



1991

MUNICIPAL

STATE AID

STREET

***APPORTIONMENT
DATA***

January 1991

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January, 1991

612-296-1662

TO : Municipal Engineers

SUBJECT : The 1991 Municipal State Aid Apportionment Book

Gentlemen:

Enclosed is a copy of the "1991 Municipal State Aid Street Apportionments Data" report for your use in better understanding the means of distributing the annual allocation to each municipality.

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

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

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

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

Sincerely,

Ken Straus

Kenneth Straus
Municipal State Aid Needs Manager

Enclosures:
1991 Municipal State Aid Street Apportionment Data

PREFACE

THIS "1991 MUNICIPAL STATE AID STREET APPORTIONMENT DATA" BROCHURE IS PUBLISHED TO ASSIST IN BUDGETING AND TO PROMOTE A BETTER UNDERSTANDING AMONG THE LOCAL GOVERNMENTAL UNITS RELATING TO THE SOURCE OF REVENUE, MEANS OF DISTRIBUTION AND THE ANNUAL APPORTIONMENT AMOUNTS FOR EACH MUNICIPALITY OVER 5,000 POPULATION IN MINNESOTA.

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

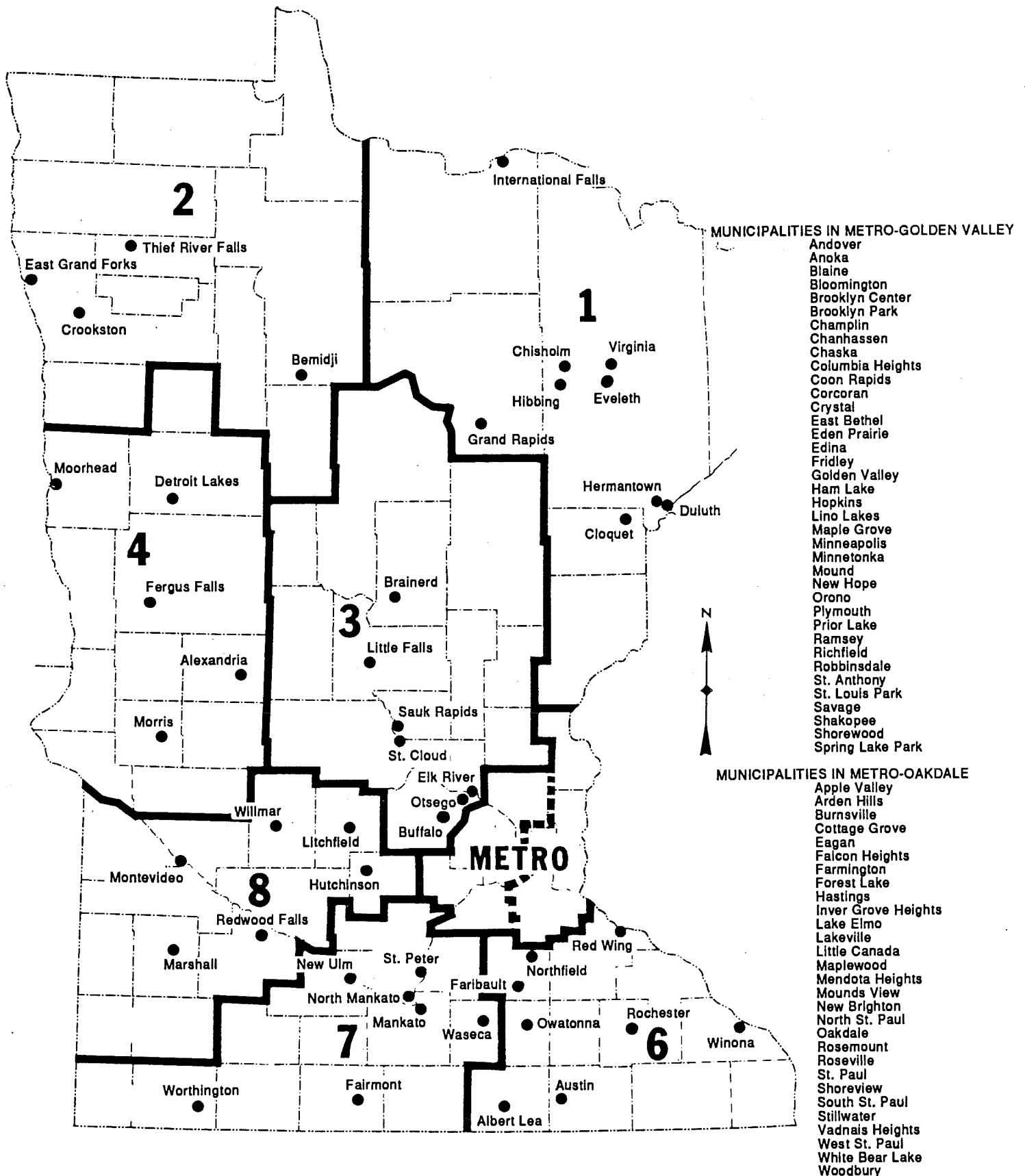
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1991 MUNICIPAL STATE AID STREET APPORTIONMENT DATA

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**STATE OF MINNESOTA
HIGHWAY DISTRICTS AND MUNICIPALITIES
AS ESTABLISHED FOR STATE AID PURPOSES**



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 KUHFIELD	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**

MINUTES
FALL
MUNICIPAL SCREENING COMMITTEE
OCTOBER 29-30, 1990

The fall meeting of the Municipal Screening Committee was called to order by Chairman Bruce Bullert at 1:10 P.M., Monday, October 23, 1990. Roll call was taken by the Secretary.

Present were:

Officers and Municipal Screening Committee Members:

Chairman - Bruce Bullert, Savage

Vice Chairman - Jim Grube, St. Louis Park

Secretary - Dan Edwards, Fergus Falls

District 1 - Jim Prusak	Cloquet
District 2 - Jim Walker	Thief River Falls
District 3 - Terry Maurer	Elk River
District 4 - Alvin Moen	Alexandria
District - Mike Eastling	Richfield
Metro West	
District 6 - Tom Drake	Red Wing
District 7 - Pete McClurg	New Ulm
District 8 - Joe Bettendorf	Litchfield
District - Kenneth Haider	Maplewood
Metro East	
First Class City - Kenneth Larson	Duluth
First Class City - Marv Hoshaw	Minneapolis
First Class City - Thomas Kuhfeld	St. Paul
Chairman Needs Study Subcommittee	
- Dan Edwards	Fergus Falls
Chairman - Unencumbered Construction	
Funds Subcommittee - Kenneth Saffert	Mankato

Others:

District 3 (Alt) - Sidney Williamson	Sauk Rapids
District 8 (Alt) - Dale Swanson	Willmar
Emil "Mic" Dahlberg	Hermantown
Don Aluni	Minneapolis
Dan Sabin	Minneapolis
Ramankutty Kannakutty	Minneapolis
Glen Cook	Spring Lake Park
Dennis Carlson	Mn/Dot Director,
	Office of State Aid
Roy L. Hanson	Mn/Dot Assistant
	State Aid Engineer
Ken Straus	Mn/Dot MSA Needs
	Unit Manager
Ken Hoeschen	Mn/Dot CSA Needs
	Unit Manager
Bill Croke	Mn/Dot District 1
	State Aid Engineer

Jack Isaacson

Dave Reed

Tallack Johnson

Chuck Weichselbaum

Earl Welshons

Douglas Haeder

John Hoeke

Mn/Dot District 2
State Aid Engineer
Mn/Dot District 3
State Aid Engineer
Mn/Dot District 4
State Aid Engineer
Mn/Dot Metro West
State Aid Engineer
Mn/Dot District 6
State Aid Engineer
Mn/Dot District 7
State Aid Engineer
Mn/Dot District 8
State Aid Engineer

I. RECOGNITION OF THOSE PRESENT:

Chairman Bullert introduced Ken Saffert, Chairman of the Unencumbered Construction Funds Subcommittee and noted that Dan Edwards is the Chairman of the Needs Study Subcommittee. In addition Chairman Bullert recognized the Alternate Representative of District 3, Sid Williams; and the Alternate Representative of District 8, Dale Swanson; noting that each would assume the responsibilities of District Representative in 1991.

II. MINUTES CONSIDERATION:

Bullert called for the consideration and approval of the minutes of the June 12-13, 1990, Municipal Screening Committee meeting. The minutes are contained in pages 6 through 22 of the 1990 Municipal State Aid Needs Report, dated October 1990. Marv Hoshaw (Minneapolis) moved, seconded by Tom Drake (Red Wing), to approve the minutes. The motion carried.

III. 1990 MUNICIPAL STATE AID NEEDS REPORT REVIEW:

Ken Straus presented the 1990 Municipal State Aid Needs Report, dated October 1990. Straus directed the attendees' attention to pages 23 and 24 (M.S.A.S. Mileage, Needs, and Apportionments) and noted that Construction Needs had increased more than \$300 million since last year (1990). He further noted that Ostego Township is scheduled to incorporate as a City on November 15, 1990 and thus will be included in the revised mileage and construction needs figures in the January 1991 book.

Attention was then directed to pages 27 through 29 which contained summaries of maximum mileage listings for

communities. Straus pointed out that we have a total of 124.87 miles on our system that could be designated and drawing needs. Straus referred to a revised page 31 which showed theoretical population apportionment. Reference was then made to pages 34 through 38 which contains the 1990 Needs Study Update data. Straus noted that storm sewer and special drainage items have been added, the unit prices adjusted as approved at the Spring meeting, and adjustments made for traffic counts conducted in 1989. The net result was an increase of \$311,464,332 in M.S.A.S. Construction Needs from 1989 to 1990. Straus referred to the itemized figures for each community listed on page 41 and noted that average construction needs per mile of \$520,000 was calculated with a high of \$918,449 (Farmington) and a low of \$148,280 (East Bethel). It was also noted that the addition of storm sewer needs amounted to \$145,320,280 for 1990.

Straus directed our attention to page 41 which shows the comparison of needs between 1989 and 1990. The needs to apportionment ratio increased from 12.4625 to 16.1252 over this same time period. Page 47 shows the recommended negative needs adjustment for the four Cities that have exceeded their allowable construction fund balance as of September 1, 1990. Straus pointed out the special problem that Maplewood has because of a previous year's negative adjustment. This earlier adjustment caused the City to lose its money needs which was reflected in a construction fund allotment that was approximately one-half of the amount that would normally be received. A literal interpretation of the Screening Board Resolution would require Maplewood to reduce its construction fund further than other Cities or receive continuing adjustments of increasing magnitude. Straus feels that the Resolution should consider the amount of money that a City has accumulated before any adjustment is applied when calculating future adjustments. If this were the case then Maplewood would be in compliance with the required unencumbered Construction Fund Balance rules and no adjustment would be needed for 1990. For example: If Maplewood's money needs were considered in calculating its 1990 construction allotment the amount would be approx. \$625,000 and the allowable construction fund balance would be \$1.25 million (2x Construction Allotment); but the money needs were not considered so the construction allotment was actually \$411,837 and the allowable balance became \$823,674. The available construction funds as of September 1, 1990 is \$971,268. This amount requires a negative needs adjustment in the latter case but would be in compliance in the former case. This scenario will be discussed in depth during the evening session.

Straus referred next to pages 48 through 50 for the individual Cities Unencumbered Construction Fund Balances. He stressed that the total amount available (\$119,384,013) should be reduced if we are to avoid problems in the area of

the perception of excess funding by the Legislature in their review of our Municipal State aid System. Straus also noted that pages 55 through 56 contain Bond Account data for the individual cities which now have been notified of the reporting requirements and adjustments associated with the bonding program. Pages 62 through 74 contain a summary of actions taken on variance requests.

Straus referred the attendees to page 92 which contains the New Maintenance Needs Resolution which was added in June 1990. Straus also noted that the Screening Board should take action to remove the Storm Sewer Resolution shown on page 94 due to the removal of after the fact storm sewer needs. The Resolution is no longer pertinent. This completed the review of the highlights of the book as reported by Ken Straus.

Jim Grube (St. Louis Park) asked Dennis Carlson if the computer purchase program offered the Cities by MnDot State Aid Office was successful. Carlson replied that all Counties and all but 10 of the eligible cities participated in the program.

IV. EXCESS UNENCUMBERED CONSTRUCTION BALANCE:

Chairman Bullert called upon Ken Saffert (Mankato), Chairman of the Unencumbered Construction Fund Subcommittee to present his report to the Screening Board. Saffert referred the attendees' attention to the minutes of the October 9, 1990 subcommittee meeting which had been handed out previously. He then noted the concern of the subcommittee members as to the purpose of their meeting as the Unencumbered Construction Fund Resolution (page 93) has no flexibility in dealing with the Cities. The subcommittee notified the four cities (Hermantown, St. Louis Park, Spring Lake Park, and Maplewood) of an opportunity to appear before the subcommittee and present their reasons for not complying with the excess unencumbered construction balance Resolution. The results of the meeting are the recommendations contained in the minutes which includes a proposed revision to the Rule which would allow the Screening Board to grant a variance upon the recommendation of the subcommittee. The subcommittee feels that a definite appeals process is needed.

Tom Drake (Red Wing) commented that he thought the Cities already had the right to come directly to the Screening Board to request a variance. Chairman Bullert stated that perhaps the Resolution was not clear in this area and that Cities were expected to go through the Subcommittee with requests even if the adjustment would be decided ultimately by the Screening board. Marv Hoshaw (Minneapolis) noted that is how it was handled in the past, but the Resolution was changed to narrow the range of items that were subject to

review. It was hoped that this would lessen the marginal requests and limit the need for the Screening Board to continually deal with minor issues in setting policy and granting variances. Drake then asked if there is variance procedure spelled out precisely for all items other than the unencumbered construction funds, and if not, why does this item alone have to have a special procedure. Bullert responded that there are other adjustments such as the Bond Account which have a definite procedure, but this item has always been considered separately because of the controversy that surrounds it. Mike Eastling (Richfield) injected that the purpose of the unencumbered construction fund balance adjustment is to maintain equity among all the cities and that granting a variance in this type of situation would not serve that purpose.

Ken Straus (State Aid Office) noted that this adjustment can be quite large and thus have a severe impact on the affected city. Drake stated that perhaps the deadline could be set back to December 15 to allow more time for the cities to make the required expenditures. Straus said that would have a negative impact on State Aid staff and their ability to properly run the program. Hoshaw explained that at one time there were thirteen cities on the non-compliance list and the past changes in the Resolution procedure have been effective in reducing this problem. Saffert noted that none of the four cities currently under discussion were on the original list of thirteen referred to by Hoshaw so we have definitely made progress in this area.

Saffert then discussed the final recommendation of the subcommittee that the Transportation Study Board make changes in the current rules which would allow borrowing of State Aid funds between individual cities, if both agree. This would allow excess funds to be used for immediate construction needs while potentially eliminating some excess unencumbered construction fund balance adjustments against non-compliance cities and reducing the overall balance of unencumbered State Aid funds. Hoshaw stated concern about the basis for doing this as it might be a detriment to the overall system. Dennis Carlson (State Aid Director) agreed that this could be a problem. He felt that city effort would be better expended in spending down their individual accounts on eligible projects rather than allowing the borrowing of funds which circumvents the rational of the distribution of funds within the system.

