



***1992***

***MUNICIPAL***

***STATE AID***

***STREET***

***APPORTIONMENT***

***DATA***

***January 1992***

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January 1992

612-296-1662

TO : Municipal Engineers  
SUBJECT : The 1992 Municipal State Aid Apportionment Book

Gentlemen:

Enclosed is a copy of the "1992 Municipal State Aid Street Apportionment 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 concerning this publication please contact me at the above number.

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

Sincerely,

A handwritten signature in cursive script that reads 'Ken Straus'.

Kenneth Straus  
Municipal State Aid Needs Manager

Enclosures:  
1992 Municipal State Aid Street Needs Apportionment Data

## **PREFACE**

**THIS "1992 MUNICIPAL STATE AID STREET APPORTIONMENT DATA" BROCHURE IS PUBLISHED TO ASSIST IN BUDGETING AND TO PROMOTE A BETTER UNDERSTANDING AMONG THE LOCAL GOVERNMENTAL UNITS RELATING TO THE SOURCE OF REVENUE, MEANS OF DISTRIBUTION AND THE ANNUAL APPORTIONMENT AMOUNTS FOR EACH MUNICIPALITY OVER 5,000 POPULATION IN MINNESOTA.**

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

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

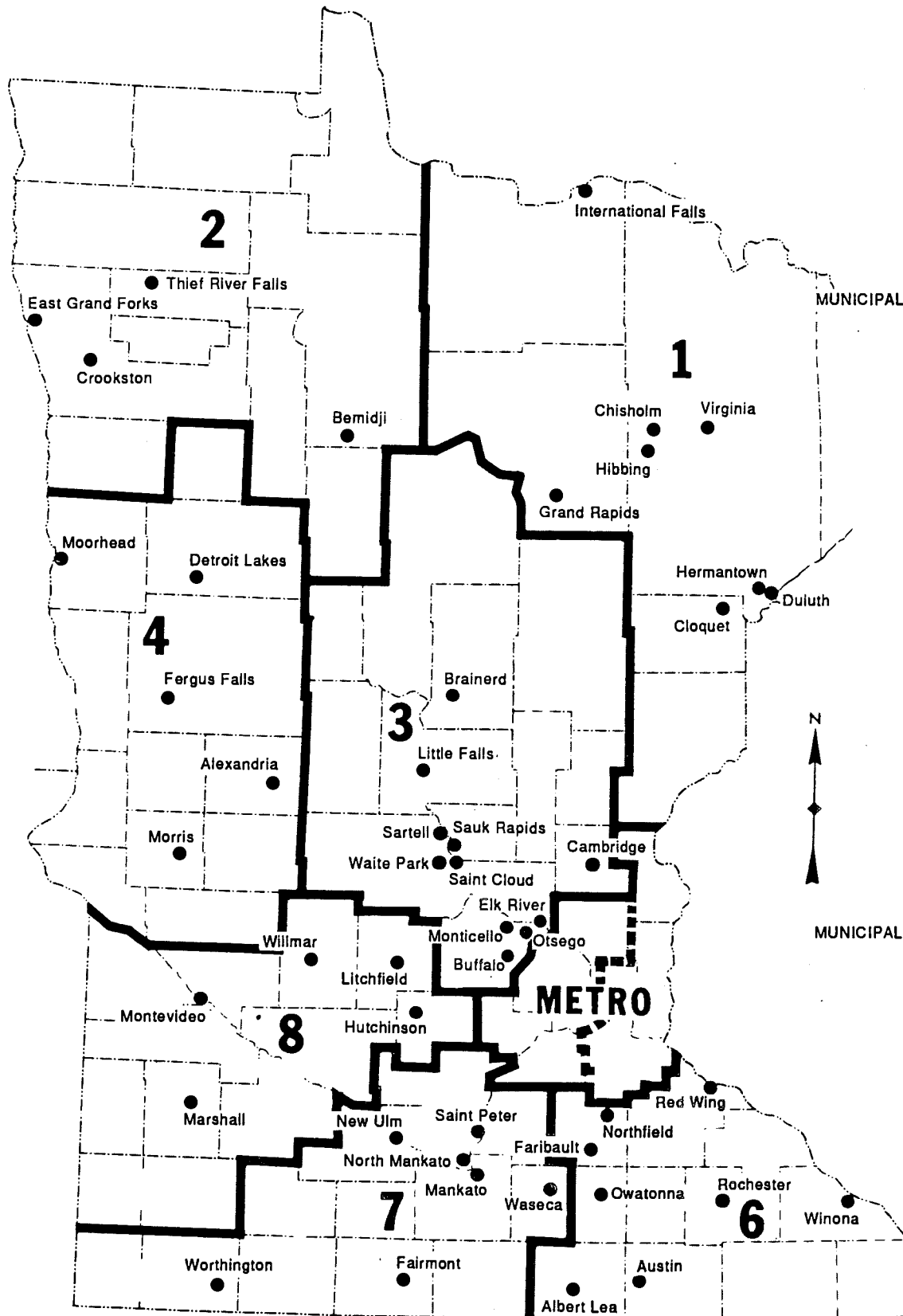
# 1992 MUNICIPAL STATE AID STREET APPORTIONMENT DATA

## TABLE OF CONTENTS

-----

	PAGE
MAP OF HIGHWAY DISTRICTS AND URBAN MUNICIPALITIES.....	1
1991 MUNICIPAL SCREENING BOARD.....	2
SUBCOMMITTEES APPOINTED BY THE SCREENING BOARD.....	3
MINUTES OF SCREENING BOARD MEETING - OCTOBER 29-30, 1991.....	4-28
MINUTES OF UNENCUMBERED SUBCOMMITTEE MEETING - OCTOBER 11, 1991...	29-33
ESTIMATED FUNDS AVAILABLE FOR DISTRIBUTION FROM THE HIGHWAY USER TAX DISTRIBUTION FUND.....	34-37
APPORTIONMENT SUMMARY.....	38
POPULATION APPORTIONMENT.....	39-41
DETERMINATION OF MONEY NEEDS APPORTIONMENT .....	42
TOTAL APPORTIONMENT.....	43-45
IMPROVED MILEAGE.....	46-47
CONSTRUCTION AND MAINTENANCE ALLOTMENTS.....	48-50
COMPARISON OF 1991 TO 1992 APPORTIONMENT.....	51-53
MUNICIPAL AVERAGE COST COMPARISON.....	54-57
THIRTY-FOUR YEARS OF MUNICIPAL APPORTIONMENT.....	58
REFERENCE MATERIAL -----	
1991 MONEY NEEDS RECOMMENDATION.....	59-61
UNENCUMBERED CONSTRUCTION FUND BALANCE ADJUSTMENT.....	62-64
AUTHORIZED MUNICIPAL STATE AID EXPENDITURES ON COUNTY STATE AID OR TRUNK HIGHWAY PROJECTS.....	65-66
UNAMORTIZED BOND ACCOUNT BALANCE.....	67-68
NON-EXISTING BRIDGE CONSTRUCTION.....	69
NEEDS ADJUSTMENT FOR RIGHT-OF-WAY ACQUISITION.....	70-71
BITUMINOUS OVERLAY AND CONCRETE JOINT REPAIR.....	72
TRUNK HIGHWAY TURNBACK MAINTENANCE.....	73-74
AFFECT OF THE 1990 CENSUS.....	75-77
CURRENT RESOLUTIONS OF THE MUNICIPAL SCREENING BOARD.....	78-88
LISTING OF MUNICIPAL ENGINEERS.....	89-97

**STATE OF MINNESOTA  
HIGHWAY DISTRICTS AND MUNICIPALITIES  
AS ESTABLISHED FOR STATE AID PURPOSES  
1992**



**MUNICIPALITIES IN METRO-GOLDEN VALLEY**

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

**MUNICIPALITIES IN METRO-OAKDALE**

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

# 1991 MUNICIPAL SCREENING BOARD

## OFFICERS

CHAIRMAN	JIM GRUBE	ST. LOUIS PARK	(612) 924-2551
VICE CHAIRMAN	DAN EDWARDS	FERGUS FALLS	(218) 739-2251
SECRETARY	ALAN GRAY	EDEN PRAIRIE	(612) 937-2262

## MEMBERS

DISTRICT	SERVED	REPRESENTATIVE		
1	1	JIM PRUSAK	CLOQUET	(218) 879-6758
2	1	DAVID KILDAHL	CROOKSTON	(218) 281-6522
3	1	SIDNEY WILLIAMSON	SAUK RAPIDS	(612) 251-4553
4	3	ALVIN MOEN	ALEXANDRIA	(612) 762-8149
5	2	MICHAEL EASTLING	RICHFIELD	(612) 861-9700
6	3	TOM DRAKE	RED WING	(612) 227-6220
7	2	PETE MCCLURG	NEW ULM	(507) 359-8245
8	1	DALE SWANSON	WILLMAR	(612) 235-4202
9	2	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	BILL BENNETT	HERMANTOWN	(218) 727-8456
2	DON BOELL	BEMIDJI	(218) 751-5610
3	CURT KREKLAU	BUFFALO	(612) 253-1000
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	RICH VICTOR	MARSHALL	(507) 537-6774
9	BRIAN BACHMEIER	OAKDALE	(612) 739-5086

1991 SUBCOMMITTEES

NEEDS STUDY SUBCOMMITTEE

CLYDE BUSBY - CHAIRMAN  
HIBBING  
(218) 262-3486  
EXPIRES IN 1991

CHARLES SIGGERUD  
BURNSVILLE  
(612) 895-4400  
EXPIRES IN 1992

JOE BETTENDORF  
LITCHFIELD  
(612) 252-4740  
EXPIRES IN 1993

UNENCUMBERED CONSTRUCTION  
FUNDS SUBCOMMITTEE

FRED MOORE - CHAIRMAN  
PLYMOUTH  
(612) 550-5000  
EXPIRES IN 1991

RON RUDRUD  
BLOOMINGTON  
(612) 881-5811  
EXPIRES IN 1992

BRUCE BULLERT  
SAVAGE  
(612) 890-1045  
EXPIRES IN 1993

ALLOCATION STUDY SUBCOMMITTEE

(PRESENTLY NOT APPOINTED BY THE COMMISSIONER)

CHAIRMAN - BRUCE BULLERT - SAVAGE	(612) 890-1045
GERALD BUTCHER - MAPLE GROVE	(612) 420-4000
TOM DRAKE - RED WING	(612) 227-6220
JOHN FLORA - FRIDLEY	(612) 571-3450
JIM GRUBE - ST. LOUIS PARK	(612) 924-2551
RAMANKUTTY KANNAKUTTY - MINNEAPOLIS	(612) 673-2456
KEN LARSON - DULUTH	(218) 723-3278
LOWELL ODLAND - GOLDEN VALLEY	(612) 545-3781
BILL OTTENSMAHN - COON RAPIDS	(612) 755-2880
CHUCK SIGGERUD - BURNSVILLE	(612) 895-4400



MINUTES  
FALL  
MUNICIPAL SCREENING BOARD  
OCTOBER 29-30, 1991

I. SESSION 1

The fall meeting of the Municipal Screening Board was called to order by Chairman Jim Grube at 1:10 P.M., Tuesday, October 29, 1991. Roll call was taken by the Secretary.

Present were:

Officers and Municipal Screening Board Members:

Chairman -	Jim Grube	St. Louis Park
Vice-Chairman -	Dan Edwards	Fergus Falls
Secretary -	Alan Gray	Eden Prairie
District 1 -	Jim Prusak	Cloquet
District 2 -	Don Boell	Bemidji
District 3 -	Sidney Williamson	Sauk Rapids
District 4 -	Alvin Moen	Alexandria
District Metro West	Mike Eastling	Richfield
District 6 -	Tom Drake	Red Wing
District 7 -	Pete McClurg	New Ulm
District 8 -	Dale Swanson	Willmar
District Metro East	Kenneth Haider	Maplewood
First Class City -	Kenneth Larson	Duluth
First Class City -	Marv Hoshaw	Minneapolis
First Class City -	Thomas Kuhfeld	St. Paul
Chairman Needs Study Subcommittee	Clyde Busby	Hibbing
Chairman Unencumbered Construction Fund Subcommittee	Fred Moore	Plymouth

Others:

Dennis Carlson	Director, Office of State Aid
Julie Skallman	Asst. State Aid Engineer
District 4 Alternate	Moorhead
District 6 Alternate	Owatonna
Ken Straus	Manager, Municipal State Aid Needs
Ken Hoeschen	Manager, County State Aid Needs
Bill Croke	District 1 State Aid Engineer
Jack Isaacson	District 2 State Aid Engineer
Dave Reed	District 3 State Aid Engineer
Tallack Johnson	District 4 State Aid Engineer
Elliott Ruhland	Acting Metro West State Aid Engineer

Mike Pinsonneault  
Doug Haeder  
Ben Sieck  
Elmer Morris  
Romankutty Kannankutty  
Dan Sabin  
Dave Kreager  
Greg Peterson  
Dan Dunford  
Bo Spurrier  
Don Aluni  
Gary Brown

District 6 State Aid Engineer  
District 7 State Aid Engineer  
Acting District 8 State Aid Engineer  
Metro East State Aid Engineer  
Minneapolis  
Minneapolis  
Duluth  
St. Paul  
St. Paul  
Minneapolis  
Minneapolis  
Brooklyn Center

A. Consideration of Minutes

Chairman Grube called for consideration of the minutes of the spring Municipal Screen Board meeting on Pages 6 through 29 of the 1991 Municipal State Aid Needs Report. Secretary Gray directed board members to a minor change on Page 23 of the minutes for their consideration. The modification of the first sentence of the excess unencumbered construction balance resolution should read as follows: "Whenever a municipalities construction fund balance available as of February 1 of the current year exceeds \$500,000 of 1.125 times their total apportionment (whichever is greater), it shall be considered excess balance."

Motion: By Tom Drake, Second by Pete McClurg to approve minutes as amended.

Discussion: None

Action: Motion approved

B. Population Apportionment

Chairman Grube introduced Mr. Ken Straus, Manager, Municipal State Aid Needs. Mr. Straus presented the 1991 Municipal State Aid Needs Report, dated October 1991. Straus began by directing the group's attention to population apportionment beginning on Page 29 of the Needs Report.

The population apportionment for 1992 is based on 1990 census data.

Straus pointed out that based on the 1990 census data four new cities with populations exceeding 5,000 will receive allocations beginning in 1992. These cities are Cambridge, Mahtomedi, Sartell, and Waite Park. Monticello which is currently working to resolve a boundary dispute with the Federal Census Bureau may also exceed 5,000. The State Demographer will certify the final population data on December 31, 1991. Final population apportionment will be available in January 1992.

The theoretical population apportionment is shown on Pages 38 through 40. The estimated population apportionment is \$41 million. The total population of all State Aid cities is 2,802,545. The apportionment per person is \$14.63.

#### C. Needs Study Update

Straus referred board members to the Needs Study update on Pages 41 through 45 of the Needs Report.

The Needs Study update is reported in two steps. Column 2 of the spreadsheet on Pages 42 through 45 tabulates the adjustment to needs for each community based on accomplishment and system revisions. Accomplishments consist of constructed improvements to a city's MSA system. Improvements result in a reduction in needs. Revisions consist of needs calculated for newly designed segments of a city's MSA system. Revisions result in an increase in needs. The cumulative affect of accomplishments and system revisions is shown for each city in Column 2 of the spreadsheet. Most cities show an increase in needs based on accomplishments and system revisions. The total adjustment to needs for all cities based on accomplishments and system revisions is \$49,351,710. This total includes system revisions for Sartell and Mahtomedi, two of the new State Aid cities. It does not reflect system revisions for Waite Park and Cambridge.

The third column of the spreadsheet shows revisions to needs for each city based on unit cost updates. Unit cost revisions approved by the Municipal Screening Board in June, 1991 are summarized on Page 41. All cities show an increase in needs based on the unit cost update except Cambridge, one of the new State Aid cities for which no value is indicated. The cumulative affect of unit price changes is to increase the total needs for all cities by \$30,885,250.

Column 4 shows the 1991 needs for each State Aid city. The cumulative total for all cities is \$1,364,817,385. The fifth column reports the net change in needs for each State Aid city from 1992 to 1991. All cities show an increase in needs for 1991. The cumulative total for all cities shows that 1991 needs are \$80,236,960 greater than 1990 needs. This reflects a 6.5% increase in needs from 1990 to 1991 for all MSA cities.

#### D. Itemized Tabulation of Needs

An itemized tabulation of needs for each MSA city is shown in spreadsheet form on Page 47 of the 1991 Needs Report. The spreadsheet is a tabulation of all construction items except after the fact needs. The last three columns of the spreadsheet report for each city's total needs, total mileage and cost per mile respectively. The cost per mile ranges from a low of \$147,604 in East Bethel to a high of \$1,030,920 in Farmington. The average cost per mile for all MSA cities is \$577,217.

E. Needs Comparison 1990 vs 1991

Ken Straus directed board members to the Table on Page 41 which shows a Comparison of Needs in the years 1990 and 1991 for each component. Straus pointed out an error in the lower right hand corner of the Table in the column entitled "Overall Apportionment Needs" and distributed a corrected Table to board members. The corrected Table shows that overall apportionment needs for 1991 are \$1,406,533,965. The increase in needs from 1990 to 1991 is \$84,269,493 (5.99%). Included on this Table are after-the-fact needs for right-of-way and bridges.

1990 needs shown on the Table include Eveleth and Red Wood Falls. 1991 needs exclude Eveleth and Redwood Falls but add Mahtomedi and Sartell.

The single largest increase in needs is for traffic signal construction. Signal needs increased \$23,728,370 (29.51%) from 1990 to 1991. This is primarily due to the revised unit prices approved by the Screening Board in June, 1991.

F. 1991 Money Needs Recommendations

Ken Straus directed board members to Pages 49 through 51 of the Needs Report. The Table on Pages 50 and 51 comprises the 1991 money needs recommendations to be adopted by the board. Page 49 is the letter transmitting the 1991 money needs recommendations to the Commissioner of Transportation. Upon adoption by the board of the 1991 money needs recommendations the transmittal letter will be signed by each board officer and board member.

G. Tentative 1992 Construction Needs Apportionment

Ken Straus directed board members to Page 53 of the Needs Report. The spreadsheet on Page 53 shows the tentative determination of 1992 construction needs apportionment. The tentative 1992 apportionment is based on the 1991 25-year construction needs from Pages 50 and 51. These amounts are shown in Column 1 of the Table. Column 2 of the Table shows an adjustment to needs for cities with an excess unencumbered construction fund balance. Brooklyn Center, Fridley, Maplewood, Mounds View, Orono, Robbinsdale, St. Paul, Stillwater, and Worthington are shown with excess unencumbered construction fund balance deductions. Other adjustments are made for unencumbered construction fund balance, off system expenditures, bond account, non-existing bridges, right of way acquisition, bituminous overlay/concrete joint repair, and variances. The total affect of adjustments is shown in the 10th column of the Table.

The 11th column shows the adjusted 25-year construction needs for each city. The 12th column shows the estimated needs apportionment for each city. The money needs apportionment calculation is based on the assumption that 41 million dollars will be available for distribution for state aid cities based on needs.

In 1991 each \$1,000 of money needs resulted in \$32.11 in apportionment. Based on the tentative determination of 1992 construction needs apportionment, each \$1,000 of needs will receive \$31.68 in apportionment.

#### H. Excess Unencumbered Construction Balance Adjustment

Ken Straus brought the board members to the Table on Page 4. This Table shows the calculation of needs adjustment and estimated loss of 1992 apportionment for the nine cities with an excess unencumbered construction balance as of September 1, 1991. The number of cities receiving an adjustment to needs is reduced by changes to the excess unencumbered construction fund balance resolution adopted by the Board in June 1991. The estimated loss of 1992 apportionment for the nine cities receiving the adjustment ranges from the low of \$33,096 for Worthington to a high of \$378,225 for St. Paul.

#### I. Unencumbered Construction Fund Balance Adjustment

Ken Straus referred board members to the Table on Pages 55 through 57 showing the calculation of the unencumbered construction fund balance adjustment for each city. In June 1991, the Board considered a subcommittee recommendation to change the formula for computing the unencumbered construction fund balance adjustment. This change was not adopted by the Board and was referred back to the subcommittee for their study. The adjustment shown on Pages 55 through 57 are determined by the same formula as in previous years.

#### J. Off System Needs Adjustment

Straus referred board members to the Tables on Pages 58 through 61 of the Needs Report dealing with off system expenditures and needs adjustments. The first Table on Page 58 and 59 lists the 1990 municipal state aid expenditures on County State Aid or Trunk Highway projects. The total off system expenditures for all cities in 1990 is \$4,666,350.

The Table on Pages 60 and 61 shows the 1992 apportionment adjustment calculation for all cities. The total 1992 apportionment adjustment for all cities is \$30,506,743. Straus noted that if the Board were to adopt a recommendation of the Metro West District this apportionment adjustment would be eliminated.

#### K. Unamortized Bond Account Balance

Ken Straus directed board members to the Table on Pages 62 and 63 showing the unamortized bond account balance for all cities. Straus noted that four cities, Anoka, Cottage Grove, North Mankato and Red Wood Falls show a zero balance in the column entitled Total Disbursements and Obligations. This indicates that these cities have not indicating the amount of the bond applied toward a state aid project.

Straus noted that while the unencumbered construction fund balance is high considering all cities, some cities are forced to bond for needed projects because construction funds are inadequate. It has been suggested that cities wishing to accelerate the improvement of their state aid system be allowed to borrow from the unencumbered construction fund thus reducing its balance.

For each city with an unamortized bond balance, the bond account adjustment is shown on the far right hand column of the Table. The computation is a two-step process. The first step is to compute the unencumbered balance which is the amount of the bond issued minus disbursements applied to a state aid project. For cities that have not submitted reports showing the disbursements to a state aid project the unencumbered balance equals the original bond amount. The second step is to compute the bond account adjustment which is the unamortized bond balance minus the unencumbered balance. For cities that have not reported disbursements to state aid projects, the bond account adjustment will be a negative number.

#### L. Non-Existing Bridges

Ken Straus referred board members to the Table on Page 64 showing the needs adjustment for non-existing bridges. Currently 13 cities are receiving a needs adjustment for bridges. No new bridges were added this year. The total needs adjustment for all 13 cities is \$13,438,470.

#### M. Right-of-Way

Ken Straus referred board members to the Tables on Pages 65 through 67 of the needs report. The Table on Page 65 shows the right-of-way acquisition expenditure in 1990. In 1990 16 cities expended a total of \$2,023,410 for right-of-way acquisition on state aid projects. Right-of-way acquisition for off system expenditures is not eligible. The Table on Pages 67 and 68 shows the needs adjustment for all cities for the 1992 apportionment. This Table includes eligible right-of-way expenditures for all cities since 1979.

