost Update	Traffic Update	1990 M.S.A.S. Needs	Net Change	% Change 1989 to 1990
Richfield	\$9,466,428	\$1,679,033	(\$65,488)	\$8,548	\$11,088,521	\$1,622,093	17.1352%
Robbinsdale	2,998,380	1,598,041	(43,886)	2,419	4,554,954	1,556,574	51.9138%
Rochester	21,742,731	10,747,116	(301,376)	0	32,188,471	10,445,740	48.0424%
Rosemount	5,369,150	2,359,872	(54,563)	(75,131)	7,599,328	2,230,178	41.5369%
Roseville	5,494,987	889,683	(42,993)	(4,312)	6,337,365	842,378	15.3299%
St. Anthony	935,016	289,338	(12,284)	(236)	1,211,834	276,818	29.6057%
St. Cloud	10,519,690	6,370,934	(196,371)	0	16,694,253	6,174,563	58.6953%
St. Louis Park	8,541,226	4,011,758	218,300	(31,986)	12,739,298	4,198,072	49.1507%
St. Paul	118,773,082	19,098,101	2,261,065	(383,230)	139,749,018	20,975,936	17.6605%
St. Peter	2,718,825	499,290	(38,055)	0	3,180,060	461,235	16.9645%
Sauk Rapids	3,225,970	923,868	(47,226)	0	4,102,612	876,642	27.1745%
Savage	5,015,127	3,353,498	156,881	12,054	8,537,560	3,522,433	70.2362%
Shakopee	5,228,989	2,721,878	(17,044)	(1,258)	7,932,565	2,703,576	51.7036%
Shoreview	2,570,652	1,536,602	(44,125)	1,408	4,064,537	1,493,885	58.1131%
Shorewood	1,396,954	4,187,750	(44,688)	0	5,540,016	4,143,062	296.5783%
South St. Paul	6,580,475	1,182,361	(86,536)	(8,612)	7,667,688	1,087,213	16.5218%
Spring Lake Park	1,150,183	613,004	(21,092)	827	1,742,922	592,739	51.5343%
Stillwater	4,644,420	1,361,379	(57,192)	0	5,948,607	1,304,187	28.0807%
Thief River Falls	5,750,765	1,272,006	170,826	0	7,193,597	1,442,832	25.0894%
Vadnais Heights	1,640,838	517,105	(22,628)	0	2,135,315	494,477	30.1356%
Virginia	4,483,296	647,326	(8,952)	0	5,121,670	638,374	14.2389%
Waseca	1,538,564	188,432	2,011	0	1,729,007	190,443	12.3780%
West St. Paul	4,158,297	808,241	(57,786)	0	4,908,752	750,455	18.0472%
White Bear Lake	6,913,687	1,177,973	(77,537)	25,182	8,039,305	1,125,618	16.2810%
Willmar	7,599,182	1,437,864	(71,646)	0	8,965,400	1,366,218	17.9785%
Winona	7,396,232	1,295,564	(115,038)	0	8,576,758	1,180,526	15.9612%
Woodbury	11,584,740	5,602,827	(184,574)	61,371	17,064,364	5,479,624	47.3004%
Worthington	4,823,205	206,612	198,713	0	5,228,530	405,325	8.4036%
TOTAL	\$969,735,729	\$301,093,254	\$10,359,525	\$11,553	\$1,281,200,061	\$311,464,332	32.1185%

1990 Itemized Tabulation of Needs

The 1990 apportionment needs reflects an increase due to the addition of storm sewer, special drainage allowance on rural and suburban roadways, a substantial increase in the unit price of railroad bridges and railroad grade crossing costs, the addition of sidewalk regardless if its in place. See the 1990 June minutes for details.

The 1990 itemized tabulation of needs on the following page shows all the construction items used in the Municipal State Aid Needs Study.

The tabulation is provided to give each municipality the opportunity to compare their needs of the individual construction items to that of other cities.

The cost per mile shown on this report does not include bridges because large bridges in some cities would distort the average. The average is a more comparable cost for roadway construction cost per mile without bridges only.

The average cost per mile is \$520,026. East Bethel has the lowest cost per mile with \$148,280 while Farmington has the highest cost with \$918,449 per mile.

Six cities which exceed \$700,000 per mile are listed alphabetically as follows:

Bloomington, Buffalo, Farmington, Minneapolis, St. Paul, Woodbury.

MUNICIPAL NAME	GRADING	COMP SEWER	ADJ SEWER	BASE	SURFACE	SHOULDER	CURB&GUTTER	SIDEWALK	SIGNALS	LIGHTING	RET WALLS	BRIDGES	RR CROSSING	ENGINEERING	MAINT	NEEDS	MILEAGE	COST/MIL	MUNICIPAL NAME
ALBERT LEA	1,278,603	337,120	399,280	1,669,178	1,714,139				382,500	280,160	19,000			1,353,925	106,416	8,909,231	17.51	508,808	ALBERT LEA
ALEXANDRIA	862,735	654,640	111,600	1,092,603	976,017		5,818		317,283	187,200				890,302	67,752	5,903,657	11.70	504,586	ALEXANDRIA
ANDOVER	1,045,286	2,647,960	11,780	1,054,927	1,862,402	36,696	732,339	1,830,570	492,000	477,600		120,120	75,000	1,869,606	92,192	12,348,478	29.85	409,660	ANDOVER
ANOKA	591,452	1,142,680	8,680	594,179	970,858		466,847	382,396	210,450	190,240				820,412	62,836	5,441,022	11.89	457,613	ANOKA
APPLE VALLEY	640,242	1,399,440	140,120	1,377,603	2,242,289		568,729	1,231,762	770,400	386,880				1,576,448	127,796	10,461,604	24.18	432,655	APPLE VALLEY
ARDEN HILLS	202,080	511,560	620	375,834	360,487		172,745	57,806	110,800	82,880				338,921	19,864	2,241,582	5.18	432,738	ARDEN HILLS
AUSTIN	2,767,230	662,480	347,200	2,068,390	2,192,143		789,025	1,148,084	516,000	359,520		3,060,170	285,000	2,555,205	153,476	16,903,865	22.47	616,097	AUSTIN
BEMIDJII	787,108	1,070,160	76,880	952,979	1,488,779		474,600	634,074	341,250	230,560	10,000	588,120	451,000	1,304,676	89,312	8,473,906	14.41	547,244	BEMIDJII
BLAINE	962,512	2,502,920	1,240	2,013,344	2,968,582	31,863	931,579	550,704	730,800	496,000				2,020,354	102,516	13,306,177	31.00	429,232	BLAINE
BLOOMINGTON	4,677,542	6,958,000	477,400	7,951,020	12,232,634		2,310,957	3,139,694	2,431,950	1,166,240	16,000	2,875,760	1,068,000	8,170,946	541,332	54,001,471	72.89	701,409	BLOOMINGTON
BRAINERD	703,284	252,840	359,600	688,586	1,177,344		387,590	66,052	256,500	227,040				783,070	85,396	5,211,119	14.19	367,239	BRAINERD
BROOKLYN CENTER	928,076	1,581,720	505,920	1,957,927	2,908,606		589,368	646,912	649,200	340,800	42,867	277,200		1,877,149	128,608	12,434,351	21.30	570,758	BROOKLYN CENTER
BROOKLYN PARK	1,065,225	2,918,440	163,680	1,710,166	3,313,011		1,002,873	1,060,976	1,081,500	582,720				2,375,668	177,888	15,398,227	37.96	405,643	BROOKLYN PARK
BUFFALO	432,518	484,120	48,980	702,569	558,860		329,892	392,196	97,500	93,120	50,000		537,000	671,858	27,480	4,425,051	5.82	760,318	BUFFALO
BURNSVILLE	1,731,891	831,040	147,560	2,719,671	3,789,934		1,003,373	1,062,110	1,342,650	649,600				2,567,475	303,276	15,971,115	40.60	393,377	BURNSVILLE
CHAMPLIN	222,555	799,680	8,060	308,633	895,266		359,187	868,434	210,750	205,600				710,300	54,400	4,630,638	13.39	345,828	CHAMPLIN
CHANHASSEN	666,249	985,880		1,039,625	940,975	16,088	320,431	103,292	223,350	213,760		13,376	75,000	827,645	39,892	5,465,563	13.36	408,098	CHANHASSEN
CHASKA	248,100	999,600		803,322	887,544		349,544	571,284	153,300	137,440		68,310	150,000	786,438	43,976	5,198,745	8.59	597,257	CHASKA
CHISHOLM	774,850	772,240	19,220	592,819	490,639		272,301	309,834	103,950	110,880				620,410	33,876	4,101,019	6.93	591,778	CHISHOLM
CLOQUET	1,914,069	1,803,200		1,530,556	1,396,169	7,449	622,694	736,078	282,450	284,000		336,600	260,000	1,660,054	85,372	10,962,925	17.75	598,666	CLOQUET
COLUMBIA HEIGHTS	762,533	997,640		1,357,471	1,385,263		344,389	24,794	270,750	187,900	350,000			1,097,152	72,804	6,991,496	11.41	612,752	COLUMBIA HEIGHTS
COON RAPIDS	638,434	1,558,200	26,660	943,184	2,816,899		642,081	1,027,740	965,850	616,640		1,435,776	176,400	2,081,604	234,224	13,034,701	38.54	300,958	COON RAPIDS
CORCORAN	1,209,373	736,960		1,324,497	573,295	45,600	217,971	308,126	196,650	209,760				868,002	48,576	5,738,810	13.11	437,743	CORCORAN
COTTAGE GROVE	770,997	2,044,280	16,120	1,838,777	2,039,301	19,416	820,048	1,438,584	610,500	372,160		520,000		1,888,553	137,456	12,515,871	23.26	515,730	COTTAGE GROVE
CROOKSTON	558,254	603,680	69,440	748,722	739,118		269,823	299,264	148,650	147,840	5,000	450,000	400	1,816,545	52,356	4,819,782	10.82	403,862	CROOKSTON
CRYSTAL	627,675	883,960	298,220	1,217,017	1,506,198	163	524,245	14,700	559,350	278,400	32,900			1,302,540	86,964	7,556,752	17.40	434,296	CRYSTAL
DETROIT LAKES	325,114	623,280	24,800	397,290	724,123	111	182,881	313,712	177,450	144,160		35,530	250,500	575,809	53,356	3,828,116	9.01	420,931	DETROIT LAKES
DULUTH	8,771,780	5,635,000	1,012,460	9,905,355	8,542,274	63,625	2,656,466	2,649,304	2,074,050	1,434,880	154,000	6,675,740	333,200	9,009,088	543,176	59,435,944	89.68	588,316	DULUTH
EAGAN	692,924	1,695,400	115,320	1,590,963	3,191,580		872,688	668,542	1,063,200	605,760				1,902,366	241,012	12,626,737	37.86	333,511	EAGAN
EAST BETHEL	577,605			650,608	658,245	88,925			326,400	348,160	20,000			480,588	76,040	3,226,571	21.76	148,280	EAST BETHEL
EAST GRAND FORKS	297,461	444,920		349,090	695,375		152,687	50,232	203,700	173,120				469,391	60,464	3,113,105	10.82	287,718	EAST GRAND FORKS
EDEN PRAIRIE	1,618,135	3,620,120	358,360	2,934,669	4,363,934		1,439,711	699,300	1,120,500	597,760	484,500	308,000	110,000	3,543,529	180,104	21,012,996	37.36	554,202	EDEN PRAIRIE
EDINA	2,261,732	1,373,960	669,600	3,208,735	4,253,075		1,379,454	984,732	1,185,000	623,200	154,600	166,650	27,000	3,079,196	226,760	19,446,298	38.95	494,985	EDINA
ELK RIVER	651,880	1,387,680		943,510	1,251,484	24,553	431,469	599,494	381,150	335,360	8,000			1,339,581	87,808	8,369,755	20.96	356,668	ELK RIVER
EVELETH	508,641	625,240	48,360	552,445	448,547	345	225,510	216,076	108,450	95,680				509,273	29,876	3,368,443	5.98	562,285	EVELETH
FAIRMONT	1,572,153	2,024,680		1,912,319	2,147,954	1,170	656,160	829,262	429,750	278,080	3,000	448,800	75,400	1,868,182	110,916	12,357,816	17.38	685,214	FAIRMONT
FALCON HEIGHTS	49,898	119,560	3,720	89,114	149,739		45,623	25,900	42,000	40,640				101,914	12,628	680,736	2.54	268,006	FALCON HEIGHTS
FARIBAULT	774,489	268,520	60,760	1,057,012	1,597,605		388,978	1,483,328	440,100	289,120		1,331,280	150,400	1,416,037	111,028	9,364,107	18.07	444,539	FARIBAULT
FARMINGTON	663,241	1,305,360		1,370,428	1,123,223		386,812	43,778	169,500	106,560				1,019,510	17,564	6,116,868	6.66	918,449	FARMINGTON
FERGUS FALLS	784,684	507,640	147,560	802,551	955,293	2,477	331,562	462,266	270,000	196,480	15,500	629,240	955,000	1,180,715	63,792	7,214,871	12.28	536,289	FERGUS FALLS
FOREST LAKE	231,235	341,040	61,380	318,056	332,645		211,670	157,164	60,900	59,040				319,243	12,436	2,104,731	3.69	570,388	FOREST LAKE
FRIDLEY	899,882	1,711,080	107,880	1,257,380	2,179,710	6,774	735,748		495,300	385,280			405,000	1,473,126	133,580	9,790,740	24.08	406,592	FRIDLEY
GOLDEN VALLEY	1,592,427	1,971,760	327,980	2,253,605	2,277,585		837,867	42,294	561,300	375,200	10,000	380,000	646,500	2,029,767	133,824	13,440,109	23.45	556,934	GOLDEN VALLEY
GRAND RAPIDS	587,411	658,560	66,340	663,477	1,052,089	988	322,997	231,840	231,600	168,000			225,000	1,183,939	65,944	5,031,740	10.50	479,213	GRAND RAPIDS
HAM LAKE	395,417	219,520	18,600	554,756	689,085	60,824	149,039		383,050	301,920				481,001	68,364	3,221,576	18.87	770,725	HAM LAKE
HASTINGS	428,493	970,200	13,640	520,434	862,790	1,527	298,108	236,544	227,100	199,040	9,000			678,005	71,936	4,516,614	12.44	363,072	HASTINGS
HERMANTOWN	733,432	84,280		1,182,072	799,201	26,099	83,056		226,500	207,840	25,000			611,547	57,900	4,031,527	12.99	310,356	HERMANTOWN
HIBBING	4,103,345	2,401,000	208,320	4,293,102	2,712,394	96,397	1,000,905	779,352	768,750	769,440		16,320	295,000	3,145,221	218,732	20,803,033	48.09	432,246	HIBBING
HOPKINS	628,715	503,720	74,400	1,072,917	1,256,376		305,897	174,076	319,350	150,560				819,718	55,976	5,429,434	9.41	569,784	HOPKINS
HUTCHINSON	256,784	497,840		406,508	674,722		133,317	17,780	161,700	153,280		867,320	477,900	656,915	58,132	4,361,769	9.58	364,765	HUTCHINSON
INTERNATIONAL FALLS	752,270	452,760	230,640	893,892	708,616		360,571	471,212	121,500	126,240				741,186	39,644	4,898,531	7.89	420,853	INTERNATIONAL FALLS
INVER GROVE HEIGHTS	284,307	1,701,280	18,600	884,936	1,286,796		584,812	619,556	325,350	278,080				1,115,078	79,340	7,140,127	17.38	410,824	INVER GROVE HEIGHTS
LAKE ELMO	176,855	290,080	27,900	676,197	456,726	41,922	111,931	90,440	142,950	152,480				390,146	38,120	2,595,747	9.53	272,376	LAKE ELMO
LAKEVILLE	1,471,226	3,837,680		3,002,192	3,254,364	3,029	1,257,732	780,290	634,950	523,520		225,800		2,890,611	127,180	17,816,304	32.72	544,508	LAKEVILLE
LINO LAKES	910,920	1,593,480		1,641,152	1,021,666	29,917	471,868		226,800	241,920				1,181,620	35,676	7,278,191	15.12	681,362	LINO LAKES
LITCHFIELD	463,885	772,240	75,020	661,815	612,259		333,586	63,112	117,450	125,280				577,438</					

