



# ***1993 MUNICIPAL STATE AID***



# ***STREET APPORTIONMENT DATA***

***JANUARY, 1993***

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# ***PREFACE***

**THIS "1993 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.**

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# 1993 MUNICIPAL STATE AID STREET APPORTIONMENT DATA

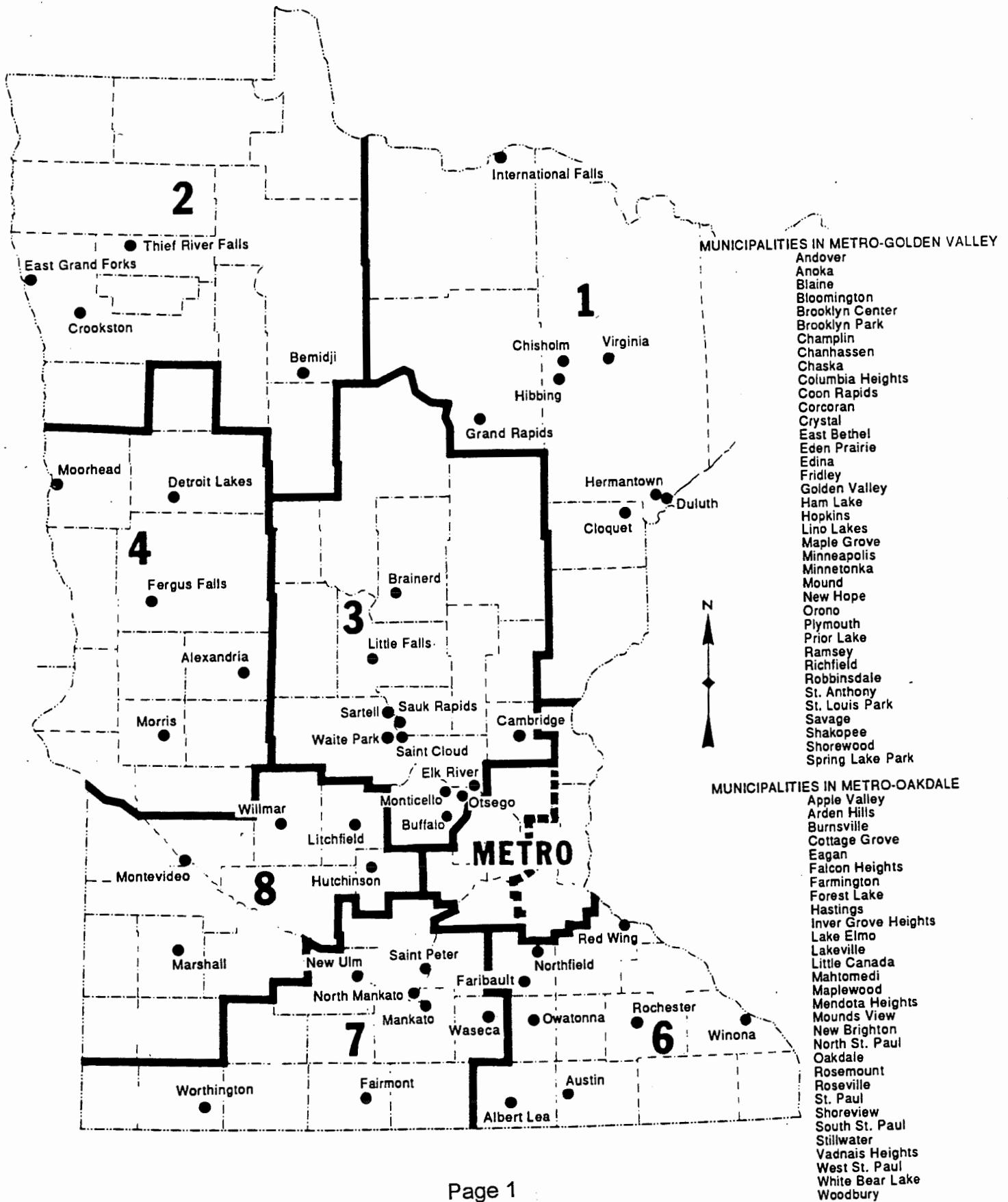
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**STATE OF MINNESOTA  
HIGHWAY DISTRICTS AND MUNICIPALITIES  
AS ESTABLISHED FOR STATE AID PURPOSES  
1992**



# 1992 MUNICIPAL SCREENING BOARD

## OFFICERS

Chairman	Dan Edwards	Fergus Falls	(218) 739-2251
Vice Chairman	Alan Gray	Eden Prairie	(612) 937-2262
Secretary	Kenneth Larson	Duluth	(218) 723-3278

## MEMBERS

<u>District</u>	<u>Served</u>	<u>Representative</u>		
1	1	Jim Prusak	Cloquet	(218) 879-6758
2	2	David Kildahl	Crookston	(218) 281-6522
3	2	Sidney Williamson	Sartell	(612) 251-4553
4	1	Herb Reimer	Moorhead	(218) 299-5390
5	3	Michael Eastling	Richfield	(612) 861-9700
6	1	Arnold Putnam	Owatonna	(507) 451-4541
7	3	Pete McClurg	New Ulm	(507) 359-8245
8	2	Dale Swanson	Willmar	(612) 235-4202
9	3	Ken Haider	Maplewood	(612) 770-4552
(Three Cities		Kenneth Larson	Duluth	(218) 723-3278
of the		Marvin Hoshaw	Minneapolis	(612) 673-2476
First Class)		Thomas Kuhfeld	St. Paul	(612) 292-6276

<u>District</u>	<u>Alternates</u>		
1	Bill Bennett	Hermantown	(218) 727-8456
2	Don Boell	Bemidji	(218) 751-5610
3	Curt Kreklau	Buffalo	(612) 253-1000
4	Gary Nanson	Detroit Lakes	(218) 847-5607
5	Larry Anderson	Prior Lake	(612) 447-4230
6	William Malin	Winona	(507) 457-8269
7	Ken Saffert	Mankato	(507) 625-3161
8	Rich Victor	Marshall	(507) 537-6774
9	Brian Bachmeier	Oakdale	(612) 739-5086

## 1992 SUBCOMMITTEES

The Needs Study Subcommittee members, who have served on the Screening Board, are appointed by the Chairman of the City Engineers Association to serve a three year term.

The past Chairman of the Screening Board is appointed to serve a three year term on the Unencumbered Construction Fund Subcommittee.

NEEDS STUDY SUBCOMMITTEE	UNENCUMBERED CONSTRUCTION FUNDS SUBCOMMITTEE
Charles Siggerud - Chairman Burnsville (612) 895-4400 Expires in 1992	Ron Rudrud - Chairman Bloomington (612) 881-5811 Expires in 1992
Joe Bettendorf Litchfield (612) 252-4740 Expires in 1993	Bruce Bullert Savage (612) 890-1045 Expires in 1993
Tom Drake Red Wing (612) 227-6220 Expires in 1994	Jim Grube St. Louis Park (612) 924-2551 Expires in 1994

ALLOCATION STUDY SUBCOMMITTEE (Presently Not Appointed by the Commissioner)	
Jim Grube-St. Louis Park-Chairman	(612) 924-2551
Larry Anderson - Prior Lake	(612) 447-4230
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
Ramankutty Kannankutty - Minneapolis	(612) 673-2456
Tom Kuhfeld - St Paul	(612) 292-6276
Ken Larson - Duluth	(218) 723-3278
Bill Ottensmann - Coon Rapids	(612) 755-2880
Herb Reimer - Moorhead	(218) 299-5390
Chuck Siggerud - Burnsville	(612) 895-4400



MINUTES  
FALL MUNICIPAL STATE AID SCREENING BOARD  
OCTOBER 27-28, 1992

I. SESSION 1

The 1992 Fall Meeting, held at Arrowhead Resort, Alexandria, Minnesota, was called to order by Chairman Dan Edwards at 1:03 p.m., Tuesday, October 27, 1992. Roll Call was taken by Secretary Ken Larson.

Present were:

Chairman	Dan Edwards	Fergus Falls
Vice Chairman	Alan Gray	Eden Prairie
Secretary & 1st Class City	Kenneth Larson	Duluth
District I	Jim Prusak	Cloquet
District II	David Kildahl	Crookston
District III	Sid Williamson	Sartell
District IV	Herb Reimer	Moorhead
West Metro District	Michael Eastling	Richfield
District VI	Arnold Putnam	Owatonna
District VII	Pete McClurg	New Ulm
District VIII	Dale Swanson	Willmar
East Metro District	Ken Haider	Maplewood
First Class City	Marv Hoshaw	Minneapolis
First Class City	Thomas Kuhfeld	St. Paul
Unencumbered Construction		
Funds Subcommittee Chair	Ron Rudrud	Bloomington

Others:

Dennis Carlson, Director, State Aid Office  
Julie Skallman, Assistant State Aid Engineer  
Ken Straus, Manager, Municipal State Aid  
Ken Hopschen, Manager, County State Aid  
Bill Croke, District I State Aid Engineer  
Lou Tasa, District II State Aid Engineer  
Mike Tardy, District III State Aid Engineer  
Tallack Johnson, District IV State Aid Engineer  
Elmer Morris, Metro District State Aid Engineer  
Mike Pinsonneault, District VI State Aid Engineer  
Douglas Haeder, District VII State Aid Engineer  
Tom Behm, District VIII State Aid Engineer  
Ken Saffert, Alternate, Mankato  
Larry Anderson, Alternate, Prior Lake  
Greg Peterson, St. Paul  
Dave Kreager, Duluth  
Gary Nansen, Detroit Lakes  
R. Kannankutty, Minneapolis  
Bo Spurrier, Minneapolis  
Don Aluni, Minneapolis  
Dan Sabin, Minneapolis  
Paul Kirkwood, Ramsey County  
Steve Gatlin, Roseville



A. Minutes of Spring, 1992, Meeting

Chairman Edwards called for consideration of the minutes of the Spring Municipal Screening Board Meeting, held June 15-16, 1992, as appear on pages 6 through 12 of the 1992 Municipal State Aid Needs Report. Corrections to Item F on page 8 and Item E on page 10 changed the Chair of the Quality Committee from Dennis Carlson to Mark Gieseke.

Motion by: Marv Hoshaw, seconded by Mike Eastling, to adopt the minutes as corrected.

Action: Motion carried.

B. Needs Committee Representation

Chairman Edwards turned control of the meeting over to Manager of Municipal State Aid Needs, Ken Straus. Mr. Straus reviewed the 1992 Municipal State Aid Needs Report of October, 1992, beginning with the upcoming change in Needs Study Subcommittee representation. Chuck Siggerud, Burnsville, will be exchanging his current municipal role for MnDOT employment as Head of the Metro Division. Another member of that subcommittee, Joe Bettendorf, is no longer representing the City of Litchfield. An additional change will be the retirement of Marv Hoshaw, Minneapolis. Marv Hoshaw has been on the Screening Board representing the City of Minneapolis as a First Class City since 1982. Mr. Straus expressed appreciation for the years of effort and contribution by Mr. Hoshaw.

C. Needs Mileage

The current mileage cap statewide is 2,500 miles. Any increase in that cap would require a statute change. Currently there are approximately 2,470 miles available for State Aid designation. Needs mileage in 1992 indicates approximately a 28 mile increase.

D. Needs Study

A change was noted in the needs study update, deleting the per ton unit reference under sidewalk removal and changing it to square yard. Traffic counts were not included since the updates were not received in time for preparation of the report. However, the new allocation will reflect the appropriate traffic counts. Final comment by Mr. Straus indicated that the Cities of Minnetonka and St. Peter were missed in the update. Minnetonka should be increased to 49.78 miles and St. Peter's would go up to 8.93 miles. The total actual mileage therefore is 2,405.44 miles. The final reference was to page 28 where a comparison of last years needs and 1992's needs were shown. The needs ratio went up slightly from 1991 to 18.45. This is interpreted as meaning that our system Statewide can be completed in approximately 18 years.

E. Unencumbered Fund Balance

Ken Straus deferred to the Unencumbered Construction Fund Subcommittee Chair, Ron Rudrud, for review of the issues concerning the current unencumbered construction fund balance. Mr. Rudrud reviewed the controversy in recent years over the high balance, which concerned not only the cities, but legislators as well. Mr. Rudrud referred to past recommendations by the subcommittee to the Screening Board which were not accepted at that time. With the changes that have been implemented by the Board, the balance, instead of going down, has gone up in the last year to \$10.6 million.

Therefore, the subcommittee is looking to the Screening Board to determine its intent and seek its direction in the future. The primary point being expressed by the subcommittee is concern about the high current balance. Marv Hoshaw, Minneapolis, emphasized that all cities are taking allocation reductions as a result of the action taken by the Board in 1992. Dennis Carlson, State Aid Engineer, commented that the expectation with that action was that the balance would go down. However, the balance has risen since that time. Additional discussion focused on the reliability or lack of reliability of information currently before the legislature. The appropriate distribution of funds under the 62/29/9 distribution formula has come up for discussion. A recent MnDOT paper identified a 100 year cycle for rebuilding the Trunk Highway System, while the Municipal State Aid replacement estimate is 18 years. The legislature, if it accepts this information as valid, will make their own conclusions as to where the needs exist. Marv Hoshaw pointed out two issues; i.e., needs versus spending. More realistic estimates indicate that we actually have over 35 years in total needs, not 18 years as indicated by our needs study. Tom Kuhfeld, St. Paul, emphasized that the ability to spend allocated dollars is more complex. Other issues include rules and regulations required for eligibility of funds, as well as only being able to spend those dollars on 20% of the total street network. He also suggested that gas tax revenues should be spent where they are generated.

Dennis Carlson reminded the Board that the Legislature will be dealing with the State system, not the local networks as reflecting "real" needs. The primary criteria should be the volume of traffic, with distribution of funds to maintain the integrity of the system at a state level.

Further discussion on this issue was deferred to the evening session.

F. Unamortized Bond Account Balance

Ken Straus pointed out a problem area in the Bond Account; i.e., many of the cities don't submit a report of city contracts or indicate projects for application of those bonds. If they are not reported and state aid funds are not applied to the bond, the City receives a negative adjustment.

G. Construction Accomplishments; Board Resolution of October, 1988

Ken Straus referred to this resolution (page 59) as needing reconsideration in order to improve equity for all communities. Mr. Straus suggested that a municipality could construct a street in one year to a minimum standard, and in the following year submit it for widening needs for four-way roadway with parking lanes. The constructed width of 32 feet could then be increased to a need for 76 feet if traffic volumes are high. Mr. Straus suggested that there be some limit, say a 10 year period, where the municipality would need to wait to obtain needs after the construction of a roadway.

Marv Hoshaw, Minneapolis, suggested this action would negatively affect growing communities. He urged caution in attempts such as this to "be fair". Marv feels that more education of City Engineers and agreement on more accurately reflecting needs would avoid this type of a problem.

H. Eligible Expenditures

Mike Eastling, Metro West District, brought a proposal from John Flora, Fridley, for expanding the eligibility for use of the current MSA allocation. He suggested that although needs are calculated on 20% of our total system, that expenditures be allowed on a greater percentage of the street network. Discussion of item was deferred to a later session.

## I. Ramsey County Consolidation Proposal

Steve Gatlin, Roseville, introduced this topic, which was presented at the June, 1991, Screening Board Meeting. The presentation at that time was jointly provided by Mr. Gatlin and Paul Kirkwood, Ramsey County. In 1991, the Legislature appointed a commission consisting of 25 members divided between public and private sectors. The public sector included school board members, county commissioners, city councilors, and other appointed representatives. They were charged with investigating the possibility of cooperation in consolidation of government services in the most urbanized county in the State; i.e., Ramsey County. They focused on five functional areas: law enforcement, health, county attorney's office, public works, and library. The only area that generated interest at the legislature was in public works, specifically, the functional consolidation of roadways in the county. The intent of the roadway consolidation approach was that county roads that are generally local in nature would be turned back to the responsibility of the city. This would include about 45 miles of what are currently county roads. In order to accomplish this turnback, the Screening Board would have to allow cities and Ramsey County to increase municipal state aid mileage above the 20% limit currently set by state aid rules. Calculation of the annual apportionment impact would range between \$350,000 to \$710,000.