#### N. Bituminous Overlays/Concrete Joint Repair

Ken Straus directed board members to the Tables on Pages 68 and 69 of the needs report dealing with bituminous overlays and concrete joint repair. The first Table on Page 68 lists bituminous overlays and joint repair projects accomplished in 1990. Ten cities performed bituminous overlays or concrete joint repairs on segments of their state aid system with a total construction value of \$910,198. The Table on Page 69 shows the needs adjustment which is based on the total construction in years 1989 and 1990. A total of 16 cities will receive a needs adjustment based on accomplishments in one or both of those years. The total adjustment for all cities is \$2,219,742.

#### O. Variance Adjustments

Ken Straus directed board members to Pages 70 through 77 showing needs adjustments for variances granted for projects constructed in 1991. The tabulation includes all variances granted between September 1990 and July 1991. All the variances are to the old State Aid Standards.

Straus referred board members to a letter from the City of Owatonna dated October 28, 1991 regarding the proposed needs adjustment for a variance granted April 4, 1991. In this situation the City of Owatonna applied for and received a variance to the old State Aid Standards to construct a four-lane street at a width of 48 feet. The city ordered a construction contract for the project May 7, 1991. In June, 1991, new state aid standards were adopted. Based on the new standards, the city would not require a variance to construct the proposed project. Owatonna is requesting that the needs adjustment based on the variance not be implemented. Straus indicated there may be other proposed variance adjustments with similar circumstances.

All projects receiving variances shown on Pages 70 through 77 have a hold-harmless resolution on file in the state office. Some cities have projects receiving variances in 1991 but have not forwarded the hold-harmless resolution to the State Aid Office. These projects are not included for a variance adjustment.

#### P. Trunk Highway Turnbacks

Ken Straus referred board members to the Table on Page 78 and 79 of the needs report. Included here are former trunk highway segments that have been turned back to cities, have become part of the MSA system and remain eligible for construction funding from the municipal turnback account. Based on a resolution first adopted by the board in 1967 and revised in 1989 these segments are not eligible for construction needs as long as they remain eligible for funding from the municipal turnback account. They are, however, eligible for a maintenance allowance. The maintenance allowance is calculated at \$7,200 per mile. Cities eligible for this maintenance allowance receive a needs adjustment sufficient to produce an apportionment equal to the maintenance allowance for the turnback segments. Nine cities will receive maintenance allowance totalling \$92,366.

#### Q. Total Apportionment

Ken Straus referred board members to two Tables on Pages 80 through 85 of the needs report. The first Table lists the theoretical 1992 population apportionment, needs apportionment, and total apportionment. These apportionments are based on the assumption that revenues will be \$82,000,000. The actual revenues will be announced in January 1992. Both population and needs apportionments are subject to change.

The second Table compares total 1991 apportionment to total 1992 apportionment for each city. The increase or decrease is shown on the table as a dollar value and as a percent of 1991 apportionment. Many cities are receiving significant increases or decreases in apportionment primarily due to the impact of new census data. Cities

receiving a reduced 1992 apportionment will be more likely to have an excess unencumbered construction fund balance in September 1992 if account balances are not reduced.

**R. 1994 Excess Unencumbered Balances**

Ken Straus directed board members to the Table on Page 86 through 88 of the needs report and to a similar Table on a separate handout. The handout should substitute for the Table bound in the report. The purpose of the Table is to demonstrate the impact of changes adopted by the Screening Board to the excess unencumbered construction fund balance resolution. A revision adopted by the Board in June, 1991, to be effective September 1, 1994 will change the allowable balance from 2.0 times construction allotment to 1.125 times total allotment. The handout in the Table shows excess balances using construction balances of September 1, 1991 but computed with the change scheduled for implementation September 1, 1994. If the change adopted by the Board in June 1991, were in effect today, 53 cities would have excess balances.

**S. Research Account**

Ken Straus referred board members to Page 89 of the needs report. At the top of Page 89 is the proposed research account motion which would allocate \$199,434 of 1991 MSAS apportionment to the research account. Below the research account motion is a Table showing the past history of the research account.

**T. Administration Account**

Ken Straus referred board members to Page 90 of the needs report. The Table on Page 90 shows the past history of the MSA administration account. Straus noted that the significantly larger expenditure level in 1990 was due to MSA participation in the acquisition of computer hardware and software for cities to assist in the administration of their MSA account. The administration account paid for 60% of computer hardware and software costs for the cities individual systems.

President Grube noted that in 1989 approximately 50% of the funds allocated to the administrative account were spent. He asked if we should expect about the same relative level of expenditure for 1991 and if salaries for the state aid engineers were allocated out of this account. Straus replied that state aid engineers salary and screen board expenses were allocated out of the account. Straus also anticipates that there will be a significant unspent balance in the administrative account in 1991 as there was in years prior to 1990. President Grube indicated that board members may wish to reflect on these numbers in future discussion.

**U. Unencumbered Construction Funds Subcommittee Report**

Board Chairman Grube introduced Fred Moore, Chairman of the Unencumbered Construction Fund Subcommittee. Moore presented the board with written



recommendations regarding nine cities that have excess unencumbered construction fund balances as of September 1, 1991 in accordance with the Excess Unencumbered Construction Fund Balance Resolution as revised June 1991. Moore thanked board members for the change in resolution language requesting the Subcommittee to make recommendations to the board. Previously the resolution had directed the Unencumbered Construction Fund Subcommittee to meet with cities having an excess balance, but did not provide for the Subcommittee to make recommendations to the board.

Moore proceeded to review the Subcommittee's recommendations as presented to the Board. He noted that nine cities were notified by the State Aid Office of an excess unencumbered construction fund balance. The Subcommittee met with cities on October 11, 1991. The cities of Mounds View and Worthington did not appear before the Subcommittee and no written information was presented to the Subcommittee. The cities of Brooklyn Park, Fridley, Maplewood, Orono, Robbinsdale, St. Paul and Stillwater met with the Subcommittee on October 11, 1991 and presented justifications for their construction fund balances. Moore advised board members that the Subcommittee recommends that the cities of Brooklyn Park and Stillwater not receive a needs adjustment in 1991 based on their excess unencumbered construction fund balances. The Subcommittee further recommends that the remaining seven cities receive needs adjustments in accordance with the Excess Unencumbered Construction Fund Balance Resolution.

Moore continued by outlining the Subcommittee's consideration of Brooklyn Park. The Subcommittee felt that there were unusual circumstances which delayed the award of a construction contract and the submittal of a report to the State Aid Office. The project was delayed by complexities in cooperative construction agreements within an adjacent city and a school district. As of October 1, Brooklyn Park's construction fund balance has been reduced. The Subcommittee also noted that Brooklyn Park has several completed projects for which a final state aid report has not been submitted. The Subcommittee recommends the city not receive an adjustment of needs provided that final state aid reports are received for a minimum of three completed projects by December 15, 1991.

Moore continued by outlining the Subcommittee's recommendation regarding the City of Stillwater. In April, 1991, Stillwater authorized a project in their historic district. The existing buildings were at the current right-of-way line and a right-of-way with variance would be required for the project. The variance was denied in July but later approved in September. This delay in variance approval did not provide for a reduction in their construction fund balance by September 1, 1991. The city also received a variance to allow solicitation of bids prior to the approval of plans by the State Aid Office. The city has awarded a contract and construction is expected to begin approximately November 1. Final plan approval is also expected about November 1. The Subcommittee recommends that board make no adjustment to needs for Stillwater provided that the award of contract is approved by the State Aid Office prior to December 15, 1991.

Moore noted the Subcommittee report summarizes discussion with five other cities having excess balances. Those cities are Fridley, Maplewood, Orono, Robinsdale and St. Paul. Materials presented by cities to the Subcommittee are also attached to the report. Moore noted that in each of the cases presented by the other five cities the Subcommittee did not find extenuating or unusual circumstances justifying a variance from a needs adjustment. For each of these five cities the Subcommittee recommendation is to make an adjustment in needs in accordance with the Excess Unencumbered Construction Fund Balance Resolution.

Daniel Dunford, Associate City Engineer, spoke to the board on behalf of the City of St. Paul. St. Paul is planning to undertake two major regional road improvement projects within the next three years; Shepard Road improvements will utilize approximately \$15.5 million of MSA funds and Warner Road improvements will utilize \$4.0 million of MSA funds. These project will also utilize approximately \$14.1 million of Federal Aid Urban funding. The city has been trying to maintain a construction fund balance to be allocated to these projects without having an excess balance. A combination of circumstances beyond the city's control has resulted in a current construction balance of approximately \$378,000 larger than the allowable balance. The city's 1989 construction allotment was almost \$1 million less than in 1990. This had the effect of reducing the city's allowable balance by almost \$2 million. Secondly a misunderstanding with the State Aid Office regarding a bridge design and an unexpected wetland issue have delayed the award of Phase 1 of Shepard Road. Award of this project would have reduced the construction balance by \$1.5 million.

Dunford also pointed out that the city has spent over \$2 million on the two programmed projects for engineering design and environmental reviews. While these expenses are MSA eligible, the city may not draw funds from their construction account until the projects are awarded. Based on these circumstances Dunford requested the board consider exempting St. Paul from a needs adjustment based on their excess unencumbered construction fund balance as of September 1, 1991.

#### V. Needs Adjustments For Variances

Chairman Grube recognized Arnold Putnam, City Engineer of Owatonna. Putnam addressed the board regarding the city's request to appeal a needs adjustment based on a variance. He referred board members to the city's letter of October 28, 1991 which outlines the city's request. The City of Owatonna received a variance to construct a MSA project 48 feet in width as opposed to the 52-foot width required under the old standard. A contract for the project was awarded May 7, 1991. Under the new standard adopted in June, this project would not require a variance.

Mike Eastling asked if other variance adjustments might be based on circumstances similar to Owatonna's. Ken Straus indicated that he had made a review of the variances that produced needs adjustments for five cities as outlined on Pages 70 through 72 of the needs study. Crystal, Fairmont, Hopkins and Owatonna are proposed for needs adjustments based on variances that were required under the old standard but would not

be required under the new standards. Based on the new standards adopted June 15, 1991, only Falcon Heights would still require a variance.

Dennis Carlson pointed out that each of the cities with a proposed needs adjustment based on a variance drew needs on those segments at a wider width. Marv Hoshaw suggested the board consider rescinding the variance needs adjustment entirely. He pointed out that many communities construct MSA segments at narrow sections than which their needs were based, but only those cities requiring a variance received a needs adjustment. Ken Straus pointed out that most variances were for width reduction of 2-4 feet and that the needs adjustments based on those variances were not significant anyway.

#### W. Correspondence From Metro West District

Chairman Grube recognized Mike Eastling, Metro West representative, to present correspondence from three Metro West cities. Eastling began by summarizing correspondence from Charles Honchell, Director of Public Works, Bloomington. Honchell's letter is skeptical of board action decreasing allowable construction fund balances. He states that this action will have little affect on decreasing the aggregate construction fund balances of all cities. Honchell suggests that a more effective methods of reducing the construction fund balance would be to remove impediments to the expenditures of funds. He suggested that rules be more liberal in allowing reimbursement of engineering fees, that more allowances for reimbursement of fees related to right-of-way acquisition such as legal and appraisal fees be considered, and that cities be allowed more latitude in spending MSA funds off system on county and state projects. Eastling further noted that engineers attending the Metro West District meeting favored utilizing similar multipliers as used by consultants in determining the value of in-house engineering on MSA projects.

Eastling proceeded to outline a letter from John Flora, Director of Public Works, Fridley. Flora suggests that the current system of reducing a city's needs based on their excess unencumbered construction fund balance will not be effective in encouraging the completion of projects. He suggested that while cities would continue to designate 20% of their system as MSAS, they would be allowed to expend those funds on as much as 50% of their local street system. This would result in a similar needs allocation, but would provide cities more flexibility in selecting street segments to construction with MSA funds.

Eastling then briefly outlined a letter from David Hutton, Public Works Director, Shakopee. Hutton suggests that rules be relaxed to make it easier for cities to implement projects that would reduce their balances or that stiffer penalties be implemented to encourage cities to reduce balances. He suggests that lessening or eliminating penalties for excess construction fund balances would result in larger unencumbered fund balances in the future.

Eastling then presented board members with an alternative proposal for reducing a city's needs based on its unencumbered construction fund balance. The adjustment to a city's needs based on its unencumbered construction fund balance would be calculated by multiplying the current year construction allocation by 1.0 and adding the previous year's remaining allotment multiplied by 1.2, allotment remaining from the third year multiplied by 1.4 plus any remaining allotment from the four year multiplied by 1.6, etc. The longer the funds have accumulated in a city's account, the larger the multiplier used to determine the current year's adjustment to needs.

Tom Drake noted that the current calculation of excess unencumbered construction fund balance excludes the current year's allocation. Drake feels that the needs adjustment for apportionment purposes should reflect a city's total construction fund balance including its current year's allocation.

Mike Eastling noted that the cumulative excess construction fund balance for the nine cities listed on Page 54 was \$1,456,378. The cumulative estimated loss of apportionment in 1992 for those nine cities based on their excess unencumbered construction fund balance is \$871,278. Eastling feels the policy is punitive in that the loss of apportionment is a significant percentage of a city's excess balance.

Marv Hoshaw reminded board members that when the excess encumbered construction fund balance adjustment was first established, a number of cities had not spent their funds for ten years. The current list of cities with excess balances are all new. None of these cities had excess balances a year ago. Hoshaw stated the most important task for the Screening Board is to ensure that needs are accurately reported and that impediments to spending allocations are removed.

#### X. Rules Interpretation Committee

Chairman Grube introduced the concept of a Rules Interpretation Committee for consideration by the Screening Board. The concept of a committee to review rules interpretations by the State Aid Office emerged from the West Metro District meeting. Mike Eastling provided additional background on discussion with West Metro City Engineers. The City of Fridley had presented a issue regarding the proposed termination of a state aid segment that might be reviewed by a Rules Interpretation Committee. The City of Blaine had discussed in issue regarding the eligibility of channelization transitions at an intersection of a state aid segment with a non-state aid segment.

Dennis Carlson did not feel that a committee of this type was necessary. The number of issues arising each year based on rules interpretations made by the State Aid Office was small and a designated committee to review disputed decisions would not be necessary. Mike Eastling asked what the current administrative process was for review of a rules interpretation. Dennis Carlson indicated that a request for review could be made to the Commissioner of Transportation. Marv Hoshaw suggested that if the city engineers are having problems with the current rules that they form a committee to study rules changes to be proposed to state aid. Ken Larson suggested that rules interpretation

issues might be forwarded to the Screening Board for consideration and discussion. Tom Drake feels the current rules are clear and should not be subject to a wide range of interpretation.

Dennis Carlson stated that his office is willing to discuss rules interpretations with the Screening Board or with a separate Rules Interpretation Committee if city engineers believe there is a need for this step in the process.

#### Y. Prevailing Wage

Chairman Grube recognized Ken Larson who introduced the topic of prevailing wage determinations for state aid projects. Larson noted that the prevailing wage packet provided by the State Aid Office did not adequately consider the local wage levels and did not contain sufficient job classifications to cover the work performed by the contracts performed in the City of Duluth. The City of Duluth has its own wage package which is tied to its Charter. There are difficulties in using both the prevailing wage package provided by the State Aid Office and the current prevailing wage package used by the City of Duluth.

Dennis Carlson noted that in 1974 the State Legislature enacted a prevailing wage requirement for all State contracts. Recently the State Attorney General has interpreted this law to apply to state aid funds spent by cities and counties. The extension of wage determinations to state aid contracts by cities and counties was appealed to the court system. A recent decision of the State Supreme Court confirms that the legislation applies to these contracts. In general, board members from outside the metropolitan area felt that wage determinations were not reflective of the prevailing wage in their local areas, but were more reflective of the prevailing wage in the metropolitan area.

#### Z. Bonding Requirements

Chairman Grube introduced the topic of new bonding requirements as outlined on the new report of state aid contract issued this year. The new requirements for a performance bond and a payment bond appear to result in a total bonding amount of 200% of the contract amount. Chairman Grube asked if board members have had any feedback from contractors regarding this bonding requirement. Dave Reed stated he believes the current bonding requirements of the State Aid Office are very conservative and go beyond what is required by State Statute.

Chairman Grube adjourned the afternoon session at 4:10 p.m.

## II. EVENING SESSION

Chairman Grube called the informal session to order at 8:10 p.m. He noted that no action be taken tonight on the issues discussed. This session is for gathering facts, hearing ideas, and encouraging all members to express their opinion on issues before the Screening Board.

#### A. Administrative Fund Expenditures

Each year 1.5% of total available MSA funds are set aside to the administrative account. The account pays for State Aid Office expenses and screening board expenses. At the end of the year any unexpended balance in the account is transferred back to the construction account. In the last ten years there has always been a fairly significant balance left in the account at the end of the year. In 1989 the balance left at the end of the year was \$582,918. In 1990 the remaining balance was \$218,586. The balance would have been significantly higher in 1990 except for a significant expenditure on computer equipment for cities' use in demonstrating the state aid system.

Board members discussed the possibility of utilizing administrative account funds for technician certification expenses. The State Aid Office believes such an expenditure is allowed under current law. There is definitely a variation of opinion among board members on this issue. Some board members indicated a desire to have access to administrative funds to assist in the training costs for their inspectors. Other board members felt that broadening the use of the administrative funds was not a wise decision. It was pointed out that unexpended administrative funds were not lost. Unexpended funds are returned to the construction account and distributed to all cities in proportion to their needs and population. Some board members felt that for the amount of reimbursement involved, the effort to set up a reimbursement system that would be fair to all cities would not be significantly beneficial. Some cities may have already accomplished a significant amount of training at their own expense. Cities that have delayed training for technicians may receive most of the benefit.

#### B. Unencumbered Construction Fund Balance

Board members discussed the significance of the current unencumbered construction fund balance and the effectiveness of current resolutions designed to encourage cities to reduce their construction fund balances. It was generally agreed that cities with small annual allotments must accumulate several years to fund a project of practical size to be competitively bid. The current resolution allows for a fund balance of up to \$500,000 without penalty. This seems to be a practical solution for small cities.

Board members generally agree that the aggregate amount of the unencumbered construction fund balance presents a problem as it is viewed by the State Legislature. The Legislature tends to see the accumulation of funds in the account as a lack of true need by cities for street construction funding. It will continue to be extremely difficult for cities to convince the State Legislature to increase or even maintain the current level of state aid funding when large unexpended balances are left in the account.

There is a general consensus among board members that the current method of reducing needs for cities with excess unencumbered fund balances is unfair and ineffective in significantly reducing the aggregate balance for all cities. Some members caution, however, that without these "penalties" cities unencumbered construction fund balances would be higher than they are today. Also, board members would prefer working toward

removing impediments to the expenditures of funds. Some board members suggest the encumbrance of preliminary costs prior to letting of a construction contract as one method of reducing balances. Minneapolis has found it effective to advance more projects through the preliminary and design phase than necessary to meet spending goals so that projects that are delayed by political or environmental problems may be postponed without a reduction in their annual spending goal. It was generally recognized that many roadblocks to project schedules are not resolvable by changes in state aid rules. Projects may often be delayed due to environmental issues or the availability of other funding sources.

Most board members believe that the new rules issued in June 1991 will have little or no impact on reducing the aggregate construction fund balance. It was also noted that there was actually a disincentive to a city to spend its current year's allocation. A current year's allocation can be carried forward to the next year without any reduction in needs. If a current year's allotment is encumbered the city receives a reduction in needs based on completion of the project for which the funds are encumbered. It was noted that a city pursuing this policy may not actually benefit. While this procedure may result in a annual construction allotment that may be 2-3 % higher on an annual basis, the retained funds lose their purchasing power in a market where construction costs are increasing on an annual basis.

#### C. Rule Changes

It was noted by the State Aid Office that natural preservation route standards must be developed in the next year. With the rule changes adopted in June 1991, however, there does not appear to be an immediate need to consider additional rule changes in the near future. Chairman Grube adjourned the evening session at 11:10 p.m.

### III. SESSION II

The fall session of the Municipal Screening Board was called back to order at 8:35 a.m., October 30, 1991, by Chairman Jim Grube. Roll Call was taken and the list of attendees was the same as the October 29, 1991 session.

Chairman Grube called for consideration of the 1991 25-year construction needs. The needs are shown for each city on Pages 50 and 51 of the needs report. Chairman Grube pointed out that these are construction needs prior to adjustments for appropriation purposes. If adopted, the transmittal letter shown on Page 49 will be signed by each of the officers and board members and forwarded to the Commissioner of Transportation.

Motion by: Dale Swanson, seconded by Al Moen to approve the 25-year construction needs as shown on Pages 50 and 51 of the Needs Report.

Discussion: None

Action: Motion approved

## B. Research Account

Chairman Grube directed board members to Page 89 of the Needs Report and called for consideration of the recommended appropriation of \$199,434 from total MSA apportionment to the research account.

Motion by: Tom Drake, seconded by Mike Eastling to make recommended apportionment to the research account.

Discussion: None

Action: Motion approved

## C. Expenditures Off State Aid System

Chairman Grube called for consideration of off system expenditures. Grube indicated that based on informal discussions, he anticipated a motion from the floor regarding the resolution found on Page 99 of the Needs Report.

Motion by: Marv Hoshaw, seconded by Ken Larson to repeal the current resolution regarding expenditures off state aid system.

Discussion: Dale Swanson indicated his preference to keep the current resolution. He feels that while the intent of the resolution is to preserve the integrity of the state aid system, it already provides incentives to cities to spend their money off system since the needs adjustment, based on those expenditures, is carried for a ten-year period rather than the 20-year period if spent on system. Tom Drake noted that the current resolution was developed in 1961 to correct deficiencies in the system at that time. He believes it would be a mistake to delete the resolution today. Tom Kuhfeld believes that are advantages to spending funds off system and that they help support county and state projects. The effect of the resolution is to inaccurately state the remaining needs a city has on its system.

Mike Eastling believes that the purpose of the resolution is to assist in the fair and equitable apportionment of funds. He believes the resolution discourages cities from artificially maintaining high needs on their designated system for allocation purposes while continuing to spend money off system. Marv Hoshaw pointed out that cities are required to participate in the cost of county and state highway improvements within their communities. This local share is a true need of the city's transportation system that is not reflected in their 25-year construction needs. A city should not be penalized by a reduction in apportionment needs for spending money off system on a county or state project. Ken Larson indicated his support for appeal of the resolution and cited public benefits to local expenditures on city and county systems.

Dale Swanson indicated his opposition to appeal the resolution stating that other cities are penalized through the appropriation process when some cities are allowed to make major expenditures off system. Ken Straus



noted that an incentive to off system expenditures for a city is the reduction in their account balance which then is reflected in a lower needs adjustment in the next year.