COMPARISON OF NEEDS BETWEEN 1989 AND 1990

Needs Year	Complete Grading	Special Drainage	Complete Storm Sewer	Sewer Adjustment	Curb & Gutter Removal	Concrete Pavement Removal	Sidewalk Removal
1989	\$86,051,741	\$1,537,367	\$0	\$12,662,880	\$11,293,322	\$25,871,629	\$8,400,976
1990	90,892,063	3,121,253	145,320,280	15,412,580	11,944,133	29,912,595	9,839,320
Difference	\$4,840,322	\$1,583,886	\$145,320,280	\$2,749,700	\$650,811	\$4,040,966	\$1,438,344
%	5.62%	103.03%		21.71%	5.76%	15.62%	17.12%
Needs Year	Tree Removal	Total Grading Needs	Total Base Needs	Surface Widening Bit.	Surface Needs	Total Shoulder Needs	Curb & Gutter Construction
1989	\$3,638,040	\$149,455,955	\$181,504,952	\$2,197,440	\$190,035,792	\$629,116	\$64,560,851
1990	3,980,060	312,182,645	194,459,466	2,623,499	229,020,622	834,973	72,909,982
Difference	\$342,020	\$162,726,690	\$12,954,514	\$426,059	\$38,984,830	\$205,857	\$8,349,131
%	9.40%	108.88%	7.14%	19.39%	20.51%	32.72%	12.93%
Needs Year	Sidewalk Construction	Traffic Signal Construction	Street Lighting Construction	Total Roadway Cost	Total Bridge Needs	Railroad Crossing Needs	Total Maintenance Needs
1989	\$28,800,254	\$54,965,700	\$36,053,920	\$711,043,413	\$56,546,506	\$17,155,200	\$12,083,911
1990	68,675,194	56,670,000	36,994,240	975,001,405	75,378,327	24,359,750	13,007,500
Difference	\$39,874,940	\$1,704,300	\$940,320	\$263,957,992	\$18,831,821	\$7,204,550	\$923,589
%	138.45%	3.10%	2.61%	37.12%	33.30%	42.00%	7.64%
Needs Year	Engineering	Total Apportionment Cost	Total Mileage	After the fact Right of way Needs	After the fact Bridge Needs	Overall Apportionment Needs	Needs To Apport. Ratio
1989	\$171,969,881	\$969,735,729	2265.64	\$31,937,301	\$14,235,111	\$1,015,908,141	12.4625
1990	198,513,528	1,281,200,061	2317.97	27,625,941	13,438,470	1,322,264,472	16.1252 *
Difference	\$26,543,647	\$311,464,332	52.33	(\$4,311,360)	(\$796,641)	\$306,356,331	
%	15.44%	32.12%	2.31%	-13.50%	-5.60%	30.16%	

* Used an estimated amount of \$82,000,000 for apportionment.

OCTOBER 30, 1990

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 1990 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 1991 APPORTIONMENT SUM AS PROVIDED BY MINNESOTA STATUTES, CHAPTER 162.13, SUBDIVISION 1.

RESPECTFULLY SUBMITTED,

BRUCE BULLERT
CHAIRMAN

JIM GRUBE
VICE CHAIRMAN

DAN EDWARDS
SECRETARY

APPROVED BY:

NICK DRAGISICH
DISTRICT 1

JAMES WALKER
DISTRICT 2

TERRY MAURER
DISTRICT 3

ALVIN MOEN
DISTRICT 4

MICHAEL EASTLING
DISTRICT 5

THOMAS DRAKE
DISTRICT 6

PETE MCCLURG
DISTRICT 7

JOSEPH BETTENDORF
DISTRICT 8

KENNETH HAIDER
DISTRICT 9

KENNETH LARSON
DULUTH

MARV HOSHAW
MINNEAPOLIS

THOMAS KUHFIELD
ST. PAUL

ATTACHMENT: MONEY NEEDS LISTING

1990 MONEY NEEDS RECOMMENDATIONS

MUNICIPALITY	MONEY NEEDS	MUNICIPALITY	MONEY NEEDS
ALBERT LEA	\$8,909,231	FALCON HEIGHTS	\$680,736
ALEXANDRIA	5,903,657	FARIBAULT	9,364,107
ANDOVER	12,348,478	FARMINGTON	6,116,868
ANOKA	5,441,022	FERGUS FALLS	7,214,871
APPLE VALLEY	10,461,604	FOREST LAKE	2,104,731
ARDEN HILLS	2,241,582	FRIDLEY	9,790,740
AUSTIN	16,903,865	GOLDEN VALLEY	13,440,109
BEMIDJI	8,473,906	GRAND RAPIDS	5,031,740
BLAINE	13,306,177	HAM LAKE	3,221,576
BLOOMINGTON	54,001,471	HASTINGS	4,516,614
BRAINERD	5,211,119	HERMANTOWN	4,031,527
BROOKLYN CENTER	12,434,351	HIBBING	20,803,033
BROOKLYN PARK	15,398,227	HOPKINS	5,429,434
BUFFALO	4,425,051	HUTCHINSON	4,361,769
BURNSVILLE	15,971,115	INTERNATIONAL FALLS	4,898,531
CHAMPLIN	4,630,638	INVER GROVE HEIGHTS	7,140,127
CHANHASSEN	5,465,563	LAKE ELMO	2,595,747
CHASKA	5,198,745	LAKEVILLE	17,816,304
CHISHOLM	4,101,019	LINO LAKES	7,278,191
CLOQUET	10,962,925	LITCHFIELD	3,819,876
COLUMBIA HEIGHTS	6,991,496	LITTLE CANADA	1,060,250
COON RAPIDS	13,034,701	LITTLE FALLS	6,900,604
CORCORAN	5,738,810	MANKATO	14,149,365
COTTAGE GROVE	12,515,871	MAPLE GROVE	17,030,547
CROOKSTON	4,819,782	MAPLEWOOD	9,959,204
CRYSTAL	7,556,752	MARSHALL	3,586,247
DETROIT LAKES	3,828,116	MENDOTA HEIGHTS	3,825,867
DULUTH	59,435,944	MINNEAPOLIS	165,041,999
EAGAN	12,626,737	MINNETONKA	24,491,128
EAST BETHEL	3,226,571	MONTEVIDEO	2,974,069
EAST GRAND FORKS	3,113,105	MOORHEAD	12,693,493
EDEN PRAIRIE	21,012,996	MORRIS	2,523,909
EDINA	19,446,298	MOUND	2,986,852
ELK RIVER	8,369,755	MOUNDS VIEW	2,341,822
EVELETH	3,368,443	NEW BRIGHTON	6,278,485
FAIRMONT	12,357,816	NEW HOPE	7,765,074

1990 MONEY NEEDS RECOMMENDATIONS

MUNICIPALITY	MONEY NEEDS
NEW ULM	\$5,694,209
NORTHFIELD	6,840,707
NORTH MANKATO	3,454,149
NORTH ST. PAUL	2,839,889
OAKDALE	5,630,525
ORONO	5,673,314
OWATONNA	11,630,123
PLYMOUTH	17,396,123
PRIOR LAKE	6,096,745
RAMSEY	9,014,357
RED WING	12,724,737
REDWOOD FALLS	1,864,391
RICHFIELD	11,088,521
ROBBINSDALE	4,554,954
ROCHESTER	32,188,471
ROSEMOUNT	7,599,328
ROSEVILLE	6,337,365
ST. ANTHONY	1,211,834
ST. CLOUD	16,694,253
ST. LOUIS PARK	12,739,298
ST. PAUL	139,749,018
ST. PETER	3,180,060
SAUK RAPIDS	4,102,612
SAVAGE	8,537,560
SHAKOPEE	7,932,565
SHOREVIEW	4,064,537
SHOREWOOD	5,540,016
SOUTH ST. PAUL	7,667,688
SPRING LAKE PARK	1,742,922
STILLWATER	5,948,607
THIEF RIVER FALLS	7,193,597
VADNAIS HEIGHTS	2,135,315
VIRGINIA	5,121,670
WASECA	1,729,007
WEST ST. PAUL	4,908,752
WHITE BEAR LAKE	8,039,305
WILLMAR	8,965,400
WINONA	8,576,758
WOODBURY	17,064,364
WORTHINGTON	5,228,530
STATE TOTAL	\$1,281,200,061

1990 MUNICIPAL STATE AID NEEDS REPORT

Tentative 1991 Money Needs Apportionment Determination

This tabulation shows each municipality's tentative money needs apportionment based on a projected apportionment amount. The actual amount of the road user fund for distribution to the Municipal State Aid Account will not be available until January 1991.

The 25-year Construction Needs shown on this report are those computed from the "1990 Needs Study Update". The adjusted 25-year construction needs are the result of subtracting for the excess unencumbered construction fund balance, Unencumbered Construction Fund balance, Expenditures off the Municipal State Aid System, and adding or subtracting for Bond Accounts, adding for Non-existing Bridge Adjustments, Right-of-Way "After the fact" needs, and subtracting the cost of bituminous overlays and concrete joint repairs on segments that receive complete needs and variances. These adjustments to the actual needs are made as directed by the Screening Board resolutions.

This summary provides specific data and shows the impact of the adjustments to each municipality for the Screening Board's use in establishing the 1991 Money Needs Apportionment Determination.

The adjustments are listed individually following the tentative summary of adjustments to the 1990 actual 25-year Construction Needs.