Jim Grube (St. Louis Park) presented the case for the City of St. Louis Park regarding the proposed excess unencumbered construction fund balance adjustment. The City's formal request to the Screening board is the same as the recommendations of the subcommittee (page 2 of subcommittee minutes). He further noted that closing out of prior projects might reduce the excess fund amount from \$330,441

to approx. \$100,000 but would put the city in compliance with the Resolution. Eastling questioned the amount of the adjustment and what impact the recommendation might have. Grube responded that the current adjustment would be reduced from \$162,000 to \$142,000 based on \$42 per \$1,000 of needs. Straus noted that because of the additional needs on the system this ratio would be reduced to \$33 per \$1,000 of needs so the adjustments would be less. Eastling expressed concern about the possibility that the adjustment under this Rule could be greater than the overage that caused the adjustment. Bullert noted that was an area that should be considered but that it was not a factor in this case. Further discussion was deferred until the evening session.

Emil Dahlberg (Hermantown) made the presentation for the City regarding its explanation for the compliance problem and its future plans to resolve this issue. The City had all its planned State aid expenditures tied up in one project that was delayed because of unresolved wetland issues. These have since been resolved but no action on a contract award can be taken before 1991 and thus the city will remain in non-compliance. There was also a delay in the appointment of a City Engineer and this may have impacted the schedule for the project. Saffert noted that the subcommittee did not perceive the City Engineer appointment delay to be a factor in this case and had recommended an extension until December 15, 1990 for the City to process a contract award to avoid the adjustment. Further discussion was deferred until the evening session.

Ken Haider (Maplewood) made the presentation for the City regarding its problems with the Rule. The City has a \$600,000 project that was delayed by the death of the Mayor who was a strong backer of the project and the disagreement between the State and the County as to the traffic conditions at one of the intersections. The city also has seven open projects that when closed out may have a significant impact on the excess balance. There is also the problem with how the adjustment rule should be interpreted as was discussed earlier in the meeting. This might erase entirely the need for a further adjustment. Maplewood has made very significant progress in reducing their excess balance from previous years. As the Rule is unclear the subcommittee recommended that the negative needs adjustment be only two times the excess balance and that Maplewood have until December 15, 1990 to further reduce said excess balance. Again further discussion was deferred until the evening session.

Tom Kuhfeld (St. Paul) questioned the meaning of the phrase in the Resolution "unless the balance is reduced in future years, this deduction will be increased annually to 3,4,5 etc." as to the applicability of which multiplier should apply in this case. Saffert stated that the subcommittee

felt that since Maplewood had indeed reduced their excess balance in comparison with last year's amount that a multiplier of 2 was appropriate.

Saffert presented the case for Spring Lake Park in the absence of their representative at this time. The City was planning to use up its excess funds in a joint project with the City of Blaine. Due to a misunderstanding it was discovered too late that Blaine did not have any excess mileage to use in designating its share of the joint roadway until 1991. Thus the project was halted and Spring Lake Park's excess fund balance was not eliminated. The subcommittee's recommendation was that the City be given until December 15, 1990 to award a contract and that the City of Blaine should submit a Resolution designating the street onto the MSA System subject only to the appropriate mileage being available. Glen Cook (Spring Lake Park) arrived at the meeting during this discussion and stated he would be available for the evening session to continue this discussion.

V. TRANSPORTATION STUDY BOARD ISSUES:

Chairman Bullert addressed the Screening board with some general comments as to the status of the Transportation Study Board (TSB) Recommendations and Report. The TSB is at the point of preparing its final recommendations which may ultimately determine the fate of the Municipal State Aid System. We are still getting information from them but it is clear that they want something other than population and needs as a basis for allocation of funds. The TSB has gone to motor vehicle registration numbers and lane miles for an allocation basis on the County State Aid system as a recommendation. In the case of the Cities they have determined that motor vehicle registration numbers are not available on an individual basis thus they are looking for actual traffic miles and/or lane miles. The Consultant will submit a list of all possible factors that might be included in an allocation formula to our subcommittee for comment. We will have less than a week to prepare our final proposal because the schedule calls for the consultant's report to be submitted to the TSB by November 19, 1990. Final draft of the TSB Report should be ready in late December or early January so there is a bare minimum of time available to us to give our input to the process.

In line with this Bullert presented a new CEAM position paper for review and eventual submittal to the TSB. This paper includes a request to increase the allowable system mileage from 2,500 to 3,000 miles. The Cities must decide if they would like to also increase the allowable mileage designation from 20% to 25 or 30% of their total miles. This would have an impact on the total system mileage required

and we might need to further increase our request. We are also requesting that population remain a part of the allocation formula and that it be adjusted annually. Other items in the paper that were discussed are Other Funding Mechanisms, Design Standards/Variations, Screening Committee, Traffic Management, Permit Process, Maintenance Agreements, Cooperative Agreements, Jurisdictional Changes - Functional Classifications, Municipal State Aid Fund Balances, and Funding Levels. The intent is to show that Cities do provide significant local funding of transportation in many areas and also have a large impact on transportation issues but we do not receive appropriate credit. This information is being provided to the TSB in the hopes they will better understand the overall transportation picture and the part the Cities play in it. It should also explain the Cities perception of the problems and the solutions. Chairman Bullert encouraged all attendee's to read the draft position paper and be prepared to discuss their opinions at the evening session.

Chairman Bullert noted that a joint meeting of the Municipal and County Screening Boards has been scheduled from 10:00 A.M. to Noon tomorrow. The evening session will be informal and will convene at 8:00 P.M. to continue with detailed discussions of the topics raised during today's afternoon session. All decisions will be reserved until tomorrow's morning session. The session was adjourned at 3:10 P.M.

EVENING SESSION

Chairman Bullert called the informal session to order at 8:00 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 - Excess Unencumbered Construction Fund Balance

Discussion took place on the four cities proposed to receive negative adjustments under this Rule (Maplewood, St. Louis Park, Hermantown, and Spring Lake Park). Effects of moving deadline date from September 1 to December 15 were considered. Clarification is needed in the Resolution as to the procedure for calculating the adjustments as noted in the afternoon session. Also need further clarification on the interpretation of the "unless the balance is reduced" phrase.

Issue - Comparison of Construction Costs vs Needs

Intent of the study is to reveal other costs that are not reflected in our current needs items but could be included as part of some multiplier factor to adjust our overall needs. We still need more project cost data, at least one per District at a minimum. This should be submitted in a format similar to that used by Ken Straus to present data at this meeting. It is important that our needs reflect as closely as possible what is actually built. The Needs Subcommittee should review and analyze this data in time to report to the June meeting of the Screening Board.

Issue - Transportation Study Board

The Transportation Study Board (TSB) perceives the needs study as not being an equitable method to distribute funds and wants to see a change. They feel it is too complex and cumbersome for others to understand. The TSB thinks that the best managed city systems get reduced needs and thus reduced dollars instead of rewards for keeping construction current on the street system. The TSB doesn't believe that the local transportation systems will ever be complete in a 25 year span and so disagrees with that premise in the needs study.

The Cities need a unified approach as to what system changes will be acceptable to all affected groups (LMC & other City organizations). The draft position paper is a first response to that need and was discussed thoroughly by the group. Additional comments that were considered were as follows: New fund distribution system must be responsive to growing cities, perhaps keeping population as a component (45%) with

an annual adjustment by the State Demographer for growth. The inclusion of an areawide (District?) construction cost index to be used in calculating the apportionment of funds for cities. The new system must be responsive to change (automatically?) on an annual basis without major problems.

Need a method which can help lower the excess balance in the construction fund account. A larger allowable encumbrance of future allocations for the cities or larger allowable bond amounts could be useful in this area. Lane miles could be a workable substitute for the needs portion of the distribution formula. Need to consider traffic, soil conditions, non-existent roadway designations, City's completion of its system, etc..

The evening session adjourned at 11:10 P.M.

SECOND SESSION

Chairman Bullert called the Municipal Screening Committee back into session at 8:10 A.M., October 30, 1990. Roll call was taken and the list of attendees was the same as the October 29, session.

VI. NEEDS AND APPORTIONMENT DATA

Chairman Bullert directed the attendees' attention to the needs and apportionment data contained on pages 30 through 82 of the Report and called for its approval.

MOTION: By Drake, seconded by Bettendorf to approve the needs and apportionment data contained within the Report was passed.

VII. UNENCUMBERED CONSTRUCTION FUND BALANCES

Chairman Bullert summarized the previous discussions on the four communities that are affected by this item and asked how the group wished to proceed. Hoshaw (Minneapolis) stated that we should first discuss the application of the rules. Straus briefly explained the issues raised in the previous discussions on rule interpretation of negative needs adjustment calculations. Hoshaw gave some background information on how the rule originally was developed. He feels that the rule should be interpreted so that compliance with the rule is based on what the community would have received if the community would have received full needs. This would require the State Aid Office to estimate what a community would have received if it had not been subject to an adjustment.

MOTION: By Hoshaw, seconded by Eastling to direct the State Aid Office to use the appropriate allocation (as if there were no adjustment) in calculating whether or not a community is in compliance with the excess unencumbered construction fund balance rule and to apply that interpretation to the communities under discussion and in the future was passed.

Grube (St. Louis Park) raised the question on the proper interpretation of the phrase "Unless the balance is reduced" as contained in the rule on page 94. Hoshaw stated that the original intent was to apply a 2x annual construction allotment (or allowable) as the threshold not a lesser standard of requiring only an unspecified reduction in the amount of non-compliance. Grube remained concerned that the current language is unclear and thus subject to misinterpretation.

MOTION: By Hoshaw, seconded by Drake to refer this particular language back to the Unencumbered Construction Fund Balance Subcommittee for review and alteration as necessary with a recommendation to be submitted to the Screening Board at its spring meeting was passed.

Chairman Bullert noted and Straus concurred that with these motions the net result is that Maplewood is now in compliance with the rule and is no longer relevant to this adjustment issue. Discussion then continued in reference to the remaining three cities.

Hoshaw stated that we should not change the deadline date of September 1. Drake agreed saying such a change would not eliminate the problem of excess balances but would raise the issue of fairness with communities that were subject to adjustments prior to this time. Bettendorf also supports the current deadline but questioned whether we are effectively eliminating the appeal process by holding fast to the rule. Bullert noted that the issue of deadline dates and the appeal process were also discussed last year. Saffert noted that the subcommittee understand the need for this rule and further noted that substantial progress in the area of compliance has been made but stood by the subcommittee's recommendation that the deadline be extended to December 15.

MOTION: By Walker, seconded by Hoshaw that the adjustments be applied as per the current rule (September 1 deadline) for the three communities as shown in the Report. Discussion then followed.

Eastling pointed out that while the number of cities which are out of compliance with this rule has declined the actual amount of excess construction funds has increased. Larson said he is opposed to the motion and feels that the subcommittee recommendations are rational and workable and thus should be followed. Hoshaw cited the history of deadline changes (June 1, September 1, and proposed December 15) as applied to the rule and stated that if we are really trying to reduce the amount of excess construction funds we should look at a limit of 1 1/2x as an allowable threshold rather than 2x. He further stated that we should reserve any major changes until the results of the TSB Report are finalized and a new distribution system is in place if necessary. Drake commented that there is adequate notice given to the cities regarding their balances and we all run into the same project problems on occasion as have been cited by the three communities under discussion.

Larson noted that we set parameters and then everyone works the system up to its limit without achieving the goal of reducing the construction fund balances. The cities should

spend more time planning for these expenditures including having alternate projects available if possible. Bullert agreed that we need to set our sights firmly on the goal of reducing excess construction fund balances. Dahlberg noted that smaller communities would have a very difficult time financing the preparation of "alternate" projects. Carlson stated that if a city understands the penalties for exceeding the allowable balance then it is easier to justify the expenditures necessary to prepare alternate projects. Bettendorf saw the problem as partially due to the inability to advance encumber sufficient project funds which means cities will maintain their balances as high as allowable to assure complete funding of as large a planned project as feasible.

MOTION VOTE: Chairman Bullert called the vote on the motion on the floor. A voice vote was taken but was too close to determine the majority. A vote by hands was then taken with the results of 7 in favor and 5 opposed to the motion so the motion passed.

Straus asked how future appeals should be handled regarding these issues. the consensus of attendees was to route all appeals through the appropriate subcommittee with a recommendation then forwarded to the Screening Board for final action. Grube noted that this would be the proper procedure as there may be instances where the Board would feel justified in granting some types of variances. Grube also felt that cities should work with the State Aid Office staff to research possible open projects which are eligible for expenditure of state aid funds and could further reduce the excess construction fund balances.

VIII. RESEARCH ACCOUNT

Chairman Bullert referred the attendees to page 33 of the Report which contains the proposed research account motion for their consideration. Carlson noted that he would like to get a senior engineer to work as liaison with the cities and counties on increasing the number of research projects and implementing the results of same. Hoshaw agreed that additional State Aid staff could be very useful but questioned whether adequate funds existed to support the positions. Carlson noted that by law the 1/4 of 1% is the limit of allowable research funds but he was hoping to use administrative funds to help cover any excess that might be incurred. Bullert stated that to increase the research fund to cover these cost would require a change in the law, but this might be desirable.

Hoshaw noted that this could be very difficult to achieve

until current allotments in this area are routinely spent down. Kuhfeld asked if the same procedure could be used to fund a cooperative agreements engineer position using administrative account funds. Hanson questioned whether the procedure could work as outlined here but would require the transfer of funds from other MnDot areas. Bullert noted that the Cooperative Agreements Subcommittee has been reactivated to again attempt to resolve the problems in this area and that further study on alternative financing sources for these positions should be conducted.

MOTION: By Hoshaw, seconded by Eastling 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 was passed.

IX. ADMINISTRATIVE ACCOUNT

Chairman Bullert entertained discussion and comments related to the administrative account and its use as a funding source for additional engineer positions in the State Aid Office. He noted that the area of cooperative agreements is discussed every meeting. Hoshaw would like to see cooperative agreements handled by the State Aid Office. Bullert suggested that all paperwork could be handled in State Aid with only the final approval to stay with the MnDot Cooperative Agreements Section. This change would also support the additional staff request that had been discussed previously. Carlson said depending on the TSB recommendations and any system changes the legislature might act upon this might provide the opportunity to make adjustments in the operation of the State Aid Office.

MOTION: By Drake, seconded by Walker to set aside 1 1/2 % of the total funds available for the administration of the State Aid Program was passed.

It was noted that any unexpended year end balance in the administrative account is transferred back to the state aid fund from which it is obtained. It was noted that the board supports further research expenditures and cooperative agreement processing speedup even if it involves additional staff. The Screening Board also stated that it supports the State Aid Engineer in using the research account to its fullest potential and using the administrative account to support research and cooperative agreement staffing needs.

X. STORM SEWER RESOLUTION

Chairman Bullert referred to the Storm Sewer Resolution on

page 94 and noted that due to other Screening Board Resolutions it was no longer applicable.

MOTION: By Drake, seconded by Eastling to delete the storm sewer resolution in its entirety was passed.

XI. COMPARISON OF CONSTRUCTION COSTS vs NEEDS

Chairman Bullert noted that this item had been discussed during the evening session. He asked if there were any additional comments regarding this attempt to correlate our actual eligible construction costs with the needs calculated for similar items if such existed. Straus stated that no official action is required as it has already been assigned to the Needs Subcommittee to work with the State Aid Office on a recommendation for the Screening board. Straus also requested additional project information be sent to his office for use in this study. Hoshaw said a good cross-section of project data could be obtained if each Screening board member were to submit one project.