Action: Chairman Grube called for a voice vote on the motion which was indeterminate. He called for a hand vote on the motion. Grube declared the motion passed on a vote of seven in favor, five opposed.

Chairman Grube noted that the previous motion was not specific in terms of the date of the repeal of the resolution.

Motion by: Marv Hoshaw, seconded by Ken Larson to designate January 1, 1992 the effective date for the repeal of the resolution regarding expenditures off state aid system.

Discussion: Ken Straus referred board members to Pages 60 and 61 of the Needs Report. By making the resolution effective January 1, 1992, the apportionment adjustments shown on Pages 60 and 61 would be deleted.

Action: Motion passed

#### D. Unencumbered Construction Fund Balance Adjustment

Chairman Grube called for a motion from the floor regarding the unencumbered construction fund balance adjustment resolution.

Motion by: Tom Drake, seconded by Mike Eastling to delete the phrase "not including the current year construction apportionment" from the first sentence of the resolution. The first sentence of the resolution shall then read: "That for the determination of apportionment needs the amount of the unencumbered construction fund balance as of September 1 of the current year shall be deducted from the 25-year total needs of each individual municipality."

Discussion: Chairman Grube noted that the Screening Board had considered this change to the unencumbered construction fund balance resolution in June, 1991. At that time, the change was presented to the Screening Board as a recommendation of the Unencumbered Construction Fund Subcommittee. At that time the board took action referring the recommendation back to the Subcommittee with direction to improve the incentives without reducing reported needs. Tom Drake suggested that the proposed change results in a more accurate determination of needs for apportionment purposes. For clarity, Marv Hoshaw described the process by which unencumbered construction fund balance adjustment to needs would be computed based on the motion under consideration.

Action: Chairman Grube called for a voice vote on the motion. Motion passed.

Chairman Grube called of a motion from the floor to establish an effective date for the change to the resolution.

Motion by: Tom Drake, seconded by Sid Williamson to make the revision to the unencumbered construction fund balance resolution effective January 1, 1992.

Discussion: Dennis Carlson referred board members to Page 55 of the needs report. He pointed out that based on the proposed revisions, Column 1 as shown on Page 55 would be the unencumbered construction fund balance adjustment for each community as opposed to Column 3 on Page 55. Ken Straus indicated that if the current motion to make the change effective January 1, 1992 is approved it will effectively lower almost every city's adjusted 25-year construction needs used for 1992 apportionment.

Motion Amended: Mike Eastling noted a willingness to amend the motion to January 1, 1993. Tom Drake indicated concurrence with that. Chairman Grube accepted the proposed change and the motion is a friendly amendment.

Action: Motion approved.

E. Reconsideration of Off System Expenditures

Marv Hoshaw suggested that the board may wish to reconsider the date approved for the revocation of expenditures off state aid system resolution. As currently approved the resolution is revoked in its entirety January 1, 1992. This would affect 1992 apportionments. Ken Straus recommended the change be effective for 1993 apportionments. This would provide the opportunity for city engineers to review the impact of the change at district meetings next spring.

Motion by: Marv Hoshaw, seconded by Ken Larson to change the effective date for revocation of the expenditures off state aid system resolution to January 1, 1993.

Action: Motion approved.

F. Excess Unencumbered Construction Fund Balance

Chairman Grube called for consideration of the Excess Unencumbered Construction Fund Balance Resolution found on Page 100 of the needs report.

Motion by: Marv Hoshaw, seconded by Ken Larson to repeal the entire Excess Unencumbered Construction Fund Balance Resolution effective January 1, 1992.

Discussion: Tom Drake questioned the affect this action would have on the nine cities which currently have excess unencumbered construction fund balances. Chairman Grube noted that if the current motion is approved and becomes effective January 1, 1992, the nine cities in question would not receive needs adjustments for their 1992 apportionment. Dale Swanson noted that the proposed motion would remove a major incentive for cities to reduce their construction balances. He also noted that the proposed action would do nothing to make it easier for cities to spend their money. Swanson

feels that the proposed motion would make it easier for cities to delay expenditures. Tom Drake noted that this proposed action is counter to the revision just approved by the board to the unencumbered construction fund balance adjustment. The Board's action regarding the unencumbered construction fund balance adjustment was to broaden the dollars in a city's construction fund. This action was designed to increase incentives to cities to reduce their construction fund balances. The action proposed now with regard to excess unencumbered construction fund balances is to remove the incentive.

Ken Larson stated that the current resolution has not proven to be affective in encouraging cities to reduce their construction fund balances. Furthermore, the Screening Board spends a disproportionate amount of time dealing with cities that are negatively affected by the resolution. Larson believes that energies will be better spent looking for creative ways to help cities reduce balances. Tom Kuhfeld noted that the state aid system has always been criticized for its complexity. Repeal of the excess unencumbered construction fund balance adjustment reduces the system complexity.

Chairman Grube indicated that the presence of the excess unencumbered construction fund balance adjustment is always caused him to be more sensitive to his city's balance. Repeal of the resolution will reduce that sensitivity. Grube also noted that repeal of the resolution will remove the 5-year plan requirements which are currently a part of the resolution. Sid Williamson noted that repeal of the resolution will reduce leverage that staffs may have with councils to advance projects.

Dennis Carlson commented on previous board discussions of this issue. He noted that while some board members saw the effects of this resolution as punitive, other board members saw it as fair. In Carlson's opinion, the board may consider removing the escalation feature in the second and subsequent concurrent years a city has an excess balance, but not repeal the resolution in its entirety. Mike Eastling believes that the resolution should be preserved. A city that consistently advances projects and maintains a low fund balance demonstrates it need for transportation improvements. A city that consistently accumulates its funds may demonstrate the lack of true needs as determined by the needs formulas. Eastling suggest that his proposal presented to board members in Session I which applied a slightly larger multiple factor to older dollars in a city's account to determine the needs adjustment was less punitive and in line with previous suggestions by Dennis Carlson. Eastling also suggested that the practice of reviewing the excess unencumbered construction fund balance adjustment by subcommittee could be deleted and the adjustment could become automatic.

Action: Chairman Grube restated the motion on the floor and called for a voice vote. The motion was approved.

Chairman Grube noted that the effective date as contained in the motion for repeal of the excess unencumbered construction fund balance would be January 1, 1992.

Chairman Grube reminded board members of the action in June 1991, changing the formula for calculation of the needs adjustment based on an excess unencumbered construction fund balance. This June amendment by the board was to become effective September 1, 1994. Grube suggested that with repeal of the entire resolution, the board might consider repeal of the June amendment for clarification of the record.

Motion by: Marv Hoshaw, seconded by Ken Larson to repeal revision to the Excess Unencumbered Construction Fund Balance Resolution, approved by the Screening Board June 1991 to become effective September 1, 1994.

Discussion: None

Action: Motion approved

#### G. Variance Granted - Reduction of Money Needs

Chairman Grube called for consideration of the Variance Granted - Reduction of Money Needs Resolution found on Page 101 of the Needs Report.

Motion by: Marv Hoshaw, seconded by Ken Larson to repeal the Variance Granted - Reduction of Money Needs Resolution effective January 1, 1992.

Discussion: None

Action: Motion approved

#### H. Unencumbered Construction Fund Subcommittee

Chairman Grube called for board discussion regarding continuation of the Unencumbered Construction Fund Subcommittee. Grube suggested that in consideration of repeal of the

Excess Unencumbered Construction Fund Resolution, the need for continuance of the Subcommittee may be diminished.

Eastling recommended the Board continue to review the problem of excess unencumbered construction fund balance. He felt that if the Subcommittee is to continue it needs direction from the Board to work effectively. Marv Hoshaw and Dale Swanson indicated their support for continuance of the Subcommittee.

Tom Drake predicted that the aggregate unencumbered construction fund balance will decrease in the near future with major expenditures by Minneapolis and St. Paul. He also observed that the unencumbered balance adjustment remains in effect and has been enhanced as an incentive to cities to reduce the fund balance.

Dennis Carlson concurs with the estimate of a reduced aggregate unencumbered construction fund balance in the near future but predicts that the number of cities with excess balances will increase in the long run. Carlson observed that the board action to repeal the Excess Unencumbered Construction Fund Balance Resolution was counter to

their discussions in the earlier session. Ken Straus observed that the Excess Unencumbered Construction Fund Balance Resolution had been in effect for many years and served a significant purpose.

Jim Prusak expressed concern for the impression people may derive from the Board action. Prusak recommends continuing the Subcommittee. Prusak further believes that there will be cities that will not spend their money and that the Board will need to direct action toward those cities.

Chairman Grube suggested that board members ask themselves if the Excess Unencumbered Construction Fund Balance Resolution has motivated them to advance projects to construction. Mike Eastling noted that it was a major motivator for his city in the last two years. Grube concluded that a significant incentive for cities to spend money may have been removed by Board action repealing the resolution.

Marv Hoshaw noted that only nine cities would be impacted by the Excess Unencumbered Fund Balance Resolution this year. Chairman Grube observed that the Needs Study does not necessarily document the total impact of the resolution. Cities motivated by the potential effect of the resolution to reduce their balances by letting construction contracts are not reflected in the report. Ken Straus noted that early in 1991 the State Aid Office issued notices to more than 40 cities that their construction balances were in excess and they may be subject to a needs adjustment if they are not reduced. By June, the number of cities with excess balances was reduced to 24. By September the number was reduced to the nine cities now shown in the Needs Report.

Dave Reed noted that the most frequently asked question by cities in his district is, "how much money may I accumulate in my account without penalty". Reed believes that the Excess Unencumbered Construction Fund Balance Resolution motivated cities to spend money.

Mike Eastling stated that the majority of West Metro cities had indicated, at their district meeting, that they believed the resolution to be unfair. He believes that the majority of West Metro cities would concur with the Board's action.

Chairman Grube noted that unless the Board felt there was value in continuing to discuss the Excess Unencumbered Construction Fund Balance Resolution, it was time to move on to other agenda items. Ordinarily, the Board would consider recommendations of the Unencumbered Construction Fund Balance Subcommittee regarding their review of cities with excess balances. The report of the Subcommittee had been presented to the Board in Session I by Chairman Fred Moore. Considering the board action to repeal the Excess Unencumbered Construction Fund Balance Resolution effective January 1, 1992, it seemed unnecessary to continue discussions regarding individual cities. Needs adjustments for the nine cities currently having excess unencumbered fund balance are eliminated by repeal of the resolution. Furthermore, there was no necessity for the board to discuss variance needs adjustments for any individual city considering the board's action to repeal that resolution effective January 1, 1992.

## I. Fridley Correspondence

Chairman Grube recognized Mike Eastling who introduced correspondence from John Flora, Director of Public Works, City of Fridley, for Board consideration. Eastling noted that the essence of Flora's letter is a recommendation that the board consider provisions to allow cities to expend State Aid Funds off system on local streets in hardship situations. Dennis Carlson outlined current provisions in the rules which allow for off system expenditures on other local roads in hardship situations.

Motion by: Tom Kuhfeld, seconded by Tom Drake that considering this request involves a rules change outside the jurisdiction of the Screening Board, no action be taken.

Discussion: Dennis Carlson noted that the determination of hardship is a judgement call, and that the rules defer that determination to the Commissioner of Transportation.

Action: Motion withdrawn

Motion by: Marv Hoshaw, seconded by Tom Drake to refer correspondence from Fridley to the State Aid Office.

Discussion: Dennis Carlson noted that his discussions, over several years, with State Legislatures lead him to believe that the Legislature would not support significant use of the hardship provision by cities to expend state aid funds on local streets.

Action: Motion approved

## J. Bloomington Correspondence

Chairman Grube acknowledged Mike Eastling who introduced correspondence from Charles Honchell, Director of Public Works, City of Bloomington, for Board consideration. Eastling noted Honchell's comments regarding reimbursement for engineering fees based on a city's use of a consultant as opposed its own staff. When cities request reimbursement for engineering based on in-house staff they are allowed smaller multiple of salary cost then for similar services provided by a consultant. Dennis Carlson noted that he is not opposed to consideration of this issue and values Board input. His basic principal is to apply dollars to construction of transportation improvements. If the Board feels that additional dollars should be allowable for administrative expenses, he is willing to consider that.

Tom Kuhfeld noted that job titles have caused problems with eligibility of in-house staff hours. In one case secretarial hours applied to production of specifications were disallowed because the person's job title was administrative assistant. Ken Larson observed that allowable salary multipliers should be increased to more accurately reflect a city's overhead cost for employees. Overhead cost allowed consultants should be allowed for city staff.

## K. Other Business

Chairman Grube called for other business to be considered by the board. Julie Skallman, Assistant State Aid Engineer, requested committee members to participate in a quality improvement project regarding state aid rules. Dennis Carlson outlined the mission of the quality improvement project as developing procedures to accelerate the encumbrance of construction funds. Chairman Grube accepted Tom Kuhfeld, St. Paul, Dale Swanson, Willmar, and Alan Gray, Eden Prairie, as committee members to work with the State Aid Office.

## L. State Aid Office Report

Chairman Grube introduced Dennis Carlson, Director, Office of State Aid. Carlson began by recognizing Ken Straus for his diligent efforts in preparation of the Needs Report and affective communication with city engineers through their district meetings. Carlson then proceeded to summarize the current status of the Federal Highway Act. The House and Senate have each passed their own versions. It is expected that a Conference Committee will draft an entire new Bill and that the new Act will have approximately 50% increase in funds compared to the previous act. The new Act will target projects in congested areas and should result in a shift of expenditures from rural to urban areas. This should help cities. It is also expected that new Act will have an increased emphasis on mass transit. There may not be obligation authority until April 1992. A portion of \$11.3 billion of current obligation authority held back for deficit reduction may be spent. Carlson emphasized the benefits to having completed plans on the shelf to take advantage of funding when it becomes available.

Carlson outlined the plan for staffing the Metro District of State Aid. The plan is to provide a staff of six people; an administrative engineer, three principal engineers, and two engineering specialists. Plans would be approved at the principal engineer level. The three principal engineers would share a balanced workload based on a functional division. The preliminary concept is to assign one engineer cooperative agreements, bridge applications, and traffic safety. A second engineer would be assigned construction review, supplemental agreements, work zone safety, staging of traffic, the CARS program, and maintenance review. The third engineer would be assigned federal projects, turnbacks, needs, research training, and system revisions. The two engineering specialists would be available to support each of the three principal engineers. The administrative engineer would report to Bill Crawford. The office location would likely be in Roseville or Bandanna Square. These decisions are not finalized at this time and the State Aid Office would appreciate comments from Metro District City Engineers regarding the proposed organization. It is proposed to classify the administrative engineer as Administrative Engineer (Management). This is a step up from the current classification of District State Aid Engineers.

The State Aid Office is also looking at alternatives to improve the level of service in District 8. The current proposal being evaluated would relocate the District State Aid Engineer's Office to Marshall and add an Engineering Specialists to the staff.

The State Aid Office continues to work on the time delay in distributing traffic counts. The 1989 traffic counts for cities and counties have not been distributed to date. The State Aid Office has met twice with the MnDOT section responsible for producing this data, but results remain unsatisfactory. The State Aid Office will continue to work for more timely preparation of traffic count data.

Dennis Carlson noted that one of the significant delays with producing traffic counts is adjusting counts for day-of-the-week, week-of-the-month, and month-of-the-year. The section that does this work has only a few year-around counters operating in the State to provide data on which to base these adjustments. They do not have sufficient data to develop adjustment factors for the various types of routes such as truck routes, commuter routes, or farm to market routes.

Romankutty Kannankutty suggested that with the emphasis of the new Federal Transportation Act on urban areas and in particular bridges, city engineers and the State Aid Office resolve some previous differences over bridge railing designs. Kannankutty observed that in the past, bridge railings which are often about 1% of a bridge cost, produce about 90% of the design issues. He suggested that aesthetics are as important to the public today as function. Dennis Carlson noted that aesthetics can be considered, but some reasonable limits need to be considered in terms of cost.

Mike Eastling asked the rationale for the Metro District Engineer to report to Bill Crawford rather than to Dennis Carlson in the State Aid Office. Chairman Grube noted that from a functional standpoint the former District 5 State Aid Engineer had been reporting to Bill Crawford. Since that seemed to be working well in the past, it is reasonable to continue that relationship in the future. Dennis Carlson noted that the District State Aid Engineer is typically a liaison between State Aid and Operations and it has worked well for that individual to report to the District Engineer. Dale Swanson asked if the Metro Organization might become a model for Out-State Districts. Dennis

Carlson indicated that was not likely. He felt that the Metro District was unique compared to Out-State Districts and its organizational structure did not necessarily apply to the characteristics of the other districts. Marv Hoshaw indicated his support for the proposed Metro District organization.

#### M. Computer Trade Show

Chairman Grube introduced Brad Larson, Scott County Engineer, who outlined an upcoming computer trade show designed for engineers in the public sector. The trade show and conference is scheduled December 12-13 at the Radisson South in Bloomington. It will feature the newest in computer hardware and software designed for applications of interest to engineers employed in the public sector.



N. Chairman's Closing Remarks

Chairman Grube noted that in closing it would be appropriate for the Screening Board to recognize the special efforts of a number of members and support personnel. He began by noting the special efforts of Alvin Moen, Alexandria, Tom Drake, Red Wing, who are completing their board terms from District 4 and District 6 respectively. The board has been especially benefitted by the contributions of these two individuals.

Chairman Grube noted a special thanks to Dennis Carlson, Director, Office of State Aid. Carlson's efforts have been especially helpful to the board in completing their tasks.

Chairman Grube acknowledged the boards appreciation to Clyde Busby, Chairman of Needs Subcommittee and to Fred Moore, Chairman of the Unencumbered Construction Fund Subcommittee. The diligent work of these two subcommittees has been particularly helpful to the Screening Board in considering needs and construction fund issues.

Chairman Grube then acknowledged the boards appreciation to Jack Issacson, District 2 State Aid Engineer, and Dave Reed, District 3 State Aid Engineer. Grube noted that both individuals had served their districts and the Screening Board for many years. This will be their last Screening Board meeting in their official capacities as both men are planning retirement in the near future.

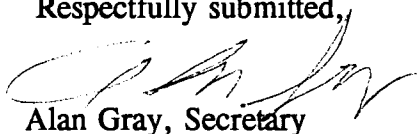
Marv Hoshaw, on behalf of the Screening Board, thanked Jim Grube for his three years of service and acknowledged his special efforts this year in chairing the Screening Board meetings through some difficult discussions.

Jim Grube concluded with special thanks to Ken Straus, Manager, Municipal State Aid Needs section for his continuing efforts in preparation of the Needs Report and communications with city engineers regarding state aid issues. Ken has been particularly helpful at Screening Board meetings in clarifying rules and resolutions.

O. Adjournment

Chairman Grube declared the Fall 1991 session of the Municipal Screening Board officially adjourned at 11:15 a.m.

Respectfully submitted,



Alan Gray, Secretary

# MEMO

## CITY OF PLYMOUTH

3400 PLYMOUTH BOULEVARD, PLYMOUTH, MINNESOTA 55447

**DATE:** October 28, 1991  
**TO:** Municipal Screening Board  
**FROM:** Unencumbered Construction Funds Subcommittee  
**SUBJECT:** SUBCOMMITTEE MEETING  
OCTOBER 11, 1991

The "Unencumbered Construction Funds Subcommittee" met on October 11, 1991 at the State Aid Office to provide an opportunity for cities which exceeded their Unencumbered Construction Fund balance to explain the excess balance. In accordance with the current resolution of the screening board (revised June, 1991) the subcommittee is to make a recommendation to the screening board.

Cities exceeding their balance are as follows:

Brooklyn Park  
Fridley  
Maplewood  
Moundsview  
Orono  
Robbinsdale  
St. Paul  
Stillwater  
Worthington

The following committee members were in attendance:

Fred Moore, Chairman	-	Plymouth
Ron Rudrud	-	Bloomington
Bruce Bullert	-	Savage

Also in attendance was Ken Straus - MnDOT, Municipal State Aid Needs Unit

The cities of Moundsview and Worthington did not appear before the subcommittee and no written information was provided by the City Engineer.

A summary of the information presented to the subcommittee will be presented in this report. The subcommittee is recommending to the screening board that of the nine cities exceeding their balance, seven cities receive the adjustment and the other two cities not receive an adjustment.

The cities which are recommended for no adjustment, subject to a condition for each city, is as follows:

**SUBJECT: SUBCOMMITTEE MEETING**

October 28, 1991

Page Two

Brooklyn Park:

A report was submitted to the State Aid Engineer on October 1. This report of State Aid contract reduces the balance below the allowable limit. There were extenuating circumstances in the award of this contract since it involved another city. Brooklyn Park has several projects which have been completed, but no final report submitted to the State Aid Office. The recommendation of no adjustment is subject to the Brooklyn Park City Engineer submitting final reports on a minimum of three completed projects by December 15, 1991.

Stillwater:

Stillwater has awarded a contract for a project which reduces their excess balance. This project required a variance since it was on a historic street and did not meet the minimum right-of-way requirements. A variance was also approved regarding plan approval and awarding a contract prior to the plan approval from the State Aid Office. It is the committee recommendation that no adjustment be made if the report of State Aid contract on this project is submitted prior to December 15, 1991.

The following is a summary of the information presented from all seven cities to the subcommittee. Also attached is any written information which was presented to the subcommittee:

Brooklyn Park:

Gary Brown, City Engineer, appeared representing the city. He presented the following information:

1. The position of City Engineer in Brooklyn Park was unfilled from approximately February to June.
2. Brooklyn Park was working on a State Aid project in conjunction with the City of Champlin. This project would provide access to the new Champlin Park High School. The project required agreements between Brooklyn Park, Champlin, and the school district.
3. All agreements were finalized on September 9 and the City of Brooklyn Park awarded a contract on that same date.
4. The award of State Aid contract was submitted on October 1 after receiving the necessary resolutions from the City of Champlin.
5. It was noted by the Subcommittee that Brooklyn Park has several projects which have been completed but no final State Aid report submitted. Mr. Brown stated that he would give this high priority to review the projects and submit final State Aid reports as soon as possible.

**SUBJECT: SUBCOMMITTEE MEETING**

October 28, 1991

Page Three

A motion was made by Bullert, seconded by Rudrud that the adjustment be waived based upon the unusual circumstances of the multi-governmental agreement, the contract has been awarded, and the State Aid Report has been submitted. This waiver is contingent on Brooklyn Park submitting final reports on at least three of the open projects by December 15.

Motion carried unanimously.

Fridley:

John Flora, Director of Public Works, appeared before the subcommittee representing the City. Mr. Flora submitted information on a joint City/County project for street intersection/traffic signal system upgrading. This project would be an off system expenditure for the city. Plans were submitted to MnDOT in March, but the city was not informed until August that MnDOT was placing the plans on hold since they would also be upgrading the signal system on State Trunk Highway 47 which was one of the intersections on the County road. Although this was a County project, it was initiated by the City.