Resolutions have been adopted by cities within the county, however, if the Municipal State Aid Screening Board is not agreeable to adding these segments to the system, the cities are presumably not agreeable to accepting these roadways as their responsibilities. In summary, representatives within Ramsey County believe that this idea improved the transportation network as a whole and that all roadways within Ramsey County that would not be built under the current jurisdictional approach would be reconstructed and/or developed under a Municipal State Aid system. A major positive benefit would be further opportunities to spend state aid funds and reduce the current balance.

Ken Straus reviewed the consolidation assumption and mileage changes based upon the Ramsey County proposal. Questions and discussion by Screening Board members followed the presentation.

Jim Prusak, Cloquet, requested a way of simplifying or summarizing the spreadsheets provided. Steve Gatlin reviewed the charts and the percentages above the 20% allowable that would need to be transferred to local jurisdiction. Of the total miles of county roads that are proposed for turnback, none have been proposed for reconstruction by Ramsey County within the next five years. Ken Larson, Duluth, asked if municipalities in the county have agreed with the consolidation approach and if Hennepin County would apply the same model to its network. Gatlin indicated that there was agreement throughout the County by the municipalities. Marv Hoshaw indicated that this model is not compatible for Hennepin County in the future since they're not a comparable situation with very few county roads within the City of Minneapolis. Ken Larson said that the City of Duluth and St. Louis County are looking at consolidation of services as well as mileages. Larry Anderson, Prior Lake, indicated that Scott County has proposed similar turnbacks in the City of Prior Lake.

Further discussion was deferred to the evening session.

## J. Quality Improvement Task Force

Dale Swanson, Tom Kuhfeld, and Alan Gray served on a Quality Improvement Task Force with three county engineers and state aid office staff. The primary focus of the task force was to seek changes to the system that would result in reduction of the unencumbered fund balance to cities and counties. A total of 14 recommendations were presented, with the second page of the presentation identifying the results of a questionnaire that went out to all city and county engineers. The highest ranking recommendation was to allow construction funds to be advanced, assuming funds are balanced by cities or counties who are not spending their own funds the same year. This recommendation was discussed by the Western Metro District city engineers, with a mixed review on its effectiveness. The second highest recommendation was to pay 100% of the actual construction engineering cost and to pay the preliminary engineering costs when they are incurred. Some engineering representatives were concerned that this might result in pressure by city councils or city managers to unbalance time sheets in order to balance city general fund budgets. An additional suggestion was that there be allowance for a state aid expenditure off system to include not only state trunk highways and state aid roads but other local municipal streets as well. The fourth recommendation in terms of effectiveness was to limit scope of plan reviews and coordination between offices (District and Central Office). A question was asked on the reason for the increased review time by state aid staff. Both Dennis Carlson and Julie Skallman, State Aid Office, commented, suggesting that the extent of scrutiny of plans was based upon the quality of the plans submitted. If plans are not up to standard, the review time is lengthened. Alan Gray summarized that there may be opportunities as a result of this process for gaining efficiencies in plan review. The bottom line is not to negatively impact the quality of the final product.

Mike Eastling suggested looking at the implementations of these suggestions; which all agreed had already begun by the State Aid staff. The suggestions will be part of a final report to Dennis Carlson, State Aid Engineer. Dennis expressed his appreciation of the effort by the team, with the expectation of success in the areas of the first two suggestions. However, Dennis Carlson believes that advancing funds to municipalities may cause problems that are unanticipated, such as drawing the balance down too far. He believes rather that we need to focus on cities with the highest current balances. Final comments by Board members included consideration of all suggestions, taking a look at storm sewer systems and increasing costs, and bringing comments on the final report to the attention of the Board and MnDOT staff.

Chairman Dan Edwards adjourned the afternoon session at 3 p.m.

## II. EVENING SESSION

Vice Chairman Alan Gray reconvened the evening session at 8:05 p.m. He reviewed the agenda issues to be taken up at the Wednesday business meeting as follows:

1. Needs and Apportionment Data
2. Research Account
3. Ramsey County Consolidation
4. Quality Improvement Task Force Recommendations
5. Unencumbered Fund Subcommittee Issues

There was no subsequent discussion on the first two items listed above.



A. Ramsey County Consolidation Proposal

The evening discussion on this issue was far ranging, including the options proposed by Ramsey County and the implications for other counties statewide. It was emphasized that the approach proposed by Ramsey County is consistent with the intent of the Federal Surface Transportation Act. However, if the Ramsey County proposal were pursued and the 20% cap on MSA designation countywide were to be adhered to, some cities would lose and others would gain within that county boundary. Suggestions put forward by the Board during the discussion include the following:

- Recognize density as a factor in the percent of the street network allowable for designation as MSA, to minimize concern that the system is not responsive to rapid growth areas.
- Suggested using unencumbered fund balance dollars as source of turnback funds for growth and reassignment to Ramsey County.
- Consider excess mileage on State Aid System within the county as off system expenditure, with no increases.
- Suggestion that any resolution adopted should be "revenue neutral" statewide. Revenue neutral would imply that the de-designation of segments of streets would be necessary to balance the total network.
- Schedule joint meetings with Ramsey County and MSA Screening Board to sort out issues, with MnDOT attendance since they represent 62% of the total statewide funding sources.
- Discussion concluded with Mike Eastling and Dave Kildahl proposing to draft a resolution for consideration by the Board at tomorrow's meeting.

B. Quality Improvement Task Force

In development of a final report, it was strongly suggested that support be given for reimbursement of preliminary engineering costs when plans are approved and before project implementation. A rule change would be required in order to accomplish this recommendation. State Aid staff assumed that a Rules Committee meeting will take place within the next year. It was suggested that a resolution from both the city and county engineers at their meeting in January be developed for Rules Committee consideration.

A draft final report on quality improvement will be submitted by the task force to State Aid staff in November, 1992. The report can then be distributed to all city engineering staff, with comments by State Aid Engineer Dennis Carlson. A suggestion was made to place the report on the agenda for the next Screening Board meeting in the Spring of 1993.

The identified mission of the Quality Improvement Task Force is to help cities spend their allocations and lower the unencumbered fund balance. This could be accomplished by first looking at the problem identification and the obstacles to spending available dollars. Changing of focus from punitive or penalty to a coaching and assistance approach would be more beneficial. In taking this approach, it is assumed that most counties and cities would take a responsible approach to the best use of funds. If municipalities are given more design latitude with increased eligibility for funding, it is expected that they may be able to "sell" projects more easily to customers. Opening up eligibility to include walkways and trails would seem to be a more flexible approach to funding and increasing expenditures to the unencumbered balance.

C. Unencumbered Construction Fund Subcommittee

The subcommittee is looking for direction from the Screening Board as to its role and responsibilities in the future in consideration of past resolutions to eliminate the penalties. It was noted that problems are anticipated to continue in terms of excessive unencumbered fund balance, especially with Minneapolis, since it is carrying currently a high fund balance based on the state of the economy and political decisions. Belief was expressed that cities have enough integrity and forethought to follow through on construction of projects in five years after a plan has been completed. An alternative suggestion for consideration was applying an accelerated penalty on an annual basis for increasing balances, similar to the current deduction for needs.

III. SESSION III (FINAL SESSION)

Chairman Dan Edwards called the final session of the Fall Municipal Screening Board back to order at 8:40 a.m., Wednesday, October 28, 1992. Roll call was taken for members in attendance.

Present were:

Chairman Dan Edwards  
Vice Chairman Alan Gray  
Secretary and First Class City, Kenneth Larson  
District I, Jim Prusak  
District II, David Kildahl  
District III, Sid Williamson  
District IV, Herb Reimer  
Metro West District, Mike Eastling  
District VI, Arnold Putnam  
District VII, Pete McClurg  
District VIII, Dale Swanson  
Metro East District, Ken Haider  
First Class City Minneapolis, Marv Hoshaw  
First Class City St. Paul, Tom Kuhfeld

(Others in attendance as listed for Session I.)

A. Needs and Apportionment Data

Motion by: Dale Swanson, Seconded by Herbert Reimer, to approve the Needs and Apportionment Data listed on page 17 of the report.

Action: Motion carried.

B. Research Account

Motion by: Marv Hoshaw, Seconded by Sid Williamson to continue support for a research account.

Action: Motion carried.

C. Ramsey County Consolidation

A draft compromise resolution was prepared by Mike Eastling and Dave Kildahl for consideration by the Screening Board. Proposed alternatives (Alternative A and Alternative B) require a variance to the rules in order to be implemented. The rules state that in order to spend money on local streets all other M.S.A. in municipalities must be up to State Aid standards. It was suggested that bringing higher volume County State Aid routes into the

Municipal State Aid System could result in removing lower volume MSA routes from the State Aid System, resulting in an upgrading of the entire system because of the increase in average traffic volume. Discussion also related to other counties such as Stearns County and St. Louis County looking at a comparable approach to redesignation of portions of their networks. In moving towards a higher integrity in our total system network, it was suggested that a functional classification approach to the entire system be reviewed with the objective of identifying an appropriate jurisdiction for those different segments of the roadways based upon functional classification.

Clarification was made that the input desired from the Screening Board at this time is a recommendation to the Variance Committee relative to support of the consolidation of roadways within the county. There is no request for action by the Screening Board for changing of the system. Ramsey County could go before the Variance Committee at any time without support of the Screening Board. It was felt that while the Screening Board is sympathetic to Ramsey County municipalities in attempting to deal with a very difficult problem, the Screening Board at this point in time does not have sufficient information to make a decision or take definitive action. Clarification has been provided by Paul Kirkwood, Ramsey County, that Minnesota Statutes currently allow county boards to turn county roads back to municipalities without a public hearing and without consent of the municipalities. This can all happen without a negotiated settlement. The only jurisdictional entity protected by State Statute is the Township. There is funding support, however, to municipalities if the roadways are turned over from the county through receipt of a maintenance allocation. This funding source will help alleviate the burden of additional cost to the city.

There was general support of the concept with concern that any action taken by the Screening Board at this time provides a basis of endorsement for continued study and for prompting an overall jurisdictional study statewide.

Motion by: Mike Eastling, seconded by Dave Kildahl that the next scheduled Rules Committee consider Proposal A; however, prior to taking action, the Rules Committee investigate the number of miles affected by the proposal.

Action: Motion carried.

Subsequent discussion focused on the need to bring down the unencumbered construction fund balance by broadening the opportunities for use of State Funds on an expanded system.

Motion by: Ken Haider, seconded by Tom Kuhfeld, that the Screening Board recommend to the Variance Committee approval of variance by cities for reconstruction of county road turnbacks as eligible off-system expenses.

Action: Motion failed.

Motion by: Mike Eastling, seconded by Sid Williamson; recommending that Proposal B be considered by the next Rules Committee; however, prior to taking action, the Committee will investigate the number of miles affected by the proposal.

Action: Motion carried.

B. Unencumbered Funds Balance Subcommittee

Marv Hoshaw, Minneapolis, suggested continuing taking a message to the cities to educate them on reducing their unencumbered fund balance. No further comments were received by subcommittee Chair Ron Rudrud. No official action is required to be taken by the subcommittee.

Mike Eastling, Metro District West, suggested that our purpose is to establish need, with those cities having a balance of "0" reflecting a greater need. Recommendation to adjust incrementally greater reduction in allotment with increasing the balance, with a multiplier taking effect after reaching a balance of \$500,000, was proposed. An automatic adjustment would be made for whatever balance was on the books on September 1.

Motion by: Mike Eastling, seconded by Marv Hoshaw to continue the Unencumbered Construction Fund Balance Subcommittee with the directive identified above. The subcommittee will report back to the Board on their recommendation.

Action: Motion carried.

Motion by: Ken Haider, seconded by Herb Reimer, to include in the direction of the subcommittee incentives to the cities that maintain a small balance.

Action: Motion carried.

C. State Aid Engineer's Report

Dennis Carlson, State Aid Engineer, reported on the recommendations from the Quality Improvement Task Force. His comments on the individual elements of the Task Force are as follows:

1. Permit Process - State Aid staff willing to work with cities on reviewing Federal plan prior to issuance of permits.
2. Lighting - Recommendation to fully fund ornamental poles for street lighting.
3. Pedestrian Paths and Bikeways - Dennis does not agree on unlimited width for MSA or CSAH recreational trails.
4. Preliminary Engineering - Agreement by Dennis to look at expansion of these elements in relationship to environmental needs and recent ISTEA legislation.
5. Construction Engineering - Doesn't agree with dropping the limit entirely, but agrees to changing the limit.
6. Landscaping - Dennis is in agreement to opening a discussion on this issue. Recommendation from the Task Force is 5%.
7. Sidewalks - Dennis remains open to discussion on this issue.
8. Advance Encumbrances - Dennis doesn't believe that this approach will help. Those with high balance still won't sufficiently spend down their allocation



9. Recommendations for Change Outside Statutory or Rules Changes;

- a) Review Process - MSA staff will continue to reduce time required for plan review. Peak season review has been reduced from 6 to 3 weeks. Dennis' personal policy is to sign all plans on the same day that they are placed on his desk.
- b) Plan Review Scope - A suggestion was made that an internal task force be formed to define the rules and responsibilities of the District State Aid Engineer and State Aid Plans Engineer. Dennis supports the intent, however, he believes that a high quality review process must be maintained and reviewing plans at a certain minimal level shouldn't be jeopardized.
- c) Bridge Plans - Dennis supports the proposal that an issue resolution team be formed.
- d) Cooperative Agreements - Dennis agrees with the recommendations; i.e., that explanation be given as to why a project cannot be forwarded before agreement completion and that a position be dedicated to the State Aid Office to process agreements. Dennis indicated that their internal budget would be a limiting factor for adding additional staff.
- e) Recovering CADD Equipment Cost - Dennis believes that CADD equipment costs are recoverable, stating as an example that if you are using up to date equipment and design practices, actual cost of the project can be reduced.

Dennis summarized his report by challenging all city engineers to seek solutions and share with each other through this and other similar forums. A successful example Dennis referred to was the Rules Committee process. In that process he used a conflict resolution by consent approach. Dennis encourages this method for getting community and public consent to a project. Dennis also discussed Federal requirements and some recent problem in talking to cities about consultants and their responsible charge on projects. Dennis suggested obtaining a copy of Federal Aid Policy Guidelines or Federal Register as a reference. Dennis' final comments were on the State Aid Division and the positive changes that are occurring towards giving his organization a voice with the Commissioner of Transportation. Dennis feels very positive about this relationship with the Commissioner and the implications.

D. Eligible Expenditures

A request from the City of Fridley was conveyed by Mike Eastling, Metro West District, for being able to use 20% State Aid allocation for construction on a greater percentage of the total street network. Discussion focused on the option available through the variance procedure to use dollars on other local roads. After discussion on the issue, it was decided that no action be taken by the Screening Board at this time.

E. Mileage Cap

Concern was expressed by Jim Prusak, Cloquet, for looking at the current mileage cap of 2,500 miles. A suggestion was made also to look at increasing beyond the 20% allowable mileage. It is expected that by the end of this

year, the maximum total mileage will have been exceeded. Marv Hoshaw suggested that the Quality Improvement Task Force needs to explore this issue. The last proposal presented was for a 3,000 mile cap. A suggestion was made for using a percentage rather than a fixed number as a cap. Recommendation was made that the Executive Committee take this issue to the City Engineers Association Meeting in January for inclusion in the transportation bill next year.

Motion by: Tom Kuhfeld, seconded by Arnie Putnam, for Screening Board support for legislation to increase the mileage cap to 3,000 miles.

Action: Motion carried.

F. Adjournment

Chairman Dan Edwards thanked Ron Rudrud for serving as Chair of the Unencumbered Construction Fund Balance Subcommittee and expressed appreciation for his efforts; thanked the State Aid staff for contributing to the discussions and for the preparation in their reports and meeting agenda; thanked Mike Eastling, Pete McClurg, and Ken Haider for their efforts during their 3 years on the Board; and finally thanked Marv Hoshaw for the past 10 years he has served representing the City of Minneapolis on the Screening Board. Marv, who will be retiring from the City of Minneapolis at the end of the year, received a standing ovation in recognition of his contribution to the Board.