Bullert emphasized that the study is active and that additional data is needed for evaluation before a recommendation can be determined. Straus stated that the State Aid Office will request the information be submitted on the form it has used too date and thus will make this spreadsheet available to all cities through the Municipal State Aid Computer Bulletin Board. The subcommittee is scheduled to review the projects and have any recommendations ready for the Spring Screening board meeting.

XII. DRAFT POSITION PAPER (TRANSPORTATION STUDY BOARD)

Chairman Bullert initiated discussion on this issue by noting it has been covered extensively at previous sessions and now is the time to determine its final form. Drake said the paper should contain a preamble that states that our current system is fair, is capable of modification, and we would prefer to work within the current system parameters to address any issues of concern. However, if there is no opportunity to work with the system because of TSB objections then we would work with them to review and analyze other methods to obtain fair management of the State Aid system. Hoshaw commented that we are willing to look at other systems as long as there standards of equality, etc. is at least as high as that exhibited by our current system. Larson would state that the M.S.A. System has been a reasonable approach in the past and has been a useful tool. We are willing to look at other systems that may better address current concerns and provide greater flexibility and/or responsiveness to changes or adjustments as they

occur. Eastling proposed an executive summary at the beginning of the position paper instead of after the preamble or introduction. This would include priority statements such as the street utility idea or advance encumbrance of State Aid Funds. The Screening Board decided to proceed with the discussion on an item by item basis in reference to the draft position paper. The summary of these discussions and actions taken are as follows:

1. Municipal State Aid Street Mileage:

Discussion centered around the maximum mileage we should request for the system and whether or not we should request a change in the percentage of the city street system that can be designated for the State Aid Street system (currently 20%).

MOTION: By Hoshaw, seconded by Maurer to request increase in State Aid System Mileage from current maximum of 2500 miles to a new maximum allowable mileage of 3000 miles and to retain the current 20% allowable designation of local mileage onto the State Aid System was passed.

2. MUNICIPAL STATE AID ALLOCATION FORMULA:

Discussion noted reasons for not using either vehicle registration numbers or vehicle miles travelled as part of the allocation formula. Also discussed and revised was TSB preliminary proposal to change the current 50/50 split in formula parameters (population/needs) into a 45/55 split using a population format and a lane miles format.

MOTION: By Hoshaw, seconded by Maurer that the Municipal State Aid Allocation Formula should use population (annual adjustment by State Demographer) as 45% of formula and even though the current needs system is a useful tool we would consider using a lane miles composite (including a construction index) as the other 55% of the basis for the allocation of funds was passed.

3. OTHER FUNDING MECHANISMS:

Discussion centered on a revised special assessment law that would lessen or eliminate the need to prove benefit under certain conditions and thus make this method more feasible as a funding source for infrastructure replacement projects. Another priority is the means to establish a transportation utility as a funding source. The difficulties in achieving these goals and the process that should be followed was a major topic for the group.

MOTION: By Hoshaw, seconded by Prusak to expand on the

proposals listed under this section of the position paper, clarify the language to insure maximum flexibility for negotiation in all options, and to mention the "Revised Special Assessment Law" and "Establishment of Transportation Utility" proposals as a priority in the introduction of the final position paper to the TSB was passed.

4. DESIGN STANDARDS/VARIANCES

Comments were made to the fact that the original standards were compiled by elected officials, general public, and engineers working as a group and that variance requests are subject to review by a similar group so a wide variety of input is maintained in these decisions. It was the consensus of the Screening board that the currently proposed "Revised Design Standards" be given a chance to be enacted, and once effective in their final form, they can be modified through the existing variance procedure on an as needed basis which will provide greater flexibility and responsiveness for the system operation as a whole. The Screening board did not feel that any official action was required for this item.

5. SCREENING COMMITTEE

The priority of the committee was to re-establish, through legislation, the two Screening Board Representatives' positions from the Metro area that were combined into one with the formation of the Metro District by MnDot. There was also considerable discussion as to the purpose and operation of the Screening Board under the different scenarios being considered by the TSB.

MOTION: By Hoshaw, seconded by Prusak, to recommend legislation to allow two representatives from the newly combined MnDot Metro District to be members on the Screening Board was passed.

6. TRAFFIC MANAGEMENT

This item is a general statement and as no discussion was forthcoming from the committee no further official action was required.

7. PERMIT PROCESS

This item is a general statement and as no discussion was forthcoming from the committee no further official action was required.

8. MAINTENANCE AGREEMENTS

Main purpose of this item is to show that cities do provide

a certain amount of dollars for maintenance. This item is a general statement and as no further discussion was forthcoming from the committee no official action was required.

9. COOPERATIVE AGREEMENTS

The group requested the removal of any references to a 50/50 or other definite ratio of cost sharing as it was felt that this is best left to the negotiation of the individual parties involved in a particular agreement due to the wide variation of circumstances that are encountered in different projects. This item is a general statement and as no further discussion was forthcoming from the committee no official action was required.

10. JURISDICTIONAL CHANGES - FUNCTIONAL CLASSIFICATION

The committee was in general agreement with this item as currently proposed.

MOTION: By Larson, seconded by Eastling that we are agreeable to the Jurisdictional Changes - Functional Classification program and to the establishment of a Board to resolve differences in same with the understanding that there will be some financial consideration also involved in the process was passed.

11. MUNICIPAL STATE AID FUND BALANCES

Discussion revolved around removing the borrowing of funds idea and instead concentrating on increasing the ability to advance encumber funds instead. There should be established a relationship between excess funds and the amount of advance encumbrances allowed. It was also suggested that it might be possible to set aside dollars from the funds before any allotments were made (flexible regulations). It was emphasized that all of the items being discussed are only general concepts that would require further definition. before they would be in a useable form.

MOTION: By Kuhfeld, seconded by Maurer to recommend that the advance encumbrance of State Aid funds process be revised to allow the encumbrance of larger amounts of funds for projects was passed.

12. FUNDING LEVELS

Discussion centered upon the basis for the calculation of the dollar figures used in this section. It was the consensus of the committee that conservative assumptions were used in the process and thus the final figures were

realistic and justifiable. There was concern expressed that the TSB and Legislature would not realize the reasons for the figure being different than numbers representing only the Municipal State Aid System (ie.. 80% of city streets are not on State Aid System, only cities over 5,000 population are on Municipal State Aid System while this figure covers all cities over 1,000 population). This item is a general statement and as no further discussion was forthcoming from the committee no official action was required.

XIII. REPORT OF STATE AID DIRECTOR

Chairman Bullert called upon Dennis Carlson for his comments.

Carlson noted that plans should be submitted to the State Aid Office in a more timely fashion so that there is adequate time allowed for review before the scheduled bid letting date.

The status of the rules is that bridge construction and reconstruction rules have been accepted as proposed and written. The statement of need and reasonableness (SONAR) for the bridge inspection and inventory rules had to be rewritten to satisfy objections from the Attorney General's office and have since been resubmitted. State Aid Rule hearings have been scheduled for two locations, St. Paul and Brainerd, for the month of December. These rules also had to have their SONAR rewritten and resubmitted. Roy Hanson then gave a brief summary of the areas of the rules that have been contested by the various groups that have requested that public hearings be held.

XIV. OLD BUSINESS

There was no old business to consider.

XV. NEW BUSINESS

A. Recognition of Service Rendered

Chairman Bullert acknowledged the service of Jim Walker, Joe Bettendorf, and Terry Maurer the Screening Board Members that have fulfilled their three year terms. Also recognized were Ken Saffert (Chair of Unencumbered Construction Fund Subcommittee) and Dan Edwards (Chair of the Needs Subcommittee).

Marv Hoshaw also noted that Earl Welshons (MnDot District 6 State Aid Engineer) was attending his last Screening Board Meeting. He then expressed the thanks of the group to Bruce

Bullert for his leadership this past year.

XVI. ADJOURNMENT

MOTION: By Hoshaw, seconded by Walker to adjourn the meeting was passed. The meeting adjourned at 11:05 A.M.

Respectfully Submitted,

Dan Edwards
Secretary

MINUTES

UNENCUMBERED CONSTRUCTION FUND SUBCOMMITTEE

OCTOBER 9, 1990

9:30 A.M.

A meeting of the Unemcumbered Construction Fund Subcommittee was held on October 9, 1990 at 9:30 a.m. in the Minnesota Department of Transportation Office Building. The following committee members were in attendance:

Ken Saffert, Mankato - Chairperson
Fred Moore, Plymouth
Ron Rudrud, Bloomington

Also in attendance was Ken Straus, State Aid Office.

The purpose of the meeting was to hear presentations from the four cities which have an excess balance in their construction fund. All cities had been sent a notice of the meeting and were advised they could make a presentation to the subcommittee. The following were the presentations:

HERMANTOWN:

Hermantown has an excess balance of \$315,603. In accordance with the rules, this would mean a negative adjustment in the needs of \$1,598,618. Representing Hermantown were the following people:

Wally Loberg - Mayor
Emil Dahlberg - City Engineer

The following facts were given to the committee:

1. Because of a change in City Engineers, the current engineer was not appointed until April. They were without an appointed City Engineer for approximately six months.
2. All of the excess funds were going to be spent on one project. Because of wetland issues, a contract has not been awarded for the project.
3. A plan was approved on September 6, 1990, which would resolve the wetland issues.
4. Hermantown has adopted a five year plan to reduce the total construction fund balance and allocate all new funds.

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UNENCUMBERED CONSTRUCTION BALANCE SUBCOMMITTEE

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5. Over the past few years they have had several large projects with interstate substitution funds. For this reason, they did not have any projects using M.S.A. funds.

ST. LOUIS PARK:

The excess balance for St. Louis Park is \$330,481. This would mean a negative needs adjustment of \$3,859,314.

Jim Grube, Director of Public Works, represented St. Louis Park. The following information was provided to the committee:

1. A portion of the funds were to be spent on Trunk Highway No. 7 frontage road. The development did not take place and the project was delayed.
2. Another project was a joint project between Minnetonka and St. Louis Park along Ford Road. The City of Minnetonka approved the project, but St. Louis Park is waiting to see if the design standards will change which will allow a narrower street.
3. Because of City Council action, approximately \$900,000 of M.S.A. projects were put on hold. The City Council was aware that they needed to reduce their fund balance below the maximum.
4. Ken Straus provided information that there are numerous open projects in St. Louis Park for which a final report has not been submitted. If these final reports were submitted, it could possibly reduce the fund balance below the maximum.

SPRING LAKE PARK:

The excess balance is \$73,331. The negative needs adjustment would be \$746,662.

Representing Spring Lake Park was City Engineer, Glen Cook. The following information was presented to the subcommittee:

1. The City has a plan approved by the district office which would encumber the excess funds, but they are waiting for central office approval.

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UNENCUMBERED CONSTRUCTION BALANCE SUBCOMMITTEE
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2. Before they can get central office approval, the City of Blaine needs to add 0.05 miles to their system. At the present time Blaine does not have any excess mileage and they have to wait to 1989, to add this to the system.
3. The proposed project is on the city limits line between Blaine and Spring Lake Park.

MAPLEWOOD:

The excess balance for Maple Wood is \$147,594. The negative needs adjustment would be \$3,885,072. The adjustment is calculated at four times the amount since there was also an excess balance in 1988 and 1989.

No one was in attendance representing Maplewood and the committee had not received any correspondence.

After hearing the presentations from the three cities, the committee considered each one of the requests. Ron Rudrud was not in attendance for the presentations but arrived for the discussion of the recommendations.

In accordance with the current adopted rule concerning "excess encumbered construction fund balance (revised June 1989)" the subcommittee does not have the authority to make recommendations or changes. Since the rules require the committee to meet and consider requests, the committee is making a recommendation to the screening board.

The subcommittee recommends that the existing rule be modified by adding the following:

"Upon recommendation of the unencumbered construction fund subcommittee, the screening board can grant a variance to this resolution."

With regard to the four cities that have excess funds at the present time, the subcommittee makes the following recommendation:

ST. LOUIS PARK:

The committee recommends that they be given the opportunity to submit final reports on any open projects up until December 15, 1990. Any excess funds remaining after these reports are submitted would be used for the negative adjustment in accordance with the rules.

MAPLEWOOD:

Maplewood has made significant progress in reducing their excess balance from previous years. The language in the current rule states as follows:

"Unless the balance is reduced in future years, this deduction will increase annually to three, four, five, etc. times the amount..."

Maplewood has significantly reduced the amount of the excess although it is still above the maximum balance. The current rule is unclear whether the adjustment will continue to increase in future years since they did make a reduction in the previous excess balance. Since they have made significant process in reducing their balance and the current rule is unclear, it is the committee's recommendation that their negative needs adjustment only be two times the excess balance.

Maplewood also has projects which are open for which final reports could be filed. The committee further recommends that they be given until December 15, 1990 to submit any final reports to reduce the excess balance. The negative needs adjustment would be applied to the excess balance after final reports are submitted.

SPRING LAKE PARK:

Their construction project project could be approved after the City of Blaine submits a resolution designating the street on their M.S.A. system. Blaine will have excess mileage after January 1, 1991. The committee makes the following recommendations:

1. If Blaine adopts a resolution designating this street to the system and submits it to the Commissioner of Transportation, the central office should complete the review and approve the plans which have been approved by the district office.
2. If Spring Lake Park awards a contract and has submitted all the documentation to the State Aid Office by December 15, 1990, there should be no adjustment, since their excess balance will have been eliminated.

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UNENCUMBERED CONSTRUCTION BALANCE SUBCOMMITTEE
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HERMANTOWN:

It appears that Hermantown has a project which they could have under contract yet this year. The committee recommends that if they award a contract and have all the necessary documentation submitted by December 15, 1990, only those funds in excess of the maximum balance be used to determine any negative needs adjustment.

The subcommittee also discussed methods by which the total overall construction fund balance could be reduced. Currently, the transportation study board is considering changes to the M.S.A. system. The screening board has been informed in the past that borrowing of M.S.A. funds between communities could not be allowed since it was not provided for in the rules.

Since the transportation study board will be making recommendations on changes to the M.S.A. rules, the subcommittee makes the following recommendation to the screening board.

"The screening board should request the transportation study board to make changes in the current rules which would allow borrowing between communities, if both communities agree. The rules should be similar to the existing procedures as part of the F.A.U system."