Mr. Flora also stated that the City was retaining construction funds for a road improvement project which would be necessary if a large commercial development is undertaken. This project has been on hold by the developer for approximately three years.

A motion was made by Bullert, seconded by Moore that the adjustment not be waived. Motion carried, Rudrud voting "no."

Maplewood:

Ken Haider, City Engineer, appeared representing the City. Mr. Haider stated that they had let contracts since September 1.

Maplewood has had a history of exceeding their balance and had received an adjustment previously.

Motion was made by Bullert, seconded by Rudrud that because of the past history and no unusual circumstances this year, that the adjustment be made in accordance with the screening board resolution. Motion carried unanimously.

Orono:

Shane Gustafson of Bonestroo, Rosene, Anderlik and Associates, Inc. appeared representing the City of Orono. He stated that Glen Cook, City Engineer, was unable to attend the subcommittee meeting. Mr. Gustafson stated that the City has four projects under consideration. The City also made the decision not to spend the excess balance on off-system projects.

Motion by Rudrud, seconded by Bullert that the adjustment be made in accordance with the screening board resolution. Motion carried unanimously.

Robbinsdale:

Fran Hagen, City Engineer, appeared representing the City. Mr. Hagen stated that the City had two projects in 1991 which would have reduced their balance. The bids came in much slower than the engineer's estimate, and therefore, the balance was not completely reduced. The City is also proposing two projects in 1992 which will reduce the balance.

Motion by Bullert, seconded by Rudrud to make the adjustment in accordance with the screening board resolution. Motion carried unanimously.

St. Paul:

Dan Dunford, Associate City Engineer, and Tom Kuhfeld appeared representing the City. The following information was presented to the subcommittee:

1. The City has approximately \$19,000,000 of State Aid funds committed in the City budget.
2. There are two projects which have an estimated cost of approximately \$20,000,000.
3. The entire balance will be depleted within three years.
4. The balance has purposely been kept high for these projects.
5. The Sheppard Road project did not move forward as expected because of differences of opinion in the bridge design between the City and State Aid. These differences required years to resolve, but a letting date is scheduled for this December.
6. Another project, Warner Road, had to be delayed because of wetland issues. This project will now be awarded in April, 1992.
7. On another project, Lexington Parkway, the City requested a variance in February. The variance committee made a recommendation for denial, but the City has not been informed by the Commissioner on his decision.
8. Another reason for the excess balance was that from 1990 to 1991 their allocation decreased by approximately \$1,000,000. Since the excess is determined by a multiplier times the current allotment, this had a much larger affect on their balance. If their allotment had not decreased, there would be no excess balance.
9. They are asking for a six month extension in which to reduce their balance.

Motion was made by Bullert, seconded by Moore that the adjustment be made in accordance with the screening board resolution. Motion carried unanimously.

**SUBJECT: SUBCOMMITTEE MEETING**

October 28, 1991

Page Five

Stillwater:

Dick Moore of Short-Elliott-Hendrickson, Inc., the City Engineer for Stillwater appeared representing the City. Mr. Moore stated that he had presented alternatives to the City Council in April on how to reduce the excess balance. The Council went with a project which would require a variance on right-of-way width.

The right-of-way width variance was required since this street is in a historic district and the existing buildings are at the current right-of-way line. The request for variance was denied in July. The City reapplied for the variance and it was approved in September. The acting commissioner has also approved a variance with regard to receiving bids and awarding a contract before the approval of State Aid plans. The plans had been submitted to the State, but because of the right-of-way width they were not approved.

The City has awarded a contract and construction is expected to begin in November. The final plans have been submitted to the State for approval. Plan approval is expected about November 1.

Motion by Moore, seconded by Rudrud to recommend to the screening board that there be no adjustment for excess balance if the previously awarded contract has been approved by the State Aid Office prior to December 15, 1991.

Respectively Submitted



Fred G. Moore, Chairman  
Unencumbered Construction Fund Subcommittee

## SCHEDULE "A"

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

## ESTIMATED Gross Income (Fiscal 1992)

Motor Fuel Tax	7-1-91 to 12-31-91	\$236,200,000	
	1-1-92 to 6-30-92 (Est.)	215,986,000	
		-----	
	Subtotal		\$452,186,000
Motor Vehicle Tax	7-1-91 to 12-31-91	\$163,000,000	
	1-1-92 to 6-30-92 (Est.)	171,445,000	
		-----	
	Subtotal		\$334,445,000
			-----
	Total Highway Users Income		\$786,631,000

## Less Transfer to:

Motor Vehicle Division	\$12,342,000	
Petroleum Division	1,756,000	
DEPARTMENT OF NATURAL RESOURCES		
Unrefunded Marine Gas Tax	5,737,800	
Unrefunded Snowmobile Gas Tax	2,868,900	
Unrefunded All Terrain Vehicle Gas Tax	573,800	
Unrefunded Forest Road	498,500	
	-----	
	Subtotal	\$23,777,000
ESTIMATED Funds Available for Distribution in Calendar Year 1992		-----
		\$762,854,000

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

-----  
\$762,854,000 x 5% = \$38,142,700

Trunk Highway Fund	(28%)	\$10,679,956
County Turnback Account	(64% x 27.5%)	6,713,115
Town Bridge Account	(64% x 25%)	6,102,832
Town Road Account	(64% x 47.5%)	11,595,381
Municipal Turnback Account	( 8%)	3,051,416
		-----

\$38,142,700

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

-----  
\$762,854,000 x 95% = \$724,711,300

Trunk Highway Fund	(62%)	\$449,321,006
County State Aid Highway Fund	(29%)	210,166,277
Municipal State Aid Street Fund	( 9%)	65,224,017
		-----

\$724,711,300

# SCHEDULE "B"

## Minnesota Department of Transportation ESTIMATED Funds Available for Distribution To Counties in 1992

### INCOME:

Highway Users Fund (29%) - Excluding Turnback	\$210,166,277
Investment Interest	18,000,000
Increase in income over 1991 estimate	9,399,103
Unexpended balance of 1991 Administrative Cost Account	1,341,616
Unexpended balance of 1991 Research Account	14,992
Release of Unencumbered State Park Fund	0
Release of County Turnback Fund	12,000,000 *
	-----
Total Funds Available	\$250,921,988

### DEDUCTIONS:

Administrative Account (1-1/2% of total funds available)	\$3,763,830
Disaster Fund	
Legal Limit	\$300,000
Unexpended balance as of 12/31/91	300,000
Amount required to make the \$300,000 maximum	-----
	\$0
Research Account (1/4 of 1% of the 1991 Apportionment Sum)	
\$228,425,033 x .25% = \$571,062	
(As determined by 1991 Screening Board)	\$571,062
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.	
	\$1,849,403
	-----

APPORTIONMENT SUM Available for Distribution to the Counties	
----- in 1992	\$244,737,693

Equalization - 10% =	24,473,769
Registration - 10% =	24,473,769
Mileage - 30% =	73,421,308
Money Needs - 50% = (\$122,368,847)	122,385,406 *
	-----
	\$244,754,252 *

\* Includes \$16,559 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).

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\*\* Pursuant to Minnesota Statutes 161.084



# SCHEDULE "C"

## Minnesota Department of Transportation ESTIMATED Funds Available for Distribution To Municipalities in 1992

### INCOME:

-----

Highway Users Fund ( 9%) - Excluding Turnback	\$65,224,017
Interest on Investments	12,000,000
Increase in income over 1991 estimate	4,885,709
Unexpended balance of 1991 Administrative Cost Account	502,044
Unexpended balance of 1991 Research Account	3,445
	-----
Total Funds Available	\$82,615,215

### DEDUCTIONS:

-----

Administrative Account (1-1/2% of total funds available)	\$1,239,228
Disaster Fund	
Legal Limit (5% of the Current	
Apportionment Sum)	\$4,055,488
Unexpended balance of 1991 Disaster Fund	3,988,687
	-----
Amount required to make maximum allowed	\$66,801

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

Research Account (1/4 of 1% of the 1991 Apportionment Sum)	
\$79,773,732 x .25% = \$199,434	
(As determined by 1991 Screening Board)	\$199,434

APPORTIONMENT SUM Available for Distribution to the Urban	
----- Municipalities in 1992	\$81,109,752

Population	- 50% =	\$40,554,876
Money Needs	- 50% =	40,554,876
		-----
		\$81,109,752

SCHEDULE "D"

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

Income to Town Bridge Account:	
Highway Users Fund(64% x 25% x 5%)	\$6,102,832
Increase in income over previous years estimates	169,409
	-----
Total monies available for distribution to Towns in 1992	\$6,272,241

Income to Town Road Account:	
Highway Users Fund(64% x 47.5% x 5%)	\$11,595,381
Increase in income over previous years estimates	321,877
	-----
Total monies available for distribution to Towns in 1992	\$11,917,258

## **Apportionment Summary**

The Municipalities share of the Highway Users Tax Distribution Fund for the 1992 Apportionment is \$81,109.752. An increase of \$1,336,020 over the 1991 Apportionment. The available funds are 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 1990 Federal Census was used for the 1992 Apportionment. The following adjustments were made to the 1990 census due to annexations and detachments.

Faribault	+ 5
Lake Elmo	- 26
Oakdale	+ 26
Detroit Lakes	+ 510
Waite Park	+ 6
Rochester	+ 252

Due to the 1990 census, five cities were included to share in the distribution of funds. They are Cambridge, Mahtomedi, Monticello, Sartell and Waite Park. Of these, four cities are in District 3. Two cities, Eveleth and Redwood Falls dropped below 5,000 population and will not share in the distribution of Municipal State Aid Funds. The census increased the total population by 251,928 over the number used for the 1991 apportionment. This increase in population lowers the amount that cities receive per person from \$15.55 to \$14.04.

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

In the 1992 apportionment, \$1000 in adjusted money needs earned approximately \$30.41. A drop of \$1.70 per \$1000 from the 1991 allocation when the needs earned approximately \$32.11.

**Step 3 The total allotment is determined:** Population and adjusted money needs allocations are combined.

**Step 4 Construction and Maintenance Allotments are determined:** Each City's total allotment is used to determine the amounts allocated to their Maintenance and Construction Accounts. First the maintenance allotment is allocated at a rate of \$ 1500 per mile plus any bond interest that is due. A greater amount is allocated to those cities that submit a written request before December 16 preceding the apportionment. After the maintenance amount is determined, the remaining amount is put into the city's construction account.

# 1992 POPULATION APPORTIONMENT

(THE ALLOCATION PER EACH PERSON EQUALS APPROXIMATELY \$14.44)

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 1990 FEDERAL CENSUS IS USED IN DETERMINING THE CITIES POPULATION APPORTIONMENT. ADJUSTMENTS TO THE POPULATION TOTAL DUE TO A SPECIAL U.S. CENSUS SHALL REMAIN IN EFFECT UNTIL THE NEXT FEDERAL CENSUS IS COMPLETED AND FILED.

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

MUNICIPALITIES	POPULATION	POPULATION APPORTIONMENT
ALBERT LEA	18,310	\$264,409
ALEXANDRIA	8,029	115,944
ANDOVER	15,216	219,729
ANOKA	17,192	248,264
APPLE VALLEY	34,598	499,619
ARDEN HILLS	9,199	132,840
AUSTIN	21,907	316,352
BEMIDJI	11,245	162,385
BLAINE	38,975	562,825
BLOOMINGTON	86,335	1,246,736
BRAINERD	12,353	178,386
BROOKLYN CENTER	28,887	417,148
BROOKLYN PARK	56,381	814,180
BUFFALO	6,856	99,005
BURNSVILLE	51,288	740,633
CAMBRIDGE	5,094	73,561
CHAMPLIN	16,849	243,311
CHANHASSEN	11,732	169,418
CHASKA	11,339	163,743
CHISHOLM	5,290	76,391
CLOQUET	10,885	157,187
COLUMBIA HEIGHTS	18,910	273,073
COON RAPIDS	52,978	765,038
CORCORAN	5,199	75,077
COTTAGE GROVE	22,935	331,197
CROOKSTON	8,119	117,244
CRYSTAL	23,788	343,515
DETROIT LAKES	7,145	103,179
DULUTH	85,493	1,234,577
EAGAN	47,409	684,618
EAST BETHEL	8,050	116,247
EAST GRAND FORKS	8,658	125,027
EDEN PRAIRIE	39,311	567,677

MUNICIPALITIES	POPULATION	POPULATION APPORTIONMENT
EDINA	46,070	\$665,282
ELK RIVER	11,143	160,912
FAIRMONT	11,265	162,674
FALCON HEIGHTS	5,380	77,691
FARIBAULT	17,090	246,791
FARMINGTON	5,940	85,778
FERGUS FALLS	12,362	178,516
FOREST LAKE	5,833	84,232
FRIDLEY	28,335	409,177
GOLDEN VALLEY	20,971	302,835
GRAND RAPIDS	7,976	115,179
HAM LAKE	8,924	128,869
HASTINGS	15,445	223,036
HERMANTOWN	6,761	97,633
HIBBING	18,046	260,596
HOPKINS	16,534	238,762
HUTCHINSON	11,523	166,400
INTERNATIONAL FALLS	8,325	120,219
INVER GROVE HEIGHTS	22,477	324,583
LAKE ELMO	5,877	84,868
LAKEVILLE	24,854	358,909
LINO LAKES	8,807	127,179
LITCHFIELD	6,041	87,236
LITTLE CANADA	8,971	129,547
LITTLE FALLS	7,232	104,435
MAHTOMEDI	5,569	80,420
MANKATO	31,477	454,549
MAPLE GROVE	38,736	559,374
MAPLEWOOD	30,954	446,997
MARSHALL	12,023	173,620
MENDOTA HEIGHTS	9,431	136,190
MINNEAPOLIS	368,383	5,319,699
MINNETONKA	48,370	698,495
MONTEVIDEO	5,499	79,409
MONTICELLO	5,045	72,853
MOORHEAD	32,295	466,362
MORRIS	5,613	81,056
MOUND	9,634	139,121
MOUNDS VIEW	12,541	181,101
NEW BRIGHTON	22,207	320,684
NEW HOPE	21,853	315,572
NEW ULM	13,132	189,635
NORTHFIELD	14,684	212,047
NORTH MANKATO	10,164	146,775
NORTH ST. PAUL	12,376	178,718

MUNICIPALITIES	POPULATION	POPULATION APPORTIONMENT
OAKDALE	18,400	\$265,708
ORONO	7,285	105,200
OTSEGO	5,219	75,366
OWATONNA	19,386	279,947
PLYMOUTH	50,889	734,872
PRIOR LAKE	11,482	165,808
RAMSEY	12,408	179,180
RED WING	15,134	218,545
RICHFIELD	35,710	515,677
ROBBINSDALE	14,396	207,888
ROCHESTER	70,997	1,025,245
ROSEMOUNT	8,622	124,508
ROSEVILLE	33,485	483,546
ST. ANTHONY	7,727	111,583
ST. CLOUD	48,812	704,878
ST. LOUIS PARK	43,787	632,314
ST. PAUL	272,235	3,931,257
ST. PETER	9,481	136,912
SARTELL	5,409	78,110
SAUK RAPIDS	7,825	112,998
SAVAGE	9,906	143,049
SHAKOPEE	11,739	169,519
SHOREVIEW	24,587	355,053
SHOREWOOD	5,917	85,445
SOUTH ST. PAUL	20,197	291,658
SPRING LAKE PARK	6,532	94,327
STILLWATER	13,882	200,465
THIEF RIVER FALLS	8,010	115,670
VADNAIS HEIGHTS	11,041	159,440
VIRGINIA	9,410	135,887
WAITE PARK	5,026	72,579
WASECA	8,385	121,085
WEST ST. PAUL	19,248	277,954
WHITE BEAR LAKE	24,704	356,742
WILLMAR	17,531	253,159
WINONA	25,399	366,779
WOODBURY	20,075	289,897
WORTHINGTON	9,977	144,075
TOTAL	2,808,378	\$40,554,876

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

\$40,554,876  
-----  
2,808,378

EQUALS

\$14.440675721 PER PERSON



DETERMINATION OF THE 1992 CONSTRUCTION NEEDS APPORTIONMENT  
Needs value: \$100 in needs = Approximately \$3.04 in Apportionment