TENTATIVE DETERMINATION OF THE 1990 CONSTRUCTION NEEDS APPORTIONMENT

Municipality	1990 Actual 25-Year Const. Needs	Excess Unencumbered Construction Fund Balance Deduction	Unencumbered Construction Fund Balance Deduction	(-) Expend. Off-State Aid System	(+ or -) Bond Account Adjustment	(+) Non- Existing Bridge Adjustment	(+) R/W Acquisition Adjustment	(-) Bituminous Overlay And Concrete Joint Repair	(-) Variance Adjustments	Total affect of Adjustments	Adjusted 25-Year Const. Needs	Money Needs Apport. Minus (THTB Adj.)	(+) Turnback Maintenance Adjustment	1991 Money Needs Apport.	% Of Total Dist.
Albert Lea	\$8,903,231		(\$463,963)	(\$279,803)	--	\$245,320	--	--	--	(\$498,446)	\$8,410,785	\$280,461	--	\$280,461	0.684%
Alexandria	5,903,657		(41,533)	(161,571)	--	--	--	(85,966)	--	(289,070)	5,614,587	187,221	--	187,221	0.457%
Andover	12,348,478		(34,615)	(113,955)	657,053	--	--	--	--	508,483	12,856,961	428,721	--	428,721	1.046%
Anoka	5,441,022		(283,168)	(106,096)	(255,000)	--	28,974	--	--	(615,290)	4,825,732	160,916	--	160,916	0.392%
Apple Valley	10,461,604		--	(230,701)	715,000	--	--	--	--	484,299	10,945,903	364,996	--	364,996	0.890%
Arden Hills	2,241,582		(146,395)	(80,983)	--	--	--	--	--	(227,378)	2,014,204	67,165	--	67,165	0.164%
Austin	16,903,865		(705,328)	(675,387)	--	--	--	--	--	(1,380,715)	15,523,150	517,626	--	517,626	1.263%
Bemidji	8,473,906		(286,597)	(152,964)	--	--	148,479	--	--	(291,082)	8,182,824	272,860	--	272,860	0.666%
Blaine	13,306,177		(1,068,135)	(250,279)	--	--	--	--	--	(1,318,414)	11,987,763	399,737	--	399,737	0.975%
Bloomington	54,001,471		(533,182)	(3,838,059)	--	2,326,375	832,491	--	--	(1,212,375)	52,789,096	1,760,275	--	1,760,275	4.293%
Brainerd	5,211,119		(211,254)	(40,806)	410,000	--	--	--	--	157,940	5,369,059	179,034	--	179,034	0.437%
Brooklyn Center	12,434,351		(865,255)	--	120,000	--	23,875	--	--	(721,380)	11,712,971	390,574	--	390,574	0.953%
Brooklyn Park	15,398,227		(1,890,568)	(13,156)	--	--	6,632	--	--	(1,897,092)	13,501,135	450,201	11,016	461,217	1.125%
Buffalo	4,425,051		--	--	--	--	--	--	--	(282,892)	4,142,159	138,122	--	138,122	0.337%
Burnsville	15,971,115		(101,753)	(13,763)	--	349,684	519,647	--	--	753,815	16,724,930	557,700	--	557,700	1.360%
Champlin	4,630,638		(233,197)	(15,512)	--	--	95,544	--	--	(153,165)	4,477,473	149,303	3,888	153,191	0.374%
Chanhassen	5,465,563		--	--	--	--	--	--	--	--	5,465,563	182,252	--	182,252	0.445%
Chaska	5,198,745		(387,652)	(398,913)	--	--	82,566	--	--	(703,999)	4,494,746	149,879	--	149,879	0.366%
Chisholm	4,101,019		--	(34,914)	--	--	--	--	--	(34,914)	4,066,105	135,586	--	135,586	0.331%
Cloquet	10,962,925		(661,242)	(30,745)	--	--	73,539	--	--	(618,448)	10,344,477	344,941	--	344,941	0.841%
Columbia Heights	6,991,496		(232,702)	--	--	--	30,500	(146,361)	--	(348,563)	6,642,933	221,512	--	221,512	0.540%
Coon Rapids	13,034,701		--	(19,436)	--	--	535,089	--	--	515,653	13,550,354	451,842	--	451,842	1.102%
Corcoran	5,738,810		--	--	--	--	--	--	--	--	5,738,810	191,363	--	191,363	0.467%
Cottage Grove	12,515,871		--	--	(313,814)	--	--	--	--	(313,814)	12,202,057	406,883	--	406,883	0.992%
Crookston	4,819,782		(295,858)	--	--	--	1,108,538	--	--	812,680	5,632,462	187,817	11,376	199,193	0.486%
Crystal	7,556,752		(762,281)	(31,134)	--	--	3,219,277	--	--	2,425,862	9,982,614	332,875	--	332,875	0.812%
Detroit Lakes	3,828,116		(99,983)	--	--	--	--	--	--	(99,983)	3,728,133	124,316	--	124,316	0.303%
Duluth	59,435,944		--	(437,866)	149,451	1,054,200	175,250	(298,392)	--	(42,643)	60,078,587	2,003,347	--	2,003,347	4.886%
Eagan	12,626,737		--	--	2,520,000	--	392,508	--	--	2,912,508	15,539,245	518,163	--	518,163	1.264%
East Bethel	3,226,571		--	--	--	--	15,200	--	--	15,200	3,241,771	108,098	--	108,098	0.264%
East Grand Forks	3,113,105		--	--	90,000	--	121,700	--	--	211,700	3,324,805	110,867	--	110,867	0.270%
Eden Prairie	21,012,996		(764,910)	(155,330)	511,663	974,299	--	--	--	565,722	21,578,718	719,552	--	719,552	1.755%
Edina	19,446,298		(762,748)	(645,157)	--	--	45,296	--	--	(1,362,609)	18,083,689	603,009	--	603,009	1.471%
Elk River	8,369,755		--	--	--	--	8,000	--	--	8,000	8,377,755	279,360	--	279,360	0.681%
Eveleth	3,368,443		--	(33,271)	--	--	--	(11,136)	--	(44,407)	3,324,036	110,841	--	110,841	0.270%
Fairmont	12,357,816		(421,995)	--	--	--	23,732	--	--	(398,263)	11,959,553	398,797	--	398,797	0.973%
Falcon Heights	680,736		(203,788)	--	(27,988)	--	--	--	--	(231,776)	448,960	14,971	--	14,971	0.037%
Faribault	9,364,107		(33,751)	(40,753)	25,000	--	2,346	--	--	(47,158)	9,316,949	310,678	--	310,678	0.758%
Farmington	6,116,868		(208,295)	--	--	--	7,133	--	--	(201,162)	5,915,706	197,262	--	197,262	0.481%
Fergus Falls	7,214,871		(364,149)	(128,635)	--	--	67,200	(40,902)	--	(466,486)	6,748,385	225,028	--	225,028	0.549%
Forest Lake	2,104,731		--	--	--	--	--	--	--	--	2,104,731	70,183	--	70,183	0.171%
Fridley	9,790,740		(1,122,642)	(109,180)	--	--	5,853	--	--	(1,225,969)	8,564,771	285,596	--	285,596	0.697%
Golden Valley	13,440,109		(391,217)	(128,001)	--	--	1,140,625	--	--	621,407	14,061,516	468,887	--	468,887	1.144%
Grand Rapids	5,031,740		--	--	10,000	553,858	--	--	--	563,858	5,595,598	186,588	--	186,588	0.455%
Ham Lake	3,221,576		(239,479)	--	30,000	--	--	--	--	(209,479)	3,012,097	100,440	--	100,440	0.245%
Hastings	4,516,614		(376,742)	(251,582)	--	233,038	17,620	--	--	(377,666)	4,138,948	138,015	--	138,015	0.337%
Hermantown	4,031,527	(1,598,618)	(799,309)	--	--	--	29,403	(182,219)	--	(2,550,743)	1,480,784	49,377	--	49,377	0.120%
Hibbing	20,803,033		--	(107,535)	(151,133)	--	78,725	--	--	(179,943)	20,623,090	687,686	--	687,686	1.677%
Hopkins	5,429,434		(211,209)	(232,192)	--	--	--	--	--	(443,401)	4,986,033	166,261	--	166,261	0.406%
Hutchinson	4,361,769		(168,431)	(273,473)	--	570,793	--	--	--	128,889	4,490,658	149,743	--	149,743	0.365%
International Falls	4,898,531		(479,815)	--	--	--	--	--	--	(479,815)	4,418,716	147,344	--	147,344	0.359%
Inver Grove Heights	7,140,127		(127,821)	(109,852)	--	--	617,797	--	--	380,124	7,520,251	250,766	--	250,766	0.612%
Lake Elmo	2,595,747		(206,289)	--	--	--	99,556	--	--	(106,733)	2,489,014	82,997	--	82,997	0.202%
Lakeville	17,816,304		--	(1,035,360)	--	--	--	--	--	(1,035,360)	16,780,944	559,568	--	559,568	1.365%
Lino Lakes	7,278,191		(335,154)	--	--	--	64,950	--	--	(270,204)	7,007,987	233,684	--	233,684	0.570%
Litchfield	3,819,876		(372,374)	(152,509)	--	--	--	--	--	(524,883)	3,294,993	109,873	--	109,873	0.268%
Little Canada	1,060,250		(173,748)	--	279,033	--	43,300	--	--	1,208,835	40,309	40,309	--	40,309	0.098%
Little Falls	6,900,604		(48,510)	--	--	--	103,166	--	--	54,656	6,955,260	231,926	--	231,926	0.566%
Mankato	14,149,365		(527,317)	(745,865)	--	--	382,101	--	(253,770)	(1,144,851)	13,004,514	433,641	5,328	438,969	1.071%
Maple Grove	17,030,547		--	(896)	60,299	--	50,038	--	--	109,441	17,139,988	571,540	3,600	575,140	1.403%
Maplewood	9,959,204	(3,885,072)	(971,268)	(26,978)	90,000	--	--	--	(834,653)	(5,627,971)	4,331,233	144,427	--	144,427	0.352%
Marshall	3,586,247		(83,791)	(11,775)	(74,504)	--	58,320	--	--	(111,750)	3,474,497	115,859	--	115,859	0.283%
Mendota Heights	3,825,867		(257,999)	(7,716)	170,000	--	8,970	--	--	(186,745)	3,639,122	121,348	--	121,348	0.296%
Minneapolis	165,041,999		(8,934,255)	(2,366,696)	--	1,493,191	6,652,348	--	(3,363,916)	(6,519,328)	158,522,671	5,286,008	--	5,286,008	12.893%
Minnetonka	24,491,128		(1,901,247)	(3,447,811)	--	--	282,150	--	--	(5,066,908)	19,424,220	647,709	--	647,709	1.580%
Montevideo	2,974,069		(71,152)	--	--	--	--	--	--	(71,152)	2,902,917	96,799	--	96,799	0.236%
Moorhead	12,693,493		(730,105)	(81,325)	--	--	101,305	(157,242)	--	(867,367)	11,826,126	394,347	--	394,347	0.962%
Morris	2,523,909		--	(187,741)	--	--	15,476	--	--	(172,265)	2,351,644	78,417	--	78,417	0.191%
Mound	2,986,852		(259,977)	(322,986)	--	--	107,446	--	--	(475,517)	2,511,335	83,742	--	83,742	0.204%
Mounds View	2,341,822		(356,089)	(260,896)	--	--	--	--	--	(616,985)	1,724,837	57,515	--	57,515	0.140%
New Brighton	6,278,485		(128,270)	(1,158,418)	--	--	--	--	--	(1,286,688)	4,991,797	166,454	--	166,454	0.406%
New Hope	7,765,074		--	(259,468)	(603)	--	--	(28,596)	--	(288,667)	7,476,407	249,304	--	249,304	0.608%
New Ulm	5,694,209		(75,025)	(144,326)	--	--	--	--	--	(219,351)	5,474,858	182,562	--	182,562	0.445%
Northfield	6,840,707		(620,776)	(237,837)	--	--	8,850	--	--	(849,763)	5,990,944	199,771	--	199,771	0.487%
North Mankato	3,454,149		(41,884)	(22,792)	(165,000)	--	395,146	--	--	165,470	3,619,619	120,698	--	120,698	0.294%
North St. Paul	2,839,889		--	(215,237)	--	--	24,744	--	--	(190,493)	2,649,396	88,345	--	88,345	0.215%
Oakdale	5,630,525		(22,092)	--	--	--	--	--	--	(22,092)	5,608,433	187,016	--	187,016	0.456%
Orono	5,673,314		(427,019)	(191,624)	(65,253)	--	--	--	--	(683,896)	4,989,418	166,374	--	166,374	0.406%
Owatonna	11,630,123		(531,844)	(955,390)	--	--	113,638	--	--	(1,373,596)	10,256,527	342,008	--	342,008	0.834%
Plymouth	17,396,123		(1,060,467)	(37,837)	--	--	103,413	--	--	(994,891)	16,401,232	546,906	--	546,906	1.334%
Prior Lake	6,096,745		(50,418)	--	--	--	209,125	--	--	158,707	6,255,4				

EXCESS UNENCUMBERED CONSTRUCTION BALANCE

THESE CITIES HAVE EXCEEDED THE FOLLOWING GUIDELINES OUTLINED BY THE SCREENING BOARD RESOLUTION.

WHENEVER A MUNICIPALITY'S CONSTRUCTION FUND BALANCE AVAILABLE AS OF SEPTEMBER 1, OF THE CURRENT YEAR, NOT INCLUDING THE CURRENT YEARS ALLOTMENT, EXCEEDS \$300,000 OR TWO TIMES THEIR ANNUAL CONSTRUCTION ALLOTMENT (WHICHEVER IS GREATER), SHALL RECEIVE AN ADJUSTMENT OF TWO TIMES 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 ADJUSTMENT IS INCREASED ANNUALLY TO 3,4,5, ETC. UNTIL THE CITY DOES NOT HAVE AN EXCESS BALANCE.

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MUNICIPALITY	BALANCE AS OF 09-1-90	(-) (A) CONSTRUCTION ALLOTMENT	(-) (B) AVAILABLE 09-1-90	(-) (C) *** ALLOWABLE BALANCE	(-) (D) EXCESS BALANCE	RECOMMENDED NEGATIVE NEEDS ADJUSTMENT
HERMANTOWN	\$1,041,162	\$241,853	\$799,309	\$483,706	\$315,603	\$1,598,618 *
MAPLEWOOD	1,383,105	411,837	971,268	823,674	147,594	3,885,072 **
ST. LOUIS PARK	2,729,245	799,588	1,929,657	1,599,176	330,481	3,859,314 *
SPRING LAKE PARK	506,428	133,097	373,331	300,000	73,331	746,662 *

* TWO TIMES THE AMOUNT AVAILABLE.

** SINCE MAPLEWOOD HAD AN EXCESS BALANCE IN 1988 AND 1989, THE RECOMMENDED ADJUSTMENT FOR 1990 IS 4 TIMES THE AMOUNT AVAILABLE.

*** THE ALLOWABLE BALANCE IN (C) IS TWO TIMES THE CONSTRUCTION ALLOTMENT OR \$300,000 (WHICHEVER IS GREATER).

\$1,000 OF MONEY NEEDS IN THE 1990 APPORTIONMENT EQUALLED \$41.99 OR .04199 PER DOLLAR OF NEEDS.

UNENCUMBERED CONSTRUCTION FUND BALANCE ADJUSTMENT

THE AMOUNT OF THE UNENCUMBERED FUND BALANCE AS OF SEPTEMBER 1ST OF THE CURRENT YEAR, NOT INCLUDING THE CURRENT YEAR CONSTRUCTION APPORTIONMENT, IS DEDUCTED FROM THE TOTAL NEEDS. SEE SCREENING BOARD RESOLUTION.

	(A)	(-)	(B)	(=)	(C)
MUNICIPALITY	AMOUNT AVAILABLE 9-1-90		1990 CONSTRUCTION ALLOTMENT	UNENCUMBERED CONSTRUCTION FUND BALANCE ADJUSTMENT	COLUMN (C) DIVIDED BY COLUMN (B)
ALBERT LEA	\$1,071,782		\$607,819	\$463,963	0.76
ALEXANDRIA	294,024		252,491	41,533	0.16
ANDOVER	348,332		313,717	34,615	0.11
ANOKA	483,398		200,230	283,168	1.41
APPLE VALLEY	21,580		724,301	--	0.00
ARDEN HILLS	329,940		183,545	146,395	0.80
AUSTIN	1,529,253		823,925	705,328	0.86
BEMIDJI	729,273		442,676	286,597	0.65
BLAINE	1,852,351		784,216	1,068,135	1.36
BLOOMINGTON	2,791,470		2,258,288	533,182	0.24
BRAINERD	610,231		398,977	211,254	0.53
BROOKLYN CENTER	1,596,402		731,147	865,255	1.18
BROOKLYN PARK	2,908,006		1,017,438	1,890,568	1.86
BUFFALO	520,078		237,186	282,892	1.19
BURNSVILLE	1,046,895		945,142	101,753	0.11
CHAMPLIN	457,552		224,355	233,197	1.04
CHANHASSEN	173,654		278,374	--	0.00
CHASKA	624,882		237,230	387,652	1.63
CHISHOLM	71,397		213,574	--	0.00
CLOQUET	1,067,618		406,376	661,242	1.63
COLUMBIA HEIGHTS	673,291		440,589	232,702	0.53
COON RAPIDS	973,963		1,094,816	--	0.00
CORCORAN	209,690		209,691	--	0.00
COTTAGE GROVE	485,073		597,521	--	0.00
CROOKSTON	653,832		357,974	295,858	0.83
CRYSTAL	1,376,400		614,119	762,281	1.24
DETROIT LAKES	314,805		214,822	99,983	0.47
DULUTH	2,520,144		2,762,350	--	0.00
EAGAN	--		894,121	--	0.00
EAST BETHEL	--		213,237	--	0.00
EAST GRAND FORKS	--		220,196	--	0.00
EDEN PRAIRIE	1,693,390		928,480	764,910	0.82
EDINA	1,786,141		1,023,393	762,748	0.75

	(A)	(-)	(B)	(=)	(C)
MUNICIPALITY	AMOUNT AVAILABLE 9-1-90		1990 CONSTRUCTION ALLOTMENT	UNENCUMBERED CONSTRUCTION FUND BALANCE ADJUSTMENT	COLUMN (C) DIVIDED BY COLUMN (B)
ELK RIVER	\$32,817		\$360,220	--	0.00
EVELETH	--		176,977	--	0.00
FAIRMONT	940,184		518,189	421,995	0.81
FALCON HEIGHTS	304,719		100,931	203,788	2.02
FARIBAULT	469,631		435,880	33,751	0.08
FARMINGTON	483,300		275,005	208,295	0.76
FERGUS FALLS	739,206		375,057	364,149	0.97
FOREST LAKE	150,366		150,367	--	0.00
FRIDLEY	1,710,073		587,431	1,122,642	1.91
GOLDEN VALLEY	1,221,515		830,298	391,217	0.47
GRAND RAPIDS	236,704		333,537	--	0.00
HAM LAKE	457,694		218,215	239,479	1.10
HASTINGS	685,462		308,720	376,742	1.22
HERMANTOWN	1,041,162		241,853	799,309	3.30
HIBBING	41,423		633,582	--	0.00
HOPKINS	631,538		420,329	211,209	0.50
HUTCHINSON	459,495		291,064	168,431	0.58
INTERNATIONAL FALLS	760,595		280,780	479,815	1.71
INVER GROVE HEIGHTS	601,561		473,740	127,821	0.27
LAKE ELMO	333,270		126,981	206,289	1.62
LAKEVILLE	--		594,107	--	0.00
LINO LAKES	613,870		278,716	335,154	1.20
LITCHFIELD	584,720		212,346	372,374	1.75
LITTLE CANADA	265,881		92,133	173,748	1.89
LITTLE FALLS	360,685		312,175	48,510	0.16
MANKATO	1,274,579		747,262	527,317	0.71
MAPLE GROVE	131,988		899,686	--	0.00
MAPLEWOOD	1,383,105		411,837	971,268	2.36
MARSHALL	352,326		268,535	83,791	0.31
MENDOTA HEIGHTS	577,593		219,594	357,999	1.63
MINNEAPOLIS	17,656,740		8,722,485	8,934,255	1.02
MINNETONKA	3,037,172		1,135,925	1,901,247	1.67
MONTEVIDEO	253,794		182,642	71,152	0.39
MOORHEAD	1,646,810		916,705	730,105	0.80
MORRIS	121,899		158,891	--	0.00
MOUND	458,047		198,070	259,977	1.31
MOUNDS VIEW	564,763		208,674	356,089	1.71
NEW BRIGHTON	527,908		399,638	128,270	0.32
NEW HOPE	69,270		470,404	--	0.00