Respectively Submitted

Ken Saffert, Chairperson
Fred Moore
Ron Rudrud

SCHEDULE "A"

MINNESOTA DEPARTMENT OF TRANSPORTATION
ESTIMATED FUNDS AVAILABLE FOR DISTRIBUTION
FROM HIGHWAY USER TAX DISTRIBUTION FUND

ESTIMATED GROSS INCOME (FISCAL 1991)

MOTOR FUEL TAX	7-1-90 TO 12-31-90	\$231,601,000	
	1-1-91 TO 6-30-91 (EST.)	222,479,000	

	SUBTOTAL		\$454,080,000
MOTOR VEHICLE TAX	7-1-90 TO 12-31-90	\$152,170,000	
	1-1-91 TO 6-30-91 (EST.)	159,100,000	

	SUBTOTAL		\$311,270,000

	TOTAL HIGHWAY USERS INCOME		\$765,350,000

LESS TRANSFER TO:

MOTOR VEHICLE DIVISION	\$10,726,000	
PETROLEUM DIVISION	1,760,000	
DEPARTMENT OF NATURAL RESOURCES		
UNREFUNDED MARINE GAS TAX	5,833,000	
UNREFUNDED SNOWMOBILE GAS TAX	2,916,000	
UNREFUNDED ALL TERRAIN VEHICLE GAS TAX	580,000	
UNREFUNDED FOREST ROAD	675,000	

	SUBTOTAL	\$22,490,000

ESTIMATED FUNDS AVAILABLE FOR DISTRIBUTION IN CALENDAR YEAR 1991	\$742,860,000
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SPECIAL 5% DISTRIBUTION (M.S. 161.081, M.S. 161.082, M.S. 161.083)

\$742,860,000 x 5% = \$37,143,000

TRUNK HIGHWAY FUND	(28%)	\$10,400,040	
COUNTY TURNBACK ACCOUNT	(64% x 27.5%)	6,537,168	
TOWN BRIDGE ACCOUNT	(64% x 25%)	5,942,880	
TOWN ROAD ACCOUNT	(64% x 47.5%)	11,291,472	
MUNICIPAL TURNBACK ACCOUNT	(8%)	2,971,440	

			\$37,143,000

REGULAR DISTRIBUTION (MINN. CONSTITUTION ART. XIV, SECT. 5)

\$742,860,000 x 95% = \$705,717,000

TRUNK HIGHWAY FUND	(62%)	\$437,544,540	
COUNTY STATE AID HIGHWAY FUND	(29%)	204,657,930	
MUNICIPAL STATE AID STREET FUND	(9%)	63,514,530	

\$705,717,000

SCHEDULE "B"

MINNESOTA DEPARTMENT OF TRANSPORTATION ESTIMATED FUNDS AVAILABLE FOR DISTRIBUTION TO COUNTIES IN 1991

INCOME:

HIGHWAY USERS FUND (29%) - EXCLUDING TURNBACK	\$204,657,9
INVESTMENT INTEREST	18,000,0
INCREASE IN INCOME OVER 1990 ESTIMATE	10,099,6
UNEXPENDED BALANCE OF 1990 ADMINISTRATIVE COST ACCOUNT	1,437,9
UNEXPENDED BALANCE OF 1990 RESEARCH ACCOUNT	47,7
RELEASE OF UNENCUMBERED STATE PARK FUND	
TOTAL FUNDS AVAILABLE	\$234,243,2

DEDUCTIONS:

ADMINISTRATIVE ACCOUNT (1-1/2% OF TOTAL FUNDS AVAILABLE)	\$3,513,6
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DISASTER FUND

LEGAL LIMIT	\$300,000
UNEXPENDED BALANCE AS OF 12/31/90	300,000
AMOUNT REQUIRED TO MAKE THE \$300,000 MAXIMUM	

RESEARCH ACCOUNT (1/4 OF 1% OF THE 1990 APPORTIONMENT SUM)
\$239,971,125 x .25% = \$587,427
(AS DETERMINED BY 1990 SCREENING BOARD)

\$587,4

STATE PARK ROAD FUND

AFTER DEDUCTING FOR THE ADMINISTRATIVE ACCOUNT,
DISASTER FUND, AND RESEARCH ACCOUNT, A SUM OF THREE
QUARTERS OF ONE PERCENT OF THE REMAINDER SHALL BE
SET ASIDE FOR USE AS PRESCRIBED BY LAW.

\$1,726,0

APPORTIONMENT SUM AVAILABLE FOR DISTRIBUTION TO THE COUNTIES
IN 1991

\$228,416,0

EQUALIZATION - 10% =	22,841,608
REGISTRATION - 10% =	22,841,608
MILEAGE - 30% =	68,524,824
MONEY NEEDS - 50% = (\$114,208,041)	114,216,993 *
	\$228,425,033 *

* INCLUDES \$8,952 RECEIVED FROM THE ATTORNEY GENERAL
AS DAMAGES PAID BY CONTRACTORS FOR THEIR COLLUSIVE
CONDUCT (TO BE APPORTIONED AMONG ALL COUNTIES ACCORDING
TO CURRENT NEEDS FORMULA).

SCHEDULE "C"

MINNESOTA DEPARTMENT OF TRANSPORTATION ESTIMATED FUNDS AVAILABLE FOR DISTRIBUTION TO MUNICIPALITIES IN 1991

INCOME:

HIGHWAY USERS FUND (9%) - EXCLUDING TURNBACK	\$63,514,530
INTEREST ON INVESTMENTS	12,300,000
INCREASE IN INCOME OVER 1990 ESTIMATE	5,032,885
UNEXPENDED BALANCE OF 1990 ADMINISTRATIVE COST ACCOUNT	218,586
UNEXPENDED BALANCE OF 1990 RESEARCH ACCOUNT	40,960

TOTAL FUNDS AVAILABLE	\$81,106,961

DEDUCTIONS:

ADMINISTRATIVE ACCOUNT (1-1/2% OF TOTAL FUNDS AVAILABLE)	\$1,216,604
DISASTER FUND	
LEGAL LIMIT (5% OF THE CURRENT APPORTIONMENT SUM)	\$3,988,687
UNEXPENDED BALANCE OF 1990 DISASTER FUND	4,075,855

AMOUNT REQUIRED TO MAKE MAXIMUM ALLOWED	(\$87,168)

NOTE: ANNUAL AMOUNT CANNOT BE GREATER
THAN 2% OF TOTAL FUNDS AVAILABLE
AFTER DEDUCTING ADMINISTRATIVE
ACCOUNT.

RESEARCH ACCOUNT (1/4 OF 1% OF THE 1990 APPORTIONMENT SUM)	
\$81,517,107 x .25% = \$203,793	
(AS DETERMINED BY 1990 SCREENING BOARD)	\$203,793

APPORTIONMENT SUM AVAILABLE FOR DISTRIBUTION TO THE URBAN ----- MUNICIPALITIES IN 1991	\$79,773,732
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POPULATION	- 50% =	\$39,886,866
MONEY NEEDS	- 50% =	39,886,866

		\$79,773,732

SCHEDULE "D"

**MINNESOTA DEPARTMENT OF TRANSPORTATION
ESTIMATED FUNDS AVAILABLE FOR DISTRIBUTION
TO TOWN BRIDGE ACCOUNT AND TOWN ROAD ACCOUNT**

INCOME TO TOWN BRIDGE ACCOUNT:	
HIGHWAY USERS FUND (64% x 25% x 5%)	\$5,942,880
INCREASE IN INCOME OVER PREVIOUS YEARS ESTIMATES	170,802

TOTAL MONIES AVAILABLE FOR DISTRIBUTION TO TOWNS IN 1991	\$6,113,682

INCOME TO TOWN ROAD ACCOUNT:	
HIGHWAY USERS FUND (64% x 47.5% x 5%)	\$11,291,472
INCREASE IN INCOME OVER PREVIOUS YEARS ESTIMATES	324,523

TOTAL MONIES AVAILABLE FOR DISTRIBUTION TO TOWNS IN 1991	\$11,615,995

APPORTIONMENT SUMMARY

THE MUNICIPALITIES SHARE OF THE HIGHWAY USERS TAX DISTRIBUTION FUND FOR 1991 IS \$79,773,732. A DECREASE FROM AN EARLIER ANTICIPATED AMOUNT OF \$83,106,339. DUE TO THE STATE'S BUDGET SHORTFALL, THE 1991 LEGISLATURE IN LATE JANUARY REMOVED THE EXCISE TAX FROM 1991 DISTRIBUTION FORMULA. THE RESULT OF THIS ACTION MEANT A LOSS OF \$3,332,607 OR APPROXIMATELY 4% LOSS TO EACH MUNICIPALITY. THE HIGHWAY USERS TAX DISTRIBUTION FUND IS DISTRIBUTED 50% ON POPULATION AND 50% ON ADJUSTED MONEY NEEDS AND IS DONE BY THE FOLLOWING STEPS:

STEP 1. POPULATION ALLOCATION IS DETERMINED: 50% OF THE TOTAL APPORTIONMENT SUM IS DISTRIBUTED ON A PRORATED SHARE THAT ITS POPULATION BEARS TO THE TOTAL POPULATION OF ALL THE OTHER CITIES.

THE FEDERAL CENSUS RESULTS SHOULD BE FINALIZED IN 1991 AND WOULD BE USED FOR THE 1992 ALLOCATION.

STEP 2. MONEY NEEDS ALLOCATION IS DETERMINED: 50% OF THE TOTAL APPORTIONMENT SUM IS DISTRIBUTED ON A PRORATED SHARE THAT ITS ADJUSTED MONEY NEEDS BEARS TO THE TOTAL ADJUSTED MONEY NEEDS OF ALL THE OTHER CITIES.

OTSEGO TOWNSHIP WAS OFFICIALLY INCORPORATED ON NOVEMBER 15 TO BECOME THE 113TH CITY WITH A POPULATION OF 6,472. THE ACTUAL MONEY NEEDS WERE CALCULATED ON THEIR NEWLY ESTABLISHED M.S.A.S. SYSTEM.

THE APPORTIONMENT FLUCTUATION BETWEEN 1990 AND 1991 FOR SOME CITIES IS LARGELY DUE TO THE EXCESS UNENCUMBERED BALANCE ADJUSTMENT, BOND ACCOUNT ADJUSTMENT, ADDITION OF MILEAGE TO THE M.S.A.S. SYSTEM, REMOVAL OF "AFTER THE FACT" STORM SEWER NEEDS AND ADDING COMPLETE STORM SEWER AS A REGULAR APPORTIONMENT NEED.

THE LARGE INCREASE IN SHOREWOOD'S APPORTIONMENT IS THAT IN 1990 THEIR NEEDS WERE BASED AT A RATE PER MILE OF THE LOWEST CITY. WHEREAS, IN 1991, THE ALLOCATION WAS BASED ON ACTUAL NEEDS.

STEP 3. TOTAL ALLOTMENT IS DETERMINED: POPULATION AND ADJUSTED MONEY NEEDS ALLOCATIONS ARE COMBINED.

STEP 4. CONSTRUCTION AND MAINTENANCE ALLOTMENTS ARE DETERMINED: THE TOTAL ALLOTMENT IS USED TO DETERMINE THE AMOUNTS ALLOCATED TO THE MAINTENANCE AND CONSTRUCTION ACCOUNTS. FIRST THE MAINTENANCE ALLOTMENT IS CALCULATED AT A RATE OF \$ 1500 PER MILE UNLESS AN ADDITIONAL AMOUNT IS REQUESTED BY DECEMBER 15 PRECEDING THE APPORTIONMENT. AFTER THE MAINTENANCE AMOUNT IS DETERMINED, THE REMAINDER OF THE ALLOTMENT IS ALLOCATED FOR CONSTRUCTION.

1991 POPULATION APPORTIONMENT

PURSUANT TO MINNESOTA STATUTES CHAPTER 162.13, SUBDIVISION 1 (2) WHICH READS AS FOLLOWS: "AN AMOUNT EQUAL TO 50 PERCENT OF SUCH APPORTIONMENT SUM SHALL BE APPORTIONED AMONG THE CITIES HAVING A POPULATION OF 5,000 OR MORE SO THAT EACH SUCH CITY SHALL RECEIVE OF SUCH AMOUNT THE PERCENTAGE THAT ITS POPULATION BEARS TO THE TOTAL POPULATION OF ALL SUCH CITIES."

THE LAST FEDERAL CENSUS WILL BE USED IN DETERMINING THE CITIES POPULATION. ADJUSTMENTS TO THE POPULATION TOTAL DUE TO A SPECIAL U.S. CENSUS SHALL REMAIN IN EFFECT UNTIL THE 1990 FEDERAL CENSUS IS COMPLETED AND FILED. THE RESULTS OF THE 1990 CENSUS SHOULD BE COMPLETED IN 1991 AND WOULD AFFECT THE 1992 APPORTIONMENT.

WHENEVER AN AREA IS ANNEXED OR DETACHED, THE POPULATION OF THE CITY WILL BE ADJUSTED (ADDED OR SUBTRACTED) FROM THE LAST U.S. CENSUS TOTAL UNTIL THE NEXT FEDERAL CENSUS IS COMPLETED AND FILED.

MUNICIPALITIES	POPULATION	POPULATION APPORTIONMENT
ALBERT LEA	19,445	\$302,425
ALEXANDRIA	7,610	118,357
ANDOVER	9,387	145,995
ANOKA	15,634	243,153
APPLE VALLEY	32,122	499,589
ARDEN HILLS	8,012	124,610
AUSTIN	23,079	358,944
BEMIDJI	10,945	170,226
BLAINE	34,405	535,096
BLOOMINGTON	81,831	1,272,706
BRAINERD	11,489	178,687
BROOKLYN CENTER	31,230	485,716
BROOKLYN PARK	43,332	673,937
BUFFALO	5,996	93,255
BURNSVILLE	40,115	623,903
CHAMPLIN	9,006	140,069
CHANHASSEN	6,359	98,901
CHASKA	8,346	129,804
CHISHOLM	5,930	92,228
CLOQUET	11,142	173,290
COLUMBIA HEIGHTS	20,029	311,508
COON RAPIDS	42,845	666,362
CORCORAN	5,114	79,537
COTTAGE GROVE	18,994	295,411
CROOKSTON	8,628	134,190
CRYSTAL	25,543	397,267
DETROIT LAKES	7,106	110,519
DULUTH	92,811	1,443,477
EAGAN	30,456	473,678
EAST BETHEL	6,626	103,053

MUNICIPALITIES	POPULATION	POPULATION APPORTIONMENT
EAST GRAND FORKS	8,537	\$132,775
EDEN PRAIRIE	24,052	374,077
EDINA	46,073	716,567
ELK RIVER	6,785	105,526
EVELETH	5,042	78,418
FAIRMONT	11,506	178,951
FALCON HEIGHTS	5,291	82,290
FARIBAULT	16,246	252,672
FARMINGTON	5,140	79,942
FERGUS FALLS	12,579	195,639
FOREST LAKE	5,386	83,768
FRIDLEY	30,228	470,132
GOLDEN VALLEY	22,775	354,216
GRAND RAPIDS	7,934	123,396
HAM LAKE	7,832	121,810
HASTINGS	13,286	206,635
HERMANTOWN	6,759	105,122
HIBBING	21,193	329,612
HOPKINS	15,336	238,519
HUTCHINSON	9,335	145,186
INTERNATIONAL FALLS	7,867	122,354
INVER GROVE HEIGHTS	17,171	267,058
LAKE ELMO	5,270	81,964
LAKEVILLE	14,790	230,027
LINO LAKES	5,587	86,894
LITCHFIELD	5,904	91,824
LITTLE CANADA	7,102	110,456
LITTLE FALLS	7,250	112,758
MANKATO	29,750	462,698
MAPLE GROVE	28,676	445,994
MAPLEWOOD	26,990	419,772
MARSHALL	11,165	173,648
MENDOTA HEIGHTS	7,288	113,349
MINNEAPOLIS	370,951	5,769,349
MINNETONKA	38,683	601,631
MONTEVIDEO	5,882	91,482
MOORHEAD	29,998	466,555
MORRIS	5,385	83,752
MOUND	9,280	144,331
MOUNDS VIEW	12,593	195,857
NEW BRIGHTON	23,269	361,900
NEW HOPE	23,087	359,069
NEW ULM	13,755	213,930
NORTHFIELD	12,562	195,375
NORTH MANKATO	9,817	152,682