Marv Hoshaw, City of Minneapolis, made his final comments to the Screening Board, expressing appreciation for the working relationship with Board members, commenting on the high quality of the Screening Board over the past few years, suggesting that the Board continue to be considerate of growing community needs, and finally reminding the Board to give thoughtful, considerate deliberations in making resolutions to avoid hasty decisions that are difficult to change. Marv also thanked Dan Edwards for his role and leadership as Chair during the past year.

Motion by: Marv Hoshaw, seconded by Mike Eastling to adjourn the meeting at 11 a.m.

Action: Motion carried.

Respectfully submitted



Kenneth H. Larson  
Secretary

# SCHEDULE "A"

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

### ESTIMATED Gross Income (Fiscal 1993)

Motor Fuel Tax	07/01/92 to 12/31/92	\$237,238,590	
	01/01/93 to 06/30/93 (Est.)	<u>217,145,436</u>	
		Subtotal	\$454,384,026
Motor Vehicle Tax	07/01/92 to 12/31/92	\$173,176,577	
	01/01/93 to 06/30/93 (Est.)	<u>205,613,471</u>	
		Subtotal	\$378,790,048

<b>Total Highway Users Income</b>	<b>\$833,174,074</b>
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### Less Transfer to:

Motor Vehicle Division	(\$10,271,000)	
Petroleum Division	(1,715,000)	
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	(\$21,665,000)

<b>ESTIMATED Funds Available for Distribution in Calendar Year 1993</b>	<b>\$811,509,074</b>
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### Special 5% Distribution (M.S. 161.081, M.S. 161.082, M.S. 161.083)

\$811,509,074 x 5% = \$40,575,454

(28%) Trunk Highway Fund	\$11,361,127
(64%x27.5%) County Turnback Account	7,141,280
(64%x25%) Town Bridge Account	6,492,073
(64%x47.5%) Town Road Account	12,334,938
(8%) Municipal Turnback Account	<u>3,246,036</u>
	\$40,575,454

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

\$811,509,074 x 95% = \$770,933,620

(62%) Trunk Highway Fund	477,978,844
(29%) County State Aid Highway Fund	223,570,750
(9%) Municipal State Aid Street Fund	<u>69,384,026</u>
	\$770,933,620

<b>Total Special and Regular Distribution of 1993 funds</b>	<b>\$811,509,074</b>
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# SCHEDULE "B"

## Minnesota Department of Transportation ESTIMATED Funds Available for Distribution To Counties in 1993

### INCOME:

Highway Users Fund (29%) - Excluding Turnback	\$223,570,750
Investment Interest	18,000,000
Increase in income over 1992 estimate	7,845,153
Unexpended balance of 1992 Administrative Cost Account	1,431,702
Unexpended balance of 1992 Research Account	71,426
Release of Unencumbered State Park Fund	<u>0</u>
<b>Total Funds Available</b>	<b>\$250,919,031</b>

### DEDUCTIONS:

Administrative Account (1½ % of total funds available)	(\$3,763,785)
Disaster Fund	
Legal Limit	(\$300,000)
Unexpended balance as of 12/31/92	<u>(50,000)</u>
Amount required to make the \$300,000 maximum	(\$250,000)
Research Account (¼ of 1% of the 1992 Apportionment Sum)	
\$244,754,252 x .25% = \$611,886	
(As determined by 1992 Screening Board)	(\$611,886)
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.	<u>(\$1,847,200)</u>

### APPORTIONMENT SUM Available for Distribution to the Counties in 1993

\$244,446,160

(10%) Equalization	24,444,616
(10%) Registration	24,444,616
(30%) Mileage	73,333,848
(50%) Money Needs {\$122,223,080 + 53,523}	<u>122,276,603 *</u>
	<b>\$244,499,683 *</b>

\* Includes \$53,523 received from the Attorney General as damages paid by contractors for their collusive conduct (to be apportioned among all counties according to current "needs" formula).



# SCHEDULE "C"

## Minnesota Department of Transportation ESTIMATED Funds Available for Distribution To Municipalities in 1993

### INCOME:

Highway Users Fund ( 9%) - Excluding Turnback	\$69,384,026
Interest on Investments	12,000,000
Increase in income over 1992 estimate	3,062,055
Unexpended balance of 1992 Administrative Cost Account	493,170
Unexpended balance of 1992 Research Account	<u>19,247</u>
<b>Total Funds Available</b>	<b>\$84,958,498</b>

### DEDUCTIONS:

Administrative Account (1½ % of total funds available) (\$1,274,377)

#### Disaster Fund

Legal Limit (5% of the Current  
Apportionment Sum) (\$4,147,711)  
Unexpended balance of 1992 Disaster  
Fund 3,620,586

Amount required to make maximum allowed (\$527,125)

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

Research Account (¼ of 1% of the 1992 Apportionment Sum)

\$81,109,752 x .25% = \$202,774

(As determined by 1992 Screening Board)

(\$202,774)

### APPORTIONMENT SUM Available for Distribution to the Urban Municipalities in 1993

\$82,954,222

(50%) Population \$41,477,111  
(50%) Money Needs 41,477,111

\$82,954,222

# SCHEDULE "D"

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

<b>Income to Town Bridge Account:</b>	
Highway Users Fund (64% x 25% x 5%)	<b>\$6,492,073</b>
Increase in income over previous years estimates	<b><u>207,258</u></b>

<b>Total monies available for distribution to Towns in 1993</b>	<b>\$6,699,331</b>
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<b>Income to Town Road Account:</b>	
Highway Users Fund (64% x 47.5% x 5%)	<b>\$12,334,938</b>
Increase in income over previous years estimates	<b><u>393,790</u></b>

<b>Total monies available for distribution to Towns in 1992</b>	<b>\$12,728,728</b>
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## Apportionment Summary

The Municipalities share of the Highway Users Tax Distribution Fund for the 1993 Apportionment is \$82,954,222. An increase of \$1,844,470 over the 1992 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 1993 Apportionment. The following adjustments were made to the 1990 census due to annexations and detachments or corrections made to census.

Austin	+	9	International Falls	-	24
Bemidji	-	80	Little Falls	+	142
Cambridge	+	4	Mahtomedi	+	64
Edina	+	5	Mankato	-	72
Hastings	+	33	Mendota Heights	-	43
Hopkins	-	5	North Mankato	+	498
Hutchinson	-	64	White Bear Lake	-	82

The per capita population allocation in 1993 increased from \$14.44 to \$14.77.

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 1993 apportionment, \$1000 in adjusted money needs earned approximately \$29.89. A drop of \$.52 per \$1000 from the 1992 allocation when the needs earned approximately \$30.41.

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. If a city didn't request more than the minimum, their maintenance was allocated at a rate of \$1500 per improved mile plus any bond interest that is due in 1993. A greater amount is allocated to those cities that have submitted a written request before December 16 preceding the apportionment. After the maintenance amount is determined, the remaining amount is allocated to the city's construction account.

## **1993 POPULATION APPORTIONMENT**

(The allocation per each person equals approximately \$14.77)

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.

<b>Municipalities</b>	<b>Population</b>	<b>Population Apportionment</b>
<b>Albert Lea</b>	18,310	\$270,384
<b>Alexandria</b>	8,029	118,565
<b>Andover</b>	15,216	224,695
<b>Anoka</b>	17,192	253,875
<b>Apple Valley</b>	34,598	510,910
<b>Arden Hills</b>	9,199	135,842
<b>Austin</b>	21,916	323,634
<b>Bemidji</b>	11,165	164,874
<b>Blaine</b>	38,975	575,545
<b>Bloomington</b>	86,335	1,274,912
<b>Brainerd</b>	12,353	182,417
<b>Brooklyn Center</b>	28,887	426,575
<b>Brooklyn Park</b>	56,381	832,580
<b>Buffalo</b>	6,856	101,243
<b>Burnsville</b>	51,288	757,372
<b>Cambridge</b>	5,098	75,282
<b>Champlin</b>	16,849	248,810
<b>Chanhassen</b>	11,732	173,247
<b>Chaska</b>	11,339	167,443
<b>Chisholm</b>	5,290	78,118
<b>Cloquet</b>	10,885	160,739



<b>Municipalities</b>	<b>Population</b>	<b>Population Apportionment</b>
<b>Columbia Heights</b>	18,910	\$279,245
<b>Coon Rapids</b>	52,978	782,328
<b>Corcoran</b>	5,199	76,774
<b>Cottage Grove</b>	22,935	338,682
<b>Crookston</b>	8,119	119,894
<b>Crystal</b>	23,788	351,278
<b>Detroit Lakes</b>	7,145	105,510
<b>Duluth</b>	85,493	1,262,478
<b>Eagan</b>	47,409	700,091
<b>East Bethel</b>	8,050	118,875
<b>East Grand Forks</b>	8,658	127,853
<b>Eden Prairie</b>	39,311	580,507
<b>Edina</b>	46,075	680,391
<b>Elk River</b>	11,143	164,549
<b>Fairmont</b>	11,265	166,351
<b>Falcon Heights</b>	5,380	79,447
<b>Faribault</b>	17,090	252,369
<b>Farmington</b>	5,940	87,716
<b>Fergus Falls</b>	12,362	182,550
<b>Forest Lake</b>	5,833	86,136
<b>Fridley</b>	28,335	418,424
<b>Golden Valley</b>	20,971	309,680
<b>Grand Rapids</b>	7,976	117,782
<b>Ham Lake</b>	8,924	131,781
<b>Hastings</b>	15,478	228,564
<b>Hermantown</b>	6,761	99,840
<b>Hibbing</b>	18,046	266,486
<b>Hopkins</b>	16,529	244,084
<b>Hutchinson</b>	11,459	169,215
<b>International Falls</b>	8,301	122,581
<b>Inver Grove Heights</b>	22,477	331,919
<b>Lake Elmo</b>	5,877	86,786
<b>Lakeville</b>	24,854	367,020
<b>Lino Lakes</b>	8,807	130,053
<b>Litchfield</b>	6,041	89,208
<b>Little Canada</b>	8,971	132,475

<b>Municipalities</b>	<b>Population</b>	<b>Population Apportionment</b>
<b>Little Falls</b>	7,374	\$108,892
<b>Mahtomedi</b>	5,633	83,183
<b>Mankato</b>	31,405	463,759
<b>Maple Grove</b>	38,736	572,016
<b>Maplewood</b>	30,954	457,099
<b>Marshall</b>	12,023	177,544
<b>Mendota Heights</b>	9,388	138,633
<b>Minneapolis</b>	368,383	5,439,926
<b>Minnetonka</b>	48,370	714,282
<b>Montevideo</b>	5,499	81,204
<b>Monticello</b>	5,045	74,500
<b>Moorhead</b>	32,295	476,902
<b>Morris</b>	5,613	82,887
<b>Mound</b>	9,634	142,266
<b>Mounds View</b>	12,541	185,193
<b>New Brighton</b>	22,207	327,932
<b>New Hope</b>	21,853	322,704
<b>New Ulm</b>	13,132	193,921
<b>Northfield</b>	14,684	216,839
<b>North Mankato</b>	10,662	157,446
<b>North St. Paul</b>	12,376	182,757
<b>Oakdale</b>	18,400	271,714
<b>Orono</b>	7,285	107,578
<b>Otsego</b>	5,219	77,069
<b>Owatonna</b>	19,386	286,274
<b>Plymouth</b>	50,889	751,480
<b>Prior Lake</b>	11,482	169,555
<b>Ramsey</b>	12,408	183,229
<b>Red Wing</b>	15,134	223,484
<b>Richfield</b>	35,710	527,331
<b>Robbinsdale</b>	14,396	212,586
<b>Rochester</b>	70,997	1,048,415
<b>Rosemount</b>	8,622	127,321
<b>Roseville</b>	33,485	494,474
<b>St. Anthony</b>	7,727	114,105
<b>St. Cloud</b>	48,812	720,809

<b>Municipalities</b>	<b>Population</b>	<b>Population Apportionment</b>
St. Louis Park	43,787	\$646,604
St. Paul	272,235	4,020,105
St. Peter	9,481	140,006
Sartell	5,409	79,875
Sauk Rapids	7,825	115,552
Savage	9,906	146,282
Shakopee	11,739	173,350
Shoreview	24,587	363,077
Shorewood	5,917	87,377
South St. Paul	20,197	298,250
Spring Lake Park	6,532	96,458
Stillwater	13,882	204,996
Thief River Falls	8,010	118,284
Vadnais Heights	11,041	163,043
Virginia	9,410	138,958
Waite Park	5,026	74,219
Waseca	8,385	123,822
West St. Paul	19,248	284,236
White Bear Lake	24,622	363,594
Willmar	17,531	258,881
Winona	25,399	375,068
Woodbury	20,075	296,449
Worthington	9,977	147,332
<b>TOTAL</b>	<b>2,808,763</b>	<b>\$41,477,111</b>

Population apportionment equals total population apportionment divided by total population times the city population.

\$41,477,111  
 -----  
 2,808,763

Equals

\$14.767038372 per person



DETERMINATION OF THE 1993 MONEY NEEDS APPORTIONMENT  
Needs value: \$100 in needs = approximately \$2.99 in Apportionment