	(A)	(-)	(B)	(=)	(C)	
MUNICIPALITY	AMOUNT AVAILABLE 9-1-90		1990 CONSTRUCTION ALLOTMENT		UNENCUMBERED CONSTRUCTION FUND BALANCE ADJUSTMENT	COLUMN (C) DIVIDED BY COLUMN (B)
NEW ULM	\$488,124		\$413,099		\$75,025	0.18
NORTHFIELD	949,862		329,086		620,776	1.89
NORTH MANKATO	264,677		222,793		41,884	0.19
NORTH ST. PAUL	125,190		286,952		--	0.00
OAKDALE	308,366		286,274		22,092	0.08
ORONO	657,406		230,387		427,019	1.85
OWATONNA	1,091,551		559,707		531,844	0.95
PLYMOUTH	1,950,084		889,617		1,060,467	1.19
PRIOR LAKE	349,742		299,324		50,418	0.17
RAMSEY	724,066		402,334		321,732	0.80
RED WING	1,014,217		523,674		490,543	0.94
REDWOOD FALLS	154,618		124,863		29,755	0.24
RICHFIELD	1,876,068		760,152		1,115,916	1.47
ROBBINSDALE	814,597		332,716		481,881	1.45
ROCHESTER	4,591,935		1,732,946		2,858,989	1.65
ROSEMOUNT	56,952		298,933		--	0.00
ROSEVILLE	973,433		882,775		90,658	0.10
ST. ANTHONY	401,558		146,702		254,856	1.74
ST. CLOUD	1,447,967		1,008,590		439,377	0.44
ST. LOUIS PARK	2,729,245		799,588		1,929,657	2.41
ST. PAUL	16,515,608		7,193,080		9,322,528	1.30
ST. PETER	358,296		249,543		108,753	0.44
SAUK RAPIDS	474,817		220,201		254,616	1.16
SAVAGE	404,634		223,660		180,974	0.81
SHAKOPEE	748,394		358,393		390,001	1.09
SHOREVIEW	801,988		368,319		433,669	1.18
SHOREWOOD	134,199		134,200		--	0.00
SOUTH ST. PAUL	471,011		459,844		11,167	0.02
SPRING LAKE PARK	506,428		133,097		373,331	2.80
STILLWATER	967,199		362,263		604,936	1.67
THIEF RIVER FALLS	82,468		355,104		--	0.00
VADNAIS HEIGHTS	423,927		127,663		296,264	2.32
VIRGINIA	136,436		351,875		--	0.00
WASECA	429,250		144,268		284,982	1.98
WEST ST. PAUL	804,464		450,607		353,857	0.79
WHITE BEAR LAKE	1,180,218		493,333		686,885	1.39
WILLMAR	657,016		544,959		112,057	0.21
WINONA	738,568		534,061		204,507	0.38
WOODBURY	1,566,480		718,936		847,544	1.18
WORTHINGTON	616,242		352,782		263,460	0.75
TOTAL	\$119,384,013		\$68,727,997		\$57,293,819	0.83

**PROJECT LISTING OF MUNICIPAL STATE AID EXPENDITURES ON
COUNTY STATE AID OR TRUNK HIGHWAY PROJECTS IN 1989**

(FOR REFERENCE, SEE OFF-SYSTEM RESOLUTION)

MUNICIPALITY -----	PROJECT -----	PROJECT AMOUNT -----	TOTAL MONEY NEEDS ADJUSTMENT -----
ALBERT LEA	101-020-04	\$11,810	
	101-020-05	20,288	

		32,098	\$32,098
APPLE VALLEY	186-020-03	91,792	91,792
AUSTIN	104-020-08	92,790	92,790
BLAINE	106-010-12	74,884	
	106-010-13	59,780	

		134,664	134,664
BLOOMINGTON	107-020-31	229,547	
	107-010-09	424,529	
	107-020-33	629,312	

		1,283,388	1,283,388
CHISHOLM	111-020-05	2,771	2,771
DULUTH	118-010-12	319,558	319,558
FRIDLEY	127-020-08	51,300	51,300
GOLDEN VALLEY	128-020-05	128,001	128,001
HIBBING	131-010-10	107,535	107,535
HUTCHINSON	133-020-26	273,473	273,473
INVER GROVE HEIGHTS	178-020-07	6,080	6,080
LAKEVILLE	188-010-02	23,684	23,684
LITCHFIELD	135-010-05	82,897	82,897
MAPLEWOOD	138-010-03	26,978	26,978
MENDOTA HEIGHTS	140-020-02	295	
	140-020-03	70	

		365	365

MUNICIPALITY -----	PROJECT -----	PROJECT AMOUNT -----	TOTAL MONEY NEEDS ADJUSTMENT -----
MINNEAPOLIS	141-010-04	\$44,633	
	141-010-07	26,678	
	141-010-16	3,427	

		74,738	\$74,738
MOORHEAD	144-010-04	44,633	44,633
NEW BRIGHTON	147-020-10	190,000	190,000
ORONO	152-020-06	190,000	190,000
RICHFIELD	157-010-01	33,778	33,778
ST. PAUL	164-010-32	92,582	
	164-010-34	762,994	
	164-010-38	5,911	
	164-020-61	67,047	

		928,534	928,534
THIEF RIVER FALLS	170-010-02	4,784	
	170-010-03	13,652	

		18,436	18,436
WORTHINGTON	177-020-02	56,959	56,959
TOTAL			\$4,194,452

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

(FOR REFERENCE, SEE OFFSYSTEM RESOLUTION)

MUNICIPALITY	1989 EXPEN- DITURES	(+)	1979 - 1988 EXPENDITURE ADJUSTMENT	(-)	EXPIRED ADJUSTMENT =	1991 APPORTION- MENT ADJUSTMENT
ALBERT LEA	\$32,098		\$247,705			\$279,803
ALEXANDRIA	--		161,571			161,571
ANDOVER	--		113,955			113,955
ANOKA	--		142,975		(\$36,879)	106,096
APPLE VALLEY	91,792		138,909			230,701
ARDEN HILLS	--		80,983			80,983
AUSTIN	92,790		582,597			675,387
BEMIDJI	--		152,964			152,964
BLAINE	134,664		115,615			250,279
BLOOMINGTON	1,283,388		2,712,463		(157,792)	3,838,059
BRAINERD	--		40,806			40,806
BROOKLYN CENTER	--		38,893		(38,893)	--
BROOKLYN PARK	--		13,156			13,156
BUFFALO	--		--			--
BURNSVILLE	--		13,763			13,763
CHAMPLIN	--		15,512			15,512
CHANHASSEN	--		--			--
CHASKA	--		411,966		(13,053)	398,913
CHISHOLM	2,771		32,143			34,914
CLOQUET	--		30,745			30,745
COLUMBIA HEIGHTS	--		--			--
COON RAPIDS	--		55,069		(35,633)	19,436
CORCORAN	--		--			--
COTTAGE GROVE	--		--			--
CROOKSTON	--		--			--
CRYSTAL	--		31,134			31,134
DETROIT LAKES	--		--			--
DULUTH	319,558		118,308			437,866
EAGAN	--		231		(231)	--
EAST BETHEL	--		--			--
EAST GRAND FORKS	--		--			--
EDEN PRAIRIE	--		155,330			155,330
EDINA	--		1,088,398		(443,241)	645,157
ELK RIVER	--		--			--
EVELETH	--		33,271			33,271
FAIRMONT	--		--			--
FALCON HEIGHTS	--		--			--
FARIBAULT	--		40,753			40,753
FARMINGTON	--		--			--
FERGUS FALLS	--		128,635			128,635
FOREST LAKE	--		--			--
FRIDLEY	51,300		59,491		(1,611)	109,180
GOLDEN VALLEY	128,001		--			128,001
GRAND RAPIDS	--		--			--
HAM LAKE	--		--			--
HASTINGS	--		251,582			251,582
HERMANTOWN	--		--			--
HIBBING	107,535		--			107,535
HOPKINS	--		232,192			232,192
HUTCHINSON	273,473		--			273,473
INTERNATIONAL FALLS	--		--			--
INVER GROVE HEIGHTS	6,080		103,772			109,852
LAKE ELMO	--		--			--
LAKEVILLE	23,684		1,011,676			1,035,360
LINO LAKES	--		--			--

MUNICIPALITY	1989 EXPEN- DITURES	(+)	1979 - 1988 EXPENDITURE ADJUSTMENT	(-)	EXPIRED ADJUSTMENT =	1991 APPORTION- MENT ADJUSTMENT
LITCHFIELD	\$82,897		\$69,612			\$152,509
LITTLE CANADA	--		--			--
LITTLE FALLS	--		--			--
MANKATO	--		1,334,983		(589,118)	745,865
MAPLE GROVE	--		896			896
MAPLEWOOD	26,978		--			26,978
MARSHALL	--		12,703		(928)	11,775
MENDOTA HEIGHTS	365		7,351			7,716
MINNEAPOLIS	74,738		2,291,958			2,366,696
MINNETONKA	--		3,647,166		(199,355)	3,447,811
MONTEVIDEO	--		--			--
MOORHEAD	44,633		36,692			81,325
MORRIS	--		187,741			187,741
MOUND	--		322,986			322,986
MOUNDS VIEW	--		260,896			260,896
NEW BRIGHTON	190,000		968,418			1,158,418
NEW HOPE	--		259,468			259,468
NEW ULM	--		144,326			144,326
NORTHFIELD	--		237,837			237,837
NORTH MANKATO	--		22,792			22,792
NORTH ST. PAUL	--		215,237			215,237
OAKDALE	--		--			--
ORONO	190,000		28,516		(26,892)	191,624
OWATONNA	--		955,390			955,390
PLYMOUTH	--		37,837			37,837
PRIOR LAKE	--		--			--
RAMSEY	--		--			--
RED WING	--		--			--
REDWOOD FALLS	--		196,334			196,334
RICHFIELD	33,778		35,576			69,354
ROBBINSDALE	--		73,487			73,487
ROCHESTER	--		43,384			43,384
ROSEMOUNT	--		46,989			46,989
ROSEVILLE	--		--			--
ST. ANTHONY	--		223,789			223,789
ST. CLOUD	--		317,406			317,406
ST. LOUIS PARK	--		1,440,449			1,440,449
ST. PAUL	928,534		3,013,219		(307,321)	3,634,432
ST. PETER	--		10,829			10,829
SAUK RAPIDS	--		135,926			135,926
SAVAGE	--		--			--
SHAKOPEE	--		109,897		(2,991)	106,906
SHOREVIEW	--		122,675			122,675
SHOREWOOD	--		--			--
SOUTH ST. PAUL	--		2,139			2,139
SPRING LAKE PARK	--		7,532			7,532
STILLWATER	--		8,993		(8,150)	843
THIEF RIVER FALLS	18,436		400,557			418,993
VADNAIS HEIGHTS	--		--			--
VIRGINIA	--		38,403			38,403
WASECA	--		--			--
WEST ST. PAUL	--		190,000		(190,000)	--
WHITE BEAR LAKE	--		99,420		(23,038)	76,382
WILLMAR	--		391,721			391,721
WINONA	--		--			--
WOODBURY	--		71,559			71,559
WORTHINGTON	56,959		31,113		(31,113)	56,959
TOTAL	\$4,194,452		\$26,410,765		(\$2,106,239)	\$28,498,978

Unamortized Bond Account Balance

(Amount as of December 31, 1989)

(For Reference, see Bond Adjustment Resolution)

Unamortized Bond Balance: The remaining bond principal to be paid on the issue.

Total Disbursements and Obligations: The amount of bond applied toward State Aid projects.

Unencumbered Bond Balance Available: The amount of the bond not applied toward a State Aid project.

The bond account adjustment is computed by using step A and B.

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, 1989	Unencumbered Bond Balance Available	Off System Disbursement	Bond Account Adjustment
Andover	9-01-84	\$510,000	\$260,000	\$510,000	\$0		\$260,000
Andover	8-01-88	500,000	450,000	447,053	52,947		397,053
Anoka	7-01-86	985,000	730,000	0	985,000		(255,000)
Apple Valley	4-01-71	250,000	25,000	250,000	0		25,000
Apple Valley	12-01-74	100,000	30,000	100,000	0		30,000
Apple Valley	8-01-79	875,000	660,000	875,000	0		660,000
Brainerd	6-01-74	620,000	55,000	620,000	0		55,000
Brainerd	10-01-85	430,000	355,000	430,000	0		355,000
Brooklyn Center	9-01-70	1,050,000	120,000	1,050,000	0		120,000
Cottage Grove	5-01-77	560,000	265,000	541,186	18,814		246,186
Cottage Grove	5-01-78	610,000	50,000	0	610,000		(560,000)
Crystal	6-20-86	407,000	0	407,000	0		0
Duluth	4-01-85	1,425,000	270,000	1,304,451	120,549		149,451
Eagan	7-01-86	3,000,000	2,520,000	3,000,000	0		2,520,000
East Grand Forks	9-01-65	325,000	90,000	325,000	0		90,000
Eden Prairie	12-01-82	2,300,000	600,000	2,211,663	88,337		511,663
Falcon Heights	4-21-80	170,000	0	142,012	27,988		(27,988)
Faribault	7-01-74	550,000	25,000	550,000	0		25,000

Municipality	Date of Issue	Amount of Issue	Unamortized Bond Balance	Total Disbursements and Obligations to December 31, 1989	Unencumbered Bond Balance Available	Off System Disbursement	Bond Account Adjustment
Grand Rapids	6-01-69	\$200,000	\$10,000	\$200,000	\$0		\$10,000
Ham Lake	7-01-80	330,000	30,000	330,000	0		30,000
Hibbing	9-01-82	1,100,000	200,000	748,867	351,133		(151,133)
Little Canada	10-01-81	225,000	130,000	91,783	133,217		(3,217)
Little Canada	8-01-86	340,000	320,000	302,250	37,750		282,250
Maple Grove	7-16-79	1,100,000	80,000	1,080,299	19,701		60,299
Maplewood	8-01-71	540,000	90,000	540,000	0		90,000
Marshall	7-01-81	310,000	0	235,496	74,504		(74,504)
Mendota Heights	3-01-75	360,000	170,000	360,000	0		170,000
New Hope	5-14-73	101,000	0	100,397	603	84,422	(603)
North Mankato	6-01-86	550,000	385,000	0	550,000		(165,000)
Orono	8-01-79	270,000	0	204,747	65,253		(65,253)
Red Wing	9-01-84	600,000	0	600,000	0		0
Redwood Falls	1982	215,000	75,000	0	215,000		(140,000)
Roseville	12-01-85	2,225,000	1,990,000	2,225,000	0		1,990,000
St. Cloud	6-01-70	1,335,000	65,000	1,335,000	0		65,000
St. Cloud	7-01-82	1,000,000	940,000	760,233	239,767		700,233
St. Cloud	9-01-83	1,645,000	1,495,000	830,906	814,094		680,906
** St. Paul	**	**	**	**	**	**	216,133
Savage	10-01-87	875,000	775,000	527,703	347,297		427,703
Spring Lake Park	1980	195,000	0	156,107	38,893		(38,893)
Virginia	2-01-78	420,000	25,000	420,000	0		25,000
Woodbury	11-12-75	263,000	0	243,853	19,147		(19,147)
TOTAL		\$28,866,000	\$13,285,000	\$24,056,006	\$4,809,994	\$84,422	\$8,691,139

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

NON-EXISTING BRIDGE CONSTRUCTION

TO COMPENSATE FOR NOT ALLOWING NEEDS FOR NON-EXISTING STRUCTURES IN THE 25-YEAR NEEDS STUDY, THE MUNICIPAL SCREENING BOARD PASSED THE FOLLOWING RESOLUTION:

BE IT RESOLVED:

"THE MONEY NEEDS FOR ALL "NON-EXISTING" BRIDGES AND GRADE SEPARATION BE REMOVED FROM THE NEEDS STUDY UNTIL SUCH TIME THAT A CONSTRUCTION PROJECT IS AWARDED. AT THAT TIME A MONEY NEEDS ADJUSTMENT SHALL BE MADE BY ANNUALLY ADDING THE TOTAL AMOUNT OF THE STRUCTURE COST THAT IS ELIGIBLE FOR STATE AID REIMBURSEMENT FOR A 15-YEAR PERIOD."