MUNICIPALITIES	POPULATION	POPULATION APPORTIONMENT
NORTH ST. PAUL	11,921	\$185,406
OAKDALE	12,149	188,952
ORONO	6,845	106,459
OTSEGO	6,472	100,658
OWATONNA	18,637	289,859
PLYMOUTH	31,615	491,704
PRIOR LAKE	9,926	154,378
RAMSEY	10,093	156,975
RED WING	13,738	213,665
REDWOOD FALLS	5,210	81,030
RICHFIELD	37,851	588,691
ROBBINSDALE	14,422	224,303
ROCHESTER	57,974	901,662
ROSEMOUNT	5,083	79,055
ROSEVILLE	35,820	557,103
ST. ANTHONY	7,981	124,127
ST. CLOUD	42,568	662,054
ST. LOUIS PARK	42,931	667,700
ST. PAUL	270,230	4,202,849
ST. PETER	9,056	140,847
SAUK RAPIDS	5,843	90,875
SAVAGE	5,237	81,450
SHAKOPEE	9,941	154,611
SHOREVIEW	17,300	269,064
SHOREWOOD	5,612	87,283
SOUTH ST. PAUL	21,235	330,265
SPRING LAKE PARK	6,477	100,736
STILLWATER	12,328	191,736
THIEF RIVER FALLS	9,105	141,609
VADNAIS HEIGHTS	5,111	79,491
VIRGINIA	11,056	171,952
WASECA	8,219	127,829
WEST ST. PAUL	18,527	288,148
WHITE BEAR LAKE	22,538	350,530
WILLMAR	15,895	247,213
WINONA	25,069	389,895
WOODBURY	19,388	301,539
WORTHINGTON	10,243	159,308
TOTAL	2,564,600	\$39,886,866

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

\$39,886,866

2,564,600

EQUALS

\$15.5528605 PER PERSON

DETERMINATION OF THE 1991 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	\$8,909,231		(\$463,963)	(\$279,803)	--	\$245,320	--	--	--	(\$498,446)	\$8,410,785	\$270,035	--	\$270,035	0.677%
Alexandria	5,303,657		(41,533)	(161,571)	--	--	--	(85,966)	--	(289,070)	5,614,587	180,261	--	180,261	0.452%
Andover	12,348,478		(34,615)	(113,955)	657,053	--	--	--	--	508,483	12,856,961	412,784	--	412,784	1.035%
Anoka	5,441,022		(283,168)	(106,096)	(255,000)	--	28,974	--	--	(615,290)	4,825,732	154,934	--	154,934	0.388%
Apple Valley	10,461,604		--	(230,701)	715,000	--	--	--	--	484,299	10,945,903	351,427	--	351,427	0.881%
Arden Hills	2,241,582		(146,395)	(80,983)	--	--	--	--	--	(227,378)	2,014,204	64,668	--	64,668	0.162%
Austin	16,903,865		(705,328)	(675,387)	--	--	--	--	--	(1,380,715)	15,523,150	498,384	--	498,384	1.249%
Benidji	8,473,906		(286,597)	(152,964)	--	--	148,479	--	--	(291,082)	8,182,824	262,716	--	262,716	0.659%
Blaine	13,306,177		(1,068,135)	(250,279)	--	--	--	--	--	(1,318,414)	11,987,763	384,877	--	384,877	0.965%
Bloomington	54,001,471		(533,182)	(3,838,059)	--	2,326,375	832,491	--	--	(1,212,375)	52,789,096	1,694,839	--	1,694,839	4.249%
Brainerd	5,211,119		(211,254)	(40,806)	410,000	--	--	--	--	157,940	5,369,059	172,378	--	172,378	0.432%
Brooklyn Center	12,434,351		(865,255)	--	120,000	--	23,875	--	--	(721,380)	11,712,971	376,055	--	376,055	0.943%
Brooklyn Park	15,398,227		(1,890,568)	(13,156)	--	--	6,632	--	--	(1,897,092)	13,501,135	433,465	11,016	444,481	1.114%
Buffalo	4,425,051		(282,832)	--	--	--	--	--	--	(282,832)	4,142,159	132,988	--	132,988	0.333%
Burnsville	15,971,115		(101,753)	(13,763)	--	349,684	519,647	--	--	753,815	16,724,930	536,968	--	536,968	1.346%
Champlin	4,630,638		(233,197)	(15,512)	--	--	95,544	--	--	(153,165)	4,477,473	143,753	3,888	147,641	0.370%
Chanhausen	5,465,563		--	--	--	--	--	--	--	--	5,465,563	175,477	--	175,477	0.440%
Chaska	5,198,745		(387,652)	(398,913)	--	--	82,566	--	--	(703,999)	4,494,746	144,308	--	144,308	0.362%
Chisholm	4,101,019		--	(34,914)	--	--	--	--	--	(34,914)	4,066,105	130,546	--	130,546	0.327%
Cloquet	10,962,925		(661,242)	(30,745)	--	--	73,539	--	--	(618,448)	10,344,477	332,118	--	332,118	0.833%
Columbia Heights	6,991,496		(232,702)	--	--	--	30,500	(146,361)	--	(348,563)	6,642,933	213,277	--	213,277	0.535%
Coon Rapids	13,034,701		--	(19,436)	--	--	535,089	--	--	515,653	13,550,354	435,046	--	435,046	1.091%
Corcoran	5,738,810		--	--	--	--	--	--	--	--	5,738,810	184,249	--	184,249	0.462%
Cottage Grove	12,515,871		--	--	(313,814)	--	--	--	--	(313,814)	12,202,057	391,757	--	391,757	0.982%
Crookston	4,819,782		(295,858)	--	--	--	1,108,538	--	--	812,680	5,632,462	180,835	11,376	192,211	0.482%
Crystal	7,616,699		(762,281)	(31,134)	--	--	3,219,277	--	--	2,425,862	10,042,561	322,425	--	322,425	0.808%
Detroit Lakes	3,828,116		(99,983)	--	--	--	--	--	--	(99,983)	3,728,133	119,695	--	119,695	0.300%
Duluth	59,435,944		--	(437,866)	149,451	1,054,200	175,250	(298,392)	--	642,643	60,078,587	1,928,874	--	1,928,874	4.836%
Eagan	12,626,737		--	--	2,520,000	--	392,508	--	--	2,912,508	15,539,245	498,901	--	498,901	1.251%
East Bethel	3,226,571		--	--	--	--	15,200	--	--	15,200	3,241,771	104,080	--	104,080	0.261%
East Grand Forks	3,113,105		--	--	90,000	--	121,700	--	--	211,700	3,324,805	106,746	--	106,746	0.268%
Eden Prairie	21,012,996		(764,910)	(155,330)	511,663	974,299	--	--	--	565,722	21,578,718	692,803	--	692,803	1.737%
Edina	19,702,347		(762,748)	(645,157)	--	--	45,296	--	--	(1,362,609)	18,339,738	588,813	--	588,813	1.476%
Elk River	8,369,755		--	--	--	--	8,000	--	--	8,000	8,377,755	268,975	--	268,975	0.674%
Eveleth	3,368,443		--	(33,271)	--	--	--	(11,136)	--	(44,407)	3,324,036	106,721	--	106,721	0.268%
Fairmont	12,357,816		(421,995)	--	--	--	23,732	--	--	(398,263)	11,959,553	383,972	--	383,972	0.963%
Falcon Heights	680,736		(203,788)	--	(27,988)	--	--	--	--	(231,776)	448,960	14,414	--	14,414	0.036%
Faribault	9,364,107		(33,751)	(40,753)	25,000	--	2,346	--	--	(47,158)	9,316,949	299,129	--	299,129	0.750%
Farmington	6,116,868		(208,295)	--	--	--	7,133	--	--	(201,162)	5,915,706	189,929	--	189,929	0.476%
Fergus Falls	7,300,675		(364,149)	(128,635)	--	--	67,200	(40,902)	--	(466,486)	6,834,189	219,417	--	219,417	0.550%
Forest Lake	2,104,731		--	--	--	--	--	--	--	--	2,104,731	67,574	--	67,574	0.169%
Fridley	3,790,740		(1,122,642)	(109,180)	--	--	5,853	--	--	(1,225,969)	8,564,771	274,979	--	274,979	0.689%
Golden Valley	13,440,109		(391,217)	(128,001)	--	--	1,140,625	--	--	621,407	14,061,516	451,457	--	451,457	1.132%
Grand Rapids	5,031,740		--	--	10,000	553,858	--	--	--	563,858	5,595,598	179,651	--	179,651	0.450%
Ham Lake	3,221,576		(239,479)	--	30,000	--	--	--	--	(209,479)	3,012,097	96,706	--	96,706	0.242%
Hastings	4,516,614		(376,742)	(251,582)	--	233,038	17,620	--	--	(377,666)	4,138,948	132,884	--	132,884	0.333%
Hermantown	4,031,527	(1,598,618)	(799,309)	--	--	--	29,403	(182,219)	--	(2,550,743)	1,480,784	47,542	--	47,542	0.119%
Hibbing	20,803,033		--	(107,535)	(151,133)	--	78,725	--	--	(179,943)	20,623,090	662,122	--	662,122	1.660%
Hopkins	5,429,434		(211,209)	(232,192)	--	--	--	--	--	(443,401)	4,986,033	160,081	--	160,081	0.401%
Hutchinson	4,361,769		(168,431)	(273,473)	--	570,793	--	--	--	128,889	4,490,658	144,176	--	144,176	0.361%
International Falls	4,898,531		(479,815)	--	--	--	--	--	--	(479,815)	4,418,716	141,867	--	141,867	0.356%
Inver Grove Heights	7,181,757		(127,821)	(109,852)	--	--	617,797	--	--	380,124	7,561,881	242,781	--	242,781	0.609%
Lake Elmo	2,595,747		(206,289)	--	--	--	99,556	--	--	(106,733)	2,489,014	79,912	--	79,912	0.200%
Lakeville	17,816,304		--	(1,035,360)	--	--	--	--	--	(1,035,360)	16,780,944	538,766	--	538,766	1.351%
Lino Lakes	7,278,191		(335,154)	--	--	--	64,950	--	--	(270,204)	7,007,987	224,997	--	224,997	0.564%
Litchfield	3,819,876		(372,374)	(152,509)	--	--	--	--	--	(524,883)	3,294,993	105,789	--	105,789	0.265%
Little Canada	1,060,250		(173,748)	--	279,033	--	43,300	--	--	148,585	1,208,835	38,811	--	38,811	0.097%
Little Falls	6,900,604		(48,510)	--	--	--	103,166	--	--	54,656	6,955,260	223,305	--	223,305	0.560%
Mankato	14,149,365		(527,317)	(745,865)	--	--	382,101	(253,770)	--	(1,144,851)	13,004,514	417,521	5,328	422,849	1.060%
Maple Grove	17,030,547		--	(896)	60,299	--	50,038	--	--	109,441	17,139,988	550,294	3,600	553,894	1.385%
Maplewood	9,959,204		(971,268)	(26,978)	90,000	--	--	--	(834,653)	(1,742,899)	8,216,305	263,791	--	263,791	0.661%
Marshall	3,586,247		(83,791)	(11,775)	(74,504)	--	58,320	--	--	(111,750)	3,474,497	111,552	--	111,552	0.280%
Mendota Heights	3,825,867		(357,999)	(7,716)	170,000	--	8,970	--	--	(186,745)	3,639,122	116,837	--	116,837	0.293%
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	5,089,505	--	5,089,505	12.760%
Minnetonka	24,491,128		(1,901,247)	(3,447,811)	--	--	282,150	--	--	(5,066,908)	19,424,220	623,631	--	623,631	1.563%
Montevideo	2,974,069		(71,152)	--	--	--	--	--	--	(71,152)	2,902,917	93,201	--	93,201	0.234%
Moorhead	12,693,493		(730,105)	(81,325)	--	--	101,305	(157,242)	--	(867,367)	11,826,126	379,688	--	379,688	0.952%
Morris	2,523,909		--	(187,741)	--	--	15,476	--	--	(172,265)	2,351,644	75,502	--	75,502	0.189%
Mound	2,986,852		(259,977)	(322,986)	--	--	107,446	--	--	(475,517)	2,511,335	80,629	--	80,629	0.202%
Mounds View	2,341,822		(356,089)	(260,896)	--	--	--	--	--	(616,985)	1,724,837	55,377	--	55,377	0.139%
New Brighton	6,278,485		(128,270)	(1,158,418)	--	--	--	--	--	(1,286,688)	4,991,797	160,266	--	160,266	0.402%
New Hope	7,765,074		--	(259,468)	(603)	--	--	(28,596)	--	(288,667)	7,476,407	240,036	--	240,036	0.602%
New Ulm	5,762,204		(75,025)	(144,326)	--	--	--	--	--	(219,351)	5,542,853	177,958	--	177,958	0.446%
Northfield	6,840,707		(620,776)	(237,837)	--	--	8,850	--	--	(849,763)	5,990,944	192,344	--	192,344	0.482%
North Mankato	3,454,149		(41,884)	(22,792)	(165,000)	--	395,146	--	--	165,470	3,619,619	116,211	--	116,211	0.291%
North St. Paul	2,839,889		--	(215,237)	--	--	24,744	--	--	(190,493)	2,649,396	85,061	--	85,061	0.213%
Oakdale	5,630,525		(22,092)	--	--	--	--	--	--	(22,092)	5,608,433	180,063	--	180,063	0.451%
Orono	5,673,314		(427,019)	(191,624)	(65,253)	--	--	--	--	(683,896)	4,989,418	160,189	--	160,189	0.402%
Otsego	7,990,295		--	--	--	--	--	--	--	0	7,990,295	256,535	--	256,535	0.643%
Owatonna	11,640,531		(531,844)	(955,390)	--	--	113,638	--	--	(1,373,596)	10,266,935	329,629	--	329,629	0.826%
Plymouth	17,396,123		(1,060,467)	(37,837)	--	--	103,413	--	--	(994,891)	16,401,232	526,575	--	526,575	1.320%