Municipality	1992 Actual 25-Year Const. Needs	(-) Unencumbered Construction Fund Balance Deduction	(+ or -) Bond Account Adjustment	(+) Non- Existing Bridge Adjustment	(+) R/W Acquisition Adjustment	(-) Bituminous Overlay And Concrete Joint Repair	Total Affect Of Adjustments	1992 Adjusted Money Needs	Money Needs Apportionment Minus Turnback Maintenance	(+) Turnback Maintenance Adjustment	1993 Money Needs Apportionment	% Of Total Dist.
Albert Lea	\$10,461,380	(\$1,415,623)	-	-	-	(\$63,700)	(\$1,479,323)	\$8,982,057	\$268,483	-	\$268,483	0.6473
Alexandria	7,353,634	(693,474)	-	-	-	(85,966)	(779,440)	6,574,194	196,509	-	196,509	0.4738
Andover	13,288,708	(409,012)	\$510,000	-	\$147,283	-	248,271	13,536,979	404,634	-	404,634	0.9756
Anoka	5,742,552	-	(465,000)	-	216,505	(14,214)	(262,709)	5,479,843	163,798	-	163,798	0.3949
Apple Valley	13,739,041	(1,158,246)	620,000	-	-	-	(538,246)	13,200,795	394,585	-	394,585	0.9513
Arden Hills	2,205,099	(53,187)	-	-	-	-	(53,187)	2,151,912	64,323	-	64,323	0.1551
Austin	16,666,074	(1,636,900)	-	-	-	-	(1,636,900)	15,029,174	449,237	-	449,237	1.0831
Bemidji	9,072,482	(1,147,677)	-	-	220,201	-	(927,476)	8,145,006	243,463	-	243,463	0.5870
Blaine	18,329,448	(1,712,325)	-	-	71,141	-	(1,641,184)	16,688,264	498,829	-	498,829	1.2027
Bloomington	61,629,186	(4,841,250)	-	2,326,375	832,491	(66,884)	(1,749,268)	59,879,918	1,789,872	-	1,789,872	4.3163
Brainerd	5,742,330	(928,623)	225,000	-	-	-	(703,623)	5,038,707	150,612	-	150,612	0.3631
Brooklyn Center	12,923,945	(848,305)	878,461	-	947,561	-	977,717	13,901,662	415,535	-	415,535	1.0018
Brooklyn Park	16,229,063	(4,033,619)	-	-	6,632	-	(4,026,987)	12,202,076	364,732	11,016	375,748	0.9059
Buffalo	4,216,332	(470,614)	-	-	-	-	(470,614)	3,745,518	111,957	-	111,957	0.2699
Burnsville	18,228,965	(694,889)	-	349,684	1,328,186	-	982,981	19,211,946	574,265	-	574,265	1.3845
Cambridge	4,431,740	(198,367)	-	-	-	-	(198,367)	4,233,373	126,540	-	126,540	0.3051
Champlin	4,905,332	(391,287)	-	-	120,394	-	(270,893)	4,634,439	138,528	3,888	142,416	0.3434
Chanhassen	8,158,820	(756,899)	-	-	65,000	-	(691,899)	7,466,921	223,194	-	223,194	0.5381
Chaska	8,784,565	(807,407)	-	-	92,467	-	(714,940)	8,069,625	241,209	-	241,209	0.5815
Chisholm	3,750,220	(31,367)	-	-	-	-	(31,367)	3,718,853	111,160	-	111,160	0.2680
Cloquet	11,542,202	(1,008,326)	-	-	73,539	-	(934,787)	10,607,415	317,066	-	317,066	0.7644
Columbia Heights	6,820,813	(1,253,258)	-	-	133,200	(197,318)	(1,317,376)	5,503,437	164,503	-	164,503	0.3966
Coon Rapids	15,918,463	(1,638,973)	943,248	-	1,003,152	-	307,427	16,225,890	485,008	-	485,008	1.1693
Corcoran	5,678,642	-	-	-	-	-	0	5,678,642	169,740	-	169,740	0.4092
Cottage Grove	14,692,539	(1,201,371)	(433,814)	-	66,103	-	(1,569,082)	13,123,457	392,273	-	392,273	0.9458
Crookston	5,583,120	(566,319)	-	-	1,108,538	(2,000)	540,219	6,123,339	183,033	6,048	189,081	0.4559
Crystal	9,980,306	(967,540)	-	-	3,219,277	(8,257)	2,243,480	12,223,786	365,381	-	365,381	0.8809
Detroit Lakes	3,666,183	(147,852)	-	-	-	-	(147,852)	3,518,331	105,166	-	105,166	0.2536
Duluth	63,564,381	(2,156,079)	(60,274)	1,054,200	125,849	(1,014,618)	(2,050,922)	61,513,459	1,838,700	3,960	1,842,660	4.4426
Eagan	15,810,384	(742,069)	2,150,000	-	392,508	-	1,800,439	17,610,823	526,405	-	526,405	1.2691
East Bethel	3,530,512	-	-	-	17,200	-	17,200	3,547,712	106,045	-	106,045	0.2557
East Grand Forks	3,351,999	(294,204)	60,000	-	121,700	-	(112,504)	3,239,495	96,832	-	96,832	0.2335
Eden Prairie	21,647,155	-	411,663	974,299	-	-	1,385,962	23,033,117	688,483	-	688,483	1.6599
Edina	21,004,490	(3,800,549)	-	-	45,296	-	(3,755,253)	17,249,237	515,597	-	515,597	1.2431
Elk River	8,742,934	(96,831)	-	-	8,000	-	(88,831)	8,654,103	258,680	-	258,680	0.6237
Fairmont	11,946,243	(493,097)	-	-	74,988	-	(418,109)	11,528,134	344,588	-	344,588	0.8308
Falcon Heights	366,164	(51,442)	(27,988)	-	-	-	(79,430)	286,734	8,571	-	8,571	0.0207
Faribault	11,687,972	(700,505)	-	-	2,346	-	(698,159)	10,989,813	328,497	-	328,497	0.7920
Farmington	7,611,146	-	-	-	23,046	-	23,046	7,634,192	228,194	-	228,194	0.5502
Fergus Falls	7,610,057	(557,244)	-	-	67,200	(40,902)	(530,946)	7,079,111	211,602	-	211,602	0.5102
Forest Lake	2,789,215	(97,095)	-	-	-	-	(97,095)	2,692,120	80,470	-	80,470	0.1940
Fridley	9,918,101	(1,432,926)	-	-	5,205	-	(1,427,721)	8,490,380	253,786	-	253,786	0.6119
Golden Valley	14,727,154	(1,860,667)	-	-	1,140,625	-	(720,042)	14,007,112	418,687	-	418,687	1.0094
Grand Rapids	5,023,023	(385,669)	-	553,858	-	-	168,189	5,191,212	155,171	-	155,171	0.3741
Ham Lake	3,723,030	(420,034)	10,000	-	26,016	-	(384,018)	3,339,012	99,806	-	99,806	0.2406
Hastings	4,197,097	-	-	233,038	17,620	-	250,658	4,447,755	132,948	-	132,948	0.3205
Hermantown	5,854,971	(854,296)	-	-	45,608	(182,219)	(990,907)	4,864,064	145,392	-	145,392	0.3505
Hibbing	24,878,305	(179,735)	-	-	78,725	-	(101,010)	24,777,295	740,619	18,864	759,483	1.8311
Hopkins	6,375,116	-	-	-	-	-	0	6,375,116	190,559	-	190,559	0.4594
Hutchinson	5,393,559	(1,036,002)	-	570,793	-	-	(465,209)	4,928,350	147,313	-	147,313	0.3552
International Falls	5,077,574	(259,767)	-	-	-	-	(259,767)	4,817,807	144,009	-	144,009	0.3472
Inver Grove Heights	8,058,586	(717,227)	-	-	958,329	-	241,102	8,299,688	248,086	-	248,086	0.5981
Lake Elmo	2,880,283	(549,364)	-	-	100,641	-	(448,723)	2,431,560	72,682	-	72,682	0.1752
Lakeville	21,110,347	-	-	-	170,254	-	170,254	21,280,601	636,099	-	636,099	1.5336
Lino Lakes	7,197,774	(72,224)	-	-	64,950	-	(7,274)	7,190,500	214,931	-	214,931	0.5182
Litchfield	3,484,411	(693,382)	-	-	-	-	(693,382)	2,791,029	83,427	-	83,427	0.2011
Little Canada	2,919,204	(168,209)	261,783	-	43,300	-	136,874	3,056,078	91,349	-	91,349	0.2202
Little Falls	6,671,207	(60,703)	-	-	131,745	-	71,042	6,742,249	201,533	-	201,533	0.4859
Mahtomedi	1,887,844	(129,975)	-	-	-	-	(129,975)	1,757,869	52,544	-	52,544	0.1267
Mankato	16,839,482	(509,930)	-	-	424,406	-	(85,524)	16,753,958	500,793	5,328	506,121	1.2202
Maple Grove	20,732,017	(340,994)	(19,701)	-	541,486	-	180,791	20,912,808	625,105	3,600	628,705	1.5158
Maplewood	10,577,552	(1,971,646)	-	-	-	-	(1,971,646)	8,605,906	257,239	-	257,239	0.6202
Marshall	3,325,902	(239,117)	(74,504)	-	60,338	-	(253,283)	3,072,619	91,844	-	91,844	0.2214
Mendota Heights	4,288,256	(409,469)	110,000	-	8,970	-	(290,499)	3,997,757	119,497	-	119,497	0.2881
Minneapolis	174,488,480	(16,826,542)	-	1,493,191	6,600,348	(71,714)	(8,804,717)	165,683,763	4,952,456	-	4,952,456	11.9402
Minnnetonka	27,547,063	(4,201,588)	-	-	282,150	-	(3,919,438)	23,627,625	706,254	-	706,254	1.7028
Montevideo	3,785,229	(577,002)	-	-	-	-	(577,002)	3,208,227	95,897	-	95,897	0.2312
Monticello	3,073,266	(122,497)	-	-	-	-	(122,497)	2,950,769	88,201	-	88,201	0.2128
Moorhead	13,134,069	(1,896,260)	-	-	80,305	(204,508)	(2,020,463)	11,113,606	332,197	-	332,197	0.8009
Morris	2,371,993	(137,342)	-	-	15,476	-	(121,866)	2,250,127	67,259	-	67,259	0.1622
Mound	3,466,248	(559,158)	-	-	107,446	-	(451,712)	3,014,536	90,108	-	90,108	0.2172
Mounds View	2,255,139	(919,707)	-	-	-	-	(919,707)	1,335,432	39,917	-	39,917	0.0962
New Brighton	6,940,761	(1,140,119)	-	-	-	-	(1,140,119)	5,800,642	173,387	-	173,387	0.4180
New Hope	8,145,909	(412,915)	-	-	183,000	(174,832)	(404,747)	7,741,162	231,391	-	231,391	0.5579
New Ulm	7,786,010	-	-	-	-	-	0	7,786,010	232,732	-	232,732	0.5611
Northfield	7,176,261	(1,117,486)	-	-	8,850	-	(1,108,636)	6,067,625	181,367	-	181,367	0.4373
North Mankato	5,533,344	(56,475)	275,000	-	395,146	-	613,671	6,147,015	183,741	-	183,741	0.4430
North St. Paul	3,683,007	(333,862)	-	-	78,068	(278,676)	(534,470)	3,148,537	94,113	-	94,113	0.2269
Oakdale	7,792,006	(319,639)	-	-	59,819	-	(259,820)	7,532,186	225,145	-	225,145	0.5428
Orono	7,454,286	(927,233)	(65,253)	-	-	-	(992,486)	6,461,800	193,150	-	193,150	0.4657
Otsego	8,269,909	(211,714)	-	-	-	-	(211,714)	8,058,195	240,868	-	240,868	0.5807
Owatonna	11,122,658	(658,886)	-	-	34,121	-	(624,765)	10,497,893	313,793	-	313,793	0.7565
Plymouth	21,773,501	(2,931,460)	-	-	108,205	-	(2,823,255)	18,950,246	566,442	-	566,442	1.3657
Prior Lake	6,835,524	(894,644)	-	-	209,125	-	(685,519)	6,150,005	183,830	-	183,830	0.4432
Ramsey	8,498,600	(697,979)	500,000	-	180,075	-	(17,904)	8,480,696	253,497	-	253,497	0.6112
Red Wing	12,913,128	(1,332,349)	-	1,145,475	62,176	-	(124,698)	12,788,430	382,259	-	382,259	0.9216
Richfield	16,104,700	(2,692,790)	-	-	2,904,571	-	211,781	16,316,481	487,716	-	487,716	1.1759
Robbinsdale	5,649,671	(553,575)	-	-	-	-	(553,575)	5,096,096	152,327	-	152,327	0.3673
Rochester	33,792,718	(2,719,447)	-	-	3,463,291	(170,511)	573,333	34,366,051	1,027,236	-	1,027,236	2.4766
Rosemount	10,085,412	(363,462)	-	-	-	-	(363,462)	9,721,950	290,599	-	290,599	0.7006
Roseville	6,615,154	(1,332,407)	1,790,000	2,814,714	1,383,005	-	4,655,312	11,270,466</				



**1993 M.S.A.S. TOTAL APPORTIONMENT**

<b>Municipalities</b>	<b>Population Apportion- ment</b>	<b>Money Needs Apportion- ment</b>	<b>1993 Total Apportion- ment</b>	<b>Distribution Percentage</b>
Albert Lea	\$270,384	\$268,483	\$538,867	0.6496
Alexandria	118,565	196,509	315,074	0.3798
Andover	224,695	404,634	629,329	0.7586
Anoka	253,875	163,798	417,673	0.5035
Apple Valley	510,910	394,585	905,495	1.0916
Arden Hills	135,842	64,323	200,165	0.2413
Austin	323,634	449,237	772,871	0.9317
Bemidji	164,874	243,463	408,337	0.4922
Blaine	575,545	498,829	1,074,374	1.2951
Bloomington	1,274,912	1,789,872	3,064,784	3.6945
Brainerd	182,417	150,612	333,029	0.4015
Brooklyn Center	426,575	415,535	842,110	1.0152
Brooklyn Park	832,580	375,748	1,208,328	1.4566
Buffalo	101,243	111,957	213,200	0.2570
Burnsville	757,372	574,265	1,331,637	1.6053
Cambridge	75,282	126,540	201,822	0.2433
Champlin	248,810	142,416	391,226	0.4716
Chanhassen	173,247	223,194	396,441	0.4779
Chaska	167,443	241,209	408,652	0.4926
Chisholm	78,118	111,160	189,278	0.2282
Cloquet	160,739	317,066	477,805	0.5760
Columbia Heights	279,245	164,503	443,748	0.5349
Coon Rapids	782,328	485,008	1,267,336	1.5278
Corcoran	76,774	169,740	246,514	0.2972
Cottage Grove	338,682	392,273	730,955	0.8812
Crookston	119,894	189,081	308,975	0.3725
Crystal	351,278	365,381	716,659	0.8639
Detroit Lakes	105,510	105,166	210,676	0.2540
Duluth	1,262,478	1,842,660	3,105,138	3.7432
Eagan	700,091	526,405	1,226,496	1.4785
East Bethel	118,875	106,045	224,920	0.2711
East Grand Forks	127,853	96,832	224,685	0.2709
Eden Prairie	580,507	688,483	1,268,990	1.5297
Edina	680,391	515,597	1,195,988	1.4417
Elk River	164,549	258,680	423,229	0.5102
Fairmont	166,351	344,588	510,939	0.6159

<b>Municipalities</b>	<b>Population Apportion- ment</b>	<b>Money Needs Apportion- ment</b>	<b>1993 Total Apportion- ment</b>	<b>Distribution Percentage</b>
<b>Falcon Heights</b>	\$79,447	\$8,571	\$88,018	0.1061
<b>Faribault</b>	252,369	328,497	580,866	0.7002
<b>Farmington</b>	87,716	228,194	315,910	0.3808
<b>Fergus Falls</b>	182,550	211,602	394,152	0.4751
<b>Forest Lake</b>	86,136	80,470	166,606	0.2008
<b>Fridley</b>	418,424	253,786	672,210	0.8103
<b>Golden Valley</b>	309,680	418,687	728,367	0.8780
<b>Grand Rapids</b>	117,782	155,171	272,953	0.3290
<b>Ham Lake</b>	131,781	99,806	231,587	0.2792
<b>Hastings</b>	228,564	132,948	361,512	0.4358
<b>Hermantown</b>	99,840	145,392	245,232	0.2956
<b>Hibbing</b>	266,486	759,483	1,025,969	1.2368
<b>Hopkins</b>	244,084	190,559	434,643	0.5240
<b>Hutchinson</b>	169,215	147,313	316,528	0.3816
<b>International Falls</b>	122,581	144,009	266,590	0.3214
<b>Inver Grove Heights</b>	331,919	248,086	580,005	0.6992
<b>Lake Elmo</b>	86,786	72,682	159,468	0.1922
<b>Lakeville</b>	367,020	636,099	1,003,119	1.2092
<b>Lino Lakes</b>	130,053	214,931	344,984	0.4159
<b>Litchfield</b>	89,208	83,427	172,635	0.2081
<b>Little Canada</b>	132,475	91,349	223,824	0.2698
<b>Little Falls</b>	108,892	201,533	310,425	0.3742
<b>Mahtomedi</b>	83,183	52,544	135,727	0.1636
<b>Mankato</b>	463,759	506,121	969,880	1.1692
<b>Maple Grove</b>	572,016	628,705	1,200,721	1.4475
<b>Maplewood</b>	457,099	257,239	714,338	0.8611
<b>Marshall</b>	177,544	91,844	269,388	0.3247
<b>Mendota Heights</b>	138,633	119,497	258,130	0.3112
<b>Minneapolis</b>	5,439,926	4,952,456	10,392,382	12.5279
<b>Minnetonka</b>	714,282	706,254	1,420,536	1.7124
<b>Montevideo</b>	81,204	95,897	177,101	0.2135
<b>Monticello</b>	74,500	88,201	162,701	0.1961
<b>Moorhead</b>	476,902	332,197	809,099	0.9754
<b>Morris</b>	82,887	67,259	150,146	0.1810
<b>Mound</b>	142,266	90,108	232,374	0.2801
<b>Mounds View</b>	185,193	39,917	225,110	0.2714
<b>New Brighton</b>	327,932	173,387	501,319	0.6043
<b>New Hope</b>	322,704	231,391	554,095	0.6680
<b>New Ulm</b>	193,921	232,732	426,653	0.5143
<b>Northfield</b>	216,839	181,367	398,206	0.4800
<b>North Mankato</b>	157,446	183,741	341,187	0.4113
<b>North St. Paul</b>	182,757	94,113	276,870	0.3338