MUNICIPALITY	FIRST YEAR OF ADJUSTMENT	YEAR OF APPORTIONMENT EXPIRATION	AMOUNT
ALBERT LEA	1978	1992	\$245,320
BLOOMINGTON	1987 & 1990	2001 & 2004	2,326,375
BURNSVILLE	1986	2000	349,684
* 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
MINNEAPOLIS	1983 & 1986	1997 & 2000	1,493,191
RED WING	1980 & 1986	1994 & 2000	1,145,475
ROSEVILLE	1987	2001	2,814,714
ST. LOUIS PARK	1980	1994	1,356,666
ST. PAUL	1983	1997	320,857
TOTAL			\$13,438,470

* REHABILITATION OF THE LIFT BRIDGE WHICH WAS APPROVED BY THE SCREENING BOARD IN 1986.

PROJECT LISTING OF RIGHT-OF-WAY ACQUISITION IN 1989

MUNICIPALITY	PROJECT	PROJECT AMOUNT	TOTAL MONEY NEEDS ADJUSTMENT
-----	-----	-----	-----
BEMIDJI	105-109-04	\$148,479	\$148,479
BROOKLYN PARK	110-113-01	6,632	6,632
CHAMPLIN	193-111-01	95,544	95,544
COON RAPIDS	114-128-01	401,567	401,567
CRYSTAL	116-050-33	218,981	218,981
EAGAN	195-120-01	120,590	120,590
EAST BETHEL	203-104-02	1,200	1,200
ELK RIVER	204-104-01	8,000	8,000
FARMINGTON	212-102-01	7,133	7,133
HERMANTOWN	212-104-05	5,653	5,653
HIBBING	131-196-03	63,225	63,225
LAKE ELMO	206-104-02	155	
	206-104-03	74,850	

		75,005	75,005
LITTLE FALLS	136-128-04	59,850	59,850
MANKATO	137-115-01	58,816	58,816
MOORHEAD	144-123-03	28,000	
	144-123-05	9,805	

		37,805	37,805
PLYMOUTH	155-164-06	58,205	58,205
PRIOR LAKE	201-101-01	209,125	209,125
RAMSEY	199-102-03	1,175	1,175
RICHFIELD	157-108-02	472,810	
	157-115-04	21,578	
	157-361-13	5,898	
	157-361-14	7,121	

		507,407	507,407
ROCHESTER	159-126-02	458,080	
	159-126-04	23,968	
	159-130-01	53,032	
	159-131-01	18,150	

		553,230	553,230
ST. LOUIS PARK	163-275-07	4,800	4,800
TOTAL			\$2,642,422

NEEDS ADJUSTMENT FOR RIGHT-OF-WAY ACQUISITION

(FOR REFERENCE, SEE RIGHT-OF-WAY RESOLUTION)

MUNICIPALITY	1979-1988 EXPENDITURES TOTAL NEEDS FOR THE 1990 APPORT.	(+)	1989 EXPENDI- TURES	(=)	TOTAL NEEDS FOR 1991 APPORTIONMENT ADJUSTMENT
ALBERT LEA	--		--		--
ALEXANDRIA	--		--		--
ANDOVER	--		--		--
ANOKA	28,974		--		28,974
APPLE VALLEY	--		--		--
ARDEN HILLS	--		--		--
AUSTIN	--		--		--
BEMIDJI	--		148,479		148,479
BLAINE	--		--		--
BLOOMINGTON	832,491		--		832,491
BRAINERD	--		--		--
BROOKLYN CENTER	23,875		--		23,875
BROOKLYN PARK	--		6,632		6,632
BUFFALO	--		--		--
BURNSVILLE	519,647		--		519,647
CHAMPLIN	--		95,544		95,544
CHANHASSEN	--		--		--
CHASKA	82,566		--		82,566
CHISHOLM	--		--		--
CLOQUET	73,539		--		73,539
COLUMBIA HEIGHTS	30,500		--		30,500
COON RAPIDS	133,522		401,567		535,089
CORCORAN	--		--		--
COTTAGE GROVE	--		--		--
CROOKSTON	1,108,538		--		1,108,538
CRYSTAL	3,000,296		218,981		3,219,277
DETROIT LAKES	--		--		--
DULUTH	175,250		--		175,250
EAGAN	271,918		120,590		392,508
EAST BETHEL	14,000		1,200		15,200
EAST GRAND FORKS	121,700		--		121,700
EDEN PRAIRIE	--		--		--
EDINA	45,296		--		45,296
ELK RIVER	--		8,000		8,000
EVELETH	--		--		--
FAIRMONT	23,732		--		23,732
FALCON HEIGHTS	--		--		--
FARIBAULT	2,346		--		2,346
FARMINGTON	--		7,133		7,133
FERGUS FALLS	67,200		--		67,200
FOREST LAKE	--		--		--
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		5,653		29,403
HIBBING	15,500		63,225		78,725
HOPKINS	--		--		--
HUTCHINSON	--		--		--
INTERNATIONAL FALLS	--		--		--
INVER GROVE HEIGHTS	617,797		--		617,797
LAKE ELMO	24,551		75,005		99,556
LAKEVILLE	--		--		--
LINO LAKES	64,950		--		64,950
LITCHFIELD	--		--		--

MUNICIPALITY	1979-1988 EXPENDITURES TOTAL NEEDS FOR THE 1990 APPORT.	(+)	1989 EXPENDI- TURES	(=)	TOTAL NEEDS FOR 1991 APPORTIONMENT ADJUSTMENT
LITTLE CANADA	43,300		--		43,300
LITTLE FALLS	43,316		59,850		103,166
MANKATO	323,285		58,816		382,101
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	63,500		37,805		101,305
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		58,205		103,413
PRIOR LAKE	--		209,125		209,125
RAMSEY	95,811		1,175		96,986
RED WING	76,176		--		76,176
REDWOOD FALLS	--		--		--
RICHFIELD	1,440,531		507,407		1,947,938
ROBBINSDALE	--		--		--
ROCHESTER	773,111		553,230		1,326,341
ROSEMOUNT	--		--		--
ROSEVILLE	1,383,005		--		1,383,005
ST. ANTHONY	--		--		--
ST. CLOUD	785,823		--		785,823
ST. LOUIS PARK	335,520		4,800		340,320
ST. PAUL	2,520,057		--		2,520,057
ST. PETER	--		--		--
SAUK RAPIDS	9,834		--		9,834
SAVAGE	--		--		--
SHAKOPEE	--		--		--
SHOREVIEW	--		--		--
SHOREWOOD	--		--		--
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	279,823		--		279,823
WILLMAR	22,500		--		22,500
WINONA	340,950		--		340,950
WOODBURY	80,054		--		80,054
WORTHINGTON	26,842		--		26,842
TOTAL	\$24,983,519		\$2,642,422		\$27,625,941

CONSTRUCTION ACCOMPLISHMENTS
 BITUMINOUS OVERLAY
 CONCRETE JOINT REPAIR

IF, DURING THE PERIOD THAT COMPLETE NEEDS ARE BEING RECIEVED 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 YEARS.

ALEXANDRIA	BIT OVERLAY	102-105-08	\$32,056
	" "	102-110-04	24,643
	" "	102-112-04	29,267

			85,966
COLUMBIA HEIGHTS	CONC. JOINT REPAIR	113-101-04	141,296
	" "	113-114-02	5,065

			146,361
DULUTH	BIT OVERLAY	118-151-08	83,523
	CONC. JOINT REPAIR	118-152-07	96,207
	" "	118-153-03	118,662

			298,392
EVELETH	BIT OVERLAY	122-221-03	11,136
FERGUS FALLS	BIT OVERLAY	126-108-02	17,423
	" "	126-109-05	14,762
	" "	126-116-05	8,717

			40,902
HERMANTOWN	BIT OVERLAY	202-104-06	182,219
MOORHEAD	BIT OVERLAY	144-115-13	145,514
	" "	144-122-06	11,728

			157,242
NEW HOPE	BIT OVERLAY	182-107-04	28,596
ROCHESTER	BIT OVERLAY	159-123-02	77,660
ST. PAUL	BIT OVERLAY	164-194-24	230,500
SO. ST. PAUL	BIT OVERLAY	168-111-04	11,288
WILLMAR	BIT OVERLAY	175-124-08	4,378
	" "	175-127-03	3,946
	" "	175-128-04	26,818
	" "	175-154-01	15,276

			50,418
TOTAL			\$1,320,680

VARIANCES

The resolution states:

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

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

Summary of the 48 variances include 17 that do not require a needs adjustment, 13 that require an adjustment, 6 that were denied and 12 that require a hold harmless resolution.

VARIANCES THAT REQUIRE A NEEDS ADJUSTMENT:

Mankato (90-20) Received needs for a 44 foot street.

Petition of the City of Mankato for a variance from minimum standards for a proposed reconstruction project on M.S.A.S. 105 (Broad Street) from Thompson Street to Mable Street so as to permit a street width of 90 feet, two traffic and two parking lanes with a 34 foot median, instead of the required minimum 104 feet, four traffic lanes and two parking lanes with a 34 foot median.

Segment 050

Segment 060

Base	\$ 26,980	\$ 23,118	Width Required	70'
Surface	<u>17,664</u>	<u>16,728</u>	Variance Width	<u>56'</u>
	\$ 44,644 (+)	\$ 39,946 = \$84,590		14'

$\$ 84,590 \times \frac{14'}{70'} \times 15 = \$ 253,770$ needs adjustment.

Maplewood (90-28) Received needs for a 52 foot street.

Petition of the City of Maplewood for a variance from minimum standards for a proposed reconstruction project on M.S.A.S. 114 (Upper Afton Road) from McKnight Road to Trunk Highway 120, so as to permit the construction of divided roadways with an 18 foot curb-to-curb width, a median island, and a 26 foot curb-to-curb width and no parking instead of the required minimum of a 25 foot curb-to-curb width, a median island, and a 25 foot curb-to-curb width and no parking.

Segment 010

Base	\$ 277,256	Width required	50'
Surface	<u>186,440</u>	Variance Width	<u>44'</u>
	\$ 463,696		6'

$\$ 463,696 \times \frac{6'}{50'} \times 15 = \$ 834,653$ needs adjustment.

Minneapolis submitted documentation so that the variance adjustment would be based on the needs received for reference No. 88-32, 88-33, 89-1.

Minneapolis (88-32)

Petition of the City of Minneapolis for a variance from minimum standards for a reconstruction project on M.S.A.S. 328 (10th Avenue S.E.) from University Avenue to 8th Street S.E. so as to permit a street width of 44 feet instead of the required minimum width of 52 feet.

Needs were received from 1980 to 1985 at a width of 52' and from 1986 to 1988 at a width of 44'. Needs width for the nine years average is 49.33'. The proportional difference should be based on a width of 49.33 - 44.00 or 5.33/49.33.

Base	\$ 92,575
Surface	<u>61,596</u>
	\$154,171

$$\$154,171 \times \frac{5.33'}{49.33'} \times 9 = \$149,921 \text{ needs adjustment.}$$

Minneapolis (88-33)

Petition of the City of Minneapolis for a variance from minimum standards for a reconstruction project on MSAS 370 (Oak Grove - W. 15th Street) from Lyndale Avenue to Willow Street, so as to permit a street width of 48 feet between Lyndale Avenue and Oak Grove Street, a street width of 46 feet between Oak Grove and Willow Street; a design speed of 15 miles per hour between Hennepin Avenue and 15th Street; parking on the south side of Oak Grove Street on Saturday and Sunday and holidays; parking on both sides of 15th Street from Oak Grove Street to Willow Street instead of the required minimum street width of 52 feet with no parking permitted on either side and a design speed of 30 miles per hour.

This street was constructed at a width of 46' and 48' and has received needs for the last 15 years at a width of 44'.

No adjustment is necessary.

Minneapolis (89-1) Same as reference (89-34)

Petition of the City of Minneapolis for a variance from minimum standards for a construction project on MSAS 166 (Como Avenue) between 15th Avenue SE and 22nd Avenue SE so as to permit a street width of 44 feet with parking permitted on both sides, instead of the required minimum width of 72 feet with parking permitted on both sides, or the required minimum width of 52 feet with no parking permitted on either side. The City proposes to ban parking on the north side between 15th and 16th Avenues SE during peak traffic hours (7-9 a.m. and 4-6 p.m.).

Needs were received from 1974 to 1988 at a width of 48'. The proportional difference should be based on a width of 48' - 44' (the construction width) or 4/48.

<u>Segment</u>	<u>020</u>	<u>030</u>	<u>Total</u>
Base	\$ ---	\$33,020	\$ 33,020
Surface	<u>52,050</u>	<u>21,973</u>	<u>74,023</u>
	\$52,050 +	\$54,993 =	\$107,043
\$107,043 X $\frac{4}{48}$ X 15 = \$133,804 needs adjustment			

Based on needs received the total adjustment for reference No. 88-32, 88-33, 89-1 = \$283,725.

Minneapolis (89-23) Received needs for a 44' street.

Petition of the City of Minneapolis for a variance from minimum standards for design speed, street width and parking restrictions on a proposed reconstruction project on M.S.A.S. 184 (Lagoon Avenue) from Dupont Avenue South to Knox Avenue South in the City of Minneapolis, so as to permit a design speed of 25 miles per hour at a reverse horizontal curve at the intersection of Dupont Avenue South instead of the required design speed of 30 miles per hour; a street width of 44 feet (curb-to-curb) instead of the required street width of 48 feet (curb-to-curb); and to permit parking during the non-peak traffic hours (7 to 9 a.m. and 4 to 6 p.m.) on the south side instead of the requirement that no parking be permitted on the south side (parking permitted on the north side).

<u>Segment</u>	<u>010</u>	<u>020</u>	
Base	\$85,153	\$40,761	Width required 48'
Surface	<u>57,242</u>	<u>34,638</u>	Variance width <u>44'</u>
	\$142,395 +	\$75,399 =	\$217,794
\$217,794 x $\frac{4'}{48'}$ x 15 = \$272,243 needs adjustment .			

Minneapolis (89-44) Needs received for a 48' street.

Petition of the City of Minneapolis for a variance from minimum standards for a proposed construction project on M.S.A.S. 213 (11th Avenue South) between 2nd Street South and 200' south of 3rd Street South, so as to permit a street width of 62 feet, with parking permitted on both sides until traffic volumes necessitate the use of four lanes, instead of the required minimum width of 82 feet with parking permitted on both sides, or the required minimum width of 62 feet with no parking on either side.

Segment 005

Base	\$12,384	Required width	82'
Surface	<u>8,112</u>	Variance width	<u>62'</u>
	\$20,496		20'

Segment 010 - Only resurfacing needs received

\$20,496 x $\frac{20'}{82'}$ x 15 = \$74,985 needs adjustment.