1991 M.S.A.S. TOTAL APPORTIONMENT

MUNICIPALITIES	POPULATION APPORTION- MENT	MONEY NEEDS APPORTION- MENT	TOTAL APPORTION- MENT	DISTRIBUTION PERCENTAGE
ALBERT LEA	\$302,425	\$270,035	\$572,460	0.7176%
ALEXANDRIA	118,357	180,261	298,618	0.3743%
ANDOVER	145,995	412,784	558,779	0.7005%
ANOKA	243,153	154,934	398,087	0.4990%
APPLE VALLEY	499,589	351,427	851,016	1.0668%
ARDEN HILLS	124,610	64,668	189,278	0.2373%
AUSTIN	358,944	498,384	857,328	1.0747%
BEMIDJI	170,226	262,716	432,942	0.5427%
BLAINE	535,096	384,877	919,973	1.1532%
BLOOMINGTON	1,272,706	1,694,839	2,967,545	3.7200%
BRAINERD	178,687	172,378	351,065	0.4401%
BROOKLYN CENTER	485,716	376,055	861,771	1.0803%
BROOKLYN PARK	673,937	444,481	1,118,418	1.4020%
BUFFALO	93,255	132,988	226,243	0.2836%
BURNSVILLE	623,903	536,968	1,160,871	1.4552%
CHAMPLIN	140,069	147,641	287,710	0.3607%
CHANHASSEN	98,901	175,477	274,378	0.3439%
CHASKA	129,804	144,308	274,112	0.3436%
CHISHOLM	92,228	130,546	222,774	0.2793%
CLOQUET	173,290	332,118	505,408	0.6336%
COLUMBIA HEIGHTS	311,508	213,277	524,785	0.6578%
COON RAPIDS	666,362	435,046	1,101,408	1.3807%
CORCORAN	79,537	184,249	263,786	0.3307%
COTTAGE GROVE	295,411	391,757	687,168	0.8614%
CROOKSTON	134,190	192,211	326,401	0.4092%
CRYSTAL	397,267	322,425	719,692	0.9022%
DETROIT LAKES	110,519	119,695	230,214	0.2886%
DULUTH	1,443,477	1,928,874	3,372,351	4.2274%
EAGAN	473,678	498,901	972,579	1.2192%
EAST BETHEL	103,053	104,080	207,133	0.2597%
EAST GRAND FORKS	132,775	106,746	239,521	0.3003%
EDEN PRAIRIE	374,077	692,803	1,066,880	1.3374%
EDINA	716,567	588,813	1,305,380	1.6364%
ELK RIVER	105,526	268,975	374,501	0.4695%
EVELETH	78,418	106,721	185,139	0.2321%
FAIRMONT	178,951	383,972	562,923	0.7056%

MUNICIPALITIES	POPULATION APPORTION- MENT	MONEY NEEDS APPORTION- MENT	TOTAL APPORTION- MENT	DISTRIBUTION PERCENTAGE
FALCON HEIGHTS	\$82,290	\$14,414	\$96,704	0.12129
FARIBAULT	252,672	299,129	551,801	0.69179
FARMINGTON	79,942	189,929	269,871	0.33839
FERGUS FALLS	195,639	219,417	415,056	0.52039
FOREST LAKE	83,768	67,574	151,342	0.18979
FRIDLEY	470,132	274,979	745,111	0.93409
GOLDEN VALLEY	354,216	451,457	805,673	1.00999
GRAND RAPIDS	123,396	179,651	303,047	0.37999
HAM LAKE	121,810	96,706	218,516	0.27399
HASTINGS	206,635	132,884	339,519	0.42569
HERMANTOWN	105,122	47,542	152,664	0.19149
HIBBING	329,612	662,122	991,734	1.24329
HOPKINS	238,519	160,081	398,600	0.49979
HUTCHINSON	145,186	144,176	289,362	0.36279
INTERNATIONAL FALLS	122,354	141,867	264,221	0.33129
INVER GROVE HEIGHTS	267,058	242,781	509,839	0.63919
LAKE ELMO	81,964	79,912	161,876	0.20299
LAKEVILLE	230,027	538,766	768,793	0.96379
LINO LAKES	86,894	224,997	311,891	0.39109
LITCHFIELD	91,824	105,789	197,613	0.24779
LITTLE CANADA	110,456	38,811	149,267	0.18719
LITTLE FALLS	112,758	223,305	336,063	0.42139
MANKATO	462,698	422,849	885,547	1.11019
MAPLE GROVE	445,994	553,894	999,888	1.25349
MAPLEWOOD	419,772	263,791	683,563	0.85699
MARSHALL	173,648	111,552	285,200	0.35759
MENDOTA HEIGHTS	113,349	116,837	230,186	0.28859
MINNEAPOLIS	5,769,349	5,089,505	10,858,854	13.61219
MINNETONKA	601,631	623,631	1,225,262	1.53599
MONTEVIDEO	91,482	93,201	184,683	0.23159
MOORHEAD	466,555	379,688	846,243	1.06089
MORRIS	83,752	75,502	159,254	0.19969
MOUND	144,331	80,629	224,960	0.28209
MOUNDS VIEW	195,857	55,377	251,234	0.31499
NEW BRIGHTON	361,900	160,266	522,166	0.65469
NEW HOPE	359,069	240,036	599,105	0.75109
NEW ULM	213,930	177,958	391,888	0.49129
NORTHFIELD	195,375	192,344	387,719	0.48609
NORTH MANKATO	152,682	116,211	268,893	0.33719

MUNICIPALITIES	POPULATION APPORTION- MENT	MONEY NEEDS APPORTION- MENT	TOTAL APPORTION- MENT	DISTRIBUTION PERCENTAGE
NORTH ST. PAUL	\$185,406	\$85,061	\$270,467	0.3390%
OAKDALE	188,952	180,063	369,015	0.4626%
ORONO	106,459	160,189	266,648	0.3343%
OTSEGO	100,658	256,535	357,193	0.4478%
OWATONNA	289,859	329,629	619,488	0.7766%
PLYMOUTH	491,704	526,575	1,018,279	1.2765%
PRIOR LAKE	154,378	200,837	355,215	0.4453%
RAMSEY	156,975	282,198	439,173	0.5505%
RED WING	213,665	432,011	645,676	0.8094%
REDWOOD FALLS	81,030	48,104	129,134	0.1619%
RICHFIELD	588,691	380,492	969,183	1.2149%
ROBBINSDALE	224,303	128,410	352,713	0.4421%
ROCHESTER	901,662	974,933	1,876,595	2.3524%
ROSEMOUNT	79,055	242,474	321,529	0.4031%
ROSEVILLE	557,103	399,218	956,321	1.1988%
ST. ANTHONY	124,127	23,540	147,667	0.1851%
ST. CLOUD	662,054	587,068	1,249,122	1.5658%
ST. LOUIS PARK	667,700	231,382	899,082	1.1270%
ST. PAUL	4,202,849	4,114,712	8,317,561	10.4264%
ST. PETER	140,847	98,259	239,106	0.2997%
SAUK RAPIDS	90,875	119,495	210,370	0.2637%
SAVAGE	81,450	286,484	367,934	0.4612%
SHAKOPEE	154,611	238,728	393,339	0.4931%
SHOREVIEW	269,064	112,633	381,697	0.4785%
SHOREWOOD	87,283	177,867	265,150	0.3324%
SOUTH ST. PAUL	330,265	245,388	575,653	0.7216%
SPRING LAKE PARK	100,736	18,509	119,245	0.1495%
STILLWATER	191,736	174,889	366,625	0.4596%
THIEF RIVER FALLS	141,609	217,577	359,186	0.4503%
VADNAIS HEIGHTS	79,491	59,044	138,535	0.1737%
VIRGINIA	171,952	167,050	339,002	0.4250%
WASECA	127,829	46,522	174,351	0.2186%
WEST ST. PAUL	288,148	146,239	434,387	0.5445%
WHITE BEAR LAKE	350,530	242,587	593,117	0.7435%
WILLMAR	247,213	297,675	544,888	0.6830%
WINONA	389,895	279,745	669,640	0.8394%
WOODBURY	301,539	520,313	821,852	1.0302%
WORTHINGTON	159,308	158,441	317,749	0.3983%
	\$39,886,866	\$39,886,866	\$79,773,732	100.0000%

CONSTRUCTION AND MAINTENANCE ALLOTMENTS

UPON DETERMINING THAT \$79,773,732 IS AVAILABLE TO THE MUNICIPAL STATE
AID STREET FUND, THE FOLLOWING ALLOTMENTS ARE MADE IN ACCORDANCE WITH
THE RULES AND REGULATIONS FOR THE STATE AID OPERATION.

TRUNK HIGHWAY TURNBACKS THAT RECEIVE A MAINTENANCE ALLOWANCE ARE NOT
INCLUDED IN THE IMPROVED MILEAGE TOTAL.

MUNICIPALITY	ALLOTMENT	IMPROVED MILEAGE	MAINTENANCE	CONSTRUCTION
ALBERT LEA	\$572,460	17.51	\$26,265	\$546,195
ALEXANDRIA	298,618	11.47	17,205	281,413
ANDOVER	558,779	20.73	139,695 *	419,084
ANOKA	398,087	11.52	56,288 **	341,799
APPLE VALLEY	851,016	18.89	28,335	822,681
ARDEN HILLS	189,278	3.18	4,770	184,508
AUSTIN	857,328	22.34	33,510	823,818
BEMIDJI	432,942	14.41	21,615	411,327
BLAINE	919,973	18.60	64,093 **	855,880
BLOOMINGTON	2,967,545	71.59	741,886 *	2,225,659
BRAINERD	351,065	14.01	76,928 **	274,137
BROOKLYN CENTER	861,771	21.30	31,950	829,821
BROOKLYN PARK	1,118,418	26.38	39,570	1,078,848
BUFFALO	226,243	5.67	8,505	217,738
BURNSVILLE	1,160,871	38.92	290,218 *	870,653
CHAMPLIN	287,710	11.27	16,905	270,805
CHANHASSEN	274,378	9.21	13,815	260,563
CHASKA	274,112	8.59	12,885	261,227
CHISHOLM	222,774	6.93	10,395	212,379
CLOQUET	505,408	17.58	126,352 *	379,056
COLUMBIA HEIGHTS	524,785	11.41	131,196 *	393,589
COON RAPIDS	1,101,408	32.68	174,023 **	927,385
CORCORAN	263,786	12.13	65,947 *	197,839
COTTAGE GROVE	687,168	23.12	34,680	652,488
CROOKSTON	326,401	9.24	13,860	312,541
CRYSTAL	719,692	17.30	179,923 *	539,769
DETROIT LAKES	230,214	9.01	13,515	216,699
DULUTH	3,372,351	88.62	843,088 *	2,529,263
EAGAN	972,579	36.65	54,975	917,604
EAST BETHEL	207,133	19.01	28,515	178,618
EAST GRAND FORKS	239,521	10.57	15,855	223,666
EDEN PRAIRIE	1,066,880	31.34	47,010	1,019,870
EDINA	1,305,380	38.76	180,000 **	1,125,380
ELK RIVER	374,501	18.53	27,795	346,706
EVELETH	185,139	5.98	8,970	176,169
FAIRMONT	562,923	17.15	25,725	537,198

MUNICIPALITY	ALLOTMENT	IMPROVED MILEAGE	MAINTENANCE	CONSTRUCTION
FALCON HEIGHTS	\$96,704	2.54	\$3,810	\$92,894
FARIBAULT	551,801	18.07	137,950 *	413,851
FARMINGTON	269,871	4.34	6,510	263,361
FERGUS FALLS	415,056	12.28	18,420	396,636
FOREST LAKE	151,342	2.99	31,782 **	119,560
FRIDLEY	745,111	22.48	186,278 *	558,833
GOLDEN VALLEY	805,673	23.08	34,620	771,053
GRAND RAPIDS	303,047	10.24	15,360	287,687
HAM LAKE	218,516	16.92	25,380	193,136
HASTINGS	339,519	12.31	18,465	321,054
HERMANTOWN	152,664	12.99	38,166 *	114,498
HIBBING	991,734	46.13	247,934 *	743,800
HOPKINS	398,600	9.34	14,010	384,590
HUTCHINSON	289,362	9.58	14,370	274,992
INTERNATIONAL FALLS	264,221	7.89	11,835	252,386
INVER GROVE HEIGHTS	509,839	14.64	127,460 *	382,379
LAKE ELMO	161,876	9.53	40,469 *	121,407
LAKEVILLE	768,793	27.63	41,445	727,348
LINO LAKES	311,891	8.78	13,170	298,721
LITCHFIELD	197,613	7.83	11,745	185,868
LITTLE CANADA	149,267	5.10	73,509 **	75,758
LITTLE FALLS	336,063	13.34	20,010	316,053
MANKATO	885,547	24.41	36,615	848,932
MAPLE GROVE	999,888	28.18	240,000 **	759,888
MAPLEWOOD	683,563	12.91	170,891 *	512,672
MARSHALL	285,200	10.67	16,005	269,195
MENDOTA HEIGHTS	230,186	10.47	15,705	214,481
MINNEAPOLIS	10,858,854	186.59	2,714,714 *	8,144,140
MINNETONKA	1,225,262	40.01	60,015	1,165,247
MONTEVIDEO	184,683	7.54	11,310	173,373
MOORHEAD	846,243	23.52	60,000 **	786,243
MORRIS	159,254	6.45	9,675	149,579
MOUND	224,960	7.51	33,000 **	191,960
MOUNDS VIEW	251,234	6.94	10,410	240,824
NEW BRIGHTON	522,166	10.83	130,542 *	391,624
NEW HOPE	599,105	11.98	149,776 *	449,329
NEW ULM	391,888	12.39	18,585	373,303
NORTHFIELD	387,719	9.43	14,145	373,574
NORTH MANKATO	268,893	9.15	34,905 **	233,988
NORTH ST. PAUL	270,467	6.79	10,185	260,282
OAKDALE	369,015	13.97	92,254 *	276,761
ORONO	266,648	10.94	66,662 *	199,986

MUNICIPALITY	ALLOTMENT	IMPROVED MILEAGE	MAINTENANCE	CONSTRUCTION
OTSEGO	\$357,193	8.53	\$12,795	\$344,398
OWATONNA	619,488	17.21	25,815	593,673
PLYMOUTH	1,018,279	35.36	53,040	965,239
PRIOR LAKE	355,215	7.73	30,000 **	325,215
RAMSEY	439,173	14.49	21,735	417,438
RED WING	645,676	18.20	161,419 *	484,257
REDWOOD FALLS	129,134	4.32	6,480	122,654
RICHFIELD	969,183	25.48	242,296 *	726,887
ROBBINSDALE	352,713	10.33	15,495	337,218
ROCHESTER	1,876,595	39.64	59,460	1,817,135
ROSEMOUNT	321,529	10.55	15,825	305,704
ROSEVILLE	956,321	20.32	177,218 **	779,103
ST. ANTHONY	147,667	5.18	7,770	139,897
ST. CLOUD	1,249,122	31.29	322,000 **	927,122
ST. LOUIS PARK	899,082	22.43	200,000 **	699,082
ST. PAUL	8,317,561	156.46	2,079,390 *	6,238,171
ST. PETER	239,106	8.31	12,465	226,641
SAUK RAPIDS	210,370	7.62	11,430	198,940
SAVAGE	367,934	7.55	91,984 *	275,950
SHAKOPEE	393,339	12.11	18,165	375,174
SHOREVIEW	381,697	9.17	13,755	367,942
SHOREWOOD	265,150	9.17	13,755	251,395
SOUTH ST. PAUL	575,653	13.58	143,913 *	431,740
SPRING LAKE PARK	119,245	4.21	29,811 *	89,434
STILLWATER	366,625	11.28	16,920	349,705
THIEF RIVER FALLS	359,186	10.60	15,900	343,286
VADNAIS HEIGHTS	138,535	4.45	6,675	131,860
VIRGINIA	339,002	11.71	84,751 *	254,251
WASECA	174,351	6.31	9,465	164,886
WEST ST. PAUL	434,387	11.62	17,430	416,957
WHITE BEAR LAKE	593,117	16.57	148,279 *	444,838
WILLMAR	544,888	19.56	136,222 *	408,666
WINONA	669,640	18.56	167,410 *	502,230
WOODBURY	821,852	17.19	25,785	796,067
WORTHINGTON	317,749	9.80	14,700	303,049
TOTAL	\$79,773,732	2,137.20	\$13,043,907	\$66,729,825

* 25% OF ALLOTMENT.