Municipalities	Population Apportion- ment	Money Needs Apportion- ment	1993 Total Apportion- ment	Distribution Percentage
Oakdale	\$271,714	\$225,145	\$496,859	0.5990
Orono	107,578	193,150	300,728	0.3625
Otsego	77,069	240,868	317,937	0.3833
Owatonna	286,274	313,793	600,067	0.7234
Plymouth	751,480	566,442	1,317,922	1.5887
Prior Lake	169,555	183,830	353,385	0.4260
Ramsey	183,229	253,497	436,726	0.5265
Red Wing	223,484	382,259	605,743	0.7302
Richfield	527,331	487,716	1,015,047	1.2236
Robbinsdale	212,586	152,327	364,913	0.4399
Rochester	1,048,415	1,027,236	2,075,651	2.5022
Rosemount	127,321	290,599	417,920	0.5038
Roseville	494,474	336,886	831,360	1.0022
St. Anthony	114,105	40,072	154,177	0.1859
St. Cloud	720,809	620,834	1,341,643	1.6173
St. Louis Park	646,604	386,028	1,032,632	1.2448
St. Paul	4,020,105	4,181,036	8,201,141	9.8863
St. Peter	140,006	97,490	237,496	0.2863
Sartell	79,875	77,517	157,392	0.1897
Sauk Rapids	115,552	120,828	236,380	0.2850
Savage	146,282	323,456	469,738	0.5663
Shakopee	173,350	239,305	412,655	0.4974
Shoreview	363,077	138,862	501,939	0.6051
Shorewood	87,377	155,056	242,433	0.2922
South St. Paul	298,250	199,835	498,085	0.6004
Spring Lake Park	96,458	45,844	142,302	0.1715
Stillwater	204,996	181,650	386,646	0.4661
Thief River Falls	118,284	211,318	329,602	0.3973
Vadnais Heights	163,043	66,098	229,141	0.2762
Virginia	138,958	194,672	333,630	0.4022
Waite Park	74,219	97,403	171,622	0.2069
Waseca	123,822	48,918	172,740	0.2082
West St. Paul	284,236	138,611	422,847	0.5097
White Bear Lake	363,594	282,427	646,021	0.7788
Willmar	258,881	321,898	580,779	0.7001
Winona	375,068	317,444	692,512	0.8348
Woodbury	296,449	700,918	997,367	1.2023
Worthington	147,332	144,401	291,733	0.3517
<b>TOTAL</b>	<b>\$41,477,111</b>	<b>\$41,477,111</b>	<b>\$82,954,222</b>	<b>100.0000</b>

**1992 IMPROVED MILEAGE RECORD**  
(MILEAGE USED FOR MINIMUM 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	11.43	Faribault	18.48
Andover	20.98	Farmington	4.46
Anoka	11.52	Fergus Falls	12.28
Apple Valley	22.89	Forest Lake	2.99
Arden Hills	4.41	Fridley	22.75
Austin	22.34	Golden Valley	23.23
Bemidji	14.31	Grand Rapids	10.10
Blaine	19.77	Ham Lake	17.71
Bloomington	72.58	Hastings	12.43
Brainerd	14.01	Hermantown	12.99
Brooklyn Center	21.30	Hibbing	46.07
Brooklyn Park	28.00	Hopkins	9.34
Buffalo	5.67	Hutchinson	10.58
Burnsville	41.61	International Falls	7.89
Cambridge	4.62	Inver Grove Heights	17.75
Champlin	11.90	Lake Elmo	9.53
Chanhassen	11.01	Lakeville	28.36
Chaska	11.41	Lino Lakes	9.03
Chisholm	6.93	Litchfield	7.83
Cloquet	17.90	Little Canada	5.30
Columbia Heights	11.41	Little Falls	13.59
Coon Rapids	33.06	Mahtomedi	4.18
Corcoran	12.13	Mankato	29.55
Cottage Grove	23.55	Maple Grove	29.29
Crookston	10.00	Maplewood	14.98
Crystal	17.78	Marshall	9.98
Detroit Lakes	9.01	Mendota Heights	10.47
Duluth	88.15	Minneapolis	187.49
Eagan	37.73	Minnnetonka	45.90
East Bethel	18.98	Montevideo	7.53
East Grand Forks	10.57	Monticello	3.42
Eden Prairie	31.93	Moorhead	24.27
Edina	38.76	Morris	6.45
Elk River	17.93	Mound	7.51
Fairmont	17.15	Mounds View	6.96

<b>MUNICIPALITY</b>	<b>IMPROVED MILEAGE</b>
New Brighton	10.83
New Hope	12.30
New Ulm	13.85
Northfield	9.43
North Mankato	10.15
North St. Paul	7.46
Oakdale	14.63
Orono	12.10
Otsego	8.53
Owatonna	17.17
Plymouth	35.55
Prior Lake	7.75
Ramsey	16.29
Red Wing	18.22
Richfield	25.48
Robbinsdale	10.33
Rochester	42.07
Rosemount	14.37
Roseville	20.32
St. Anthony	5.18
St. Cloud	32.34
St. Louis Park	22.78
St. Paul	156.30
St. Peter	8.93
Sartell	2.64
Sauk Rapids	8.35
Savage	7.55
Shakopee	12.11
Shoreview	10.87
Shorewood	9.29
South St. Paul	13.58
Spring Lake Park	4.98
Stillwater	11.74
Thief River Falls	10.86
Vadnais Heights	4.45
Virginia	12.05
Waite Park	3.57
Waseca	6.31
West St. Paul	11.62
White Bear Lake	17.57
Willmar	22.44
Winona	18.21
Woodbury	19.56
Worthington	9.80
<b>TOTAL</b>	<b>2,213.36</b>

# CONSTRUCTION AND MAINTENANCE ALLOTMENTS

Upon determining that \$82,954,222 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 improved mile.

Bond interest due was added to the city's minimum maintenance allocation unless a resolution was obtained to use local funds for the interest.

MUNICIPALITY	TOTAL APPORTION- MENT	TRUNK HIGHWAY TURNBACK MAINTENANCE ALLOWANCE	AMOUNT OF MAINTENANCE APPLIED TO BOND INTEREST	GENERAL MAINTENANCE ALLOCATION	TOTAL MAINTENANCE ALLOCATION	CONSTRUCTION ALLOCATION
Albert Lea	\$538,867			\$134,717	\$134,717 *	\$404,150
Alexandria	315,074			17,145	17,145	297,929
Andover	629,329		\$27,938	157,332	185,270 ##	444,059
Anoka	417,673		23,908	17,280	41,188 ###	376,485
Apple Valley	905,495		282,589	34,335	316,924 ###	588,571
Arden Hills	200,165			50,041	50,041 *	150,124
Austin	772,871			33,510	33,510	739,361
Bemidji	408,337			102,084	102,084 *	306,253
Blaine	1,074,374			268,594	268,594 *	805,780
Bloomington	3,064,784			1,072,674	1,072,674 **	1,992,110
Brainerd	333,029		4,750	83,257	88,007 ##	245,022
Brooklyn Center	842,110		262,789	31,950	294,739 ###	547,371
Brooklyn Park	1,208,328	\$11,016		299,328	310,344 *	897,984
Buffalo	213,200			8,505	8,505	204,695
Burnsville	1,331,637			332,909	332,909 *	998,728
Cambridge	201,822			45,000	45,000 #	156,822
Champlin	391,226	3,888		17,850	21,738	369,488
Chanhassen	396,441			16,515	16,515	379,926
Chaska	408,652			17,115	17,115	391,537
Chisholm	189,278			47,320	47,320 *	141,958
Cloquet	477,805			167,232	167,232 **	310,573
Columbia Heights	443,748			155,312	155,312 **	288,436
Coon Rapids	1,267,336		59,268	49,590	108,858 ###	1,158,478
Corcoran	246,514			86,280	86,280 **	160,234

MUNICIPALITY	TOTAL APPORTIONMENT	TRUNK HIGHWAY TURNBACK MAINTENANCE ALLOWANCE	AMOUNT OF MAINTENANCE APPLIED TO BOND INTEREST	GENERAL MAINTENANCE ALLOCATION	TOTAL MAINTENANCE ALLOCATION	CONSTRUCTION ALLOCATION
Cottage Grove	\$730,955		\$8,330	\$35,325	\$43,655 ###	\$687,300
Crookston	308,975	6,048		15,000	21,048	287,927
Crystal	716,659			26,670	26,670	689,989
Detroit Lakes	210,676			13,515	13,515	197,161
Duluth	3,105,138	3,960		930,353	934,313 #	2,170,825
Eagan	1,226,496		372,679	56,595	429,274 ###	797,222
East Bethel	224,920			28,470	28,470	196,450
East Grand Forks	224,685		1,462	56,171	57,633 *	167,052
Eden Prairie	1,268,990		220,618	47,895	268,513 ###	1,000,477
Edina	1,195,988			298,997	298,997 *	896,991
Elk River	423,229			26,895	26,895	396,334
Fairmont	510,939			25,725	25,725	485,214
Falcon Heights	88,018			22,005	22,005 *	\$66,013
Faribault	580,866			145,217	145,217 *	435,649
Farmington	315,910			6,690	6,690	309,220
Fergus Falls	394,152			98,538	98,538 *	295,614
Forest Lake	166,606			40,000	40,000 #	126,606
Fridley	672,210			201,663	201,663 ***	470,547
Golden Valley	728,367			182,092	182,092 *	546,275
Grand Rapids	272,953			68,238	68,238 *	204,715
Ham Lake	231,587			26,565	26,565	205,022
Hastings	361,512			90,378	90,378 *	271,134
Hermantown	245,232			40,000	40,000 #	205,232
Hibbing	1,025,969	18,864		251,776	270,640 *	755,329
Hopkins	434,643			14,010	14,010	420,633
Hutchinson	316,528			15,870	15,870	300,658
International Falls	266,590			11,835	11,835	254,755
Inver Grove Heights	580,005			145,001	145,001 *	435,004
Lake Elmo	159,468			39,867	39,867 *	119,601
Lakeville	1,003,119			42,540	42,540	960,579
Lino Lakes	344,984			86,246	86,246 *	258,738
Litchfield	172,635			43,159	43,159 *	129,476
Little Canada ****	223,824			55,956	55,956 *	167,868

MUNICIPALITY	TOTAL APPORTIONMENT	TRUNK HIGHWAY TURNBACK MAINTENANCE ALLOWANCE	AMOUNT OF MAINTENANCE APPLIED TO BOND INTEREST	GENERAL MAINTENANCE ALLOCATION	TOTAL MAINTENANCE ALLOCATION	CONSTRUCTION ALLOCATION
Little Falls	\$310,425			\$20,385	\$20,385	\$290,040
Mahtomedi	135,727			6,270	6,270	129,457
Mankato	969,880	5,328		44,325	49,653	920,227
Maple Grove	1,200,721	3,600		270,000	273,600 #	927,121
Maplewood	714,338			178,585	178,585 *	535,753
Marshall	269,388			14,970	14,970	254,418
Mendota Heights	258,130		\$74,641	15,705	90,346 ###	167,784
Minneapolis	10,392,382			3,637,334	3,637,334 **	6,755,048
Minnetonka	1,420,536			68,850	68,850	1,351,686
Montevideo	177,101			11,295	11,295	165,806
Monticello	162,701			40,675	40,675 *	122,026
Moorhead	809,099			147,900	147,900 #	661,199
Morris	150,146			9,675	9,675	140,471
Mound	232,374			58,094	58,094 *	174,280
Mounds View	225,110			56,278	56,278 *	168,832
New Brighton	501,319			125,330	125,330 *	375,989
New Hope	554,095			138,524	138,524 *	415,571
New Ulm	426,653			20,775	20,775	405,878
Northfield	398,206			99,552	99,552 *	298,654
North Mankato	341,187		14,578	25,589	40,167 #	301,020
North St. Paul	276,870			69,218	69,218 *	207,652
Oakdale	496,859			124,215	124,215 *	\$372,644
Orono	300,728			75,182	75,182 *	225,546
Otsego	317,937			79,484	79,484 *	238,453
Owatonna	600,067			25,755	25,755	574,312
Plymouth	1,317,922			53,325	53,325	1,264,597
Prior Lake	353,385			60,000	60,000 #	293,385
Ramsey	436,726		28,800	102,400	131,200 #	305,526
Red Wing	605,743			151,436	151,436 *	454,307
Richfield	1,015,047			253,762	253,762 *	761,285
Robbinsdale	364,913			15,495	15,495	349,418
Rochester	2,075,651			456,643	456,643 #	1,619,008
Rosemount	417,920			21,555	21,555	396,365



MUNICIPALITY	TOTAL APPORTION- MENT	TRUNK HIGHWAY TURNBACK MAINTENANCE ALLOWANCE	AMOUNT OF MAINTENANCE APPLIED TO BOND INTEREST	GENERAL MAINTENANCE ALLOCATION	TOTAL MAINTENANCE ALLOCATION	CONSTRUCTION ALLOCATION
Roseville ****	\$831,360			\$207,840	\$207,840 *	\$623,520
St. Anthony	154,177			38,544	38,544 *	115,633
St. Cloud	1,341,643	\$16,272	\$202,808	244,800	463,880 ###	877,763
St. Louis Park	1,032,632			361,421	361,421 **	671,211
St. Paul	8,201,141			2,050,285	2,050,285 *	6,150,856
St. Peter	237,496			13,395	13,395	224,101
Sartell	157,392			3,960	3,960	153,432
Sauk Rapids	236,380			12,525	12,525	223,855
Savage	469,738		30,763	86,672	117,435 ####	352,303
Shakopee	412,655			103,164	103,164 *	309,491
Shoreview	501,939			16,305	16,305	485,634
Shorewood	242,433			60,608	60,608 *	181,825
South St. Paul	498,085			124,521	124,521 *	373,564
Spring Lake Park	142,302			35,576	35,576 *	106,726
Stillwater	386,646			17,610	17,610	369,036
Thief River Falls	329,602			44,496	44,496 #	285,106
Vadnais Heights	229,141			6,675	6,675	222,466
Virginia	333,630			83,408	83,408 *	250,222
Waite Park	171,622			5,355	5,355	166,267
Waseca	172,740			9,465	9,465	163,275
West St. Paul	422,847			70,000	70,000 #	352,847
White Bear Lake	646,021			161,505	161,505 *	484,516
Willmar	580,779	6,192		143,647	149,839 *	430,940
Winona	692,512			173,128	173,128 *	519,384
Woodbury	997,367			29,340	29,340	968,027
Worthington	291,733			14,700	14,700	\$277,033
<b>TOTAL</b>	<b>\$82,954,222</b>	<b>\$75,168</b>	<b>\$1,615,921</b>	<b>\$17,032,658</b>	<b>\$18,723,747</b>	<b>\$64,230,475</b>

\* 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 Allotment.