Minneapolis (89-45)

Petition of the City of Minneapolis for a variance from minimum standards for a proposed reconstruction project of the intersections of 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, and 11th Streets South with the Nicollet Mall, so as to permit street widths of 48 to 56 feet instead of the required minimum of 60 feet for 4 lanes of traffic and one parking lane.

Segment 060 (M.S.A.S. 218)

Base	\$101,571	Required width	60'
Surface	<u>86,284</u>	Variance width	<u>56'</u>
	\$187,855		4'

$$\$187,855 \times \frac{.03}{.49} \times \frac{4'}{60'} \times 15 = \$ 11,501 \text{ needs adjustment.}$$

Segment 030 (M.S.A.S. 219)

Base	\$ 63,923	Required width	60'
Surface	<u>42,976</u>	Variance width	<u>52'</u>
	\$106,899		8'

$$\$106,899 \times \frac{.04}{.20} \times \frac{8'}{60'} \times 15 = \$ 42,760 \text{ needs adjustment.}$$

(M.S.A.S. 222)

Segments 030 & 040

Base	\$169,754	Required width	60'
Surface	<u>114,118</u>	Variance width	<u>56'</u>
	\$283,872		4'

$$\$283,872 \times \frac{.04}{.49} \times \frac{4'}{60'} \times 15 = \$23,173 \text{ needs adjustment.}$$

(M.S.A.S. 223)

Segments 050 & 060

Base	\$ 70,327	Required width	60'
Surface	<u>47,282</u>	Variance width	<u>54'</u>
	\$117,609		6'

$$\$117,609 \times \frac{.03}{.22} \times \frac{6'}{60'} \times 15 = \$ 24,056 \text{ needs adjustment.}$$

Segment 070

Base \$ 82,908
 Surface 70,442
 \$153,350

Required width 60'
 Variance width 56'
 4'

$$\$153,350 \times \frac{.03}{.40} \times \frac{4'}{60'} \times 15 = \$ 11,501 \text{ needs adjustment.}$$

Total needs adjustment for reference No. (89-45) = \$112,991.

Minneapolis (89-46)

Petition of the City of Minneapolis for a variance from minimum standards for a proposed construction project on M.S.A.S. 183 (Johnson Street NE) between Lowry Avenue NE and 37th Avenue NE, so as to permit street widths of 40 and 44 feet instead of the required minimum of 48 feet for 2 lanes of traffic and 2 parking lanes or 72 feet for 4 lanes of traffic and 2 parking lanes and to permit a design speed of 20 miles per hour instead of the required 30 miles per hour for a crest vertical curve.

Segment 010

Base \$ 89,644
 Surface 76,166
 \$165,810

Required width 48'
 Variance width 44'
 4'

$$\$165,810 \times \frac{4'}{48'} \times 15 = \$207,263 \text{ needs adjustment.}$$

Segment 020

Base \$ 67,084
 Surface 45,100
 \$112,184

Required width 48'
 Variance width 40'
 8'

$$\$112,184 \times \frac{8'}{48'} \times 15 = \$280,460 \text{ needs adjustment.}$$

Segments 021 & 040

Base \$157,407
 Surface 105,810
 \$263,217

Required width 72'
 Variance width 40'
 32'

$$\$263,217 \times \frac{32'}{72'} \times 15 = \$1,754,780 \text{ needs adjustment.}$$

Segment 030

Base	\$ 38,701	Required width	72'
Surface	<u>26,008</u>	Variance width	<u>44'</u>
	\$ 64,709		28'

$\$64,709 \times \frac{28'}{72'} \times 15 = \$377,469$ needs adjustment.

Total needs adjustment for reference No. (89-46) = \$2,619,972.

Rochester (89-37) Needs received for a 48' street.

Petition of the City of Rochester for a variance from minimum standards for a proposed construction project on M.S.A.S. 115 (6th Street SW) between 6th Avenue SW and 10th Avenue SW, so as to permit a street width of 32' with parking on one side during non-peak hours instead of the required width of 36' with parking on one side.

Segments 040 & 050

Base	\$ 56,712	Required width	36'
Surface	<u>48,166</u>	Variance width	<u>32'</u>
	\$104,878		4'

$\$104,878 \times \frac{4'}{36'} \times 15 = \$174,797$ needs adjustment.

St. Cloud (88-5) Needs received for a 48' street

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

Segment 030

Base	\$ 66,392	Required width	48'
Surface	<u>75,260</u>	Variance width	<u>44'</u>
	\$141,652		4'

$\$141,652 \times \frac{4'}{48'} \times 15 = \$177,065$ needs adjustment.

St. Paul (89-40) Needs received for a 48' street.

Petition of the City of St. Paul for a variance from minimum standards for a proposed construction project on M.S.A.S. 138 (Front Avenue) between Western Avenue and Rice Street, so as to permit a street width of 40 feet with parking on both sides instead of the required width of 44 feet with parking on both sides.

Segment 025

Base \$ 92,131
Surface 78,252
\$170,383

Required width 44'
Variance width 40'
4'

\$170,383 x $\frac{4'}{44'}$ x 15 = \$232,340 needs adjustment.

St. Paul (87-43)

St. Paul chose not to submit documentation of the base and surface needs received for the past 15 years.

Petition of the City of St. Paul for a variance from design standards so as to permit a street width of 32' with parking on one side from Cretin Avenue to Cleveland Avenue instead of the required width of 36' with parking on one side; a street width of 40' with parking on both sides from Cleveland Avenue to Snelling Avenue instead of the required width of 44' with parking on both sides; a street width of 40' with parking on both sides from Snelling Avenue to Hamline Avenue instead of the required width of 48' with parking on both sides; a street width of 40' with parking on both sides from Hamline Avenue to Short Line Road instead of the required width of 44' with parking on both sides; and a street width of 40' with parking on both sides from Short Line Road to Lexington Parkway instead of the required width of 48' with parking on both sides on a construction project on MSAS 188 (St. Clair Avenue) from Cretin Avenue to Lexington Avenue.

Cretin to Cleveland - Segment 010 & 020

<u>Segment</u>	<u>010</u>	<u>020</u>	<u>Total</u>
Base	\$12,910	\$22,960	\$35,870
Bit.	<u>8,352</u>	<u>14,880</u>	<u>23,232</u>
	\$21,262	+	\$37,840 = \$59,102

\$59,102 X $\frac{4'}{36'}$ X 15 = \$98,503 needs adjustment.

Cleveland to Snelling - Segment 030 & 040

<u>Segment</u>	<u>030</u>	<u>040</u>	<u>Total</u>
Base	\$82,223	\$89,377	\$171,600
Bit.	<u>69,218</u>	<u>75,260</u>	<u>144,478</u>
	\$151,441	\$164,637	\$316,078

\$316,078 X $\frac{4'}{44'}$ X 15 = \$431,015 needs adjustment.

Snelling to Hamline Segment 050

Base \$178,748
Bit. 150,496
\$329,244 X $\frac{8'}{48'}$ X .5 X 15 = \$411,555 needs adjustment.

Hamline to Short Line Road - Segment 050

Base \$178,748
Bit. 150,496
\$329,244 X .34 X $\frac{4'}{44'}$ X 15 = \$152,649 adjustment

Short Line Road to Lexington - Segment 050

Base \$178,748
Bit. 150,496
\$329,244 X .16 X $\frac{8}{48}$ X 15 = \$131,698 adjustment.

Total adjustment for reference No. (89-43) = \$1,225,420.

APPROVED VARIANCES THAT DO NOT REQUIRE A NEEDS ADJUSTMENT:

Albert Lea (89-22)

Petition of the City of Albert Lea for a variance from minimum standards for Right of Way on a proposed reconstruction project on M.S.A.S. 122 (Garfield Avenue) from the Chicago Northwestern Railroad crossing to Sheridan Avenue in the City of Albert Lea, so as to permit a right of way width of 50 feet instead of the required right of way width of 60 feet.

Albert Lea (90-2)

Petition of the City of Albert Lea for a variance from minimum standards for a proposed reconstruction project on M.S.A.S. 122 (Garfield Avenue) between Sheridan Street and Fairlane Terrace so as to permit a right of way width of 50 feet instead of the required minimum right of way width of 60 feet.

Blaine (90-1)

Petition of the City of Blaine for a variance from the requirements that a plan must be approved by the State Aid Engineer for use of State Aid funds prior to the award of the contract for a traffic signal on C.S.A.H. 14 (Main Street) at the Pioneer Village/Northgate Mall Entrance.

Duluth (90-15)

Petition of the City of Duluth for a variance from minimum standards for a proposed resurfacing project on M.S.A.S. 152 (21st Avenue East) from Third Street to Woodland Avenue so as to permit a street width of 44 feet, four traffic lanes and no parking lanes, instead of the required minimum of 46 feet.

Fairmont (90-35)

Petition of the city of Fairmont for a variance from minimum standards as they apply to a proposed reconstruction project on M.S.A.S. 106 (Prairie Avenue) from Budd Street to Forest Street so as to permit a design speed of 20 miles per hour for S.A.P. 123-106-12 instead of the required minimum of 30 miles per hour.

Hastings (90-6)

Petition of the City of Hastings for a variance from minimum standards for a proposed reconstruction project on M.S.A.S. 132 (South Frontage Road) between Westview Drive and Bahls Drive so as to permit a design speed of 22 miles per hour instead of the required minimum of 30 miles per hour for a horizontal curve located approximately 350 feet east of the intersection with Westview Drive South.

Hibbing (89-39)

Petition of the City of Hibbing for a variance from administrative requirements that a construction plan must be approved by the State Aid Engineer prior to the award of contract for a traffic signal project on M.S.A.S. 181 (12th Avenue East) at the intersection of Trunk Highway 73 so as to permit the use of State Aid funds to finance the project.

Ham Lake (89-31)

Petition of the City of Ham Lake for a variance from minimum standards on a proposed construction project on M.S.A.S. 104 (147th Avenue NE) between Trunk Highway 65 and 149th Avenue NE so as to permit a design speed of 25 miles per hour instead of the required design speed of 30 miles per hour.

Mankato (90-32)

Petition of the City of Mankato for a variance from minimum standards as they apply to a proposed reconstruction project on M.S.A.S. 122 (Adams Street) from Johnson Street to Pfau Street so as to permit a right of way width of 49.5 feet instead of the required minimum of 60 feet for S.A.P. 137-122-01.

Mendota Heights (90-26)

Petition of the City of Mendota Heights for a variance from minimum standards on a proposed bituminous walkway project on M.S.A.S. 101 (Marie Avenue) from Dodd road to Delaware Avenue so as to permit a design speed of 25 miles per hour for two crest vertical curves and one sag vertical curve between engineers stations 19+00 and 24+00 instead of the required minimum of 30 miles per hour and for a variance from the requirement that only those projects for which plans are approved by the State Aid Engineer prior to the award of contract are eligible for State Aid Construction funds.

Minneapolis (89-33)

Petition of the City of Minneapolis for a variance from minimum standards for the proposed reconstruction of the Garfield Avenue South bridge over the Soo Line Railroad so as to permit a vertical clearance of 20'2" over the northerly track and 21'4" over the southerly track instead of the required 22'0".

Moorhead (89-26)

Petition of the City of Moorhead for a variance from minimum standards for a proposed milling and bituminous resurfacing project on M.S.A.S. 115 (First Avenue North) from 8th Street to 21st Street so as to permit a street width of 60 feet, including a 14 foot median, with no parking instead of the required width of 62 feet with no parking.

New Brighton (90-25)

Petition of the City of New Brighton for a variance from the State Aid requirement that a street must meet State Aid standards when using State Aid funds to construct sidewalk for a proposed sidewalk construction project on CSAH 15 (County Road E from Stinson Boulevard to Silver Lake Road.)

North Mankato (89-38)

Petition of the City of North Mankato for a variance from minimum standards for a proposed construction project on M.S.A.S. 105 (Center Street) from Belgrade Avenue to South Avenue so as to permit a right of way width of 43.5 feet instead of the required minimum of 60 feet.

Oakdale (88-17)

Petition of the City of Oakdale for a variance from Minnesota Rules so as to permit the City of Oakdale to increase their 1988 Maintenance Allotment by \$56,765. The monies to be transferred from their State Aid Construction account to their State Aid Maintenance account.

St. Paul (89-42)

Petition of the City of St. Paul for a variance from minimum standards for a proposed construction project on M.S.A.S. 210 (Victoria Street) between West Seventh Street and Jefferson Avenue so as to permit a 20 miles per hour design speed on a horizontal curve instead of the required minimum design speed of 30 miles per hour.

White Bear Lake (90-27)

Petition of the City of White Bear Lake for a variance so as to permit the City to increase their 1990 Maintenance Allotment by \$139,589. The monies to be transferred from the State Aid Construction Account to the State Aid Maintenance Account.

VARIANCES FOR WHICH A HOLD HARMLESS RESOLUTION WAS NOT RECEIVED:

(Screening Board recommended that a hold harmless resolution be on file in the State Aid Office before a variance is considered for an adjustment).

Columbia Heights (88-31)

Petition of the City of Columbia Heights for a variance from minimum standards for a bituminous surfacing project on M.S.A.S. 104 (44th Avenue N.E.) from 760 feet east of Central Avenue N.E. to McLeod Street N.E. so as to permit a right of way width of fifty feet instead of the required minimum width of sixty feet.

Hopkins (90-38)

Petition of the City of Hopkins for a variance from minimum standards as they apply to a proposed reconstruction project on M.S.A.S. 341 (Main Street) from Shady Oak Road to 5th Avenue so as to permit a street width of 46 feet, two traffic lanes and two parking lanes, instead of the required minimum of 48 feet, two traffic lanes and two parking lanes between intersections and to permit a street width of 32 feet, two traffic lanes and no parking lanes, instead of the required minimum of 36 feet, two traffic lanes and no parking lanes, at intersection node areas.

Minneapolis (90-14)

Petition of the City of Minneapolis for a variance from minimum standards for a proposed reconstruction project on C.S.A.H. 25 (West Lake Street) between Excelsior Boulevard and France Avenue South in Hennepin County, so as to permit a street width of 56 feet with no parking on either side instead of the required minimum width of 58 feet with no parking on either side.

Mound (90-12)

Petition of the City of Mound for a variance from minimum standards for a proposed reconstruction project on M.S.A.S. 101 (Tuxedo Boulevard) between Clyde Road and C.S.A.H. 125 so as to permit a design speed of 25 miles per hour instead of the required minimum of 30 miles per hour from engineer's station 11+66 to 21+07 for one sag vertical curve, one crest vertical curve and two horizontal curves.

Prior Lake (90-37)

Petition of the City of Prior Lake for a variance from minimum standards as they apply to a sidewalk project on M.S.A.S. 105 (Fish Point Road) from Huron Street to Glory Circle so as to permit a design speed of 28 miles per hour for one horizontal curve and 27.8 miles per hour on four vertical curves instead of the required minimum of 30 miles per hour.

Red Wing (90-4)

Petition of the City of Red Wing for a variance from minimum standards for a proposed sidewalk construction project on M.S.A.S. 127 (Twin Bluff Road) from Maple Street to Spruce Drive, so as to permit the use of State Aid funds to construct a sidewalk on Twin Bluff Road which is 40 feet wide instead of the required minimum of 44 feet for two through lanes and two no parking lanes.

Red Wing (90-5)

Petition of the City of Red Wing for a variance from minimum standards for a proposed sidewalk construction project on M.S.A.S. 109 (Maple Street) from West Avenue/Twin Bluff Road to Mason Street so as to permit the use of State Aid funds to construct a sidewalk on Maple Street which is 30 feet wide instead of the required minimum of 34 feet for two through lanes and one parking lane.