** LUMP SUM AMOUNT REQUESTED.

COMPARISON OF THE 1990 TO 1991 APPORTIONMENT

MUNICIPALITY	1990 TOTAL ALLOTMENT	1991 TOTAL ALLOTMENT	INCREASE (DECREASE) AMOUNT	% INCREASE DECREASE
ALBERT LEA	\$634,534	\$572,460	(\$62,074)	-9.78%
ALEXANDRIA	269,621	298,618	28,997	10.75%
ANDOVER	418,290	558,779	140,489	33.59%
ANOKA	399,101	398,087	(1,014)	-0.25%
APPLE VALLEY	748,391	851,016	102,625	13.71%
ARDEN HILLS	187,400	189,278	1,878	1.00%
AUSTIN	856,835	857,328	493	0.06%
BEMIDJI	464,291	432,942	(31,349)	-6.75%
BLAINE	812,401	919,973	107,572	13.24%
BLOOMINGTON	3,011,051	2,967,545	(43,506)	-1.44%
BRAINERD	419,992	351,065	(68,927)	-16.41%
BROOKLYN CENTER	763,097	861,771	98,674	12.93%
BROOKLYN PARK	1,057,023	1,118,418	61,395	5.81%
BUFFALO	245,691	226,243	(19,448)	-7.92%
BURNSVILLE	1,260,190	1,160,871	(99,319)	-7.88%
CHAMPLIN	242,070	287,710	45,640	18.85%
CHANHASSEN	292,189	274,378	(17,811)	-6.10%
CHASKA	250,100	274,112	24,012	9.60%
CHISHOLM	223,969	222,774	(1,195)	-0.53%
CLOQUET	541,835	505,408	(36,427)	-6.72%
COLUMBIA HEIGHTS	530,589	524,785	(5,804)	-1.09%
COON RAPIDS	1,140,026	1,101,408	(38,618)	-3.39%
CORCORAN	279,588	263,786	(15,802)	-5.65%
COTTAGE GROVE	632,201	687,168	54,967	8.69%
CROOKSTON	374,459	326,401	(48,058)	-12.83%
CRYSTAL	818,826	719,692	(99,134)	-12.11%
DETROIT LAKES	228,337	230,214	1,877	0.82%
DULUTH	3,683,133	3,372,351	(310,782)	-8.44%
EAGAN	947,881	972,579	24,698	2.61%
EAST BETHEL	239,532	207,133	(32,399)	-13.53%
EAST GRAND FORKS	293,595	239,521	(54,074)	-18.42%
EDEN PRAIRIE	966,190	1,066,880	100,690	10.42%
EDINA	1,081,413	1,305,380	223,967	20.71%
ELK RIVER	388,015	374,501	(13,514)	-3.48%
EVELETH	185,947	185,139	(808)	-0.43%
FAIRMONT	543,629	562,923	19,294	3.55%

MUNICIPALITY	1990 TOTAL ALLOTMENT	1991 TOTAL ALLOTMENT	INCREASE (DECREASE) AMOUNT	% INCREASE DECREASE
FALCON HEIGHTS	\$104,741	\$96,704	(\$8,037)	-7.67%
FARIBAULT	581,174	551,801	(29,373)	-5.05%
FARMINGTON	281,515	269,871	(11,644)	-4.14%
FERGUS FALLS	393,477	415,056	21,579	5.48%
FOREST LAKE	154,852	151,342	(3,510)	-2.27%
FRIDLEY	783,242	745,111	(38,131)	-4.87%
GOLDEN VALLEY	864,693	805,673	(59,020)	-6.83%
GRAND RAPIDS	349,002	303,047	(45,955)	-13.17%
HAM LAKE	243,250	218,516	(24,734)	-10.17%
HASTINGS	327,110	339,519	12,409	3.79%
HERMANTOWN	261,338	152,664	(108,674)	-41.58%
HIBBING	844,776	991,734	146,958	17.40%
HOPKINS	434,339	398,600	(35,739)	-8.23%
HUTCHINSON	305,659	289,362	(16,297)	-5.33%
INTERNATIONAL FALLS	292,615	264,221	(28,394)	-9.70%
INVER GROVE HEIGHTS	495,700	509,839	14,139	2.85%
LAKE ELMO	169,308	161,876	(7,432)	-4.39%
LAKEVILLE	629,597	768,793	139,196	22.11%
LINO LAKES	292,651	311,891	19,240	6.57%
LITCHFIELD	224,091	197,613	(26,478)	-11.82%
LITTLE CANADA	174,608	149,267	(25,341)	-14.51%
LITTLE FALLS	332,185	336,063	3,878	1.17%
MANKATO	781,642	885,547	103,905	13.29%
MAPLE GROVE	1,073,686	999,888	(73,798)	-6.87%
MAPLEWOOD	430,032	683,563	253,531	58.96%
MARSHALL	283,145	285,200	2,055	0.73%
MENDOTA HEIGHTS	235,299	230,186	(5,113)	-2.17%
MINNEAPOLIS	11,629,980	10,858,854	(771,126)	-6.63%
MINNETONKA	1,194,710	1,225,262	30,552	2.56%
MONTEVIDEO	193,952	184,683	(9,269)	-4.78%
MOORHEAD	951,985	846,243	(105,742)	-11.11%
MORRIS	168,566	159,254	(9,312)	-5.52%
MOUND	231,070	224,960	(6,110)	-2.64%
MOUNDS VIEW	278,232	251,234	(26,998)	-9.70%
NEW BRIGHTON	532,851	522,166	(10,685)	-2.01%
NEW HOPE	489,274	599,105	109,831	22.45%
NEW ULM	431,864	391,888	(39,976)	-9.26%
NORTHFIELD	419,086	387,719	(31,367)	-7.48%
NORTH MANKATO	260,860	268,893	8,033	3.08%

MUNICIPALITY	1990 TOTAL ALLOTMENT	1991 TOTAL ALLOTMENT	INCREASE (DECREASE) AMOUNT	% INCREASE DECREASE
NORTH ST. PAUL	\$296,687	\$270,467	(\$26,220)	-8.84%
OAKDALE	381,699	369,015	(12,684)	-3.32%
ORONO	246,647	266,648	20,001	8.11%
OTSEGO	--	357,193	357,193	0.00%
OWATONNA	583,947	619,488	35,541	6.09%
PLYMOUTH	939,597	1,018,279	78,682	8.37%
PRIOR LAKE	309,569	355,215	45,646	14.75%
RAMSEY	424,369	439,173	14,804	3.49%
RED WING	698,232	645,676	(52,556)	-7.53%
REDWOOD FALLS	131,343	129,134	(2,209)	-1.68%
RICHFIELD	1,013,536	969,183	(44,353)	-4.38%
ROBBINSDALE	348,211	352,713	4,502	1.29%
ROCHESTER	1,788,131	1,876,595	88,464	4.95%
ROSEMOUNT	315,193	321,529	6,336	2.01%
ROSEVILLE	1,066,698	956,321	(110,377)	-10.35%
ST. ANTHONY	154,517	147,667	(6,850)	-4.43%
ST. CLOUD	1,252,878	1,249,122	(3,756)	-0.30%
ST. LOUIS PARK	999,588	899,082	(100,506)	-10.05%
ST. PAUL	9,590,773	8,317,561	(1,273,212)	-13.28%
ST. PETER	261,723	239,106	(22,617)	-8.64%
SAUK RAPIDS	231,631	210,370	(21,261)	-9.18%
SAVAGE	298,214	367,934	69,720	23.38%
SHAKOPEE	376,558	393,339	16,781	4.46%
SHOREVIEW	378,714	381,697	2,983	0.79%
SHOREWOOD	148,075	265,150	117,075	79.06%
SOUTH ST. PAUL	613,126	575,653	(37,473)	-6.11%
SPRING LAKE PARK	139,412	119,245	(20,167)	-14.47%
STILLWATER	379,183	366,625	(12,558)	-3.31%
THIEF RIVER FALLS	371,064	359,186	(11,878)	-3.20%
VADNAIS HEIGHTS	134,338	138,535	4,197	3.12%
VIRGINIA	369,440	339,002	(30,438)	-8.24%
WASECA	192,358	174,351	(18,007)	-9.36%
WEST ST. PAUL	468,592	434,387	(34,205)	-7.30%
WHITE BEAR LAKE	657,777	593,117	(64,660)	-9.83%
WILLMAR	574,014	544,888	(29,126)	-5.07%
WINONA	712,081	669,640	(42,441)	-5.96%
WOODBURY	744,121	821,852	77,731	10.45%
WORTHINGTON	367,482	317,749	(49,733)	-13.53%
TOTAL	\$81,517,107	\$79,773,732	(\$1,743,375)	-2.14%

MUNICIPAL AVERAGE COST COMPARISON

MUNICIPALITY	TOTAL NEEDS MILEAGE	POPULATION APPORTIONMENT PER MILE	MONEY NEEDS APPORTIONMENT PER MILE	AVERAGE APPORTIONMENT PER MILE	AVERAGE CONSTRUCTION ALLOCATION PER MILE	MAINTENANCE APPORTIONMENT PER/IMPROVED MILE
ALBERT LEA	17.51	\$17,272	\$15,422	\$32,694	\$31,193	\$1,500
ALEXANDRIA	11.70	10,116	15,407	25,523	24,052	1,500
ANDOVER	29.85	4,891	13,829	18,720	14,040	4,693 *
ANOKA	11.89	20,450	13,031	33,481	28,747	1,500 *
APPLE VALLEY	24.18	20,661	14,534	35,195	34,023	1,500
ARDEN HILLS	5.18	24,056	12,484	36,541	35,619	1,500
AUSTIN	22.47	15,974	22,180	38,154	36,663	1,500
BEMIDJI	14.41	11,813	18,232	30,045	28,545	1,500
BLAINE	31.00	17,261	12,415	29,676	27,609	3,446
BLOOMINGTON	72.89	17,461	23,252	40,713	30,534	10,363
BRAINERD	14.19	12,592	12,148	24,740	19,319	3,997 *
BROOKLYN CENTER	21.30	22,804	17,655	40,459	38,959	1,500
BROOKLYN PARK	37.96	17,754	11,709	29,463	28,421	1,500
BUFFALO	5.82	16,023	22,850	38,873	37,412	1,500
BURNSVILLE	40.60	15,367	13,226	28,593	21,445	7,457
CHAMPLIN	13.39	10,461	11,026	21,487	20,224	1,500
CHANHASSEN	13.36	7,403	13,135	20,538	19,503	1,500
CHASKA	8.59	15,111	16,800	31,911	30,411	1,500
CHISHOLM	6.93	13,309	18,838	32,147	30,646	1,500
CLOQUET	17.75	9,763	18,711	28,474	21,355	7,187
COLUMBIA HEIGHTS	11.41	27,301	18,692	45,993	34,495	11,498
COON RAPIDS	38.54	17,290	11,288	28,578	24,063	1,500 *
CORCORAN	13.11	6,067	14,054	20,121	15,091	5,437
COTTAGE GROVE	23.26	12,700	16,843	29,543	28,052	1,500
CROOKSTON	10.82	12,402	17,764	30,166	28,885	1,500
CRYSTAL	17.40	22,831	18,530	41,361	31,021	10,400
DETROIT LAKES	9.01	12,266	13,285	25,551	24,051	1,500

MUNICIPALITY	TOTAL NEEDS MILEAGE	POPULATION APPORTIONMENT PER MILE	MONEY NEEDS APPORTIONMENT PER MILE	AVERAGE APPORTIONMENT PER MILE	AVERAGE CONSTRUCTION ALLOCATION PER MILE	MAINTENANCE APPORTIONMENT PER/IMPROVED MILE
DULUTH	89.68	\$16,096	\$21,508	\$37,604	\$28,203	\$9,514
EAGAN	37.86	12,511	13,178	25,689	24,237	1,500
EAST BETHEL	21.76	4,736	4,783	9,519	8,209	1,500
EAST GRAND FORKS	10.82	12,271	9,866	22,137	20,672	1,500
EDEN PRAIRIE	37.36	10,013	18,544	28,557	27,298	1,500
EDINA	38.95	18,397	15,117	33,514	28,893	4,644
ELK RIVER	20.96	5,035	12,833	17,868	16,541	1,500
EVELETH	5.98	13,113	17,846	30,959	29,460	1,500
FAIRMONT	17.38	10,296	22,093	32,389	30,909	1,500
FALCON HEIGHTS	2.54	32,398	5,675	38,073	36,572	1,500
FARIBAULT	18.07	13,983	16,554	30,537	22,903	7,634
FARMINGTON	6.66	12,003	28,518	40,521	39,544	1,500
FERGUS FALLS	12.28	15,932	17,868	33,800	32,299	1,500
FOREST LAKE	3.69	22,701	18,313	41,015	32,401	10,629
FRIDLEY	24.08	19,524	11,419	30,943	23,207	8,286
GOLDEN VALLEY	23.45	15,105	19,252	34,357	32,881	1,500
GRAND RAPIDS	10.50	11,752	17,110	28,862	27,399	1,500
HAM LAKE	18.87	6,455	5,125	11,580	10,235	1,500
HASTINGS	12.44	16,611	10,682	27,293	25,808	1,500
HERMANTOWN	12.99	8,093	3,660	11,753	8,814	2,938
HIBBING	48.09	6,854	13,768	20,622	15,467	5,375
HOPKINS	9.41	25,347	17,012	42,359	40,870	1,500
HUTCHINSON	9.58	15,155	15,050	30,205	28,705	1,500
INTERNATIONAL FALLS	7.89	15,507	17,981	33,488	31,988	1,500
INVER GROVE HEIGHTS	17.38	15,366	13,969	29,335	22,001	8,706
LAKE ELMO	9.53	8,601	8,385	16,986	12,739	4,246
LAKEVILLE	32.72	7,030	16,466	23,496	22,229	1,500
LINO LAKES	15.12	5,747	14,881	20,628	19,757	1,500
LITCHFIELD	7.83	11,727	13,511	25,238	23,738	1,500
LITTLE CANADA	5.10	21,658	7,610	29,268	14,855	0 *