Municipality	1991 Actual 25-Year Const. Needs	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	Total Affect Of Adjustments	Adjusted 25-Year Const. Needs	Money Needs Apport. Minus (THTR Adj.)	(+) Turnback Maintenance Adjustment	1992 Money Needs Apport.	% Of Total Dist.
Albert Lea	\$9,943,768	(\$643,344)	(\$279,963)	--	\$245,320	--	--	(\$677,987)	\$9,265,781	\$281,818	--	\$281,818	0.695%
Alexandria	6,917,363	(122,650)	(161,571)	--	--	--	(\$85,966)	(370,187)	6,547,176	199,132	--	199,132	0.491%
Andover	12,733,587	--	(113,955)	\$610,000	--	\$147,293	--	643,328	13,376,915	406,858	--	406,858	1.003%
Anoka	5,528,827	(123,107)	(52,383)	(355,000)	--	28,974	(14,214)	(515,730)	5,013,097	152,473	--	152,473	0.376%
Apple Valley	13,060,787	--	(230,701)	670,000	--	--	--	439,299	13,500,086	410,604	--	410,604	1.012%
Arden Hills	2,300,316	--	(80,983)	--	--	--	--	(80,983)	2,219,333	67,501	--	67,501	0.166%
Austin	16,717,866	(725,196)	(625,204)	--	--	--	--	(1,350,400)	15,367,466	467,401	--	467,401	1.153%
Bemidji	8,889,972	(626,741)	(152,964)	--	--	148,479	--	(631,226)	8,258,746	251,189	--	251,189	0.619%
Blaine	12,234,788	(679,332)	(300,402)	--	--	71,141	--	(908,593)	11,326,195	344,486	--	344,486	0.849%
Bloomington	58,327,294	(1,946,793)	(3,293,940)	--	2,326,375	832,421	(66,884)	(2,148,751)	56,178,543	1,708,668	--	1,708,668	4.213%
Brainerd	5,825,344	(510,631)	--	320,000	--	--	--	(190,631)	5,634,713	171,380	--	171,380	0.423%
Brooklyn Center	12,793,116	--	--	60,000	--	76,100	--	136,100	12,929,216	393,242	--	393,242	0.970%
Brooklyn Park	16,047,188	(2,375,027)	(28,210)	--	--	6,632	--	(2,396,605)	13,650,583	415,182	11,016	426,198	1.051%
Buffalo	4,500,653	(77,934)	--	--	--	--	--	(77,934)	4,422,719	134,517	--	134,517	0.332%
Burnsville	17,391,607	--	(886,630)	--	349,684	930,706	--	393,760	17,785,367	540,941	--	540,941	1.334%
Cambridge	4,331,285	--	--	--	--	--	--	0	4,331,285	131,736	--	131,736	0.325%
Champlin	4,700,751	--	(15,512)	--	--	95,544	--	80,032	4,780,783	145,407	3,888	149,295	0.368%
Chanhassen	5,926,530	(165,019)	--	--	--	65,000	--	(100,019)	5,826,511	177,213	--	177,213	0.437%
Chaska	4,957,386	(241,959)	(423,126)	--	--	92,457	--	(572,618)	4,384,768	133,362	--	133,362	0.329%
Chisholm	3,887,600	--	(34,914)	--	--	--	--	(34,914)	3,852,686	117,179	--	117,179	0.289%
Cloquet	11,601,263	(595,848)	(30,745)	--	--	73,539	--	(553,054)	11,048,209	336,031	--	336,031	0.829%
Columbia Heights	6,775,760	(534,304)	(23,711)	--	--	30,500	(197,318)	(724,833)	6,050,927	184,039	--	184,039	0.454%
Coon Rapids	14,463,332	(589,688)	(19,436)	1,328,248	--	535,089	--	1,254,213	15,717,545	478,048	--	478,048	1.179%
Corcoran	5,481,088	--	--	--	--	--	--	0	5,481,088	166,707	--	166,707	0.411%
Cottage Grove	12,592,702	(21,610)	--	(398,814)	--	66,103	--	(354,321)	12,238,381	372,230	--	372,230	0.918%
Crookston	5,436,196	--	--	--	--	1,108,538	--	1,108,538	6,544,734	199,058	11,376	210,434	0.519%
Crystal	10,124,764	(930,971)	(112,718)	--	--	3,219,277	(8,257)	2,167,331	12,292,095	373,863	--	373,863	0.922%
Detroit Lakes	3,984,855	--	--	--	--	--	--	0	3,984,855	121,199	--	121,199	0.299%
Duluth	60,564,452	--	(564,466)	--	1,054,200	175,250	(462,853)	202,131	60,766,583	1,848,213	2,297	1,850,510	4.563%
Eagan	15,087,764	--	--	2,340,000	--	392,308	--	2,732,508	17,820,272	542,003	--	542,003	1.336%
East Bethel	3,207,456	--	--	--	--	17,200	--	17,200	3,224,656	98,078	--	98,078	0.242%
East Grand Forks	3,175,141	--	(33,750)	75,000	--	121,700	--	162,950	3,338,091	101,528	--	101,528	0.250%
Eden Prairie	21,375,168	--	(155,330)	461,663	974,299	--	--	1,280,632	22,655,800	689,075	--	689,075	1.699%
Edina	19,809,237	(1,786,141)	(968,658)	--	--	45,296	--	(2,709,503)	17,099,734	520,088	--	520,088	1.282%
Elk River	8,508,091	--	--	--	--	8,000	--	8,000	8,516,091	259,017	--	259,017	0.639%
Fairmont	12,507,765	--	--	--	--	23,732	--	23,732	12,531,497	381,145	--	381,145	0.940%
Falcon Heights	697,794	--	--	(27,988)	--	--	--	(27,988)	669,806	20,372	--	20,372	0.050%
Faribault	10,840,213	(311,293)	(37,712)	--	--	2,346	--	(346,659)	10,493,554	319,161	--	319,161	0.787%
Farmington	7,142,763	--	--	--	--	7,133	--	7,133	7,149,896	217,464	--	217,464	0.536%
Fergus Falls	7,755,045	--	--	--	--	67,200	(40,902)	26,298	7,781,343	236,669	--	236,669	0.584%
Forest Lake	2,729,075	(150,366)	--	--	--	--	--	(150,366)	2,578,709	78,431	--	78,431	0.193%
Fridley	9,993,316	(1,393,672)	(126,999)	--	--	5,053	--	(1,514,818)	8,478,498	257,873	--	257,873	0.636%
Golden Valley	14,594,420	(789,691)	(475,482)	--	--	1,140,625	--	(124,548)	14,469,872	440,100	--	440,100	1.085%
Grand Rapids	4,927,278	(167,484)	--	5,000	553,858	--	--	391,374	5,318,652	161,767	--	161,767	0.399%
Ham Lake	3,513,410	(423,533)	--	20,000	--	26,016	--	(377,517)	3,135,893	95,378	--	95,378	0.235%
Hastings	4,728,948	--	(314,963)	--	233,038	17,620	--	(64,305)	4,664,643	141,875	--	141,875	0.350%
Hermantown	6,740,236	(495,387)	(35,039)	--	--	29,403	(182,219)	(683,242)	6,056,994	184,223	--	184,223	0.454%
Hibbing	21,516,543	--	(107,535)	(252,687)	--	78,725	--	(281,437)	21,235,046	645,863	10,941	656,804	1.620%
Hopkins	5,591,083	(12,249)	(280,706)	--	--	--	--	(292,955)	5,298,128	161,142	--	161,142	0.397%
Hutchinson	5,126,301	(459,495)	(273,473)	--	570,793	--	--	(162,175)	4,964,126	150,984	--	150,984	0.372%
International Falls	4,954,447	(351,257)	--	--	--	--	--	(351,257)	4,603,190	140,006	--	140,006	0.345%
Inver Grove Heights	8,382,288	(65,787)	(148,165)	--	--	617,797	--	403,845	8,786,133	267,230	--	267,230	0.659%
Lake Elmo	2,785,891	(305,453)	--	--	--	93,556	--	(205,897)	2,579,994	78,470	--	78,470	0.193%
Lakeville	20,078,222	--	(1,035,360)	--	--	--	--	(1,035,360)	19,042,862	579,188	--	579,188	1.428%
Lino Lakes	7,029,237	(592,470)	--	--	--	64,950	--	(527,520)	6,501,717	197,749	--	197,749	0.488%
Litchfield	3,872,550	(333,525)	(175,951)	--	--	--	--	(509,476)	3,363,074	102,288	--	102,288	0.252%
Little Canada	2,275,909	--	--	291,783	--	43,300	--	335,083	2,610,992	79,413	--	79,413	0.196%
Little Falls	6,707,375	(181,889)	--	--	--	103,166	--	(78,723)	6,628,652	201,610	--	201,610	0.497%
Mahometti	1,835,453	--	--	--	--	0	--	0	1,835,453	55,825	--	55,825	0.138%
Mankato	15,685,012	(124,230)	(745,865)	--	--	424,406	--	(445,689)	15,243,323	463,625	5,328	468,953	1.156%
Maple Grove	20,307,104	--	(896)	(19,701)	--	311,626	--	291,029	20,598,133	626,491	3,600	630,091	1.554%
Maplewood	9,790,502	(1,150,295)	(26,978)	45,000	--	--	--	(1,132,273)	8,658,229	263,340	--	263,340	0.649%
Marshall	3,200,238	(286,596)	--	(74,504)	--	58,320	--	(302,780)	2,897,458	88,126	--	88,126	0.217%
Mendota Heights	4,148,620	(475,727)	(7,716)	140,000	--	8,970	--	(334,473)	3,814,147	116,007	--	116,007	0.286%
Minneapolis	167,351,274	(11,883,739)	(2,815,337)	--	1,493,191	6,652,348	(71,714)	(6,625,251)	160,726,023	4,888,475	--	4,888,475	12.054%
Minnetonka	26,403,632	(1,918,146)	(3,270,785)	--	--	282,150	--	(4,906,781)	21,496,851	653,826	--	653,826	1.612%
Montevideo	2,877,440	(255,776)	--	--	--	--	--	(255,776)	2,621,664	79,738	--	79,738	0.197%
Monticello	2,974,729	--	--	--	--	0	--	0	2,974,729	90,476	--	90,476	0.223%
Moorhead	12,836,431	(835,341)	(282,575)	--	--	101,305	(173,190)	(1,183,801)	11,646,630	354,232	--	354,232	0.873%
Morris	2,552,543	--	(187,741)	--	--	15,476	--	(172,265)	2,380,278	72,396	--	72,396	0.179%
Mound	3,210,029	(304,488)	(322,986)	--	--	107,446	--	(520,028)	2,690,001	81,816	--	81,816	0.202%
Mounds View	2,171,160	(564,763)	(260,896)	--	--	--	--	(825,659)	1,345,501	40,923	--	40,923	0.101%
New Brighton	6,727,206	--	(1,356,912)	--	--	--	--	(1,356,912)	5,370,294	163,337	--	163,337	0.403%
New Hope	8,353,150	--	(452,481)	--	--	--	(174,832)	(627,313)	7,725,837	234,981	--	234,981	0.579%
New Ulm	7,573,989	--	(144,326)	--	--	--	--	(144,326)	7,429,663	225,973	--	225,973	0.557%
Northfield	6,988,329	(444,623)	(237,837)	--	--	8,850	--	(673,610)	6,314,719	192,062	--	192,062	0.474%
North Mankato	3,483,982	(209,677)	(22,792)	(220,000)	--	395,146	--	(57,323)	3,426,659	104,222	--	104,222	0.257%
North St. Paul	2,961,413	(413)	(414,070)	--	--	24,744	(278,676)	(668,415)	2,292,998	69,741	--	69,741	0.172%
Oakdale	7,073,948	--	--	--	--	--	--	0	7,073,948	215,154	--	215,154	0.531%
Orono	6,349,432	(623,554)	(190,000)	(65,253)	--	--	--	(878,807)	5,470,625	166,389	--	166,389	0.410%
Otsego	8,090,104	--	--	--	--	--	--	0	8,090,104	246,060	--	246,060	0.607%
Owatonna	11,454,865	--	(793,946)	--	--	113,638	--	(680,308)	10,774,557	327,708	--	327,708	0.808%
Plymouth	21,319,570	(645,091)	(37,837)	--	--	103,413	--	(579,515)	20,740,055	630,808	--	630,808	1.555%
Prior Lake	6,093,606	(275,340)	--	--	--	209,125	--	(66,215)	6,027,391	183,323	--	183,323	0.452%
Ramsey	8,142,793	(134,078)	--	--	--	187,959	--	53,881	8,196,674	249,301	--	249,301	0.615%
Red Wing	12,897,781	(533,288)	--	--	1,145,475	76,176	--	688,363	13,586,144	413,222	--	413,222	1.019%
Richfield	15,499,501	(1,301,679)	(66,193)	--	--	1,947,938	--	580,066	16,079,567	489,059	--	489,059	1.206%
Robbinsdale	4,976,204	(682,468)	(73,487)	--	--	--	--	(755,955)	4,220,249	128,359	--</		

**1992 M.S.A.S. TOTAL APPORTIONMENT**

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MUNICIPALITY	POPULATION APPORTION- MENT	MONEY NEEDS APPORTION- MENT	TOTAL APPORTION- MENT	DISTRIBUTION PERCENTAGE
ALBERT LEA	\$264,409	\$281,818	\$546,227	0.6734%
ALEXANDRIA	115,944	199,132	315,076	0.3885%
ANDOVER	219,729	406,858	626,587	0.7725%
ANOKA	248,264	152,473	400,737	0.4941%
APPLE VALLEY	499,619	410,604	910,223	1.1222%
ARDEN HILLS	132,840	67,501	200,341	0.2470%
AUSTIN	316,352	467,401	783,753	0.9663%
BEMIDJI	162,385	251,189	413,574	0.5099%
BLAINE	562,825	344,486	907,311	1.1186%
BLOOMINGTON	1,246,736	1,708,668	2,955,404	3.6437%
BRAINERD	178,386	171,380	349,766	0.4312%
BROOKLYN CENTER	417,148	393,242	810,390	0.9991%
BROOKLYN PARK	814,180	426,198	1,240,378	1.5293%
BUFFALO	99,005	134,517	233,522	0.2879%
BURNSVILLE	740,633	540,941	1,281,574	1.5800%
CAMBRIDGE	73,561	131,736	205,297	0.2531%
CHAMPLIN	243,311	149,295	392,606	0.4840%
CHANHASSEN	169,418	177,213	346,631	0.4274%
CHASKA	163,743	133,362	297,105	0.3663%
CHISHOLM	76,391	117,179	193,570	0.2387%
CLOQUET	157,187	336,031	493,218	0.6081%
COLUMBIA HEIGHTS	273,073	184,039	457,112	0.5636%
COON RAPIDS	765,038	478,048	1,243,086	1.5326%
CORCORAN	75,077	166,707	241,784	0.2981%
COTTAGE GROVE	331,197	372,230	703,427	0.8673%
CROOKSTON	117,244	210,434	327,678	0.4040%
CRYSTAL	343,515	373,863	717,378	0.8845%
DETROIT LAKES	103,179	121,199	224,378	0.2766%
DULUTH	1,234,577	1,850,510	3,085,087	3.8036%
EAGAN	684,618	542,003	1,226,621	1.5123%
EAST BETHEL	116,247	98,078	214,325	0.2642%
EAST GRAND FORKS	125,027	101,528	226,555	0.2793%
EDEN PRAIRIE	567,677	689,075	1,256,752	1.5494%
EDINA	665,282	520,088	1,185,370	1.4614%
ELK RIVER	160,912	259,017	419,929	0.5177%
FAIRMONT	162,674	381,145	543,819	0.6705%



MUNICIPALITY	POPULATION APPORTION- MENT	MONEY NEEDS APPORTION- MENT	TOTAL APPORTION- MENT	DISTRIBUTION PERCENTAGE
FALCON HEIGHTS	\$77,691	\$20,372	\$98,063	0.1209%
FARIBAULT	246,791	319,161	565,952	0.6978%
FARMINGTON	85,778	217,464	303,242	0.3739%
FERGUS FALLS	178,516	236,669	415,185	0.5119%
FOREST LAKE	84,232	78,431	162,663	0.2005%
FRIDLEY	409,177	257,873	667,050	0.8224%
GOLDEN VALLEY	302,835	440,100	742,935	0.9160%
GRAND RAPIDS	115,179	161,767	276,946	0.3414%
HAM LAKE	128,869	95,378	224,247	0.2765%
HASTINGS	223,036	141,875	364,911	0.4499%
HERMANTOWN	97,633	184,223	281,856	0.3475%
HIBBING	260,596	656,804	917,400	1.1311%
HOPKINS	238,762	161,142	399,904	0.4930%
HUTCHINSON	166,400	150,984	317,384	0.3913%
INTERNATIONAL FALLS	120,219	140,006	260,225	0.3208%
INVER GROVE HEIGHTS	324,583	267,230	591,813	0.7296%
LAKE ELMO	84,868	78,470	163,338	0.2014%
LAKEVILLE	358,909	579,188	938,097	1.1566%
LINO LAKES	127,179	197,749	324,928	0.4006%
LITCHFIELD	87,236	102,288	189,524	0.2337%
LITTLE CANADA	129,547	79,413	208,960	0.2576%
LITTLE FALLS	104,435	201,610	306,045	0.3773%
MAHTOMEDI	80,420	55,825	136,245	0.1680%
MANKATO	454,549	468,953	923,502	1.1386%
MAPLE GROVE	559,374	630,091	1,189,465	1.4665%
MAPLEWOOD	446,997	263,340	710,337	0.8758%
MARSHALL	173,620	88,126	261,746	0.3227%
MENDOTA HEIGHTS	136,190	116,007	252,197	0.3109%
MINNEAPOLIS	5,319,699	4,888,475	10,208,174	12.5856%
MINNETONKA	698,495	653,826	1,352,321	1.6673%
MONTEVIDEO	79,409	79,738	159,147	0.1962%
MONTICELLO	72,853	90,476	163,329	0.2014%
MOORHEAD	466,362	354,232	820,594	1.0117%
MORRIS	81,056	72,396	153,452	0.1892%
MOUND	139,121	81,816	220,937	0.2724%
MOUNDS VIEW	181,101	40,923	222,024	0.2737%
NEW BRIGHTON	320,684	163,337	484,021	0.5967%
NEW HOPE	315,572	234,981	550,553	0.6788%
NEW ULM	189,635	225,973	415,608	0.5124%

MUNICIPALITY	POPULATION APPORTION- MENT	MONEY NEEDS APPORTION- MENT	TOTAL APPORTION- MENT	DISTRIBUTION PERCENTAGE
NORTHFIELD	\$212,047	\$192,062	\$404,109	0.4982%
NORTH MANKATO	146,775	104,222	250,997	0.3095%
NORTH ST. PAUL	178,718	69,741	248,459	0.3063%
OAKDALE	265,708	215,154	480,862	0.5929%
ORONO	105,200	166,389	271,589	0.3348%
OTSEGO	75,366	246,060	321,426	0.3963%
OWATONNA	279,947	327,708	607,655	0.7492%
PLYMOUTH	734,872	630,808	1,365,680	1.6837%
PRIOR LAKE	165,808	183,323	349,131	0.4304%
RAMSEY	179,180	249,301	428,481	0.5283%
RED WING	218,545	413,222	631,767	0.7789%
RICHFIELD	515,677	489,059	1,004,736	1.2387%
ROBBINSDALE	207,888	128,359	336,247	0.4146%
ROCHESTER	1,025,245	1,004,802	2,030,047	2.5028%
ROSEMOUNT	124,508	265,129	389,637	0.4804%
ROSEVILLE	483,546	356,743	840,289	1.0360%
ST. ANTHONY	111,583	25,913	137,496	0.1695%
ST. CLOUD	704,878	616,253	1,321,131	1.6288%
ST. LOUIS PARK	632,314	386,763	1,019,077	1.2564%
ST. PAUL	3,931,257	4,096,176	8,027,433	9.8970%
ST. PETER	136,912	95,674	232,586	0.2868%
SARTELL	78,110	57,871	135,981	0.1677%
SAUK RAPIDS	112,998	118,384	231,382	0.2853%
SAVAGE	143,049	293,210	436,259	0.5379%
SHAKOPEE	169,519	241,020	410,539	0.5062%
SHOREVIEW	355,053	103,009	458,062	0.5647%
SHOREWOOD	85,445	166,335	251,780	0.3104%
SOUTH ST. PAUL	291,658	220,825	512,483	0.6318%
SPRING LAKE PARK	94,327	51,148	145,475	0.1794%
STILLWATER	200,465	197,250	397,715	0.4903%
THIEF RIVER FALLS	115,670	207,666	323,336	0.3986%
VADNAIS HEIGHTS	159,440	53,808	213,248	0.2629%
VIRGINIA	135,887	168,492	304,379	0.3753%
WAITE PARK	72,579	94,071	166,650	0.2055%
WASECA	121,085	40,690	161,775	0.1995%
WEST ST. PAUL	277,954	147,450	425,404	0.5245%
WHITE BEAR LAKE	356,742	273,876	630,618	0.7775%
WILLMAR	253,159	293,375	546,534	0.6738%
WINONA	366,779	310,259	677,038	0.8347%
WOODBURY	289,897	475,509	765,406	0.9437%
WORTHINGTON	144,075	151,867	295,942	0.3649%
TOTAL	\$40,554,876	\$40,554,876	\$81,109,752	100.0000%

**1991 IMPROVED MILEAGE RECORD**  
**(MILEAGE USED FOR MAINTENANCE ALLOCATION)**

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

MUNICIPALITY	IMPROVED MILEAGE	MUNICIPALITY	IMPROVED MILEAGE
ALBERT LEA	17.51	FALCON HEIGHTS	2.54
ALEXANDRIA	11.14	FARIBAULT	18.07
ANDOVER	21.19	FARMINGTON	4.57
ANOKA	11.52	FERGUS FALLS	12.28
APPLE VALLEY	20.37	FOREST LAKE	2.99
ARDEN HILLS	3.18	FRIDLEY	22.48
AUSTIN	22.34	GOLDEN VALLEY	23.26
BEMIDJI	14.31	GRAND RAPIDS	10.10
BLAINE	19.72	HAM LAKE	17.71
BLOOMINGTON	71.59	HASTINGS	12.43
BRAINERD	14.01	HERMANTOWN	12.99
BROOKLYN CENTER	21.30	HIBBING	46.07
BROOKLYN PARK	26.38	HOPKINS	9.34
BUFFALO	5.67	HUTCHINSON	10.58
BURNSVILLE	41.61	INTERNATIONAL FALLS	7.89
CAMBRIDGE	4.62	INVER GROVE HEIGHTS	16.25
CHAMPLIN	11.27	LAKE ELMO	9.53
CHANHASSEN	10.21	LAKEVILLE	27.91
CHASKA	8.59	LINO LAKES	9.03
CHISHOLM	6.93	LITCHFIELD	7.83
CLOQUET	17.60	LITTLE CANADA	5.15
COLUMBIA HEIGHTS	11.41	LITTLE FALLS	13.59
COON RAPIDS	32.52	MAHTOMEDI	4.18
CORCORAN	12.14	MANKATO	24.41
COTTAGE GROVE	23.55	MAPLE GROVE	29.71
CROOKSTON	9.25	MAPLEWOOD	14.50
CRYSTAL	17.78	MARSHALL	9.98
DETROIT LAKES	9.01	MENDOTA HEIGHTS	10.47
DULUTH	88.12	MINNEAPOLIS	187.04
EAGAN	37.73	MINNETONKA	44.05
EAST BETHEL	18.98	MONTEVIDEO	7.53
EAST GRAND FORKS	10.57	MONTICELLO	3.42
EDEN PRAIRIE	31.93	MOORHEAD	24.06
EDINA	38.76	MORRIS	6.45
ELK RIVER	18.53	MOUND	7.51
FAIRMONT	17.15	MOUNDS VIEW	6.96

MUNICIPALITY	MILEAGE
NEW BRIGHTON	10.83
NEW HOPE	12.32
NEW ULM	13.85
NORTHFIELD	9.43
NORTH MANKATO	9.15
NORTH ST. PAUL	7.26
OAKDALE	14.63
ORONO	10.94
OTSEGO	8.53
OWATONNA	17.21
PLYMOUTH	35.52
PRIOR LAKE	7.73
RAMSEY	16.29
RED WING	18.22
RICHFIELD	25.48
ROBBINSDALE	10.33
ROCHESTER	41.03
ROSEMOUNT	14.37
ROSEVILLE	20.32
ST. ANTHONY	5.18
ST. CLOUD	32.38
ST. LOUIS PARK	22.43
ST. PAUL	156.57
ST. PETER	8.71
SARTELL	2.64
SAUK RAPIDS	7.62
SAVAGE	7.55
SHAKOPEE	12.11
SHOREVIEW	9.67
SHOREWOOD	9.17
SOUTH ST. PAUL	13.58
SPRING LAKE PARK	4.21
STILLWATER	11.61
THIEF RIVER FALLS	10.60
VADNAIS HEIGHTS	4.45
VIRGINIA	11.97
WAITE PARK	3.48
WASECA	6.31
WEST ST. PAUL	11.62
WHITE BEAR LAKE	16.57
WILLMAR	18.94
WINONA	18.56
WOODBURY	17.24
WORTHINGTON	9.80
TOTAL	2,177.76

# CONSTRUCTION AND MAINTENANCE ALLOTMENTS

UPON DETERMINING THAT \$81,109,752 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.

MAINTENANCE ALLOTMENT WITHOUT A NOTATION IS THE MINIMUM AMOUNT ALLOCATED AT \$1500 PER MILE.

BOND INTEREST DUE WAS ADDED TO THE MINIMUM MAINTENANCE ALLOCATION OF CITIES THAT DID NOT REQUEST MORE THAN THE MINIMUM.