### Allocated \$1500 per mile + bond interest. Total Maintenance cannot exceed 35% of total Allotment.

#### Maximum amount of 25% including bond interest.

## COMPARISON OF THE 1992 TO 1993 APPORTIONMENT

Municipality	1992 Total Apportionment	1993 Total Apportionment	Increase (Decrease) Amount	% Increase Decrease
Albert Lea	\$546,227	\$538,867	(\$7,360)	-1.3474
Alexandria	315,076	315,074	(2)	-0.0006
Andover	626,587	629,329	2,742	0.4376
Anoka	400,737	417,673	16,936	4.2262
Apple Valley	910,223	905,495	(4,728)	-0.5194
Arden Hills	200,341	200,165	(176)	-0.0879
Austin	783,753	772,871	(10,882)	-1.3884
Bemidji	413,574	408,337	(5,237)	-1.2663
Blaine	907,311	1,074,374	167,063	18.4130
Bloomington	2,955,404	3,064,784	109,380	3.7010
Brainerd	349,766	333,029	(16,737)	-4.7852
Brooklyn Center	810,390	842,110	31,720	3.9142
Brooklyn Park	1,240,378	1,208,328	(32,050)	-2.5839
Buffalo	233,522	213,200	(20,322)	-8.7024
Burnsville	1,281,574	1,331,637	50,063	3.9064
Cambridge	205,297	201,822	(3,475)	-1.6927
Champlin	392,606	391,226	(1,380)	-0.3515
Chanhassen	346,631	396,441	49,810	14.3697
Chaska	297,105	408,652	111,547	37.5446
Chisholm	193,570	189,278	(4,292)	-2.2173
Cloquet	493,218	477,805	(15,413)	-3.1250
Columbia Heights	457,112	443,748	(13,364)	-2.9236
Coon Rapids	1,243,086	1,267,336	24,250	1.9508
Corcoran	241,784	246,514	4,730	1.9563
Cottage Grove	703,427	730,955	27,528	3.9134
Crookston	327,678	308,975	(18,703)	-5.7077
Crystal	717,378	716,659	(719)	-0.1002
Detroit Lakes	224,378	210,676	(13,702)	-6.1067
Duluth	3,085,087	3,105,138	20,051	0.6499
Eagan	1,226,621	1,226,496	(125)	-0.0102
East Bethel	214,325	224,920	10,595	4.9434
East Grand Forks	226,555	224,685	(1,870)	-0.8254
Eden Prairie	1,256,752	1,268,990	12,238	0.9738
Edina	1,185,370	1,195,988	10,618	0.8958
Elk River	419,929	423,229	3,300	0.7858
Fairmont	543,819	510,939	(32,880)	-6.0461
Falcon Heights	98,063	88,018	(10,045)	-10.2434
Faribault	565,952	580,866	14,914	2.6352
Farmington	303,242	315,910	12,668	4.1775

Municipality	1992 Total Apportionment	1993 Total Apportionment	Increase (Decrease) Amount	% Increase Decrease
Fergus Falls	\$415,185	\$394,152	(\$21,033)	-5.0659
Forest Lake	162,663	166,606	3,943	2.4240
Fridley	667,050	672,210	5,160	0.7736
Golden Valley	742,935	728,367	(14,568)	-1.9609
Grand Rapids	276,946	272,953	(3,993)	-1.4418
Ham Lake	224,247	231,587	7,340	3.2732
Hastings	364,911	361,512	(3,399)	-0.9315
Hermantown	281,856	245,232	(36,624)	-12.9939
Hibbing	917,400	1,025,969	108,569	11.8344
Hopkins	399,904	434,643	34,739	8.6868
Hutchinson	317,384	316,528	(856)	-0.2697
International Falls	260,225	266,590	6,365	2.4460
Inver Grove Heights	591,813	580,005	(11,808)	-1.9952
Lake Elmo	163,338	159,468	(3,870)	-2.3693
Lakeville	938,097	1,003,119	65,022	6.9313
Lino Lakes	324,928	344,984	20,056	6.1724
Litchfield	189,524	172,635	(16,889)	-8.9113
Little Canada	208,960	223,824	14,864	7.1133
Little Falls	306,045	310,425	4,380	1.4312
Mahtomedi	136,245	135,727	(518)	-0.3802
Mankato	923,502	969,880	46,378	5.0220
Maple Grove	1,189,465	1,200,721	11,256	0.9463
Maplewood	710,337	714,338	4,001	0.5633
Marshall	261,746	269,388	7,642	2.9196
Mendota Heights	252,197	258,130	5,933	2.3525
Minneapolis	10,208,174	10,392,382	184,208	1.8045
Minnetonka	1,352,321	1,420,536	68,215	5.0443
Montevideo	159,147	177,101	17,954	11.2814
Monticello	163,329	162,701	(628)	-0.3845
Moorhead	820,594	809,099	(11,495)	-1.4008
Morris	153,452	150,146	(3,306)	-2.1544
Mound	220,937	232,374	11,437	5.1766
Mounds View	222,024	225,110	3,086	1.3899
New Brighton	484,021	501,319	17,298	3.5738
New Hope	550,553	554,095	3,542	0.6434
New Ulm	415,608	426,653	11,045	2.6576
Northfield	404,109	398,206	(5,903)	-1.4607
North Mankato	250,997	341,187	90,190	35.9327
North St. Paul	248,459	276,870	28,411	11.4349
Oakdale	480,862	496,859	15,997	3.3267
Orono	271,589	300,728	29,139	10.7291
Otsego	321,426	317,937	(3,489)	-1.0855

Municipality	1992 Total Apportionment	1993 Total Apportionment	Increase (Decrease) Amount	% Increase Decrease
Owatonna	\$607,655	\$600,067	(\$7,588)	-1.2487
Plymouth	1,365,680	1,317,922	(47,758)	-3.4970
Prior Lake	349,131	353,385	4,254	1.2185
Ramsey	428,481	436,726	8,245	1.9242
Red Wing	631,767	605,743	(26,024)	-4.1192
Richfield	1,004,736	1,015,047	10,311	1.0262
Robbinsdale	336,247	364,913	28,666	8.5253
Rochester	2,030,047	2,075,651	45,604	2.2465
Rosemount	389,637	417,920	28,283	7.2588
Roseville	840,289	831,360	(8,929)	-1.0626
St. Anthony	137,496	154,177	16,681	12.1320
St. Cloud	1,321,131	1,341,643	20,512	1.5526
St. Louis Park	1,019,077	1,032,632	13,555	1.3301
St. Paul	8,027,433	8,201,141	173,708	2.1639
St. Peter	232,586	237,496	4,910	2.1110
Sartell	135,981	157,392	21,411	15.7456
Sauk Rapids	231,382	236,380	4,998	2.1601
Savage	436,259	469,738	33,479	7.6741
Shakopee	410,539	412,655	2,116	0.5154
Shoreview	458,062	501,939	43,877	9.5788
Shorewood	251,780	242,433	(9,347)	-3.7124
South St. Paul	512,483	498,085	(14,398)	-2.8095
Spring Lake Park	145,475	142,302	(3,173)	-2.1811
Stillwater	397,715	386,646	(11,069)	-2.7831
Thief River Falls	323,336	329,602	6,266	1.9379
Vadnais Heights	213,248	229,141	15,893	7.4528
Virginia	304,379	333,630	29,251	9.6101
Waite Park	166,650	171,622	4,972	2.9835
Waseca	161,775	172,740	10,965	6.7779
West St. Paul	425,404	422,847	(2,557)	-0.6011
White Bear Lake	630,618	646,021	15,403	2.4425
Willmar	546,534	580,779	34,245	6.2658
Winona	677,038	692,512	15,474	2.2855
Woodbury	765,406	997,367	231,961	30.3056
Worthington	295,942	291,733	(4,209)	-1.4222
<b>TOTAL</b>	<b>\$81,109,752</b>	<b>\$82,954,222</b>	<b>\$1,844,470</b>	<b>2.2740</b>

**MUNICIPAL AVERAGE COST COMPARISON**

<b>Municipality</b>	<b>1992 Total Needs Mileage</b>	<b>Population Apportionment Per Need Mile</b>	<b>Money Needs Apportionment Per Need Mile</b>	<b>Average Apportionment Per Need Mile</b>	<b>Average Construction Apportionment Per Need Mile</b>	<b>General Maintenance Apport. Per Improved Mile</b>
Albert Lea	17.51	\$6,771	\$15,333	\$30,775	\$23,081	\$7,694
Alexandria	11.89	18,898	16,527	26,499	25,057	1,500
Andover	29.66	7,576	13,642	21,218	14,972	7,499
Anoka	11.89	21,352	13,776	35,128	31,664	1,500
Apple Valley	29.26	17,461	13,485	30,947	20,115	1,500
Arden Hills	5.41	25,109	11,890	36,999	27,749	11,347
Austin	22.47	14,403	19,993	34,396	32,904	1,500
Bemidji	14.41	11,442	16,895	28,337	21,253	7,134
Blaine	31.33	18,370	15,922	34,292	25,719	13,586
Bloomington	73.88	17,257	24,227	41,483	26,964	14,779
Brainerd	14.19	12,855	10,614	23,469	17,267	5,943
Brooklyn Center	21.30	20,027	19,509	39,536	25,698	1,500
Brooklyn Park	38.45	21,654	9,772	31,426	23,355	10,690
Buffalo	5.82	17,396	19,237	36,632	35,171	1,500
Burnsville	42.48	17,829	13,518	31,347	23,511	8,001
Cambridge	5.49	13,713	23,049	36,762	28,565	9,740
Champlin	14.44	17,231	9,863	27,093	25,588	1,500
Chanhassen	16.69	10,380	13,373	23,753	22,764	1,500
Chaska	12.32	13,591	19,579	33,170	31,781	1,500
Chisholm	6.93	11,272	16,040	27,313	20,485	6,828
Cloquet	18.02	8,920	17,595	26,515	17,235	9,343
Columbia Heights	11.41	24,474	14,417	38,891	25,279	13,612
Coon Rapids	38.51	20,315	12,594	32,909	30,083	1,500
Corcoran	13.11	5,856	12,947	18,804	12,222	7,113
Cottage Grove	26.66	12,704	14,714	27,418	25,780	1,500
Crookston	10.84	11,060	17,443	28,503	26,562	1,500
Crystal	17.88	19,646	20,435	40,082	38,590	1,500

Municipality	1992 Total Needs Mileage	Population Apportionment Per Need Mile	Money Needs Apportionment Per Need Mile	Average Apportionment Per Need Mile	Average Construction Apportionment Per Need Mile	General Maintenance Apport. Per Improved Mile
Detroit Lakes	9.01	\$11,710	\$11,672	\$23,382	\$21,882	\$1,500
Duluth	90.26	13,987	20,415	34,402	24,051	10,554
Eagan	40.64	17,227	12,953	30,180	19,617	1,500
East Bethel	21.73	5,471	4,880	10,351	9,040	1,500
East Grand Forks	10.82	11,816	8,949	20,766	15,439	5,314
Eden Prairie	37.40	15,522	18,409	33,930	26,751	1,500
Edina	38.95	17,468	13,237	30,706	23,029	7,714
Elk River	20.96	7,851	12,342	20,192	18,909	1,500
Fairmont	17.38	9,571	19,827	29,398	27,918	1,500
Falcon Heights	2.54	31,278	3,374	34,653	25,989	8,663
Faribault	18.61	13,561	17,652	31,213	23,409	7,858
Farmington	6.89	12,731	33,120	45,851	44,880	1,500
Fergus Falls	12.28	14,866	17,231	32,097	24,073	8,024
Forest Lake	3.69	23,343	21,808	45,151	34,311	13,378
Fridley	24.10	17,362	10,531	27,893	19,525	8,864
Golden Valley	23.60	13,122	17,741	30,863	23,147	7,839
Grand Rapids	10.36	11,369	14,978	26,347	19,760	6,756
Ham Lake	19.92	6,616	5,010	11,626	10,292	1,500
Hastings	12.43	18,388	10,696	29,084	21,813	7,271
Hermantown	12.99	7,686	11,193	18,879	15,799	3,079
Hibbing	50.65	5,261	14,995	20,256	14,913	5,465
Hopkins	9.41	25,939	20,251	46,189	44,701	1,500
Hutchinson	10.58	15,994	13,924	29,918	28,418	1,500
International Falls	7.89	15,536	18,252	33,788	32,288	1,500
Inver Grove Heights	19.03	17,442	13,037	30,478	22,859	8,169
Lake Elmo	9.53	9,107	7,627	16,733	12,550	4,183
Lakeville	34.46	10,651	18,459	29,110	27,875	1,500
Lino Lakes	15.12	8,601	14,215	22,816	17,112	9,551
Litchfield	7.83	11,393	10,655	22,048	16,536	5,512
Little Canada	5.30	24,995	17,236	42,231	31,673	10,558



Municipality	1992 Total Needs Mileage	Population Apportionment Per Need Mile	Money Needs Apportionment Per Need Mile	Average Apportionment Per Need Mile	Average Construction Apportionment Per Need Mile	General Maintenance Apport. Per Improved Mile
Little Falls	13.77	\$7,908	\$14,636	\$22,544	\$21,063	\$1,500
Mahtomedi	4.78	17,402	10,992	28,395	27,083	1,500
Mankato	25.94	17,878	19,511	37,389	35,475	1,500
Maple Grove	36.99	15,464	16,997	32,461	25,064	9,218
Maplewood	18.87	24,224	13,632	37,856	28,392	11,922
Marshall	10.22	17,372	8,987	26,359	24,894	1,500
Mendota Heights	10.47	13,241	11,413	24,654	16,025	1,500
Minneapolis	187.63	28,993	26,395	55,388	36,002	19,400
Minnetonka	49.78	14,349	14,188	28,536	27,153	1,500
Montevideo	8.01	10,138	11,972	22,110	20,700	1,500
Monticello	5.30	14,057	16,642	30,698	23,024	11,893
Moorhead	24.59	19,394	13,509	32,904	26,889	6,094
Morris	6.45	12,851	10,428	23,278	21,778	1,500
Mound	8.01	17,761	11,249	29,010	21,758	7,736
Mounds View	7.24	25,579	5,513	31,093	23,319	8,086
New Brighton	13.46	24,363	12,882	37,245	27,934	11,572
New Hope	12.36	26,109	18,721	44,830	33,622	11,262
New Ulm	14.13	13,724	16,471	30,195	28,725	1,500
Northfield	10.11	21,448	17,939	39,387	29,540	10,557
North Mankato	10.15	15,512	18,103	33,614	29,657	2,521
North St. Paul	8.14	22,452	11,562	34,014	25,510	9,279
Oakdale	15.24	17,829	14,773	32,602	24,452	8,490
Orono	12.10	8,891	15,963	24,854	18,640	6,213
Otsego	12.33	6,251	19,535	25,786	19,339	9,318
Owatonna	17.48	16,377	17,952	34,329	32,855	1,500
Plymouth	45.23	16,615	12,524	29,138	27,959	1,500
Prior Lake	12.56	13,500	14,636	28,136	23,359	7,742
Ramsey	25.02	7,323	10,132	17,455	12,211	6,286
Red Wing	20.28	11,020	18,849	29,869	22,402	8,312
Richfield	26.17	20,150	18,636	38,787	29,090	9,959

Municipality	1992 Total Needs Mileage	Population Apportionment Per Need Mile	Money Needs Apportionment Per Need Mile	Average Apportionment Per Need Mile	Average Construction Apportionment Per Need Mile	General Maintenance Apport. Per Improved Mile
Robbinsdale	10.33	\$20,579	\$14,746	\$35,326	\$33,826	\$1,500
Rochester	45.10	23,246	22,777	46,023	35,898	10,854
Rosemount	16.45	7,740	17,666	25,405	24,095	1,500
Roseville	22.38	22,094	15,053	37,147	27,861	10,228
St. Anthony	5.18	22,028	7,736	29,764	22,323	7,441
St. Cloud	35.24	20,454	17,617	38,072	24,908	7,570
St. Louis Park	24.86	26,010	15,528	41,538	27,000	15,866
St. Paul	156.95	25,614	26,639	52,253	39,190	13,118
St. Peter	8.93	15,678	10,917	26,595	25,095	1,500
Sartell	4.00	19,969	19,379	39,348	38,358	1,500
Sauk Rapids	8.66	13,343	13,952	27,296	25,849	1,500
Savage	12.47	11,731	25,939	37,669	28,252	11,480
Shakopee	15.15	11,442	15,796	27,238	20,428	8,519
Shoreview	13.79	26,329	10,070	36,399	35,216	1,500
Shorewood	9.29	9,405	16,691	26,096	19,572	6,524
South St. Paul	14.33	20,813	13,945	34,758	26,069	9,169
Spring Lake Park	4.98	19,369	9,206	28,575	21,431	7,144
Stillwater	12.31	16,653	14,756	31,409	29,979	1,500
Thief River Falls	11.39	10,385	18,553	28,938	25,031	4,097
Vadnais Heights	5.59	29,167	11,824	40,991	39,797	1,500
Virginia	12.33	11,270	15,788	27,058	20,294	6,922
Waite Park	3.57	20,790	27,284	48,073	46,573	1,500
Waseca	6.31	19,623	7,752	27,376	25,876	1,500
West St. Paul	11.62	24,461	11,929	36,390	30,365	6,024
White Bear Lake	18.07	20,121	15,630	35,751	26,813	9,192
Willmar	23.30	11,111	13,815	24,926	18,495	6,401
Winona	19.60	19,136	16,196	35,332	26,499	9,507
Woodbury	29.13	10,177	24,062	34,238	33,231	1,500
Worthington	9.80	15,034	14,735	29,769	28,269	1,500
<b>State total &amp; Avg.</b>	<b>2,410.53</b>	<b>\$16,081</b>	<b>\$15,274</b>	<b>\$31,353</b>	<b>\$25,590</b>	<b>\$5,776</b>

***REFERENCE***

***MATERIAL***

October 28, 1992

James N. Denn, Commissioner  
Minnesota Department of Transportation  
Room 411  
State Transportation Building  
St. Paul, Minnesota 55155

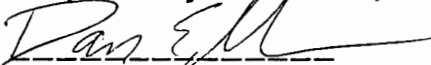
Dear Commissioner Denn,

We, the undersigned, as members of the 1992 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.