MUNICIPALITY	TOTAL NEEDS MILEAGE	POPULATION APPORTIONMENT PER MILE	MONEY NEEDS APPORTIONMENT PER MILE	AVERAGE APPORTIONMENT PER MILE	AVERAGE CONSTRUCTION ALLOCATION PER MILE	MAINTENANCE APPORTIONMENT PER/IMPROVED MILE
LITTLE FALLS	13.78	\$8,183	\$16,205	\$24,388	\$22,936	\$1,500
MANKATO	25.83	17,913	16,370	34,283	32,866	1,500
MAPLE GROVE	35.46	12,577	15,620	28,197	21,429	8,517
MAPLEWOOD	15.78	26,602	16,717	43,319	32,489	13,133 *
MARSHALL	10.91	15,916	10,225	26,141	24,674	1,500
MENDOTA HEIGHTS	10.47	10,826	11,159	21,985	20,485	1,500
MINNEAPOLIS	187.65	30,745	27,122	57,867	43,401	14,549
MINNETONKA	48.67	12,361	12,813	25,174	23,942	1,500
MONTEVIDEO	7.54	12,133	12,361	24,494	22,994	1,500
MOORHEAD	23.65	19,727	16,054	35,781	33,245	2,551
MORRIS	6.45	12,985	11,706	24,691	23,191	1,500
MOUND	8.01	18,019	10,066	28,085	23,965	4,394
MOUNDS VIEW	7.42	26,396	7,463	33,859	32,456	1,500
NEW BRIGHTON	13.46	26,887	11,907	38,794	29,095	12,054
NEW HOPE	12.38	29,004	19,389	48,393	36,295	12,502
NEW ULM	12.39	17,266	14,363	31,629	30,129	1,500
NORTHFIELD	10.11	19,325	19,025	38,350	36,951	1,500
NORTH MANKATO	9.15	16,687	12,701	29,388	25,572	1,500 *
NORTH ST. PAUL	7.92	23,410	10,740	34,150	32,864	1,500
OAKDALE	14.65	12,898	12,291	25,189	18,892	6,604
ORONO	10.94	9,731	14,643	24,374	18,280	6,093
OTSEGO	12.33	8,164	20,806	28,970	27,932	1,500
OWATONNA	17.52	16,544	18,814	35,358	33,885	1,500
PLYMOUTH	42.55	11,556	12,375	23,931	22,685	1,500
PRIOR LAKE	12.56	12,291	15,990	28,281	25,893	3,881
RAMSEY	25.03	6,271	11,274	17,545	16,678	1,500
RED WING	20.26	10,546	21,323	31,869	23,902	8,869
REDWOOD FALLS	5.01	16,174	9,602	25,776	24,482	1,500
RICHFIELD	26.17	22,495	14,539	37,034	27,776	9,509
ROBERTSDALE	10.33	21,714	12,431	34,145	32,645	1,500

MUNICIPALITY	TOTAL NEEDS MILEAGE	POPULATION APPORTIONMENT PER MILE	MONEY NEEDS APPORTIONMENT PER MILE	AVERAGE APPORTIONMENT PER MILE	AVERAGE CONSTRUCTION ALLOCATION PER MILE	MAINTENANCE APPORTIONMENT PER/IMPROVED MILE
ROCHESTER	43.42	\$20,766	\$22,454	\$43,220	\$41,850	\$1,500
ROSEMOUNT	13.71	5,766	17,686	23,452	22,298	1,500
ROSEVILLE	22.38	24,893	17,838	42,731	34,812	1,500 *
ST. ANTHONY	5.18	23,963	4,544	28,507	27,007	1,500
ST. CLOUD	33.01	20,056	17,785	37,841	28,086	2,860 *
ST. LOUIS PARK	25.27	26,423	9,156	35,579	27,665	8,917
ST. PAUL	157.11	26,751	26,190	52,941	39,706	13,290
ST. PETER	8.31	16,949	11,824	28,773	27,273	1,500
SAUK RAPIDS	7.93	11,460	15,069	26,529	25,087	1,500
SAVAGE	11.42	7,132	25,086	32,218	24,164	6,548 *
SHAKOPEE	14.15	10,927	16,871	27,798	26,514	1,500
SHOREVIEW	12.56	21,422	8,968	30,390	29,295	1,500
SHOREWOOD	9.29	9,395	19,146	28,541	27,061	1,500
SOUTH ST. PAUL	14.33	23,047	17,124	40,171	30,128	10,597
SPRING LAKE PARK	4.69	21,479	3,946	25,425	19,069	7,081
STILLWATER	11.98	16,005	14,598	30,603	29,191	1,500
THIEF RIVER FALLS	11.21	12,632	19,409	32,041	30,623	1,500
VADNAIS HEIGHTS	5.59	14,220	10,562	24,782	23,589	1,500
VIRGINIA	11.99	14,341	13,932	28,273	21,205	7,237
WASECA	6.31	20,258	7,373	27,631	26,131	1,500
WEST ST. PAUL	11.62	24,798	12,585	37,383	35,883	1,500
WHITE BEAR LAKE	17.82	19,671	13,613	33,284	24,963	8,949
WILLMAR	19.56	12,639	15,219	27,858	20,893	6,964
WINONA	19.66	19,832	14,229	34,061	25,546	9,020
WOODBURY	24.13	12,496	21,563	34,058	32,991	1,500
WORTHINGTON	9.80	16,256	16,167	32,423	30,923	1,500
	2330.30	\$15,755	\$14,911	\$30,666	\$26,878	\$3,704

* BOND INTEREST WAS SUBTRACTED FROM TOTAL MAINTENANCE RECEIVED.

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

APPT. YEAR	NUMBER OF MUNICIPALITIES	MILEAGE	ACTUAL 25 YEAR APPORTIONMENT 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	113	2330.30	1,289,813,259	79,773,732	1,024,433,859

Reference

Material

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,

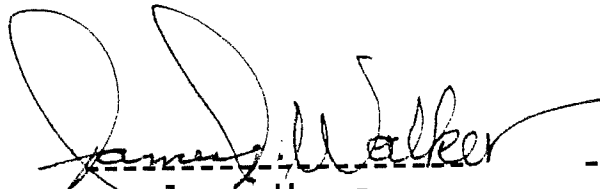

BRUCE BULLERT
CHAIRMAN


JIM GRUBE
VICE CHAIRMAN


DAN EDWARDS
SECRETARY

APPROVED BY:

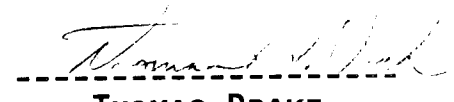

JIM PRUZAK
DISTRICT 1


JAMES WALKER
DISTRICT 2


TERRY MAURER
DISTRICT 3


ALVIN MOEN
DISTRICT 4

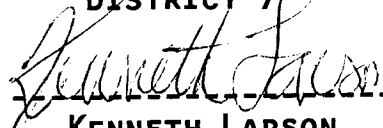

MICHAEL EASTLING
DISTRICT 5


THOMAS DRAKE
DISTRICT 6

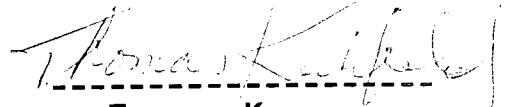

PETE MCCLURG
DISTRICT 7


JOSEPH BETTENDORF
DISTRICT 8


KENNETH HAIDER
DISTRICT 9


KENNETH LARSON
DULUTH


MARV HOSHAW
MINNEAPOLIS


THOMAS KUHfeld
ST. PAUL

ATTACHMENT: MONEY NEEDS LISTING

1990 MONEY NEEDS RECOMMENDATIONS

MUNICIPALITY	MONEY NEEDS	MUNICIPALITY	MONEY NEEDS
ALBERT LEA	\$8,909,231	FERGUS FALLS	\$7,300,675
ALEXANDRIA	5,903,657	FOREST LAKE	2,104,731
ANDOVER	12,348,478	FRIDLEY	9,790,740
ANOKA	5,441,022	GOLDEN VALLEY	13,440,109
APPLE VALLEY	10,461,604	GRAND RAPIDS	5,031,740
ARDEN HILLS	2,241,582	HAM LAKE	3,221,576
AUSTIN	16,903,865	HASTINGS	4,516,614
BEMIDJI	8,473,906	HERMANTOWN	4,031,527
BLAINE	13,306,177	HIBBING	20,803,033
BLOOMINGTON	54,001,471	HOPKINS	5,429,434
BRAINERD	5,211,119	HUTCHINSON	4,361,769
BROOKLYN CENTER	12,434,351	INTERNATIONAL FALLS	4,898,531
BROOKLYN PARK	15,398,227	INVER GROVE HEIGHTS	7,181,757
BUFFALO	4,425,051	LAKE ELMO	2,595,747
BURNSVILLE	15,971,115	LAKEVILLE	17,816,304
CHAMPLIN	4,630,638	LINO LAKES	7,278,191
CHANHASSEN	5,465,563	LITCHFIELD	3,819,876
CHASKA	5,198,745	LITTLE CANADA	1,060,250
CHISHOLM	4,101,019	LITTLE FALLS	6,900,604
CLOQUET	10,962,925	MANKATO	14,149,365
COLUMBIA HEIGHTS	6,991,496	MAPLE GROVE	17,030,547
COON RAPIDS	13,034,701	MAPLEWOOD	9,959,204
CORCORAN	5,738,810	MARSHALL	3,586,247
COTTAGE GROVE	12,515,871	MENDOTA HEIGHTS	3,825,867
CROOKSTON	4,819,782	MINNEAPOLIS	165,041,999
CRYSTAL	7,616,699	MINNETONKA	24,491,128
DETROIT LAKES	3,828,116	MONTEVIDEO	2,974,069
DULUTH	59,435,944	MOORHEAD	12,693,493
EAGAN	12,626,737	MORRIS	2,523,909
EAST BETHEL	3,226,571	MOUND	2,986,852
EAST GRAND FORKS	3,113,105	MOUNDS VIEW	2,341,822
EDEN PRAIRIE	21,012,996	NEW BRIGHTON	6,278,485
EDINA	19,702,347	NEW HOPE	7,765,074
ELK RIVER	8,369,755	NEW ULM	5,762,204
EVELETH	3,368,443	NORTHFIELD	6,840,707
FAIRMONT	12,357,816	NORTH MANKATO	3,454,149
FALCON HEIGHTS	680,736	NORTH ST. PAUL	2,839,889
FARIBAULT	9,364,107	OAKDALE	5,630,525
FARMINGTON	6,116,868	ORONO	5,673,314

1990 MONEY NEEDS RECOMMENDATIONS -----

MUNICIPALITY	MONEY NEEDS
OTSEGO	\$7,990,295
OWATONNA	11,640,531
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	32,194,716
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	5,216,495
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	\$1,289,813,259

EXCESS UNENCUMBERED CONSTRUCTION BALANCE

 THESE CITIES HAVE EXCEEDED THE FOLLOWING GUIDLINES 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) 1990 CONSTRUCTION ALLOTMENT	(=) (B) AMOUNT 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
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.

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

\$1,000 OF MONEY NEEDS IN THE 1991 APPORTIONMENT EQUALLED \$32.11 OR .03211 PER DOLLAR OF NEEDS.

\$1,598,618 TIMES .03211 EQUALS \$51,332 LOSS IN APPORTIONMENT.

\$3,859,314 TIMES .03211 EQUALS \$123,923 LOSS IN APPORTIONMENT.

\$746,662 TIMES .03211 EQUALS \$23,975 LOSS IN APPORTIONMENT.

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
OTSEGO	--		--	--	0.00
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

**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	666,518	208,482		566,518
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	\$24,194,821	\$4,671,179	\$84,422	\$8,829,954

** 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.

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	--		--		--
FARIBAUT	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	--		--		--
MORRHEAD	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 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 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.

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

$\$154,171 \times \frac{5.33'}{49.33'} \times 9 = \$149,921$ 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 $\frac{44'}{4'}$
	\$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

$\$20,496 \times \frac{20'}{82'} \times 15 = \$74,985$ 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'

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

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

(M.S.A.S. 222)

Segments 030 & 040

Base \$169,754
Surface 114,118
\$283,872

Required width 60'
Variance width 56'
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
Surface 47,282
\$117,609

Required width 60'
Variance width 54'
6'

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

(M.S.A.S. 224)

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 $\frac{44'}{4'}$

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

Segment 020

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

Required width 48'
Variance width $\frac{40'}{8'}$

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

Segments 021 & 040

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

Required width 72'
Variance width $\frac{40'}{32'}$

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

Segment 030

Base \$ 38,701
Surface 26,008
 \$ 64,709

Required width 72'
Variance width $\frac{44'}{28'}$

\$64,709 x $\frac{28'}{72'}$ x 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 x $\frac{4'}{36'}$ x 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 x $\frac{4'}{48'}$ x 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	Required width 44'
Surface	<u>78,252</u>	Variance width <u>40'</u>
	\$170,383	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.	<u>150,496</u>								
	\$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.

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 31, 1990. THE TOTAL TURNBACK MAINTENANCE APPORTIONMENT HAS BEEN COMPUTED IN ACCORDANCE WITH THE 1967 SCREENING BOARD RESOLUTION. (SEE TRUNK HIGHWAY TURNBACK RESOLUTION.) THE MILEAGE USED IN TRUNK HIGHWAY MAINTENANCE ALLOWANCE IS DEDUCTED FROM THE CITY'S TOTAL IMPROVED MILEAGE THAT IS USED TO COMPUTE THE MINIMUM MAINTENANCE ALLOCATION.

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)	8-31-89	1.05	No	0.00	0.50	01-90	.50 x \$7,200	= \$3,600
		-----			-----			-----
		2.15			0.74			\$5,328

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

MAPLE GROVE							
128 (TH 169)	10-1-88	0.50	No	0.00	0.50	11-88	.50 x \$7,200 = \$3,600
ST. CLOUD							
140 (TH 15)	10-80	1.49	YES	0.56	0.93	02-81	.93 x \$7,200 = \$6,696
115, 131, 145 (TH 15)	11-90	2.26	No	0.00	2.26	12-90	2.26 x \$7,200 x 2/12 = \$2,712
		----- 3.75					----- \$9,408
WILLMAR							
153 (TH 23 & 71)	10-85	3.22	No	0.00	3.22	01-86	3.22 x \$7,200 = \$23,184
153 (TH 71)	10-85	0.62	No	0.00	0.62	03-90	.62 x \$7,200 x 10/12 = \$3,720
		----- 3.84			----- 3.84		----- \$26,904

TOTAL		13.89		1.42	12.47		\$71,520

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.		<u>CSAH</u>	
				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.

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

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

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

The adjustment for width variances will be based on the needs cost of the base and surface, times the proportional difference between the minimum standards

and the granted variance, times fifteen or the proportional difference between average past 15 years of base and surface needs received and the granted variance times fifteen (Documentation shall be furnished by the City to the State Aid Office at the same time as the "Hold Harmless" City Council resolution is submitted for final variance approval.) This would be a one-year adjustment to the 25-year needs.

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

That any trunk highway turnback which reverts directly to the municipality and becomes part of the State Aid Street system shall not have its construction needs considered in the money needs apportionment determination as long as the former trunk highway is fully eligible for 100 percent construction payment from the Municipal Turnback Account. During this time of eligibility, financial aid for the additional maintenance obligation, of the municipality imposed by the turnback shall be computed on the basis of the current year's apportionment data and shall be accomplished in the following manner.

Initial Turnback Maintenance Adjustment - Fractional Year Reimbursement:

The initial turnback adjustment when for less than 12 full months shall provide partial maintenance cost reimbursement by adding said initial adjustment to the money needs which will produce approximately 1/12 of \$7,200 per mile in apportionment funds for each month or part of a month that the municipality had maintenance responsibility during the initial year.

To provide an advance payment for the coming year's additional maintenance obligation, a needs adjustment per mile shall be added to the annual money needs. This needs adjustment per mile shall produce sufficient apportionment funds so that at least \$7,200 in apportionment shall be earned for each mile of trunk highway turnback on Municipal State Aid Street System.

Turnback adjustments shall terminate at the end of the calendar year during which a construction contract has been awarded that fulfills the Municipal Turnback Account Payment provisions; and the resurfacing needs for the awarded project shall be included in the Needs Study for the next apportionment.

TRAFFIC - June 1971

Traffic Limitation on Non-Existing Streets - Oct. 1965

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

Traffic Manual - Oct. 1962

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

Traffic Counting - Sept. 1973 (Revised June 1987)

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

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

January 4, 1991

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