MUNICIPALITY	TOTAL APPORTION- MENT	AMOUNT OF MAINTENANCE APPLIED TO BOND INTEREST	MAINTENANCE ALLOCATION	CONSTRUCTION ALLOCATION
ALBERT LEA	\$546,227		\$26,265	\$519,962
ALEXANDRIA	315,076		16,710	298,366
ANDOVER	626,587	\$35,275	191,922 ##	434,665
ANOKA	400,737	31,833	49,113 ###	351,624
APPLE VALLEY	910,223	288,023	318,578 ###	591,645
ARDEN HILLS	200,341		4,770	195,571
AUSTIN	783,753		33,510	750,243
BEMIDJI	413,574		103,394 *	310,180
BLAINE	907,311		226,828 *	680,483
BLOOMINGTON	2,955,404		831,180 #	2,124,224
BRAINERD	349,766	13,470	100,912 ##	248,854
BROOKLYN CENTER	810,390	251,687	283,637 ###	526,753
BROOKLYN PARK	1,240,378		310,095 *	930,283
BUFFALO	233,522		58,381 *	175,141
BURNSVILLE	1,281,574		320,394 *	961,180
CAMBRIDGE	205,297		6,930	198,367
CHAMPLIN	392,606		16,905	375,701
CHANHASSEN	346,631		15,315	331,316
CHASKA	297,105		12,885	284,220
CHISHOLM	193,570		10,395	183,175
CLOQUET	493,218		26,400	466,818
COLUMBIA HEIGHTS	457,112		114,278 *	342,834
COON RAPIDS	1,243,086	82,615	131,395 ###	1,111,691
CORCORAN	241,784		84,624 **	157,160
COTTAGE GROVE	703,427	95,475	130,800 ###	572,627
CROOKSTON	327,678		13,875	313,803
CRYSTAL	717,378		179,345 *	538,033
DETROIT LAKES	224,378		13,515	210,863
DULUTH	3,085,087		771,272 *	2,313,815
EAGAN	1,226,621	372,722	429,317 ###	797,304
EAST BETHEL	214,325		28,470	185,855
EAST GRAND FORKS	226,555	2,048	17,903 ###	208,652
EDEN PRAIRIE	1,256,752	391,968	439,863 ###	816,889
EDINA	1,185,370		296,343 *	889,027
ELK RIVER	419,929		27,795	392,134
FAIRMONT	543,819		25,725	518,094

MUNICIPALITY	TOTAL APPORTION- MENT	AMOUNT OF MAINTENANCE APPLIED TO BOND INTEREST	MAINTENANCE ALLOCATION	CONSTRUCTION ALLOCATION
FALCON HEIGHTS	\$98,063		\$3,810	\$94,253
FARIBAULT	565,952		141,488 *	424,464
FARMINGTON	303,242		6,855	296,387
FERGUS FALLS	415,185		18,420	396,765
FOREST LAKE	162,663		40,666 *	121,997
FRIDLEY	667,050		200,115 ***	466,935
GOLDEN VALLEY	742,935		185,734 *	557,201
GRAND RAPIDS	276,946		69,237 *	207,709
HAM LAKE	224,247	335	26,900 ###	197,347
HASTINGS	364,911		91,228 *	273,683
HERMANTOWN	281,856		19,485	262,371
HIBBING	917,400		229,350 *	688,050
HOPKINS	399,904		14,010	385,894
HUTCHINSON	317,384		15,870	301,514
INTERNATIONAL FALLS	260,225		11,835	248,390
INVER GROVE HEIGHTS	591,813		147,953 *	443,860
LAKE ELMO	163,338		40,835 *	122,503
LAKEVILLE	938,097		41,865	896,232
LINO LAKES	324,928		81,232 *	243,696
LITCHFIELD	189,524		11,745	177,779
LITTLE CANADA	208,960	****	52,240 *	156,720
LITTLE FALLS	306,045		20,385	285,660
MAHTOMEDI	136,245		6,270	129,975
MANKATO	923,502		36,615	886,887
MAPLE GROVE	1,189,465		262,500 #	926,965
MAPLEWOOD	710,337		177,584 *	532,753
MARSHALL	261,746		65,437 *	196,309
MENDOTA HEIGHTS	252,197	72,564	88,269 ###	163,928
MINNEAPOLIS	10,208,174		280,560	9,927,614
MINNETONKA	1,352,321		66,075	1,286,246
MONTEVIDEO	159,147		11,295	147,852
MONTICELLO	163,329		5,130	158,199
MOORHEAD	820,594		83,725 #	736,869
MORRIS	153,452		9,675	143,777
MOUND	220,937		55,234 *	165,703
MOUNDS VIEW	222,024		55,506 *	166,518
NEW BRIGHTON	484,021		121,005 *	363,016
NEW HOPE	550,553		137,638 *	412,915
NEW ULM	415,608		20,775	394,833
NORTHFIELD	404,109		101,027 *	303,082
NORTH MANKATO	250,997	17,934	31,659 ###	219,338
NORTH ST. PAUL	248,459		62,115 *	186,344

MUNICIPALITY	TOTAL APPORTION- MENT	AMOUNT OF MAINTENANCE APPLIED TO BOND INTEREST	MAINTENANCE ALLOCATION	CONSTRUCTION ALLOCATION
OAKDALE	\$480,862		\$120,216 *	\$360,646
ORONO	271,589		67,897 *	203,692
OTSEGO	321,426		80,357 *	241,069
OWATONNA	607,655		25,815	581,840
PLYMOUTH	1,365,680		53,280	1,312,400
PRIOR LAKE	349,131		30,000 #	319,131
RAMSEY	428,481	36,000	115,500 #	312,981
RED WING	631,767		221,118 **	410,649
RICHFIELD	1,004,736		251,184 *	753,552
ROBBINSDALE	336,247		15,495	320,752
ROCHESTER	2,030,047		446,610 #	1,583,437
ROSEMOUNT	389,637		21,555	368,082
ROSEVILLE	840,289	****	210,072 *	630,217
ST. ANTHONY	137,496		7,770	129,726
ST. CLOUD	1,321,131	218,343	462,396 #	858,735
ST. LOUIS PARK	1,019,077		254,769 *	764,308
ST. PAUL	8,027,433		2,006,858 *	6,020,575
ST. PETER	232,586		13,065	219,521
SARTELL	135,981		3,960	132,021
SAUK RAPIDS	231,382		11,430	219,952
SAVAGE	436,259	36,350	96,350 #	339,909
SHAKOPEE	410,539		18,165	392,374
SHOREVIEW	458,062		14,505	443,557
SHOREWOOD	251,780		13,755	238,025
SOUTH ST. PAUL	512,483		128,121 *	384,362
SPRING LAKE PARK	145,475		36,369 *	109,106
STILLWATER	397,715		17,415	380,300
THIEF RIVER FALLS	323,336		15,900	307,436
VADNAIS HEIGHTS	213,248		6,675	206,573
VIRGINIA	304,379		76,095 *	228,284
WAITE PARK	166,650		5,220	161,430
WASECA	161,775		9,465	152,310
WEST ST. PAUL	425,404		70,000 #	355,404
WHITE BEAR LAKE	630,618		157,655 *	472,963
WILLMAR	546,534		136,634 *	409,900
WINONA	677,038		169,260 *	507,778
WOODBURY	765,406		191,352 *	574,054
WORTHINGTON	295,942		14,700	281,242
TOTAL	\$81,109,752	\$1,946,642	\$14,415,374	\$66,694,378

\* 25% OF ALLOTMENT REQUESTED.

\*\* 35% OF ALLOTMENT REQUESTED.

\*\*\* REQUESTED MORE THAN 25% AND LESS THAN 35% OF ALLOTMENT.

\*\*\*\* REQUESTED THAT BOND INTEREST BE PAID WITH LOCAL FUNDS.

# LUMP SUM AMOUNT OR CERTAIN % REQUESTED. TOTAL CANNOT EXCEED 35% OF TOTAL ALLOTMENT.

## REQUESTED 25% + BOND INTEREST. TOTAL CANNOT EXCEED 35% OF TOTAL ALLOT.

### ALLOCATED \$1500 PER MILE + BOND INTEREST. TOTAL MAINTENANCE CANNOT EXCEED 35% OF TOTAL ALLOTMENT.

**COMPARISON OF THE 1991 TO 1992 APPORTIONMENT**

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MUNICIPALITY	1991 TOTAL ALLOTMENT	1992 TOTAL ALLOTMENT	INCREASE (DECREASE) AMOUNT	% INCREASE DECREASE
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ALBERT LEA	\$572,460	\$546,227	(\$26,233)	-4.58%
ALEXANDRIA	298,618	315,076	16,458	5.51%
ANDOVER	558,779	626,587	67,808	12.14%
ANOKA	398,087	400,737	2,650	0.67%
APPLE VALLEY	851,016	910,223	59,207	6.96%
ARDEN HILLS	189,278	200,341	11,063	5.84%
AUSTIN	857,328	783,753	(73,575)	-8.58%
BEMIDJI	432,942	413,574	(19,368)	-4.47%
BLAINE	919,973	907,311	(12,662)	-1.38%
BLOOMINGTON	2,967,545	2,955,404	(12,141)	-0.41%
BRAINERD	351,065	349,766	(1,299)	-0.37%
BROOKLYN CENTER	861,771	810,390	(51,381)	-5.96%
BROOKLYN PARK	1,118,418	1,240,378	121,960	10.90%
BUFFALO	226,243	233,522	7,279	3.22%
BURNSVILLE	1,160,871	1,281,574	120,703	10.40%
CAMBRIDGE	0	205,297	205,297	0.00%
CHAMPLIN	287,710	392,606	104,896	36.46%
CHANHASSEN	274,378	346,631	72,253	26.33%
CHASKA	274,112	297,105	22,993	8.39%
CHISHOLM	222,774	193,570	(29,204)	-13.11%
CLOQUET	505,408	493,218	(12,190)	-2.41%
COLUMBIA HEIGHTS	524,785	457,112	(67,673)	-12.90%
COON RAPIDS	1,101,408	1,243,086	141,678	12.86%
CORCORAN	263,786	241,784	(22,002)	-8.34%
COTTAGE GROVE	687,168	703,427	16,259	2.37%
CROOKSTON	326,401	327,678	1,277	0.39%
CRYSTAL	719,692	717,378	(2,314)	-0.32%
DETROIT LAKES	230,214	224,378	(5,836)	-2.54%
DULUTH	3,372,351	3,085,087	(287,264)	-8.52%
EAGAN	972,579	1,226,621	254,042	26.12%
EAST BETHEL	207,133	214,325	7,192	3.47%
EAST GRAND FORKS	239,521	226,555	(12,966)	-5.41%
EDEN PRAIRIE	1,066,880	1,256,752	189,872	17.80%
EDINA	1,305,380	1,185,370	(120,010)	-9.19%
ELK RIVER	374,501	419,929	45,428	12.13%
FAIRMONT	562,923	543,819	(19,104)	-3.39%



MUNICIPALITY	1991 TOTAL ALLOTMENT	1992 TOTAL ALLOTMENT	INCREASE (DECREASE) AMOUNT	% INCREASE DECREASE
FALCON HEIGHTS	\$96,704	\$98,063	\$1,359	1.41%
FARIBAULT	551,801	565,952	14,151	2.56%
FARMINGTON	269,871	303,242	33,371	12.37%
FERGUS FALLS	415,056	415,185	129	0.03%
FOREST LAKE	151,342	162,663	11,321	7.48%
FRIDLEY	745,111	667,050	(78,061)	-10.48%
GOLDEN VALLEY	805,673	742,935	(62,738)	-7.79%
GRAND RAPIDS	303,047	276,946	(26,101)	-8.61%
HAM LAKE	218,516	224,247	5,731	2.62%
HASTINGS	339,519	364,911	25,392	7.48%
HERMANTOWN	152,664	281,856	129,192	84.63%
HIBBING	991,734	917,400	(74,334)	-7.50%
HOPKINS	398,600	399,904	1,304	0.33%
HUTCHINSON	289,362	317,384	28,022	9.68%
INTERNATIONAL FALLS	264,221	260,225	(3,996)	-1.51%
INVER GROVE HEIGHTS	509,839	591,813	81,974	16.08%
LAKE ELMO	161,876	163,338	1,462	0.90%
LAKEVILLE	768,793	938,097	169,304	22.02%
LINO LAKES	311,891	324,928	13,037	4.18%
LITCHFIELD	197,613	189,524	(8,089)	-4.09%
LITTLE CANADA	149,267	208,960	59,693	39.99%
LITTLE FALLS	336,063	306,045	(30,018)	-8.93%
MAHTOMEDI	0	136,245	136,245	0.00%
MANKATO	885,547	923,502	37,955	4.29%
MAPLE GROVE	999,888	1,189,465	189,577	18.96%
MAPLEWOOD	683,563	710,337	26,774	3.92%
MARSHALL	285,200	261,746	(23,454)	-8.22%
MENDOTA HEIGHTS	230,186	252,197	22,011	9.56%
MINNEAPOLIS	10,858,854	10,208,174	(650,680)	-5.99%
MINNETONKA	1,225,262	1,352,321	127,059	10.37%
MONTEVIDEO	184,683	159,147	(25,536)	-13.83%
MONTICELLO	0	163,329	163,329	0.00%
MOORHEAD	846,243	820,594	(25,649)	-3.03%
MORRIS	159,254	153,452	(5,802)	-3.64%
MOUND	224,960	220,937	(4,023)	-1.79%
MOUNDS VIEW	251,234	222,024	(29,210)	-11.63%
NEW BRIGHTON	522,166	484,021	(38,145)	-7.31%
NEW HOPE	599,105	550,553	(48,552)	-8.10%
NEW ULM	391,888	415,608	23,720	6.05%
NORTHFIELD	387,719	404,109	16,390	4.23%
NORTH MANKATO	268,893	250,997	(17,896)	-6.66%
NORTH ST. PAUL	270,467	248,459	(22,008)	-8.14%

MUNICIPALITY	1991 TOTAL ALLOTMENT	1992 TOTAL ALLOTMENT	INCREASE (DECREASE) AMOUNT	% INCREASE DECREASE
OAKDALE	\$369,015	480,862	\$111,847	30.31%
ORONO	266,648	271,589	4,941	1.85%
OTSEGO	357,193	321,426	(35,767)	-10.01%
OWATONNA	619,488	607,655	(11,833)	-1.91%
PLYMOUTH	1,018,279	1,365,680	347,401	34.12%
PRIOR LAKE	355,215	349,131	(6,084)	-1.71%
RAMSEY	439,173	428,481	(10,692)	-2.43%
RED WING	645,676	631,767	(13,909)	-2.15%
RICHFIELD	969,183	1,004,736	35,553	3.67%
ROBBINSDALE	352,713	336,247	(16,466)	-4.67%
ROCHESTER	1,876,595	2,030,047	153,452	8.18%
ROSEMOUNT	321,529	389,637	68,108	21.18%
ROSEVILLE	956,321	840,289	(116,032)	-12.13%
ST. ANTHONY	147,667	137,496	(10,171)	-6.89%
ST. CLOUD	1,249,122	1,321,131	72,009	5.76%
ST. LOUIS PARK	899,082	1,019,077	119,995	13.35%
ST. PAUL	8,317,561	8,027,433	(290,128)	-3.49%
ST. PETER	239,106	232,586	(6,520)	-2.73%
SARTELL	0	135,981	135,981	0.00%
SAUK RAPIDS	210,370	231,382	21,012	9.99%
SAVAGE	367,934	436,259	68,325	18.57%
SHAKOPEE	393,339	410,539	17,200	4.37%
SHOREVIEW	381,697	458,062	76,365	20.01%
SHOREWOOD	265,150	251,780	(13,370)	-5.04%
SOUTH ST. PAUL	575,653	512,483	(63,170)	-10.97%
SPRING LAKE PARK	119,245	145,475	26,230	22.00%
STILLWATER	366,625	397,715	31,090	8.48%
THIEF RIVER FALLS	359,186	323,336	(35,850)	-9.98%
VADNAIS HEIGHTS	138,535	213,248	74,713	53.93%
VIRGINIA	339,002	304,379	(34,623)	-10.21%
WAITE PARK	0	166,650	166,650	0.00%
WASECA	174,351	161,775	(12,576)	-7.21%
WEST ST. PAUL	434,387	425,404	(8,983)	-2.07%
WHITE BEAR LAKE	593,117	630,618	37,501	6.32%
WILLMAR	544,888	546,534	1,646	0.30%
WINONA	669,640	677,038	7,398	1.10%
WOODBURY	821,852	765,406	(56,446)	-6.87%
WORTHINGTON	317,749	295,942	(21,807)	-6.86%
TOTAL	\$79,459,459	\$81,109,752	\$1,650,293	2.08%

## MUNICIPAL AVERAGE COST COMPARISON

MUNICIPALITY	1991 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	\$15,100	\$16,095	\$31,195	\$29,695	\$1,500
ALEXANDRIA	11.89	9,751	16,748	26,499	25,094	1,500
ANDOVER	29.85	7,361	13,630	20,991	14,562	7,392
ANOKA	11.89	20,880	12,824	33,704	29,573	1,500
APPLE VALLEY	27.14	18,409	15,129	33,538	21,800	1,500
ARDEN HILLS	5.18	25,645	13,031	38,676	37,755	1,500
AUSTIN	22.47	14,079	20,801	34,880	33,389	1,500
BEMIDJI	14.41	11,269	17,432	28,700	21,525	7,225
BLAINE	31.37	17,942	10,981	28,923	21,692	11,502
BLOOMINGTON	72.89	17,104	23,442	40,546	29,143	11,610
BRAINERD	14.19	12,571	12,078	24,649	17,537	6,241
BROOKLYN CENTER	21.30	19,584	18,462	38,046	24,730	1,500
BROOKLYN PARK	37.96	21,448	11,228	32,676	24,507	11,755
BUFFALO	5.82	17,011	23,113	40,124	30,093	10,296
BURNSVILLE	42.48	17,435	12,734	30,169	22,627	7,700
CAMBRIDGE	5.49	13,399	23,996	37,395	36,132	1,500
CHAMPLIN	13.39	18,171	11,150	29,321	28,058	1,500
CHANHASSEN	13.31	12,729	13,314	26,043	24,892	1,500
CHASKA	8.59	19,062	15,525	34,587	33,087	1,500
CHISHOLM	6.93	11,023	16,909	27,932	26,432	1,500
CLOQUET	17.77	8,846	18,910	27,756	18,041	9,808
COLUMBIA HEIGHTS	11.41	23,933	16,130	40,062	30,047	10,016
COON RAPIDS	38.54	19,850	12,404	32,254	28,845	1,500
CORCORAN	13.12	5,722	12,706	18,429	11,979	6,971
COTTAGE GROVE	24.76	13,376	15,034	28,410	23,127	1,500
CROOKSTON	10.83	10,826	19,431	30,257	28,975	1,500
CRYSTAL	17.88	19,212	20,910	40,122	30,091	10,087

MUNICIPALITY	1991 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
DETROIT LAKES	9.01	\$11,452	\$13,452	\$24,903	\$23,403	\$1,500
DULUTH	89.68	13,766	20,635	34,401	25,801	8,753
EAGAN	40.64	16,846	13,337	30,183	19,619	1,500
EAST BETHEL	21.73	5,350	4,513	9,863	8,553	1,500
EAST GRAND FORKS	10.82	11,555	9,383	20,939	19,284	1,500
EDEN PRAIRIE	37.40	15,179	18,424	33,603	21,842	1,500
EDINA	38.95	17,080	13,353	30,433	22,825	7,646
ELK RIVER	20.96	7,677	12,358	20,035	18,709	1,500
FAIRMONT	17.38	9,360	21,930	31,290	29,810	1,500
FALCON HEIGHTS	2.54	30,587	8,020	38,607	37,107	1,500
FARIBAULT	18.07	13,657	17,662	31,320	23,490	7,830
FARMINGTON	7.12	12,047	30,543	42,590	41,627	1,500
FERGUS FALLS	12.28	14,537	19,273	33,810	32,310	1,500
FOREST LAKE	3.69	22,827	21,255	44,082	33,062	13,601
FRIDLEY	24.08	16,992	10,709	27,701	19,391	8,902
GOLDEN VALLEY	23.63	12,816	18,625	31,440	23,580	7,985
GRAND RAPIDS	10.36	11,118	15,615	26,732	20,049	6,855
HAM LAKE	19.92	6,469	4,788	11,257	9,907	1,500
HASTINGS	12.43	17,943	11,414	29,357	22,018	7,339
HERMANTOWN	12.99	7,516	14,182	21,698	20,198	1,500
HIBBING	48.03	5,426	13,675	19,101	14,325	4,978
HOPKINS	9.41	25,373	17,125	42,498	41,009	1,500
HUTCHINSON	10.58	15,728	14,271	29,998	28,498	1,500
INTERNATIONAL FALLS	7.89	15,237	17,745	32,982	31,482	1,500
INVER GROVE HEIGHTS	18.75	17,311	14,252	31,563	23,673	9,105
LAKE ELMO	9.53	8,905	8,234	17,139	12,854	4,285
LAKEVILLE	34.21	10,491	16,930	27,422	26,198	1,500
LINO LAKES	15.12	8,411	13,079	21,490	16,117	8,996
LITCHFIELD	7.83	11,141	13,064	24,205	22,705	1,500
LITTLE CANADA	5.15	25,155	15,420	40,575	30,431	10,144

MUNICIPALITY	1991 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	13.77	\$7,584	\$14,641	\$22,225	\$20,745	\$1,500
MAHTOMEDI	4.78	16,824	11,679	28,503	27,191	1,500
MANKATO	25.83	17,598	18,155	35,753	34,336	1,500
MAPLE GROVE	36.99	15,122	17,034	32,156	25,060	8,835
MAPLEWOOD	18.06	24,751	14,581	39,332	29,499	12,247
MARSHALL	10.22	16,988	8,623	25,611	19,208	6,557
MENDOTA HEIGHTS	10.47	13,008	11,080	24,088	15,657	1,500
MINNEAPOLIS	187.64	28,351	26,052	54,403	52,908	1,500
MINNETONKA	49.44	14,128	13,225	27,353	26,016	1,500
MONTEVIDEO	7.53	10,546	10,589	21,135	19,635	1,500
MONTICELLO	5.30	13,746	17,071	30,817	29,849	1,500
MOORHEAD	24.19	19,279	14,644	33,923	30,462	3,480
MORRIS	6.45	12,567	11,224	23,791	22,291	1,500
MOUND	8.01	17,368	10,214	27,583	20,687	7,355
MOUNDS VIEW	7.24	25,014	5,652	30,666	23,000	7,975
NEW BRIGHTON	13.46	23,825	12,135	35,960	26,970	11,173
NEW HOPE	12.38	25,490	18,981	44,471	33,353	11,172
NEW ULM	14.13	13,421	15,992	29,413	27,943	1,500
NORTHFIELD	10.11	20,974	18,997	39,971	29,978	10,713
NORTH MANKATO	9.15	16,041	11,390	27,431	23,971	1,500
NORTH ST. PAUL	8.14	21,956	8,568	30,523	22,892	8,556
OAKDALE	15.24	17,435	14,118	31,553	23,664	8,217
ORONO	10.94	9,616	15,209	24,825	18,619	6,206
OTSEGO	12.33	6,112	19,956	26,069	19,551	9,421
OWATONNA	17.52	15,979	18,705	34,684	33,210	1,500
PLYMOUTH	45.35	16,204	13,910	30,114	28,939	1,500
PRIOR LAKE	12.56	13,201	14,596	27,797	25,409	3,881
RAMSEY	25.02	7,161	9,964	17,126	12,509	4,880
RED WING	20.28	10,776	20,376	31,152	20,249	12,136
RICHFIELD	26.17	19,705	18,688	38,393	28,794	9,858

MUNICIPALITY	1991 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
ROBBINSDALE	10.33	\$20,125	\$12,426	\$32,551	\$31,051	\$1,500
ROCHESTER	45.10	22,733	22,279	45,012	35,109	10,885
ROSEMOUNT	16.45	7,569	16,117	23,686	22,376	1,500
ROSEVILLE	22.38	21,606	15,940	37,546	28,160	10,338
ST. ANTHONY	5.18	21,541	5,003	26,544	25,044	1,500
ST. CLOUD	35.28	19,980	17,467	37,447	24,341	7,537
ST. LOUIS PARK	25.27	25,022	15,305	40,328	30,246	11,358
ST. PAUL	157.22	25,005	26,054	51,059	38,294	12,818
ST. PETER	8.71	15,719	10,984	26,703	25,203	1,500
SARTELL	4.00	19,528	14,468	33,995	33,005	1,500
SAUK RAPIDS	7.93	14,249	14,929	29,178	27,737	1,500
SAVAGE	11.97	11,951	24,495	36,446	28,397	7,947
SHAKOPEE	15.15	11,189	15,909	27,098	25,899	1,500
SHOREVIEW	12.59	28,201	8,182	36,383	35,231	1,500
SHOREWOOD	9.29	9,198	17,905	27,102	25,622	1,500
SOUTH ST. PAUL	14.33	20,353	15,410	35,763	26,822	9,435
SPRING LAKE PARK	4.69	20,112	10,906	31,018	23,264	8,639
STILLWATER	12.31	16,285	16,024	32,308	30,894	1,500
THIEF RIVER FALLS	11.21	10,318	18,525	28,844	27,425	1,500
VADNAIS HEIGHTS	5.59	28,522	9,626	38,148	36,954	1,500
VIRGINIA	12.25	11,093	13,754	24,847	18,635	6,357
WAITE PARK	3.48	20,856	27,032	47,888	46,388	1,500
WASECA	6.31	19,189	6,448	25,638	24,138	1,500
WEST ST. PAUL	11.62	23,920	12,689	36,610	30,586	6,024
WHITE BEAR LAKE	17.82	20,019	15,369	35,388	26,541	9,514
WILLMAR	19.44	13,023	15,091	28,114	21,085	7,214
WINONA	19.66	18,656	15,781	34,437	25,828	9,120
WOODBURY	24.18	11,989	19,665	31,655	23,741	11,099
WORTHINGTON	9.80	14,702	15,497	30,198	28,698	1,500
STATE TOTAL & AVE.	2,376.79	\$15,975	\$15,196	\$31,171	\$26,057	\$4,983

# M.S.A.S. MILEAGE, NEEDS AND APPORTIONMENT 1958 TO 1992

APPT. YEAR	NUMBER OF MUNICIPALITIES	NEEDS 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
1992	116	2376.79	1,374,092,030	81,109,752	1,105,543,611

**Reference**

**Material**



OCTOBER 30, 1991

EDWIN COHOON, ACTING COMMISSIONER  
MINNESOTA DEPARTMENT OF TRANSPORTATION  
ROOM 411  
STATE TRANSPORTATION BUILDING  
ST. PAUL, MINNESOTA 55155

DEAR COMMISSIONER COHOON,


WE, THE UNDERSIGNED, AS MEMBERS OF THE 1991 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 1992 APPORTIONMENT SUM AS PROVIDED BY MINNESOTA STATUTES, CHAPTER 162.13, SUBDIVISION 1.