Red Wing (89-24)

Petition of the City of Red Wing for a variance from minimum standards for diagonal parking on a proposed reconstruction project on M.S.A.S. 103 (Bush Street) from 4th Street to 5th Street in the City of Red Wing so as to permit 45 degree angle parking with a traffic isle of 13.2 feet instead of the required traffic isle width of 25.2 feet.

Rochester (90-16)

Petition of the City of Rochester for a variance from minimum standards for a proposed sidewalk construction project on M.S.A.S. 133 (Elton Hills Drive) between Third Avenue NW and 5th Avenue NW so as to permit a street width of 60 feet, four traffic lanes and two parking lanes, instead of the required minimum of 66 feet.

Rochester (90-17)

Petition of the City of Rochester for a variance from minimum standards for a proposed sidewalk construction project on M.S.A.S. 106 (2nd Street SW) between 11th Avenue SW and 13th Avenue SW so as to permit a street width of 52 feet, four traffic lanes and one parking lane, instead of the required minimum of 56 feet.

St. Paul (89-2)

Petition of the City of St. Paul for a variance from minimum standards for a construction project which has been completed but final is withheld on M.S.A.S. 126 (Chesnut Street) between West Seventh Street and Smith Avenue, So as to permit three fixed objects (Utility poles) within the two foot clear zone, instead of maintaining the required clear zone free of any fixed objects, thereby approving the project for final payment.

St. Paul (89-4)

Petition of the City of St. Paul for a variance from minimum standards for a construction project which has been completed on M.S.A.S. 260 (Burlington Road) between Springside Road and Totem Road so as to permit parking on both sides of the street instead of restricting parking to the southwesterly side of the street as required.

VARIANCES THAT WERE DENIED:

Minneapolis (89-33)

Petition of the City of Minneapolis for a variance from minimum standards for a proposed reconstruction project on Washington Street NE (M.S.A.S. 203) between Spring Street N.E. and Broadway Street NE so as to permit a street width of 36 feet with parking permitted on both sides instead of the required minimum width of 40 feet with parking on both sides.

Rosemount (90-18)

Petition of the City of Rosemount for a variance from minimum standards for a proposed reconstruction project on M.S.A.S. 103 (145th Street West) from Cameo Avenue to Chippendale Avenue so as to permit a street width of 40 feet, two traffic lanes and two parking lanes, instead of the required minimum of 48 feet.

St. Cloud (90-23)

Petition of the City of St. Cloud for a variance from minimum standards on a proposed reconstruction project on M.S.A.S. 101 (Michigan Avenue) between Kilian Boulevard and 15th Avenue SE so as to permit a street width of 48 feet, two traffic lanes, a center two-way left turn lane, and no parking lanes, instead of the required minimum of 52 feet, four traffic lanes and no parking lanes.

St. Paul (89-41)

Petition of the city of St. Paul for a variance from minimum standards for a proposed construction project on M.S.A.S. 210 (Victoria Street) between West Seventh Street and Jefferson Avenue so as to permit a street width of 40 feet with parking on both sides instead of the required width of 44 feet with parking on both sides.

St. Paul (90-11)

Petition of the City of St. Paul for a variance from minimum standards for a reconstruction project on M.S.A.S. 207 (Thomas Avenue) from Fairview Avenue to Snelling Avenue, so as to permit a street width of 38 feet with parking on both sides instead of the required minimum width of 44 feet with parking on both sides between Fairview Avenue and Aldine Avenue and to permit a street width of 32 feet with parking on one side instead of the required minimum of 36 feet with parking on one side between Aldine and Snelling Avenue. A width of 40 feet with two traffic lanes and parking on both sides and 34 feet with parking on one side was approved.

Woodbury (89-36)

Petition of the City of Woodbury for a variance from minimum standards on a proposed reconstruction project on M.S.A.S. 110 (Upper Afton Road) from Century Avenue to Weir Drive so as to permit a street width of 32 feet with no parking instead of the required minimum width of 36 feet with no parking.

TRUNK HIGHWAY TURNBACKS

THE FOLLOWING TABULATION SHOWS THE TRUNK HIGHWAY TURNBACK MAINTENANCE ALLOWANCE FOR THE 1991 APPORTIONMENT. ALL TURNBACKS ELIGIBLE FOR MAINTENANCE PAYMENTS ARE INCLUDED IN THIS TABULATION AS OF DECEMBER 1, 1990. 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.	1991 MAINTENANCE ALLOWANCE MILES X \$7,200	

BROOKLYN PARK								

137 (TH 169)	10-1-88	1.53	No	0.00	1.53	11-88	1.53 x \$7,200	= \$11,016
CHAMPLIN								

114 (TH 169)	10-1-88	0.54	No	0.00	0.54	11-88	.54 x \$7,200	= \$3,888
CROOKSTON								

115 (TH 75)	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
MANKATO								

101 (TH 22)	4-1-85	1.10	No YES	0.24 0.86	0.24	06-85	.24 x \$7,200	= \$1,728
124 (TH 22)		1.05			0.50	01-90	.50 x \$7,200	= \$3,600
		-----			-----			-----
		2.15			0.74			\$5,328
MAPLE GROVE								

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.	1991 MAINTENANCE ALLOWANCE MILES X \$7,200		

ST. CLOUD									

140 (TH 15)	10-80	1.49	YES	0.56	0.93	02-81	.93 x \$7,200	=	\$6,696
WILLMAR									

153 (TH 23 & 71)	10-85	3.22	No	0.00	3.22	01-86	3.22 x \$7,200	=	\$23,184
153 (TH71)	10-85	0.62	No	0.00	0.62	03-90	.62 x \$7,200 x .83	=	\$3,705
		-----			-----				-----
		3.84			3.84				\$26,889

TOTAL		11.63		1.42	9.66				\$68,793

THEORETICAL 1991 M.S.A.S. TOTAL APPORTIONMENT

THE FOLLOWING TABULATION SHOWS EACH MUNICIPALITY'S TENTATIVE MONEY NEEDS AND POPULATION APPORTIONMENT AMOUNTS FOR 1991. THE TENTATIVE PERCENTAGES SHOWN IN THIS SUMMARY ARE FOR INFORMATIONAL PURPOSES ONLY.

THE ACTUAL REVENUE WILL BE ANNOUNCED IN JANUARY, 1991, WHEN THE COMMISSIONER OF TRANSPORTATION DETERMINES THE ANNUAL MUNICIPAL STATE AID ALLOTMENT.

MUNICIPALITIES	POPULATION APPORTION- MENT	MONEY NEEDS APPORTION- MENT	TOTAL APPORTION- MENT	DISTRIBUTION PERCENTAGE
ALBERT LEA	\$311,652	\$280,461	\$592,113	0.7221%
ALEXANDRIA	121,968	187,221	309,189	0.3771%
ANDOVER	150,449	428,721	579,170	0.7063%
ANOKA	250,572	160,916	411,488	0.5018%
APPLE VALLEY	514,830	364,996	879,826	1.0730%
ARDEN HILLS	128,411	67,165	195,576	0.2385%
AUSTIN	369,895	517,626	887,521	1.0823%
BEMIDJI	175,419	272,860	448,279	0.5467%
BLAINE	551,421	399,737	951,158	1.1599%
BLOOMINGTON	1,311,534	1,760,275	3,071,809	3.7461%
BRAINERD	184,138	179,034	363,172	0.4429%
BROOKLYN CENTER	500,534	390,574	891,108	1.0867%
BROOKLYN PARK	694,497	461,217	1,155,714	1.4094%
BUFFALO	96,100	138,122	234,222	0.2856%
BURNSVILLE	642,937	557,700	1,200,637	1.4642%
CHAMPLIN	144,342	153,191	297,534	0.3628%
CHANHASSEN	101,918	182,252	284,169	0.3465%
CHASKA	133,764	149,879	283,643	0.3459%
CHISHOLM	95,042	135,586	230,628	0.2813%
CLOQUET	178,577	344,941	523,518	0.6384%
COLUMBIA HEIGHTS	321,012	221,512	542,523	0.6616%
COON RAPIDS	686,692	451,842	1,138,534	1.3885%
CORCORAN	81,964	191,363	273,327	0.3333%
COTTAGE GROVE	304,423	406,883	711,306	0.8674%
CROOKSTON	138,284	199,193	337,477	0.4116%
CRYSTAL	409,386	332,875	742,261	0.9052%
DETROIT LAKES	113,890	124,316	238,207	0.2905%
DULUTH	1,487,514	2,003,347	3,490,861	4.2571%
EAGAN	488,129	518,163	1,006,292	1.2272%
EAST BETHEL	106,197	108,098	214,295	0.2613%

MUNICIPALITIES	POPULATION APPORTION- MENT	MONEY NEEDS APPORTION- MENT	TOTAL APPORTION- MENT	DISTRIBUTION PERCENTAGE
EAST GRAND FORKS	\$136,825	\$110,867	\$247,693	0.3021%
EDEN PRAIRIE	385,490	719,552	1,105,041	1.3476%
EDINA	738,428	603,009	1,341,436	1.6359%
ELK RIVER	108,746	279,360	388,105	0.4733%
EVELETH	80,810	110,841	191,651	0.2337%
FAIRMONT	184,411	398,797	583,207	0.7112%
FALCON HEIGHTS	84,801	14,971	99,771	0.1217%
FARIBAULT	260,380	310,678	571,058	0.6964%
FARMINGTON	82,381	197,262	279,642	0.3410%
FERGUS FALLS	201,608	225,028	426,636	0.5203%
FOREST LAKE	86,323	70,183	156,506	0.1909%
FRIDLEY	484,475	285,596	770,071	0.9391%
GOLDEN VALLEY	365,023	468,887	833,910	1.0170%
GRAND RAPIDS	127,161	186,588	313,749	0.3826%
HAM LAKE	125,526	100,440	225,966	0.2756%
HASTINGS	212,939	138,015	350,954	0.4280%
HERMANTOWN	108,329	49,377	157,706	0.1923%
HIBBING	339,668	687,686	1,027,353	1.2529%
HOPKINS	245,795	166,261	412,057	0.5025%
HUTCHINSON	149,615	149,743	299,358	0.3651%
INTERNATIONAL FALLS	126,087	147,344	273,431	0.3335%
INVER GROVE HEIGHTS	275,206	250,766	525,972	0.6414%
LAKE ELMO	84,881	82,997	167,878	0.2047%
LAKEVILLE	237,044	559,568	796,612	0.9715%
LINO LAKES	89,545	233,684	323,229	0.3942%
LITCHFIELD	94,625	109,873	204,498	0.2494%
LITTLE CANADA	113,826	40,309	154,135	0.1880%
LITTLE FALLS	116,198	231,926	348,124	0.4245%
MANKATO	476,814	438,969	915,783	1.1168%
MAPLE GROVE	459,600	575,140	1,034,741	1.2619%
MAPLEWOOD	432,578	144,427	577,005	0.7037%
MARSHALL	178,945	115,859	294,804	0.3595%
MENDOTA HEIGHTS	116,807	121,348	238,155	0.2904%
MINNEAPOLIS	5,945,360	5,286,008	11,231,367	13.6968%
MINNETONKA	619,986	647,709	1,267,695	1.5460%
MONTEVIDEO	94,273	96,799	191,072	0.2330%
MOORHEAD	480,788	394,347	875,136	1.0672%
MORRIS	86,307	78,417	164,724	0.2009%
MOUND	148,734	83,742	232,475	0.2835%
MOUNDS VIEW	201,832	57,515	259,348	0.3163%
NEW BRIGHTON	372,940	166,454	539,394	0.6578%
NEW HOPE	370,023	249,304	619,327	0.7553%

MUNICIPALITIES	POPULATION APPORTION- MENT	MONEY NEEDS APPORTION- MENT	TOTAL APPORTION- MENT	DISTRIBUTION PERCENTAGE
NEW ULM	\$220,456	\$182,562	\$403,018	0.4915%
NORTHFIELD	201,336	199,771	401,106	0.4892%
NORTH MANKATO	157,340	120,698	278,038	0.3391%
NORTH ST. PAUL	191,062	88,345	279,407	0.3407%
OAKDALE	194,300	187,016	381,315	0.4650%
ORONO	109,707	166,374	276,081	0.3367%
OWATONNA	298,702	342,008	640,710	0.7814%
PLYMOUTH	506,705	546,906	1,053,611	1.2849%
PRIOR LAKE	159,087	208,591	367,678	0.4484%
RAMSEY	161,764	293,093	454,857	0.5547%
RED WING	220,184	448,691	668,875	0.8157%
REDWOOD FALLS	83,502	49,962	133,464	0.1628%
RICHFIELD	606,651	395,183	1,001,834	1.2217%
ROBBINSDALE	231,146	133,368	364,514	0.4445%
ROCHESTER	929,169	1,012,367	1,941,536	2.3677%
ROSEMOUNT	81,467	251,836	333,303	0.4065%
ROSEVILLE	574,099	414,631	988,731	1.2058%
ST. ANTHONY	127,914	24,449	152,363	0.1858%
ST. CLOUD	682,252	606,659	1,288,911	1.5718%
ST. LOUIS PARK	688,070	240,316	928,386	1.1322%
ST. PAUL	4,331,069	4,273,579	8,604,649	10.4935%
ST. PETER	145,144	102,053	247,197	0.3015%
SAUK RAPIDS	93,648	124,109	217,756	0.2656%
SAVAGE	83,935	292,916	376,851	0.4596%
SHAKOPEE	159,328	247,945	407,273	0.4967%
SHOREVIEW	277,273	116,982	394,255	0.4808%
SHOREWOOD	89,945	184,734	274,680	0.3350%
SOUTH ST. PAUL	340,341	254,862	595,203	0.7259%
SPRING LAKE PARK	103,809	19,224	123,033	0.1500%
STILLWATER	197,585	181,642	379,227	0.4625%
THIEF RIVER FALLS	145,929	225,978	371,907	0.4535%
VADNAIS HEIGHTS	81,916	61,324	143,240	0.1747%
VIRGINIA	177,198	170,337	347,536	0.4238%
WASECA	131,729	48,318	180,047	0.2196%
WEST ST. PAUL	296,939	151,885	448,824	0.5473%
WHITE BEAR LAKE	361,224	251,953	613,178	0.7478%
WILLMAR	254,755	308,115	562,869	0.6864%
WINONA	401,790	290,545	692,335	0.8443%
WOODBURY	310,738	540,402	851,140	1.0380%
WORTHINGTON	164,168	164,558	328,726	0.4009%
	\$41,000,000	\$41,000,000	\$82,000,000	100.0000%