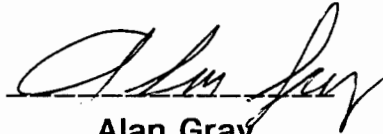
We recommend that these findings be modified as required by Screening Board Resolutions, and that any new municipalities that become eligible for State Aid by special census, incorporation or annexation have their mileage and resulting money needs established and included in our findings.

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 1993 Apportionment Sum as provided by Minnesota Statutes, Chapter 162.13, Subdivision 1.

Respectfully submitted,



Dan Edwards  
Chairman

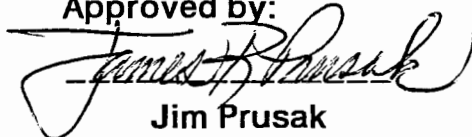


Alan Gray  
Vice Chairman



Ken Larson  
Secretary

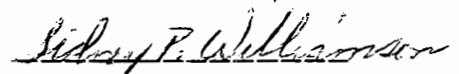
Approved by:



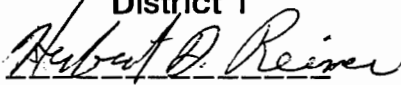
Jim Prusak  
District 1



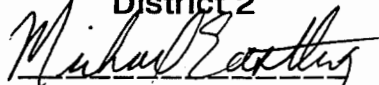
David Kildahl  
District 2



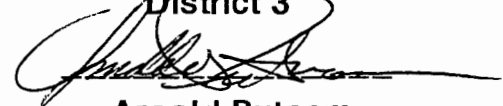
Sidney Williamson  
District 3



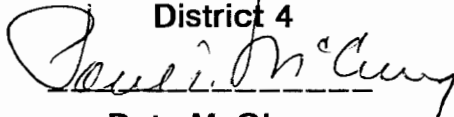
Herb Reimer  
District 4




Michael Eastling  
District 5



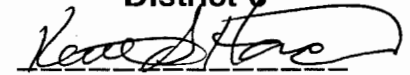
Arnold Putnam  
District 6



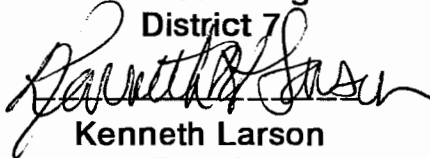
Pete McClurg  
District 7



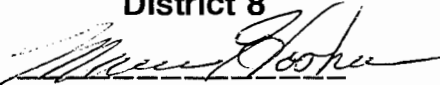
Dale Swanson  
District 8



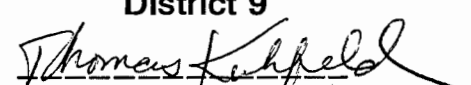
Kenneth Haider  
District 9



Kenneth Larson  
Duluth



Marv Hoshaw  
Minneapolis



Thomas Kuhfeld  
St. Paul

Attachment: Money Needs Listing

**1992 ADJUSTED MONEY NEEDS RECOMMENDATIONS**

<b>Municipality</b>	<b>Money Needs</b>	<b>Municipality</b>	<b>Money Needs</b>
Albert Lea	\$8,982,057	Fergus Falls	\$7,079,111
Alexandria	6,574,194	Forest Lake	2,692,120
Andover	13,536,979	Fridley	8,490,380
Anoka	5,479,843	Golden Valley	14,007,112
Apple Valley	13,200,795	Grand Rapids	5,191,212
Arden Hills	2,151,912	Ham Lake	3,339,012
Austin	15,029,174	Hastings	4,447,755
Bemidji	8,145,006	Hermantown	4,864,064
Blaine	16,688,264	Hibbing	24,777,295
Bloomington	59,879,918	Hopkins	6,375,116
Brainerd	5,038,707	Hutchinson	4,928,350
Brooklyn Center	13,901,662	International Falls	4,817,807
Brooklyn Park	12,202,076	Inver Grove Heights	8,299,688
Buffalo	3,745,518	Lake Elmo	2,431,560
Burnsville	19,211,946	Lakeville	21,280,601
Cambridge	4,233,373	Lino Lakes	7,190,500
Champlin	4,634,439	Litchfield	2,791,029
Chanhassen	7,466,921	Little Canada	3,056,078
Chaska	8,069,625	Little Falls	6,742,249
Chisholm	3,718,853	Mahtomedi	1,757,869
Cloquet	10,607,415	Mankato	16,753,958
Columbia Heights	5,503,437	Maple Grove	20,912,808
Coon Rapids	16,225,890	Maplewood	8,605,906
Corcoran	5,678,642	Marshall	3,072,619
Cottage Grove	13,123,457	Mendota Heights	3,997,757
Crookston	6,123,339	Minneapolis	165,683,763
Crystal	12,223,786	Minnetonka	23,627,625
Detroit Lakes	3,518,331	Montevideo	3,208,227
Duluth	61,513,459	Monticello	2,950,769
Eagan	17,610,823	Moorhead	11,113,606
East Bethel	3,547,712	Morris	2,250,127
East Grand Forks	3,239,495	Mound	3,014,536
Eden Prairie	23,033,117	Mounds View	1,335,432
Edina	17,249,237	New Brighton	5,800,642
Elk River	8,654,103	New Hope	7,741,162
Fairmont	11,528,134	New Ulm	7,786,010
Falcon Heights	286,734	Northfield	6,067,625
Faribault	10,989,813	North Mankato	6,147,015
Farmington	7,634,192	North St. Paul	3,148,537

<b>Municipality</b>	<b>Money Needs</b>
Oakdale	\$7,532,186
Orono	6,461,800
Otsego	8,058,195
Owatonna	10,497,893
Plymouth	18,950,246
Prior Lake	6,150,005
Ramsey	8,480,696
Red Wing	12,788,430
Richfield	16,316,481
Robbinsdale	5,096,096
Rochester	34,366,051
Rosemount	9,721,950
Roseville	11,270,466
St. Anthony	1,340,599
St. Cloud	20,225,543
St. Louis Park	12,914,521
St. Paul	139,876,001
St. Peter	3,261,503
Sartell	2,593,337
Sauk Rapids	4,042,274
Savage	10,821,168
Shakopee	8,005,915
Shoreview	4,645,598
Shorewood	5,187,361
South St. Paul	6,685,465
Spring Lake Park	1,533,700
Stillwater	6,077,075
Thief River Falls	7,069,618
Vadnais Heights	2,211,296
Virginia	6,512,730
Waite Park	3,258,600
Waseca	1,636,540
West St. Paul	4,637,206
White Bear Lake	9,448,572
Willmar	10,561,908
Winona	10,620,026
Woodbury	23,449,072
Worthington	4,830,895
<b>STATE TOTAL</b>	<b>\$1,385,096,428</b>



**UNENCUMBERED CONSTRUCTION FUND BALANCE ADJUSTMENT**

The 1992 unencumbered construction fund balance is deducted from the city's total needs. See the Screening Board Resolution and the spread sheet entitled "Determination of the 1993 Money Needs Apportionment". In the past, a city would receive an additional adjustment to its needs if it exceeded the ratio between the construction allotment and the amount available by three times. This year 28 cities, indicated by shading in the ratio column, exceeded their construction allotment by three times.

<b>Municipalities</b>	<b>Unencumbered Construction Fund Balance 9-1-91</b>	<b>Unencumbered Construction Fund Balance 9-1-92</b>	<b>Difference Between 1991 and 1992</b>	<b>Percentage of Total Amount in 1992 Account</b>	<b>Ratio to the City's Construction Allotment</b>
Albert Lea	\$1,189,539	\$1,415,623	\$226,084	1.0903	3.5027
Alexandria	404,063	693,474	289,411	0.5341	2.3276
Andover	317,109	409,012	91,903	0.3150	0.9211
Anoka	464,906	0	(464,906)	0.0000	0.0000
Apple Valley	741,564	1,158,246	416,682	0.8921	1.9679
Arden Hills	0	53,187	53,187	0.0410	0.3543
Austin	1,549,014	1,636,900	87,886	1.2607	2.2139
Bemidji	1,038,068	1,147,677	109,609	0.8839	3.7475
Blaine	1,535,212	1,712,325	177,113	1.3188	2.1251
Bloomington	4,172,452	4,841,250	668,798	3.7287	2.4302
Brainerd	784,768	928,623	143,855	0.7152	3.7900
Brooklyn Center	780,493	848,305	67,812	0.6534	1.5498
Brooklyn Park	3,453,875	4,033,619	579,744	3.1067	4.4919
Buffalo	295,672	470,814	175,142	0.3626	2.3001
Burnsville	624,305	694,889	70,584	0.5352	0.6958
Cambridge	0	198,367	198,367	0.1528	1.2649
Champlin	113,016	391,287	278,271	0.3014	1.0590
Chanhassen	425,582	756,899	331,317	0.5830	1.9922
Chaska	503,186	807,407	304,221	0.6219	2.0621
Chisholm	49,308	31,367	(17,941)	0.0242	0.2210
Cloquet	974,904	1,008,326	33,422	0.7766	3.2467
Columbia Heights	927,893	1,253,258	325,365	0.9653	4.3450
Coon Rapids	1,517,073	1,638,973	121,900	1.2623	1.4148
Corcoran	181,563	0	(181,563)	0.0000	0.0000
Cottage Grove	674,098	1,201,371	527,273	0.9253	1.7480
Crookston	0	566,319	566,319	0.4362	1.9669
Crystal	1,470,740	967,540	(503,200)	0.7452	1.4023
Detroit Lakes	1,811	147,852	146,041	0.1139	0.7499
Duluth	1,434,115	2,156,079	721,964	1.6606	0.9932
Eagan	742,833	742,069	(764)	0.5715	0.9308
East Bethel	68,512	0	(68,512)	0.0000	0.0000
East Grand Forks	100,551	294,204	193,653	0.2266	1.7612
Eden Prairie	214,128	0	(214,128)	0.0000	0.0000
Edina	2,911,521	3,800,549	889,028	2.9272	4.2370
Elk River	78,458	96,831	18,373	0.0746	0.2443
Fairmont	247,384	493,097	245,713	0.3798	1.0162

Municipalities	Unencumbered Construction Fund Balance 9-1-91	Unencumbered Construction Fund Balance 9-1-92	Difference Between 1991 and 1992	Percentage of Total Amount in 1992 Account	Ratio to the City's Construction Allotment
Falcon Heights	\$0	\$51,442	\$51,442	0.0396	0.7793
Faribault	725,144	700,505	(24,639)	0.5395	1.6080
Farmington	248,820	0	(248,820)	0.0000	0.0000
Fergus Falls	365,589	557,244	191,655	0.4292	1.8850
Forest Lake	269,926	97,095	(172,831)	0.0748	0.7669
Fridley	1,952,505	1,432,926	(519,579)	1.1036	3.0452
Golden Valley	1,560,744	1,860,667	299,923	1.4331	3.4061
Grand Rapids	455,171	385,669	(69,502)	0.2970	1.8839
Ham Lake	616,669	420,034	(196,635)	0.3235	2.0487
Hastings	174,148	0	(174,148)	0.0000	0.0000
Hermantown	609,885	854,296	244,411	0.6580	4.1626
Hibbing	372,560	179,735	(192,825)	0.1384	0.2380
Hopkins	396,839	0	(396,839)	0.0000	0.0000
Hutchinson	734,487	1,036,002	301,515	0.7979	3.4458
International Falls	603,643	259,767	(343,876)	0.2001	1.0197
Inver Grove Heights	448,166	717,227	269,061	0.5524	1.6488
Lake Elmo	426,860	549,364	122,504	0.4231	4.5933
Lakeville	171,516	0	(171,516)	0.0000	0.0000
Lino Lakes	891,191	72,224	(818,967)	0.0556	0.2791
Litchfield	519,393	693,382	173,989	0.5340	5.3553
Little Canada	8,077	168,209	160,132	0.1296	1.0020
Little Falls	497,942	60,703	(437,239)	0.0468	0.2093
Mahtomedi	0	129,975	129,975	0.1001	1.0040
Mankato	973,162	509,930	(463,232)	0.3927	0.5541
Maple Grove	82,362	340,994	258,632	0.2626	0.3678
Maplewood	1,662,967	1,971,646	308,679	1.5186	3.6801
Marshall	555,791	239,117	(316,674)	0.1842	0.9399
Mendota Heights	690,208	409,469	(280,739)	0.3154	2.4405
Minneapolis	20,027,879	16,826,542	(3,201,337)	12.9598	2.4910
Minnetonka	3,083,393	4,201,588	1,118,195	3.2361	3.1084
Montevideo	429,149	577,002	147,853	0.4444	3.4800
Monticello	0	122,497	122,497	0.0943	1.0039
Moorhead	1,621,584	1,896,260	274,676	1.4605	2.8679
Morris	0	137,342	137,342	0.1058	0.9777
Mound	496,448	559,158	62,710	0.4307	3.2084
Mounds View	753,188	919,707	166,519	0.7084	5.4475
New Brighton	23,263	1,140,119	1,116,856	0.8781	3.0323
New Hope	0	412,915	412,915	0.3180	0.9936
New Ulm	173,932	0	(173,932)	0.0000	0.0000
Northfield	818,197	1,117,486	299,289	0.8607	3.7417
North Mankato	443,665	56,475	(387,190)	0.0435	0.1876
North St. Paul	260,695	333,862	73,167	0.2571	1.6078

Municipalities	Unencumbered Construction Fund Balance 9-1-91	Unencumbered Construction Fund Balance 9-1-92	Difference Between 1991 and 1992	Percentage of Total Amount in 1992 Account	Ratio to the City's Construction Allotment
Oakdale	\$0	\$319,639	\$319,639	0.2462	0.8578
Orono	823,540	927,233	103,693	0.7142	4.1111
Otsego	344,397	211,714	(132,683)	0.1631	0.8879
Owatonna	115,632	658,886	543,254	0.5075	1.1473
Plymouth	1,610,330	2,931,460	1,321,130	2.2578	2.3181
Prior Lake	600,555	894,644	294,089	0.6891	3.0494
Ramsey	551,516	697,979	146,463	0.5376	2.2845
Red Wing	1,017,545	1,332,349	314,804	1.0262	2.9327
Richfield	2,028,566	2,692,790	664,224	2.0740	3.5372
Robbinsdale	1,019,686	553,575	(466,111)	0.4264	1.5843
Rochester	3,434,036	2,719,447	(714,589)	2.0945	1.6797
Rosemount	0	363,462	363,462	0.2799	0.9170
Roseville	1,483,800	1,332,407	(151,393)	1.0262	2.1369
St. Anthony	374,278	208,642	(165,636)	0.1607	1.8043
St. Cloud	1,176,980	417,925	(759,055)	0.3219	0.4761
St. Louis Park	1,202,500	1,750,817	548,317	1.3485	2.6084
St. Paul	19,092,738	22,231,686	3,138,948	17.1228	3.6144
St. Peter	226,642	292,442	65,800	0.2252	1.3050
Sartell	0	132,021	132,021	0.1017	0.8605
Sauk Rapids	514,709	721,175	206,466	0.5554	3.2216
Savage	0	0	0	0.0000	0.0000
Shakopee	988,852	972,297	(16,555)	0.7489	3.1416
Shoreview	739,744	155,763	(583,981)	0.1200	0.3207
Shorewood	385,594	475,664	90,070	0.3664	2.6161
South St. Paul	690,661	985,321	294,660	0.7589	2.6376
Spring Lake Park	135,248	244,355	109,107	0.1882	2.2896
Stillwater	1,279,535	1,349,486	69,951	1.0394	3.6568
Thief River Falls	169,570	367,263	197,693	0.2829	1.2882
Vadnais Heights	537,792	35,612	(502,180)	0.0274	0.1601
Virginia	31,970	241,019	209,049	0.1856	0.9632
Waite Park	0	0	0	0.0000	0.0000
Waseca	594,136	198,320	(395,816)	0.1527	1.2146
West St. Paul	563,040	409,048	(153,992)	0.3150	1.1593
White Bear Lake	1,159,134	531,948	(627,186)	0.4097	1.0979
Willmar	0	204,166	204,166	0.1572	0.4738
Winona	834,924	614,922	(220,002)	0.4736	1.1839
Woodbury	1,860,880	1,988,949	128,069	1.5319	2.0546
Worthington	942,243	1,077,930	135,687	0.8302	3.8910
<b>TOTAL</b>	<b>\$120,663,647</b>	<b>\$129,836,670</b>	<b>\$9,173,023</b>	<b>100.0000</b>	<b>2.0214</b>

**UNAMORTIZED BOND ACCOUNT BALANCE**  
 (Amount as of December 31, 1991)  
 (For Reference, see Bond Adjustment Resolution)

Unamortized Bond Balance: The remaining bond principal to be paid on the issue. This payment is made from the city's construction account. Interest payments are made from the maintenance account and are not reflected in this chart.