RESPECTFULLY SUBMITTED,

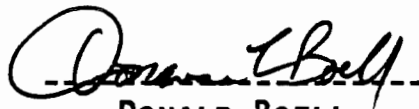
  
JIM GRUBE  
CHAIRMAN

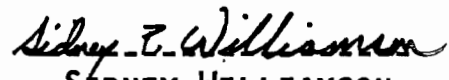
  
DAN EDWARDS  
VICE CHAIRMAN

  
ALAN GRAY  
SECRETARY

APPROVED BY:

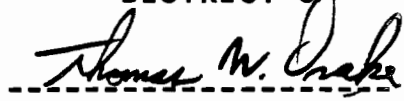
  
JIM PRUSAK  
DISTRICT 1

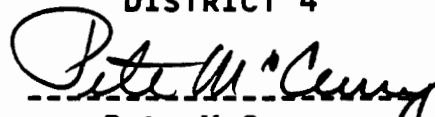
  
DONALD BOELL  
DISTRICT 2


  
SIDNEY WILLIAMSON  
DISTRICT 3

  
ALVIN MOEN  
DISTRICT 4

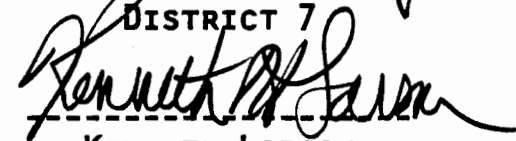
  
MICHAEL EASTLING  
DISTRICT 5

  
THOMAS DRAKE  
DISTRICT 6

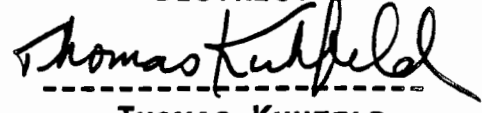
  
PETE MCCLURG  
DISTRICT 7

  
DALE SWANSON  
DISTRICT 8

  
KENNETH HAIDER  
DISTRICT 9

  
KENNETH LARSON  
DULUTH

  
MARV HOSHAW  
MINNEAPOLIS

  
THOMAS KUHFIELD  
ST. PAUL

ATTACHMENT: MONEY NEEDS LISTING

# 1991 MONEY NEEDS RECOMMENDATIONS

MUNICIPALITY	MONEY NEEDS	MUNICIPALITY	MONEY NEEDS
ALBERT LEA	\$9,943,768	FERGUS FALLS	\$7,755,045
ALEXANDRIA	6,917,363	FOREST LAKE	2,729,075
ANDOVER	12,733,587	FRIDLEY	9,993,316
ANOKA	5,528,827	GOLDEN VALLEY	14,594,420
APPLE VALLEY	13,060,787	GRAND RAPIDS	4,927,278
ARDEN HILLS	2,300,316	HAM LAKE	3,513,410
AUSTIN	16,717,866	HASTINGS	4,728,948
BEMIDJI	8,889,972	HERMANTOWN	6,740,236
BLAINE	12,234,788	HIBBING	21,516,543
BLOOMINGTON	58,327,294	HOPKINS	5,591,083
BRAINERD	5,825,344	HUTCHINSON	5,126,301
BROOKLYN CENTER	12,793,116	INTERNATIONAL FALLS	4,954,447
BROOKLYN PARK	16,047,188	INVER GROVE HEIGHTS	8,382,288
BUFFALO	4,500,653	LAKE ELMO	2,785,891
BURNSVILLE	17,391,607	LAKEVILLE	20,078,222
CAMBRIDGE	4,331,285	LINO LAKES	7,029,237
CHAMPLIN	4,700,751	LITCHFIELD	3,872,550
CHANHASSEN	5,926,530	LITTLE CANADA	2,275,909
CHASKA	4,957,386	LITTLE FALLS	6,707,375
CHISHOLM	3,887,600	MAHTOMEDI	1,835,453
CLOQUET	11,601,263	MANKATO	15,689,012
COLUMBIA HEIGHTS	6,775,760	MAPLE GROVE	20,307,104
COON RAPIDS	14,463,332	MAPLEWOOD	9,790,502
CORCORAN	5,481,088	MARSHALL	3,200,238
COTTAGE GROVE	12,592,702	MENDOTA HEIGHTS	4,148,620
CROOKSTON	5,436,196	MINNEAPOLIS	167,351,274
CRYSTAL	10,124,764	MINNETONKA	26,403,632
DETROIT LAKES	3,984,855	MONTEVIDEO	2,877,440
DULUTH	60,564,452	MONTICELLO	2,974,729
EAGAN	15,087,764	MOORHEAD	12,836,431
EAST BETHEL	3,207,456	MORRIS	2,552,543
EAST GRAND FORKS	3,175,141	MOUND	3,210,029
EDEN PRAIRIE	21,375,168	MOUNDS VIEW	2,171,160
EDINA	19,809,237	NEW BRIGHTON	6,727,206
ELK RIVER	8,508,091	NEW HOPE	8,353,150
FAIRMONT	12,507,765	NEW ULM	7,573,989
FALCON HEIGHTS	697,794	NORTHFIELD	6,988,329
FARIBAULT	10,840,213	NORTH MANKATO	3,483,982
FARMINGTON	7,142,763	NORTH ST. PAUL	2,961,413

# **1991 MONEY NEEDS RECOMMENDATIONS** -----

MUNICIPALITY	MONEY NEEDS
OAKDALE	\$7,073,948
ORONO	6,349,432
OTSEGO	8,090,104
OWATONNA	11,454,865
PLYMOUTH	21,319,570
PRIOR LAKE	6,093,606
RAMSEY	8,142,793
RED WING	12,897,781
RICHFIELD	15,499,501
ROBBINSDALE	4,976,204
ROCHESTER	33,410,261
ROSEMOUNT	8,764,047
ROSEVILLE	6,341,176
ST. ANTHONY	1,270,686
ST. CLOUD	17,152,991
ST. LOUIS PARK	13,095,461
ST. PAUL	147,452,421
ST. PETER	3,248,291
SARTELL	1,902,723
SAUK RAPIDS	4,279,608
SAVAGE	9,312,616
SHAKOPEE	8,644,990
SHOREVIEW	3,914,341
SHOREWOOD	5,603,047
SOUTH ST. PAUL	7,532,748
SPRING LAKE PARK	1,773,899
STILLWATER	7,311,537
THIEF RIVER FALLS	7,208,359
VADNAIS HEIGHTS	2,175,077
VIRGINIA	5,578,164
WAITE PARK	3,092,924
WASECA	1,762,068
WEST ST. PAUL	4,994,026
WHITE BEAR LAKE	9,552,905
WILLMAR	9,125,623
WINONA	10,192,600
WOODBURY	16,709,519
WORTHINGTON	5,662,476
STATE TOTAL	\$1,374,092,030

## UNENCUMBERED CONSTRUCTION FUND BALANCE ADJUSTMENT

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 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 9-1-91		1991 CONSTRUCTION ALLOTMENT	UNENCUMBERED CONSTRUCTION FUND BALANCE ADJUSTMENT	COLUMN (C) DIVIDED BY COLUMN (B)
ALBERT LEA	\$1,189,539		\$546,195	\$643,344	1.18
ALEXANDRIA	404,063		281,413	122,650	0.44
ANDOVER	317,109		419,084	--	0.00
ANOKA	464,906		341,799	123,107	0.36
APPLE VALLEY	741,564		822,681	--	0.00
ARDEN HILLS	--		184,508	--	0.00
AUSTIN	1,549,014		823,818	725,196	0.88
BEMIDJI	1,038,068		411,327	626,741	1.52
BLAINE	1,535,212		855,880	679,332	0.79
BLOOMINGTON	4,172,452		2,225,659	1,946,793	0.87
BRAINERD	784,768		274,137	510,631	1.86
BROOKLYN CENTER	780,493		829,821	--	0.00
BROOKLYN PARK	3,453,875		1,078,848	2,375,027	2.20
BUFFALO	295,672		217,738	77,934	0.36
BURNSVILLE	624,305		870,653	--	0.00
CHAMPLIN	113,016		270,805	--	0.00
CHANHASSEN	425,582		260,563	165,019	0.63
CHASKA	503,186		261,227	241,959	0.93
CHISHOLM	49,308		212,379	--	0.00
CLOQUET	974,904		379,056	595,848	1.57
COLUMBIA HEIGHTS	927,893		393,589	534,304	1.36
COON RAPIDS	1,517,073		927,385	589,688	0.64
CORCORAN	181,563		197,839	--	0.00
COTTAGE GROVE	674,098		652,488	21,610	0.03
CROOKSTON	--		312,541	--	0.00
CRYSTAL	1,470,740		539,769	930,971	1.72
DETROIT LAKES	1,811		216,699	--	0.00
DULUTH	1,434,115		2,529,263	--	0.00
EAGAN	742,833		917,604	--	0.00
EAST BETHEL	68,512		178,618	--	0.00
EAST GRAND FORKS	100,551		223,666	--	0.00
EDEN PRAIRIE	214,128		1,019,870	--	0.00
EDINA	2,911,521		1,125,380	1,786,141	1.59

	(A)	(-)	(B)	(=)	(C)
MUNICIPALITY	AMOUNT AVAILABLE 9-1-91		1991 CONSTRUCTION ALLOTMENT	UNENCUMBERED CONSTRUCTION FUND BALANCE ADJUSTMENT	COLUMN (C) DIVIDED BY COLUMN (B)
ELK RIVER	\$78,458		\$346,706	--	0.00
FAIRMONT	247,384		537,198	--	0.00
FALCON HEIGHTS	--		92,894	--	0.00
FARIBAULT	725,144		413,851	311,293	0.75
FARMINGTON	248,820		263,361	--	0.00
FERGUS FALLS	365,589		396,636	--	0.00
FOREST LAKE	269,926		119,560	150,366	1.26
FRIDLEY	1,952,505		558,833	1,393,672	2.49
GOLDEN VALLEY	1,560,744		771,053	789,691	1.02
GRAND RAPIDS	455,171		287,687	167,484	0.58
HAM LAKE	616,669		193,136	423,533	2.19
HASTINGS	174,148		321,054	--	0.00
HERMANTOWN	609,885		114,498	495,387	4.33
HIBBING	372,560		743,800	--	0.00
HOPKINS	396,839		384,590	12,249	0.03
HUTCHINSON	734,487		274,992	459,495	1.67
INTERNATIONAL FALLS	603,643		252,386	351,257	1.39
INVER GROVE HEIGHTS	448,166		382,379	65,787	0.17
LAKE ELMO	426,860		121,407	305,453	2.52
LAKEVILLE	171,516		727,348	--	0.00
LINO LAKES	891,191		298,721	592,470	1.98
LITCHFIELD	519,393		185,868	333,525	1.79
LITTLE CANADA	8,077		75,758	--	0.00
LITTLE FALLS	497,942		316,053	181,889	0.58
MANKATO	973,162		848,932	124,230	0.15
MAPLE GROVE	82,362		759,888	--	0.00
MAPLEWOOD	1,662,967		512,672	1,150,295	2.24
MARSHALL	555,791		269,195	286,596	1.06
MENDOTA HEIGHTS	690,208		214,481	475,727	2.22
MINNEAPOLIS	20,027,879		8,144,140	11,883,739	1.46
MINNETONKA	3,083,393		1,165,247	1,918,146	1.65
MONTEVIDEO	429,149		173,373	255,776	1.48
MOORHEAD	1,621,584		786,243	835,341	1.06
MORRIS	--		149,579	--	0.00
MOUND	496,448		191,960	304,488	1.59
MOUNDS VIEW	753,188		188,425	564,763	3.00
NEW BRIGHTON	23,263		391,624	--	0.00
NEW HOPE	--		449,329	--	0.00
NEW ULM	173,932		373,303	--	0.00

	(A)	(-)	(B)	(=)	(C)
MUNICIPALITY	AMOUNT AVAILABLE 9-1-91		1991 CONSTRUCTION ALLOTMENT	UNENCUMBERED CONSTRUCTION FUND BALANCE ADJUSTMENT	COLUMN (C) DIVIDED BY COLUMN (B)
NORTHFIELD	\$818,197		\$373,574	\$444,623	1.19
NORTH MANKATO	443,665		233,988	209,677	0.90
NORTH ST. PAUL	260,695		260,282	413	0.00
OAKDALE	--		276,761	--	0.00
ORONO	823,540		199,986	623,554	3.12
OTSEGO	344,397		344,398	--	0.00
OWATONNA	115,632		593,673	--	0.00
PLYMOUTH	1,610,330		965,239	645,091	0.67
PRIOR LAKE	600,555		325,215	275,340	0.85
RAMSEY	551,516		417,438	134,078	0.32
RED WING	1,017,545		484,257	533,288	1.10
RICHFIELD	2,028,566		726,887	1,301,679	1.79
ROBBINSDALE	1,019,686		337,218	682,468	2.02
ROCHESTER	3,434,036	1,	817,135	1,616,901	0.89
ROSEMOUNT	--		305,704	--	0.00
ROSEVILLE	1,483,800		779,103	704,697	0.90
ST. ANTHONY	374,278		139,897	234,381	1.68
ST. CLOUD	1,176,980		927,122	249,858	0.27
ST. LOUIS PARK	1,202,500		699,082	503,418	0.72
ST. PAUL	19,092,738	6,	238,171	12,854,567	2.06
ST. PETER	226,642		226,641	--	0.00
SAUK RAPIDS	514,709		198,940	315,769	1.59
SAVAGE	--		275,950	--	0.00
SHAKOPEE	988,852		375,174	613,678	1.64
SHOREVIEW	739,744		367,942	371,802	1.01
SHOREWOOD	385,594		251,395	134,199	0.53
SOUTH ST. PAUL	690,661		431,740	258,921	0.60
SPRING LAKE PARK	135,248		89,434	45,814	0.51
STILLWATER	1,279,535		349,705	929,830	2.66
THIEF RIVER FALLS	169,570		343,286	--	0.00
VADNAIS HEIGHTS	537,792		131,860	405,932	3.08
VIRGINIA	31,970		254,251	--	0.00
WASECA	594,136		164,886	429,250	2.60
WEST ST. PAUL	563,040		416,957	146,083	0.35
WHITE BEAR LAKE	1,159,134		444,838	714,296	1.61
WILLMAR	--		408,666	--	0.00
WINONA	834,924		502,230	332,694	0.66
WOODBURY	1,860,880		796,067	1,064,813	1.34
WORTHINGTON	942,243		303,049	639,194	2.11
TOTAL	\$120,663,647		\$66,378,603	\$63,945,255	0.96

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

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(FOR REFERENCE, SEE OFFSYSTEM RESOLUTION)

MUNICIPALITY	1990 EXPEN- DITURES	(+)	1980 - 1989 EXPENDITURE ADJUSTMENT	(-)	EXPIRED ADJUSTMENT =	1992 APPORTION- MENT ADJUSTMENT
ALBERT LEA	\$160		\$279,803			\$279,963
ALEXANDRIA	--		161,571			161,571
ANDOVER	--		113,955			113,955
ANOKA	--		106,096		(\$53,713)	52,383
APPLE VALLEY	--		230,701			230,701
ARDEN HILLS	--		80,983			80,983
AUSTIN	9,798		675,387		(59,981)	625,204
BEMIDJI	--		152,964			152,964
BLAINE	84,050		250,279		(33,927)	300,402
BLOOMINGTON	24,305		3,838,059		(568,424)	3,293,940
BRAINERD	--		40,806		(40,806)	--
BROOKLYN CENTER	--		--			--
BROOKLYN PARK	15,054		13,156			28,210
BUFFALO	--		--			--
BURNSVILLE	872,867		13,763			886,630
CHAMPLIN	--		15,512			15,512
CHANHASSEN	--		--			--
CHASKA	24,213		398,913			423,126
CHISHOLM	--		34,914			34,914
CLOQUET	--		30,745			30,745
COLUMBIA HEIGHTS	23,711		--			23,711
COON RAPIDS	--		19,436			19,436
CORCORAN	--		--			--
COTTAGE GROVE	--		--			--
CROOKSTON	--		--			--
CRYSTAL	81,584		31,134			112,718
DETROIT LAKES	--		--			--
DULUTH	126,600		437,866			564,466
EAGAN	--		--			--
EAST BETHEL	--		--			--
EAST GRAND FORKS	33,750		--			33,750
EDEN PRAIRIE	--		155,330			155,330
EDINA	430,152		645,157		(106,651)	968,658
ELK RIVER	--		--			--
FAIRMONT	--		--			--
FALCON HEIGHTS	--		--			--
FARIBAULT	--		40,753		(3,041)	37,712
FARMINGTON	--		--			--
FERGUS FALLS	--		128,635		(128,635)	--
FOREST LAKE	--		--			--
FRIDLEY	17,819		109,180			126,999
GOLDEN VALLEY	347,481		128,001			475,482
GRAND RAPIDS	--		--			--
HAM LAKE	--		--			--
HASTINGS	63,381		251,582			314,963
HERMANTOWN	35,039		--			35,039
HIBBING	--		107,535			107,535
HOPKINS	48,514		232,192			280,706
HUTCHINSON	--		273,473			273,473
INTERNATIONAL FALLS	--		--			--
INVER GROVE HEIGHTS	38,313		109,852			148,165
LAKE ELMO	--		--			--
LAKEVILLE	--		1,035,360			1,035,360
LINO LAKES	--		--			--

MUNICIPALITY	1990 EXPEN- DITURES	(+)	1980 - 1989 EXPENDITURE ADJUSTMENT	(-)	EXPIRED ADJUSTMENT =	1992 APPORTION- MENT ADJUSTMENT
LITCHFIELD	\$23,442		\$152,509			\$175,951
LITTLE CANADA	--		--			--
LITTLE FALLS	--		--			--
MANKATO	--		745,865			745,865
MAPLE GROVE	--		896			896
MAPLEWOOD	--		26,978			26,978
MARSHALL	--		11,775		(\$11,775)	--
MENDOTA HEIGHTS	--		7,716			7,716
MINNEAPOLIS	448,641		2,366,696			2,815,337
MINNETONKA	--		3,447,811		(177,026)	3,270,785
MONTEVIDEO	--		--			--
MOORHEAD	201,250		81,325			282,575
MORRIS	--		187,741			187,741
MOUND	--		322,986			322,986
MOUNDS VIEW	--		260,896			260,896
NEW BRIGHTON	701,890		1,158,418		(503,396)	1,356,912
NEW HOPE	248,981		259,468		(55,968)	452,481
NEW ULM	--		144,326			144,326
NORTHFIELD	--		237,837			237,837
NORTH MANKATO	--		22,792			22,792
NORTH ST. PAUL	198,833		215,237			414,070
OAKDALE	--		--			--
ORONO	--		191,624		(1,624)	190,000
OWATONNA	--		955,390		(161,444)	793,946
PLYMOUTH	--		37,837			37,837
PRIOR LAKE	--		--			--
RAMSEY	--		--			--
RED WING	--		--			--
RICHFIELD	--		69,354		(3,161)	66,193
ROBBINSDALE	--		73,487			73,487
ROCHESTER	--		43,384			43,384
ROSEMOUNT	--		46,989			46,989
ROSEVILLE	--		--			--
ST. ANTHONY	--		223,789		(39,460)	184,329
ST. CLOUD	--		317,406		(149,718)	167,688
ST. LOUIS PARK	133,676		1,440,449			1,574,125
ST. PAUL	147,284		3,634,432		(85,566)	3,696,150
ST. PETER	91,853		10,829			102,682
SAUK RAPIDS	--		135,926		(54,561)	81,365
SAVAGE	--		--			--
SHAKOPEE	--		106,906			106,906
SHOREVIEW	33,079		122,675			155,754
SHOREWOOD	--		--			--
SOUTH ST. PAUL	--		2,139			2,139
SPRING LAKE PARK	--		7,532			7,532
STILLWATER	--		843			843
THIEF RIVER FALLS	--		418,993		(36,131)	382,862
VADNAIS HEIGHTS	--		--			--
VIRGINIA	--		38,403			38,403
WASECA	--		--			--
WEST ST. PAUL	--		--			--
WHITE BEAR LAKE	37,406		76,382			113,788
WILLMAR	123,224		391,721		(153,972)	360,973
WINONA	--		--			--
WOODBURY	--		71,559			71,559
WORTHINGTON	--		56,959			56,959
TOTAL	\$4,666,350		\$28,269,373		(\$2,428,980)	\$30,506,743



Unamortized Bond Account Balance

(Amount as of December 31, 1990)

(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, 1990	Unencumbered Bond Balance Available	Off System Disbursement	Bond Account Adjustment
Andover	9-01-84	\$510,000	\$210,000	\$510,000	\$0		\$210,000
Andover	8-01-88	500,000	400,000	500,000	0		400,000
Anoka	7-01-86	985,000	630,000	0	985,000		(355,000)
Apple Valley	4-01-71	250,000	15,000	250,000	0		15,000
Apple Valley	12-01-74	100,000	25,000	100,000	0		25,000
Apple Valley	8-01-79	875,000	630,000	875,000	0		630,000
Brainerd	6-01-74	620,000	0	620,000	0		0
Brainerd	10-01-85	430,000	320,000	430,000	0		320,000
Brooklyn Center	9-01-70	1,050,000	60,000	1,050,000	0		60,000
Coon Rapids	8-01-90	1,935,000	1,935,000	1,328,248	606,752		1,328,248
Cottage Grove	5-01-77	560,000	230,000	541,186	18,814		211,186
Cottage Grove	5-01-78	610,000	0	0	610,000		(610,000)
Duluth	4-01-85	1,425,000	0	1,425,000	0		0
Eagan	7-01-86	3,000,000	2,340,000	3,000,000	0		2,340,000
East Grand Forks	9-01-65	325,000	75,000	325,000	0		75,000
Eden Prairie	12-01-82	2,300,000	550,000	2,211,663	88,337		461,663
Falcon Heights	4-21-80	170,000	0	142,012	27,988		(27,988)
Faribault	7-01-74	550,000	0	550,000	0		0

Municipality	Date of Issue	Amount of Issue	Unamortized Bond Balance	Total Disbursements and Obligations to December 31, 1990	Unencumbered Bond Balance Available	Off System Disbursement	Bond Account Adjustment
Grand Rapids	6-01-69	\$200,000	\$5,000	\$200,000	\$0		\$5,000
Ham Lake	7-01-80	330,000	20,000	330,000	0		20,000
Hibbing	9-01-82	1,100,000	0	847,313	252,687		(252,687)
Little Canada	10-01-81	225,000	110,000	91,783	133,217		(23,217)
Little Canada	8-01-86	340,000	315,000	340,000	0		315,000
Maple Grove	7-16-79	1,100,000	0	1,080,299	19,701		(19,701)
Maplewood	8-01-71	540,000	45,000	540,000	0		45,000
Marshall	7-01-81	310,000	0	235,496	74,504		(74,504)
Mendota Heights	3-01-75	360,000	140,000	360,000	0		140,000
New Hope	5-14-73	101,000	0	101,000	0	84,422	0
North Mankato	6-01-86	550,000	330,000	0	550,000		(220,000)
Orono	8-01-79	270,000	0	204,747	65,253		(65,253)
Redwood Falls	1982	215,000	65,000	0	215,000		(150,000)
Roseville	12-01-85	2,225,000	1,895,000	2,225,000	0		1,895,000
St. Cloud	6-01-70	1,335,000	0	1,335,000	0		0
St. Cloud	7-01-82	1,000,000	920,000	1,000,000	0		920,000
St. Cloud	9-01-83	1,645,000	1,450,000	1,116,945	528,055		921,945
** St. Paul	**	**	**	**	**	**	141,719
Savage	10-01-87	875,000	675,000	527,703	347,297		327,703
Spring Lake Park	1980	195,000	0	156,107	38,893		(38,893)
Virginia	2-01-78	420,000	0	420,000	0		0
Woodbury	11-12-75	263,000	0	243,853	19,147		(19,147)
* TOTAL		\$29,579,000	\$13,325,000	\$25,213,355	\$4,365,645	\$84,422	\$9,101,074

\* Since Redwood Falls population dropped below 5000, their bond is not included in the totals.