COMPARISON OF THE 1990 TO 1991 APPORTIONMENT

MUNICIPALITY	1990 TOTAL ALLOTMENT	1991 TOTAL ALLOTMENT	INCREASE (DECREASE) AMOUNT	% INCREASE DECREASE
ALBERT LEA	\$634,534	\$592,113	(\$42,421)	-6.69%
ALEXANDRIA	269,621	309,189	39,568	14.68%
ANDOVER	418,290	579,170	160,880	38.46%
ANOKA	399,101	411,488	12,387	3.10%
APPLE VALLEY	748,391	879,826	131,435	17.56%
ARDEN HILLS	187,400	195,576	8,176	4.36%
AUSTIN	856,835	887,521	30,686	3.58%
BEMIDJI	464,291	448,279	(16,012)	-3.45%
BLAINE	812,401	951,158	138,757	17.08%
BLOOMINGTON	3,011,051	3,071,809	60,758	2.02%
BRAINERD	419,992	363,172	(56,820)	-13.53%
BROOKLYN CENTER	763,097	891,108	128,011	16.78%
BROOKLYN PARK	1,057,023	1,155,714	98,691	9.34%
BUFFALO	245,691	234,222	(11,469)	-4.67%
BURNSVILLE	1,260,190	1,200,637	(59,553)	-4.73%
CHAMPLIN	242,070	297,534	55,464	22.91%
CHANHASSEN	292,189	284,169	(8,020)	-2.74%
CHASKA	250,100	283,643	33,543	13.41%
CHISHOLM	223,969	230,628	6,659	2.97%
CLOQUET	541,835	523,518	(18,317)	-3.38%
COLUMBIA HEIGHTS	530,589	542,523	11,934	2.25%
COON RAPIDS	1,140,026	1,138,534	(1,492)	-0.13%
CORCORAN	279,588	273,327	(6,261)	-2.24%
COTTAGE GROVE	632,201	711,306	79,105	12.51%
CROOKSTON	374,459	337,477	(36,982)	-9.88%
CRYSTAL	818,826	742,261	(76,565)	-9.35%
DETROIT LAKES	228,337	238,207	9,870	4.32%
DULUTH	3,683,133	3,490,861	(192,272)	-5.22%
EAGAN	947,881	1,006,292	58,411	6.16%
EAST BETHEL	239,532	214,295	(25,237)	-10.54%
EAST GRAND FORKS	293,595	247,693	(45,902)	-15.63%
EDEN PRAIRIE	966,190	1,105,041	138,851	14.37%
EDINA	1,081,413	1,341,436	260,023	24.04%
ELK RIVER	388,015	388,105	90	0.02%
EVELETH	185,947	191,651	5,704	3.07%
FAIRMONT	543,629	583,207	39,578	7.28%

MUNICIPALITY	1990 TOTAL ALLOTMENT	1991 TOTAL ALLOTMENT	INCREASE (DECREASE) AMOUNT	% INCREASE DECREASE
FALCON HEIGHTS	\$104,741	\$99,771	(\$4,970)	-4.74%
FARIBAULT	581,174	571,058	(10,116)	-1.74%
FARMINGTON	281,515	279,642	(1,873)	-0.67%
FERGUS FALLS	393,477	426,636	33,159	8.43%
FOREST LAKE	154,852	156,506	1,654	1.07%
FRIDLEY	783,242	770,071	(13,171)	-1.68%
GOLDEN VALLEY	864,693	833,910	(30,783)	-3.56%
GRAND RAPIDS	349,002	313,749	(35,253)	-10.10%
HAM LAKE	243,250	225,966	(17,284)	-7.11%
HASTINGS	327,110	350,954	23,844	7.29%
HERMANTOWN	261,338	157,706	(103,632)	-39.65%
HIBBING	844,776	1,027,353	182,577	21.61%
HOPKINS	434,339	412,057	(22,282)	-5.13%
HUTCHINSON	305,659	299,358	(6,301)	-2.06%
INTERNATIONAL FALLS	292,615	273,431	(19,184)	-6.56%
INVER GROVE HEIGHTS	495,700	525,972	30,272	6.11%
LAKE ELMO	169,308	167,878	(1,430)	-0.84%
LAKEVILLE	629,597	796,612	167,015	26.53%
LINO LAKES	292,651	323,229	30,578	10.45%
LITCHFIELD	224,091	204,498	(19,593)	-8.74%
LITTLE CANADA	174,608	154,135	(20,473)	-11.72%
LITTLE FALLS	332,185	348,124	15,939	4.80%
MANKATO	781,642	915,783	134,141	17.16%
MAPLE GROVE	1,073,686	1,034,741	(38,945)	-3.63%
MAPLEWOOD	430,032	577,005	146,973	34.18%
MARSHALL	283,145	294,804	11,659	4.12%
MENDOTA HEIGHTS	235,299	238,155	2,856	1.21%
MINNEAPOLIS	11,629,980	11,231,367	(398,613)	-3.43%
MINNETONKA	1,194,710	1,267,695	72,985	6.11%
MONTEVIDEO	193,952	191,072	(2,880)	-1.48%
MOORHEAD	951,985	875,136	(76,849)	-8.07%
MORRIS	168,566	164,724	(3,842)	-2.28%
MOUND	231,070	232,475	1,405	0.61%
MOUNDS VIEW	278,232	259,348	(18,884)	-6.79%
NEW BRIGHTON	532,851	539,394	6,543	1.23%
NEW HOPE	489,274	619,327	130,053	26.58%
NEW ULM	431,864	403,018	(28,846)	-6.68%
NORTHFIELD	419,086	401,106	(17,980)	-4.29%
NORTH MANKATO	260,860	278,038	17,178	6.59%

MUNICIPALITY	1990 TOTAL ALLOTMENT	1991 TOTAL ALLOTMENT	INCREASE (DECREASE) AMOUNT	% INCREASE DECREASE
NORTH ST. PAUL	\$296,687	\$279,407	(\$17,280)	-5.82%
OAKDALE	381,699	381,315	(384)	-0.10%
ORONO	246,647	276,081	29,434	11.93%
OWATONNA	583,947	640,710	56,763	9.72%
PLYMOUTH	939,597	1,053,611	114,014	12.13%
PRIOR LAKE	309,569	367,678	58,109	18.77%
RAMSEY	424,369	454,857	30,488	7.18%
RED WING	698,232	668,875	(29,357)	-4.20%
REDWOOD FALLS	131,343	133,464	2,121	1.61%
RICHFIELD	1,013,536	1,001,834	(11,702)	-1.15%
ROBBINSDALE	348,211	364,514	16,303	4.68%
ROCHESTER	1,788,131	1,941,536	153,405	8.58%
ROSEMOUNT	315,193	333,303	18,110	5.75%
ROSEVILLE	1,066,698	988,731	(77,967)	-7.31%
ST. ANTHONY	154,517	152,363	(2,154)	-1.39%
ST. CLOUD	1,252,878	1,288,911	36,033	2.88%
ST. LOUIS PARK	999,588	928,386	(71,202)	-7.12%
ST. PAUL	9,590,773	8,604,649	(986,124)	-10.28%
ST. PETER	261,723	247,197	(14,526)	-5.55%
SAUK RAPIDS	231,631	217,756	(13,875)	-5.99%
SAVAGE	298,214	376,851	78,637	26.37%
SHAKOPEE	376,558	407,273	30,715	8.16%
SHOREVIEW	378,714	394,255	15,541	4.10%
SHOREWOOD	148,075	274,680	126,605	85.50%
SOUTH ST. PAUL	613,126	595,203	(17,923)	-2.92%
SPRING LAKE PARK	139,412	123,033	(16,379)	-11.75%
STILLWATER	379,183	379,227	44	0.01%
THIEF RIVER FALLS	371,064	371,907	843	0.23%
VADNAIS HEIGHTS	134,338	143,240	8,902	6.63%
VIRGINIA	369,440	347,536	(21,904)	-5.93%
WASECA	192,358	180,047	(12,311)	-6.40%
WEST ST. PAUL	468,592	448,824	(19,768)	-4.22%
WHITE BEAR LAKE	657,777	613,178	(44,599)	-6.78%
WILLMAR	574,014	562,869	(11,145)	-1.94%
WINONA	712,081	692,335	(19,746)	-2.77%
WOODBURY	744,121	851,140	107,019	14.38%
WORTHINGTON	367,482	328,726	(38,756)	-10.55%
TOTAL	\$81,517,107	\$82,000,000	\$482,893	0.59%

RESEARCH ACCOUNT MOTION

THAT: BE IT RESOLVED THAT AN AMOUNT OF \$203,793 (NOT TO EXCEED 1/4 OF 1% OF THE 1990 M.S.A.S. APPORTIONMENT SUM OF \$81,517,107 SHALL BE SET ASIDE FROM THE 1991 APPORTIONMENT FUND AND BE CREDITED TO THE RESEARCH ACCOUNT.

MOTION BY:

SECONDED BY:

PAST HISTORY OF THE RESEARCH ACCOUNT

YEAR	ALLOTMENT	BALANCE	SPENT
----	-----	-----	-----
1958	\$ 0	\$ 0	\$ 0
1959	0	0	0
1960	20,271	10,911	9,360
1961	20,926	18,468	2,458
1962	22,965	21,661	1,304
1963	22,594	18,535	4,059
1964	23,627	24,513	0
1965	27,418	15,763	11,655
1966	28,426	17,782	10,644
1967	29,155	31,944	0
1968	31,057	28,433	2,624
1969	35,719	34,241	1,478
1970	37,803	35,652	2,151
1971	41,225	37,914	3,311
1972	45,227	44,468	759
1973	45,846	36,861	8,985
1974	46,622	19,268	27,354
1975	54,321	35,755	18,566
1976	57,103	33,901	23,202
1977	56,983	33,674	23,309
1978	68,990	70,787	0
1979	69,665	0	69,665
1980	77,116	36,352	40,764
1981	85,031	33,940	51,091
1982	88,920	47,990	40,930
1983	105,082	37,656	67,426
1984	115,766	57,879	57,887
1985	121,838	73,118	48,720
1986	142,188	98,607	43,581
1987	147,745	82,479	65,266
1988	132,754	72,201	60,553
1989	145,953	42,379	103,574
1990	191,254		

THE UNEXPENDED BALANCES IN THE RESEARCH ACCOUNT AT THE END OF EACH YEAR IS TRANSFERRED BACK TO THE STATE AID FUND FROM WHICH THEY WERE OBTAINED.

**PAST HISTORY
OF
ADMINISTRATION ACCOUNT**

1 1/2 % OF THE TOTAL FUNDS AVAILABLE ARE SET ASIDE FOR THE ADMINISTRATION OF STATE AID. THE ACCOUNT IS USED FOR EXPENSES OF SCREENING BOARD MEETINGS, VARIANCES MEETINGS, PRINTING OF STATE AID MATERIAL ETC..

YEAR	ALLOTMENT	BALANCE	SPENT
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1958	\$113,220	\$48,310	\$64,910
1959	125,999	55,370	70,629
1960	129,466	58,933	70,533
1961	140,825	75,036	65,789
1962	137,980	70,875	67,105
1963	144,585	75,094	69,491
1964	168,526	102,385	66,141
1965	173,875	96,136	77,739
1966	178,253	85,079	93,174
1967	190,524	122,185	68,339
1968	219,458	117,878	101,580
1969	231,452	134,416	97,036
1970	252,736	147,968	104,768
1971	279,357	165,927	113,430
1972	280,143	167,410	112,733
1973	284,923	160,533	124,390
1974	333,944	130,460	203,484
1975	349,512	158,851	190,661
1976	347,940	264,874	83,066
1977	424,767	160,365	264,402
1978	426,786	139,580	287,206
1979	473,075	257,782	215,293
1980	521,544	171,544	350,000
1981	544,123	222,062	322,061
1982	646,373	251,781	394,592
1983	710,025	297,847	412,178
1984	745,773	322,730	423,043
1985	874,173	421,719	452,454
1986	903,824	427,562	476,262
1987	806,340	331,589	474,751
1988	895,092	387,171	507,921
1989	1,111,120	582,918	528,202
1990	1,248,109		
TOTAL	\$13,165,733	\$6,212,370	\$6,953,363

THE UNEXPENDED BALANCE OF THE ADMINISTRATION ACCOUNT AT THE END OF THE YEAR IS TRANSFERRED BACK TO THE STATE AID FUND FROM WHICH IT WAS OBTAINED.

CURRENT RESOLUTIONS
OF THE
MUNICIPAL SCREENING BOARD

JUNE 1990

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.

St. Paul

MSA ROUTE NO.	TERMINI		APPROVAL DATE	MILEAGE	NEEDS WIDTH
134	EB Fifth St.	- Fort Rd. (W. 7th St.)	6/89	0.85 Miles	28' & 36'
198	WB Sixth St.	to Broadway St.		0.86 Miles	36'
235	NB Wabasha St.	- Kellogg Blvd.	6/89	0.61 Miles	36'
236	SB St. Peter St.	to Twelfth St.		0.62 Miles	36'
165	NB Minnesota St.	- Kellogg Blvd.	6/89	0.47 Miles	36'
117	SB Cedar St.	to Tenth St.		0.46 Miles	36'
196	NB Sibley St.	- Shepard Road	6/89	0.34 Miles	36'
	SB Jackson St.	to Seventh St.		CSAH	
				4.21 Miles	

COST

Construction Item Unit Prices - (Revised Annually)

Right of Way (Needs only)			\$ 60,000.00 Acre
Grading (Excavation)			\$ 3.00 Cu. Yd.
Base:			
Class 4	Spec. #2211	\$	4.75 Ton
Class 5	Spec. #2211	\$	5.50 Ton
Bituminous	Spec. #2331	\$	20.00 Ton
Surface:			
Bituminous	Spec. #2331	\$	20.00 Ton
Bituminous	Spec. #2341		23.50 Ton
Bituminous	Spec. #2361		33.00 Ton
Shoulders:			
Gravel	Spec. #2221	\$	6.50 Ton
Miscellaneous:			
Storm Sewer Construction			\$196,000.00 Mile
Storm Sewer Adjustment			62,000.00 Mile
Special Drainage-Rural			25,000.00 Mile
Traffic Signals			15,000 to 45,000.00 Mile

Signal Needs Based On Projected Traffic

Projected Traffic	Percentage	X Unit Price	= Needs Per Mile
0 - 4,999	.20	\$75,000	= 15,000.00 Mile
5,000 - 9,999	.40	75,000	= 30,000.00 Mile
10,000 & Over	.60	75,000	= 45,000.00 Mile

Street Lighting	16,000.00 Mile
Curb & Gutter	5.50 Lin. Ft.
Sidewalk	14.00 Sq. Yd.
Engineering	18%

Removal Items:

Curb & Gutter	\$ 1.60 Lin. Ft.
Sidewalk	4.00 Sq. Yd.
Concrete Pavement	4.00 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	\$ 65.00 Sq. Ft.
Bridge Widening	\$150.00 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	\$4,000 Lin. Ft.
Each Additional Track	\$3,000 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)	\$ 75,000 Unit
Signals and Gates(Multiple Track - high	\$110,000 Unit
Signs Only & low speed)	\$ 400 Unit
Rubberized Railroad Crossings (Per Track)	\$ 750 Lin. Ft.

Maintenance Needs Costs - June 1990

That for the study of needs on the Municipal State Aid Street System, the following costs shall be used in determining the maintenance apportionment needs cost for existing facilities only.

	Cost For Under 1000 Vehicles Per Day	Cost For Over 1000 Vehicles Per Day
Traffic Lanes: Segment length times number of traffic lanes times cost per mile.	\$1,200 (Per Mile)	\$2,000 (Per Mile)
Parking Lanes: Segment length times number of parking lanes times cost per mile.	\$1,200 (Per Mile)	\$1,200 (Per Mile)
Median Strip: Segment length times cost per mile.	\$ 400 (Per Mile)	\$ 800 (Per Mile)
Storm Sewer: Segment length times cost per mile.	\$ 400 (Per Mile)	\$ 400 (Per Mile)
Traffic Signals: Number of traffic signals times cost for each signal.	\$ 400 (Per Each)	\$ 400 (Per Each)
Unlimited Segments: Normal M.S.A.S. Streets.		
Minimum allowance for mile is determined by segment length times cost per mile.	\$4,000 (Per Mile)	\$4,000 (Per Mile)
Limited Segments: Combination Routes.		
Minimum allowance for mile is determined by segment length times cost per mile.	\$2,000 (Per Mile)	\$2,000 (Per Mile)

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.