\*\* 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."**

<b>MUNICIPALITY</b>	<b>FIRST YEAR OF ADJUSTMENT</b>	<b>YEAR OF APPORTIONMENT EXPIRATION</b>	<b>AMOUNT</b>
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
<b>TOTAL</b>			<b>\$13,438,470</b>

**\* 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	1979-1989 EXPENDITURES TOTAL NEEDS ADJUSTMENT FOR 1991 APPORT.	(+)	1990 EXPENDI- TURES	(=)	TOTAL RIGHT-OF-WAY ADJUSTMENT FOR 1992 APPORTIONMENT
ALBERT LEA	--		--		--
ALEXANDRIA	--		--		--
ANDOVER	--		\$147,283		\$147,283
ANOKA	\$28,974		--		28,974
APPLE VALLEY	--		--		--
ARDEN HILLS	--		--		--
AUSTIN	--		--		--
BEMIDJI	148,479		--		148,479
BLAINE	--		71,141		71,141
BLOOMINGTON	832,491		--		832,491
BRAINERD	--		--		--
BROOKLYN CENTER	23,875		52,225		76,100
BROOKLYN PARK	6,632		--		6,632
BUFFALO	--		--		--
BURNSVILLE	519,647		411,059		930,706
CHAMPLIN	95,544		--		95,544
CHANHASSEN	--		65,000		65,000
CHASKA	82,566		9,901		92,467
CHISHOLM	--		--		--
CLOQUET	73,539		--		73,539
COLUMBIA HEIGHTS	30,500		--		30,500
COON RAPIDS	535,089		--		535,089
CORCORAN	--		--		--
COTTAGE GROVE	--		66,103		66,103
CROOKSTON	1,108,538		--		1,108,538
CRYSTAL	3,219,277		--		3,219,277
DETROIT LAKES	--		--		--
DULUTH	175,250		--		175,250
EAGAN	392,508		--		392,508
EAST BETHEL	15,200		2,000		17,200
EAST GRAND FORKS	121,700		--		121,700
EDEN PRAIRIE	--		--		--
EDINA	45,296		--		45,296
ELK RIVER	8,000		--		8,000
FAIRMONT	23,732		--		23,732
FALCON HEIGHTS	--		--		--
FARIBAULT	2,346		--		2,346
FARMINGTON	7,133		--		7,133
FERGUS FALLS	67,200		--		67,200
FOREST LAKE	--		--		--
FRIDLEY	5,853		--		5,853
GOLDEN VALLEY	1,140,625		--		1,140,625
GRAND RAPIDS	--		--		--
HAM LAKE	--		26,016		26,016
HASTINGS	17,620		--		17,620
HERMANTOWN	29,403		--		29,403
HIBBING	78,725		--		78,725
HOPKINS	--		--		--
HUTCHINSON	--		--		--
INTERNATIONAL FALLS	--		--		--
INVER GROVE HEIGHTS	617,797		--		617,797
LAKE ELMO	99,556		--		99,556
LAKEVILLE	--		--		--
LINO LAKES	64,950		--		64,950
LITCHFIELD	--		--		--

MUNICIPALITY	1979-1989 EXPENDITURES TOTAL NEEDS ADJUSTMENT FOR 1991 APPORT.	(+)	1990 EXPENDI- TURES	(=)	TOTAL RIGHT-OF-AWAY ADJUSTMENT FOR 1992 APPORTIONMENT
LITTLE CANADA	\$43,300		--		\$43,300
LITTLE FALLS	103,166		--		103,166
MANKATO	382,101		\$42,305		424,406
MAPLE GROVE	50,038		261,588		311,626
MAPLEWOOD	--		--		--
MARSHALL	58,320		--		58,320
MENDOTA HEIGHTS	8,970		--		8,970
MINNEAPOLIS	6,652,348		--		6,652,348
MINNETONKA	282,150		--		282,150
MONTEVIDEO	--		--		--
MOORHEAD	101,305		--		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	103,413		--		103,413
PRIOR LAKE	209,125		--		209,125
RAMSEY	96,986		90,973		187,959
RED WING	76,176		--		76,176
RICHFIELD	1,947,938		--		1,947,938
ROBBINSDALE	--		--		--
ROCHESTER	1,326,341		130,645		1,456,986
ROSEMOUNT	--		--		--
ROSEVILLE	1,383,005		--		1,383,005
ST. ANTHONY	--		--		--
ST. CLOUD	785,823		363,287		1,149,110
ST. LOUIS PARK	340,320		1,306		341,626
ST. PAUL	2,520,057		1,022,558		3,542,615
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	\$27,625,941		\$2,763,390		\$30,389,331

TOTAL NEEDS ADJUSTMENT FOR  
BITUMINOUS OVERLAY AND  
CONCRETE JOINT REPAIR PROJECTS

-----  
IF, DURING THE PERIOD THAT COMPLETE NEEDS ARE BEING RECIEVED THE STREET IS IMPROVED WITH A BITUMINOUS OVERLAY OR CONCRETE JOINT REPAIR THE MUNICIPALITY WILL CONTINUE TO RECEIVE COMPLETE NEEDS BUT SHALL HAVE THE NON-LOCAL COST OF THE BITUMINOUS RESURFACING OR CONCRETE JOINT REPAIR CONSTRUCTION PROJECT DEDUCTED FROM ITS TOTAL NEEDS FOR A PERIOD OF TEN YEARS.

MUNICIPALITY	1989 EXPENDITURES	+	1990 EXPENDITURES	TOTAL NEEDS ADJUSTMENT FOR THE 1992 APPORTIONMENT
ALEXANDRIA	\$85,966		--	\$85,966
ANOKA	--		\$14,214	14,214
BLOOMINGTON	--		66,884	66,884
COLUMBIA HEIGHTS	146,361		50,957	197,318
CRYSTAL	--		8,257	8,257
DULUTH	298,392		164,461	462,853
FERGUS FALLS	40,902		--	40,902
HERMANTOWN	182,219		--	182,219
MINNEAPOLIS	--		71,714	71,714
MOORHEAD	157,242		15,948	173,190
NEW HOPE	28,596		146,236	174,832
NORTH ST PAUL	--		278,676	278,676
ROCHESTER	77,660		92,851	170,511
ST. PAUL	230,500		--	230,500
SO. ST. PAUL	11,288		--	11,288
WILLMAR	50,418		--	50,418
TOTAL	\$1,309,544		\$910,198	\$2,219,742

# TRUNK HIGHWAY TURNBACKS

THE FOLLOWING TABULATION SHOWS THE TRUNK HIGHWAY TURNBACK MAINTENANCE ALLOWANCE FOR THE 1992 APPORTIONMENT. ALL TURNBACKS ELIGIBLE FOR MAINTENANCE PAYMENTS ARE INCLUDED IN THIS TABULATION AS OF DECEMBER 31, 1991. THE TOTAL TURNBACK MAINTENANCE APPORTIONMENT HAS BEEN COMPUTED IN ACCORDANCE WITH THE 1967 SCREENING BOARD RESOLUTION. (SEE TRUNK HIGHWAY TURNBACK RESOLUTION.)

MSAS ROUTE No.	DATE OF RELEASE	TOTAL MILEAGE	PLAN APPROVE	MILES CONST.	MILES ELIGIBLE MAINT.	DATE OF MSAS DESIG.	1992 MAINTENANCE ALLOWANCE MILES X \$7,200	
-----								
BROOKLYN PARK								
-----								
137 (TH 169)	10-88	1.53	No	0.00	1.53	11-88	1.53 x \$7,200	= \$11,016
CHAMPLIN								
-----								
114 (TH 169)	10-88	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
DULUTH								
-----								
107 & 108 (TH 2)	6-91	0.55	No	0.00	0.55	08-91	.55 x \$7,200 X .58	= \$2,297
HIBBING								
-----								
175 & 226 (TH 73)	6-91	2.62	No	0.00	2.62	07-91	2.62 x \$7,200 x .58	= \$10,941

MSAS ROUTE No.	DATE OF RELEASE	TOTAL MILEAGE	PLAN APPROVE	MILES CONST.	MILES ELIGIBLE MAINT.	DATE OF MSAS DESIG.	1992 MAINTENANCE ALLOWANCE MILES X \$7,200		
-----									
MANKATO									
-----									
101 (TH 22)	4-85	1.10	No YES	0.24 0.86	0.24	06-85	.24 x \$7,200	=	\$1,728
124 (TH 22)		0.50	No	0.00	0.50	01-90	.50 x \$7,200	=	\$3,600
		----- 1.60			----- 0.74				----- \$5,328
MAPLE GROVE									
-----									
128 (TH 169)	10-88	0.50	No	0.00	0.50	11-88	.50 x \$7,200	=	\$3,600
ST. CLOUD									
-----									
115, 131, 145 (TH 15)	10-90	2.26	No	0.00	2.26	12-90	2.26 x \$7,200	=	\$16,272
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	=	\$4,464
		----- 3.84			----- 3.84				----- \$27,648
-----									
TOTAL		15.02		0.86	14.16				\$92,366



**THE AFFECT OF THE 1990 CENSUS ON THE POPULATION APPORTIONMENT**

The 1980 census includes population changes due to a special census or annexation.

Municipalities	1980 Census Population	1990 Census Population	Difference In Population	1991 Population Apportion- ment	1992 Population Apportion- ment	Difference In Population Apportion- ment
Albert Lea	19,445	18,310	(1,135)	\$302,425	\$264,409	(\$38,016)
Alexandria	7,610	8,029	419	118,357	115,944	(2,413)
Andover	9,387	15,216	5,829	145,995	219,729	73,734
Anoka	15,634	17,192	1,558	243,153	248,264	5,111
Apple Valley	32,122	34,598	2,476	499,589	499,619	30
Arden Hills	8,012	9,199	1,187	124,610	132,840	8,230
Austin	23,079	21,907	(1,172)	358,944	316,352	(42,592)
Bemidji	10,945	11,245	300	170,226	162,385	(7,841)
Blaine	34,405	38,975	4,570	535,096	562,825	27,729
Bloomington	81,831	86,335	4,504	1,272,706	1,246,736	(25,970)
Brainerd	11,489	12,353	864	178,687	178,386	(301)
Brooklyn Center	31,230	28,887	(2,343)	485,716	417,148	(68,568)
Brooklyn Park	43,332	56,381	13,049	673,937	814,180	140,243
Buffalo	5,996	6,856	860	93,255	99,005	5,750
Burnsville	40,115	51,288	11,173	623,903	740,633	116,730
Cambridge	0	5,094	5,094	0	73,561	73,561
Champlin	9,006	16,849	7,843	140,069	243,311	103,242
Chanhassen	6,359	11,732	5,373	98,901	169,418	70,517
Chaska	8,346	11,339	2,993	129,804	163,743	33,939
Chisholm	5,930	5,290	(640)	92,228	76,391	(15,837)
Cloquet	11,142	10,885	(257)	173,290	157,187	(16,103)
Columbia Heights	20,029	18,910	(1,119)	311,508	273,073	(38,435)
Coon Rapids	42,845	52,978	10,133	666,362	765,038	98,676
Corcoran	5,114	5,199	85	79,537	75,077	(4,460)
Cottage Grove	18,994	22,935	3,941	295,411	331,197	35,786
Crookston	8,628	8,119	(509)	134,190	117,244	(16,946)
Crystal	25,543	23,788	(1,755)	397,267	343,515	(53,752)
Detroit Lakes	7,106	7,145	39	110,519	103,179	(7,340)
Duluth	92,811	85,493	(7,318)	1,443,477	1,234,577	(208,900)
Eagan	30,456	47,409	16,953	473,678	684,618	210,940
East Bethel	6,626	8,050	1,424	103,053	116,247	13,194
East Grand Forks	8,537	8,658	121	132,775	125,027	(7,748)
Eden Prairie	24,052	39,311	15,259	374,077	567,677	193,600
Edina	46,073	46,070	(3)	716,567	665,282	(51,285)
Elk River	6,785	11,143	4,358	105,526	160,912	55,386
Eveleth	5,042	4,064	(978)	78,418	0	(78,418)
Fairmont	11,506	11,265	(241)	178,951	162,674	(16,277)
Falcon Heights	5,291	5,380	89	82,290	77,691	(4,599)
Faribault	16,246	17,090	844	252,672	246,791	(5,881)
Farmington	5,140	5,940	800	79,942	85,778	5,836
Fergus Falls	12,579	12,362	(217)	195,639	178,516	(17,123)
Forest Lake	5,386	5,833	447	83,768	84,232	464

Municipalities	1980 Census Population	1990 Census Population	Difference In Population	1991 Population Apportion- ment	1992 Population Apportion- ment	Difference In Population Apportion- ment
Fridley	30,228	28,335	(1,893)	\$470,132	\$409,177	(\$60,955)
Golden Valley	22,775	20,971	(1,804)	354,216	302,835	(51,381)
Grand Rapids	7,934	7,976	42	123,396	115,179	(8,217)
Ham Lake	7,832	8,924	1,092	121,810	128,869	7,059
Hastings	13,286	15,445	2,159	206,635	223,036	16,401
Hermantown	6,759	6,761	2	105,122	97,633	(7,489)
Hibbing	21,193	18,046	(3,147)	329,612	260,596	(69,016)
Hopkins	15,336	16,534	1,198	238,519	238,762	243
Hutchinson	9,335	11,523	2,188	145,186	166,400	21,214
International Falls	7,867	8,325	458	122,354	120,219	(2,135)
Inver Grove Heights	17,171	22,477	5,306	267,058	324,583	57,525
Lake Elmo	5,270	5,877	607	81,964	84,868	2,904
Lakeville	14,790	24,854	10,064	230,027	358,909	128,882
Lino Lakes	5,587	8,807	3,220	86,894	127,179	40,285
Litchfield	5,904	6,041	137	91,824	87,236	(4,588)
Little Canada	7,102	8,971	1,869	110,456	129,547	19,091
Little Falls	7,250	7,232	(18)	112,758	104,435	(8,323)
Mahtomedi	0	5,569	5,569	0	80,420	80,420
Mankato	29,750	31,477	1,727	462,698	454,549	(8,149)
Maple Grove	28,676	38,736	10,060	445,994	559,374	113,380
Maplewood	26,990	30,954	3,964	419,772	446,997	27,225
Marshall	11,165	12,023	858	173,648	173,620	(28)
Mendota Heights	7,288	9,431	2,143	113,349	136,190	22,841
Minneapolis	370,951	368,383	(2,568)	5,769,349	5,319,699	(449,650)
Minnnetonka	38,683	48,370	9,687	601,631	698,495	96,864
Montevideo	5,882	5,499	(383)	91,482	79,409	(12,073)
Monticello	0	5,045	5,045	0	72,853	72,853
Moorhead	29,998	32,295	2,297	466,555	466,362	(193)
Morris	5,385	5,613	228	83,752	81,056	(2,696)
Mound	9,280	9,634	354	144,331	139,121	(5,210)
Mounds View	12,593	12,541	(52)	195,857	181,101	(14,756)
New Brighton	23,269	22,207	(1,062)	361,900	320,684	(41,216)
New Hope	23,087	21,853	(1,234)	359,069	315,572	(43,497)
New Ulm	13,755	13,132	(623)	213,930	189,635	(24,295)
Northfield	12,562	14,684	2,122	195,375	212,047	16,672
North Mankato	9,817	10,164	347	152,682	146,775	(5,907)
North St. Paul	11,921	12,376	455	185,406	178,718	(6,688)
Oakdale	12,149	18,400	6,251	188,952	265,708	76,756
Orono	6,845	7,285	440	106,459	105,200	(1,259)
Otsego	6,472	5,219	(1,253)	100,658	75,366	(25,292)
Owatonna	18,637	19,386	749	289,859	279,947	(9,912)
Plymouth	31,615	50,889	19,274	491,704	734,872	243,168
Prior Lake	9,926	11,482	1,556	154,378	165,808	11,430
Ramsey	10,093	12,408	2,315	156,975	179,180	22,205
Red Wing	13,738	15,134	1,396	213,665	218,545	4,880

Municipalities	1980 Census Population	1990 Census Population	Difference In Population	1991 Population Apportion- ment	1992 Population Apportion- ment	Difference In Population Apportion- ment
Redwood Falls	5,210	4,859	(351)	\$81,030	\$0	(\$81,030)
Richfield	37,851	35,710	(2,141)	588,691	515,677	(73,014)
Robbinsdale	14,422	14,396	(26)	224,303	207,888	(16,415)
Rochester	57,974	70,997	13,023	901,662	1,025,245	123,583
Rosemount	5,083	8,622	3,539	79,055	124,508	45,453
Roseville	35,820	33,485	(2,335)	557,103	483,546	(73,557)
St. Anthony	7,981	7,727	(254)	124,127	111,583	(12,544)
St. Cloud	42,568	48,812	6,244	662,054	704,878	42,824
St. Louis Park	42,931	43,787	856	667,700	632,314	(35,386)
St. Paul	270,230	272,235	2,005	4,202,849	3,931,257	(271,592)
St. Peter	9,056	9,481	425	140,847	136,912	(3,935)
Sartell	0	5,409	5,409	0	78,110	78,110
Sauk Rapids	5,843	7,825	1,982	90,875	112,998	22,123
Savage	5,237	9,906	4,669	81,450	143,049	61,599
Shakopee	9,941	11,739	1,798	154,611	169,519	14,908
Shoreview	17,300	24,587	7,287	269,064	355,053	85,989
Shorewood	5,612	5,917	305	87,283	85,445	(1,838)
South St. Paul	21,235	20,197	(1,038)	330,265	291,658	(38,607)
Spring Lake Park	6,477	6,532	55	100,736	94,327	(6,409)
Stillwater	12,328	13,882	1,554	191,736	200,465	8,729
Thief River Falls	9,105	8,010	(1,095)	141,609	115,670	(25,939)
Vadnais Heights	5,111	11,041	5,930	79,491	159,440	79,949
Virginia	11,056	9,410	(1,646)	171,952	135,887	(36,065)
Waite Park	0	5,026	5,026	0	72,579	72,579
Waseca	8,219	8,385	166	127,829	121,085	(6,744)
West St. Paul	18,527	19,248	721	288,148	277,954	(10,194)
White Bear Lake	22,538	24,704	2,166	350,530	356,742	6,212
Willmar	15,895	17,531	1,636	247,213	253,159	5,946
Winona	25,069	25,399	330	389,895	366,779	(23,116)
Woodbury	19,388	20,075	687	301,539	289,897	(11,642)
Worthington	10,243	9,977	(266)	159,308	144,075	(15,233)
<b>TOTAL</b>	<b>2,564,600</b>	<b>2,817,301</b>	<b>252,701</b>	<b>\$39,886,866</b>	<b>\$40,554,876</b>	<b>\$668,010</b>

Eveleth and Redwood Falls did not receive an allocation in 1992.

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
\$40,554,876	
-----	
2,808,378	Equals \$14.4406757 per person

CURRENT RESOLUTIONS  
OF THE  
MUNICIPAL SCREENING BOARD

OCTOBER 1991

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.

(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.

## 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.



St. Paul

MSA ROUTE NO.	<u>TERMINI</u>		<u>APPROVAL DATE</u>	<u>MILEAGE</u>	<u>NEEDS WIDTH</u>
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	6.00 Ton
Bituminous	Spec. #2331	20.00 Ton

Surface:

Bituminous	Spec. #2331	\$ 20.00 Ton
Bituminous	Spec. #2341	23.50 Ton
Bituminous	Spec. #2361	30.00 Ton

Shoulders:

Gravel	Spec. #2221	\$ 7.00 Ton
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Miscellaneous:

Storm Sewer Construction	\$196,000.00 Mile
Storm Sewer Adjustment	62,000.00 Mile
Special Drainage-Rural	25,000.00 Mile
Traffic Signals	18,750 to 75,000.00 Mile

Signal Needs Based On Projected Traffic

Projected Traffic	Percentage	X Unit Price =	Needs Per Mile
0 - 4,999	.25	\$75,000 =	\$ 18,750.00 Mile
5,000 - 9,999	.50	75,000 =	37,500.00 Mile
10,000 & Over	1.00	75,000 =	75,000.00 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)	\$ 80,000 Unit
Signals and Gates(Multiple Track - high	\$110,000 Unit
Signs Only & low speed)	\$ 500 Unit
Rubberized Railroad Crossings (Per Track)	\$ 850 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
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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)
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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.

#### Right of Way - Oct. 1965 (Revised June 1986)

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

#### 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 12, 1992

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