Total Disbursements and Obligations: The amount of bond applied toward State Aid projects. A Report Of State Contract must be submitted by December 31 of the previous year to get credit for the expenditure.

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 As of December 31, 1991	Unencumbered Bond Balance Available	Off System Disbursement	Bond Account Adjustment
Andover	9-01-84	\$510,000	\$160,000	\$510,000	\$0		\$160,000
Andover	8-01-88	500,000	350,000	500,000	0		350,000
Anoka	7-01-86	985,000	520,000	0	985,000		(465,000)
Apple Valley	12-01-74	100,000	20,000	100,000	0		20,000
Apple Valley	8-01-79	875,000	600,000	875,000	0		600,000
Apple Valley	09-09-91	1,730,000	1,730,000	0	1,730,000		0
Brainerd	10-01-85	430,000	225,000	430,000	0		225,000
Brooklyn Center	9-01-91	3,000,000	3,000,000	878,461	2,121,539		878,461
Coon Rapids	8-01-90	1,935,000	1,550,000	1,328,248	606,752		943,248
Cottage Grove	5-01-77	560,000	195,000	541,186	18,814		176,186
Cottage Grove	5-01-78	610,000	0	0	610,000		(610,000)
Duluth	4-01-85	1,425,000	0	1,364,726	60,274		(60,274)

Municipality	Date of Issue	Amount of Issue	Unamortized Bond Balance	Total Disbursements and Obligations As of December 31, 1991	Unencumbered Bond Balance Available	Off System Disbursement	Bond Account Adjustment
Eagan	7-01-86	\$3,000,000	\$2,150,000	\$3,000,000	\$0		\$2,150,000
East Grand Forks	9-01-65	325,000	60,000	325,000	0		60,000
Eden Prairie	12-01-82	2,300,000	500,000	2,211,663	88,337		411,663
Falcon Heights	4-21-80	170,000	0	142,012	27,988		(27,988)
Ham Lake	7-01-80	330,000	10,000	330,000	0		10,000
Little Canada	10-01-81	225,000	85,000	91,783	133,217		(48,217)
Little Canada	8-01-86	340,000	310,000	340,000	0		310,000
Maple Grove	7-16-79	1,100,000	0	1,080,299	19,701		(19,701)
Marshall	7-01-81	310,000	0	235,496	74,504		(74,504)
Mendota Heights	3-01-75	360,000	110,000	360,000	0		110,000
North Mankato	6-01-86	550,000	275,000	550,000	0		275,000
Orono	8-01-79	270,000	0	204,747	65,253		(65,253)
Ramsey	03-13-91	500,000	500,000	500,000	0		500,000
Roseville	12-01-85	2,225,000	1,790,000	2,225,000	0		1,790,000
St. Cloud	7-01-82	1,000,000	870,000	1,000,000	0		870,000
St. Cloud	09-01-83	1,645,000	1,355,000	1,645,000	0		1,355,000
St. Paul	**	**	**	**	**		79,737
Savage	10-01-87	875,000	575,000	875,000	0		575,000
Spring Lake Park	1980	195,000	0	156,107	38,893		(38,893)
Woodbury	11-12-75	263,000	0	262,050	950		(950)
<b>TOTAL</b>		<b>\$28,643,000</b>	<b>\$16,940,000</b>	<b>\$22,061,778</b>	<b>\$6,581,222</b>	<b>\$0</b>	<b>\$10,438,515</b>

\*\* 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 in the following resolution:

**BE IT RESOLVED:**

"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.

<b>Municipality</b>	<b>First Year of Adjustment</b>	<b>Year of Apportionment Expiration</b>	<b>Amount</b>
<b>Bloomington</b>	1987 & 1990	2001 & 2004	\$2,326,375
<b>Burnsville</b>	1986	2000	349,684
* <b>Duluth</b>	1987	2001	1,054,200
<b>Eden Prairie</b>	1985	1999	974,299
<b>Grand Rapids</b>	1980	1994	553,858
<b>Hastings</b>	1983	1997	233,038
<b>Hutchinson</b>	1980	1994	570,793
<b>Minneapolis</b>	1983 & 1986	1997 & 2000	1,493,191
<b>Red Wing</b>	1980 & 1986	1994 & 2000	1,145,475
<b>Roseville</b>	1987	2001	2,814,714
<b>St. Louis Park</b>	1980	1994	1,356,666
<b>St. Paul</b>	1983	1997	320,857
<b>TOTAL</b>			<b>\$13,193,150</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	1976-1990	+	1991	-	1976	=	TOTAL
	RIGHT-OF-WAY EXPENDITURES		RIGHT-OF-WAY EXPENDITURES		EXPIRED RIGHT-OF-WAY EXPENDITURES		RIGHT-OF-WAY ADJUSTMENT FOR 1993 APPORTIONMENT
Albert Lea	--		--		--		--
Alexandria	--		--		--		--
Andover	\$147,283		--		--		\$147,283
Anoka	28,974		\$187,531		--		216,505
Apple Valley	--		--		--		--
Arden Hills	--		--		--		--
Austin	--		--		--		--
Bemidji	148,479		71,722		--		220,201
Blaine	71,141		--		--		71,141
Bloomington	832,491		--		--		832,491
Brainerd	--		--		--		--
Brooklyn Center	76,100		871,461		--		947,561
Brooklyn Park	6,632		--		--		6,632
Buffalo	--		--		--		--
Burnsville	930,706		397,480		--		1,328,186
Cambridge	--		--		--		--
Champlin	95,544		24,850		--		120,394
Chanhassen	65,000		--		--		65,000
Chaska	92,467		--		--		92,467
Chisholm	--		--		--		--
Cloquet	73,539		--		--		73,539
Columbia Heights	30,500		102,700		--		133,200
Coon Rapids	535,089		468,063		--		1,003,152
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		--		(\$49,401)		125,849
Eagan	392,508		--		--		392,508
East Bethel	17,200		--		--		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		51,256		--		74,988
Falcon Heights	--		--		--		--
Faribault	2,346		--		--		2,346
Farmington	7,133		15,913		--		23,046



MUNICIPALITY	1976-1990 RIGHT-OF-WAY EXPENDITURES	+	1991 RIGHT-OF-WAY EXPENDITURES	-	1976 EXPIRED RIGHT-OF-WAY EXPENDITURES	=	TOTAL RIGHT-OF-WAY ADJUSTMENT FOR 1993 APPORTIONMENT
Fergus Falls	\$67,200		--		--		\$67,200
Forest Lake	--		--		--		--
Fridley	5,853		--		(\$648)		5,205
Golden Valley	1,140,625		--		--		1,140,625
Grand Rapids	--		--		--		--
Ham Lake	26,016		--		--		26,016
Hastings	17,620		--		--		17,620
Hermantown	29,403		\$16,205		--		45,608
Hibbing	78,725		--		--		78,725
Hopkins	--		--		--		--
Hutchinson	--		--		--		--
International Falls	--		--		--		--
Inver Grove Heights	617,797		340,532		--		958,329
Lake Elmo	99,556		1,085		--		100,641
Lakeville	--		170,254		--		170,254
Lino Lakes	64,950		--		--		64,950
Litchfield	--		--		--		--
Little Canada	43,300		--		--		43,300
Little Falls	103,166		28,579		--		131,745
Mahtomedi	--		--		--		--
Mankato	424,406		--		--		424,406
Maple Grove	311,626		229,860		--		541,486
Maplewood	--		--		--		--
Marshall	58,320		2,018		--		60,338
Mendota Heights	8,970		--		--		8,970
Minneapolis	6,652,348		--		(52,000)		6,600,348
Minnetonka	282,150		--		--		282,150
Montevideo	--		--		--		--
Monticello	--		--		--		--
Moorhead	101,305		--		(21,000)		80,305
Morris	15,476		--		--		15,476
Mound	107,446		--		--		107,446
Mounds View	--		--		--		--
New Brighton	--		--		--		--
New Hope	--		183,000		--		183,000
New Ulm	--		--		--		--
Northfield	8,850		--		--		8,850
North Mankato	395,146		--		--		395,146
North St. Paul	24,744		53,324		--		78,068
Oakdale	--		59,819		--		59,819
Orono	--		--		--		--
Otsego	--		--		--		--

MUNICIPALITY	1976-1990 RIGHT-OF-WAY EXPENDITURES	+	1991 RIGHT-OF-WAY EXPENDITURES	-	1976 EXPIRED RIGHT-OF-WAY EXPENDITURES	=	TOTAL RIGHT-OF-WAY ADJUSTMENT FOR 1993 APPORTIONMENT
Owatonna	\$113,638		--		(\$79,517)		\$34,121
Plymouth	103,413		\$30,000		(25,208)		108,205
Prior Lake	209,125		--		--		209,125
Ramsey	187,959		--		(7,884)		180,075
Red Wing	76,176		--		(14,000)		62,176
Richfield	1,947,938		956,633		--		2,904,571
Robbinsdale	--		--		--		--
Rochester	1,456,986		2,011,033		(4,728)		3,463,291
Rosemount	--		--		--		--
Roseville	1,383,005		--		--		1,383,005
St. Anthony	--		--		--		--
St. Cloud	1,149,110		26,325		--		1,175,435
St. Louis Park	341,626		37,646		(335,520)		43,752
St. Paul	3,542,615		239,003		(741,034)		3,040,584
St. Peter	--		--		--		--
Sartell	--		--		--		--
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		40,206		--		42,475
Vadnais Heights	--		--		--		--
Virginia	--		--		--		--
Waite Park	--		--		--		--
Waseca	5,000		--		--		5,000
West St. Paul	--		--		--		--
White Bear Lake	279,823		--		--		279,823
Willmar	22,500		130,000		--		152,500
Winona	340,950		--		--		340,950
Woodbury	80,054		159,854		--		239,908
Worthington	26,842		--		--		26,842
<b>TOTAL</b>	<b>\$30,389,331</b>		<b>\$6,906,352</b>		<b>(\$1,330,940)</b>		<b>\$35,964,743</b>

# **TOTAL NEEDS ADJUSTMENT FOR BITUMINOUS OVERLAY AND CONCRETE JOINT REPAIR PROJECTS**

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

MUNICIPALITY	PREVIOUS EXPENDITURES	+	1991 EXPENDITURES	=	TOTAL NEEDS ADJUSTMENT FOR THE 1993 APPORTIONMENT
ALBERT LEA	--		\$63,700		\$63,700
ALEXANDRIA	\$85,966		--		85,966
ANOKA	14,214		--		14,214
BLOOMINGTON	66,884		--		66,884
COLUMBIA HEIGHTS	197,318		--		197,318
CROOKSTON	--		2,000		2,000
CRYSTAL	8,257		--		8,257
DULUTH	462,853		551,765		1,014,618
FERGUS FALLS	40,902		--		40,902
HERMANTOWN	182,219		--		182,219
MINNEAPOLIS	71,714		--		71,714
MOORHEAD	173,190		31,318		204,508
NEW HOPE	174,832		--		174,832
NORTH ST PAUL	278,676		--		278,676
ROCHESTER	170,511		--		170,511
ST. PAUL	230,500		--		230,500
SO. ST. PAUL	11,288		--		11,288
THIEF RIVER FALLS	--		27,407		27,407
WILLMAR	50,418		--		50,418
WINONA	--		4,921		4,921
<b>TOTAL</b>	<b>\$2,219,742</b>		<b>\$681,111</b>		<b>\$2,900,853</b>

## TRUNK HIGHWAY TURNBACKS

The following tabulation shows the Trunk Highway Turnback Maintenance allowance for the 1993 Apportionment. All turnbacks eligible for maintenance payments are included in this tabulation as of December 31, 1992. 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 Approved	Miles Const.	Miles Eligible Maint.	Date of Msas Designation	Maintenance Allowance Eligible Miles X \$7,200	Total
<u>Brooklyn Park</u>								
137 (TH 169)	10-88	1.53	Yes	0.00	1.53	11-88	\$11,016	\$11,016
<u>Champlin</u>								
114 (TH 169)	10-88	0.54	Yes	0.00	0.54	11-88	3,888	3,888
<u>Crookston</u>								
115 (TH 75)	11-87	0.30	Yes	0.00	0.30	03-88	2,160	
144 (TH 75)	11-87	<u>1.28</u> 1.58	Yes	0.74	<u>0.54</u> 0.84	03-88	<u>3,888</u> 6,048	6,048
<u>Duluth</u>								
107 & 108 (TH 2)	6-91	0.55	No	0.00	0.55	08-91	3,960	3,960
<u>Hibbing</u>								
175 & 226 (TH 73)	6-91	2.62	No	0.00	2.62	07-91	18,864	18,864

Msas Route No.	Date of Release	Total Mileage	Plan Approved	Miles Const.	Miles Eligible Maint.	Date of Msas Designation	Maintenance Allowance Eligible Miles X \$7,200	Total
<u>Mankato</u>								
101 (TH 22)	4-85	1.10	No Yes	0.86	0.24	06-85	\$1,728	
124 (TH 22)		<u>0.50</u> 1.60	No	<u>0.00</u> 0.86	<u>0.50</u> 0.74	01-90	<u>3,600</u> 5,328	\$5,328
<u>Maple Grove</u>								
128 (TH 169)	10-88	0.50	Yes	0.00	0.50	11-88	3,600	3,600
<u>St. Cloud</u>								
115,131,145 (TH 15)	10-90	2.26	No	0.00	2.26	12-90	16,272	16,272
<u>Willmar</u>								
153 (TH 23 & 71)	10-85	3.18	Yes	2.32	0.86	01-86	6,192	6,192
153 (TH71)	10-85	<u>0.62</u> 3.80	Yes	<u>0.62</u> 2.94	<u>0.00</u> 0.86	03-90		
<b>TOTAL</b>		<b>14.98</b>		<b>4.54</b>	<b>10.44</b>			<b>\$75,168</b>

CURRENT RESOLUTIONS  
OF THE  
MUNICIPAL SCREENING BOARD

JUNE 1992

BE IT RESOLVED:

ADMINISTRATION

Appointments to Screening Board - Oct. 1961 (Revised June 1981)

That annually the Commissioner of Mn/DOT will be requested to appoint three (3) new members, upon recommendation of the City Engineers Association of Minnesota, to serve three (3) year terms as voting members of the Municipal Screening Board. These appointees are selected from the Nine Construction Districts together with one representative from each of the three (3) major cities of the first class.

Screening Board Chairman and Vice Chairman - June 1987

That the Chairman and Vice Chairman, nominated annually at the annual meeting of the City Engineers association of Minnesota and subsequently appointed by the Commissioner of the Minnesota Department of Transportation shall not have a vote in matters before the Screening Board unless they are also the duly appointed Screening Board Representative of a construction District or of a City of the first class.

Screening Board Secretary - Oct. 1961

That annually, the Commissioner of the Minnesota Department of Transportation (Mn/DOT) may be requested to appoint a secretary, upon recommendation of the City Engineers' Association of Minnesota, as a non-voting member of the Municipal Screening Board for the purpose of recording all Screening Board actions.

Appointment to the Needs Study Subcommittee - June 1987

The Screening Board Chairman shall annually appoint one city engineer, who has served on the Screening Board, to serve a three year term on the Needs Study Subcommittee. The appointment shall be made after the annual Spring meeting of the Municipal Screening Board. The appointed subcommittee person shall serve as chairman of the subcommittee in the third year of the appointment.

Appointment to Unencumbered Construction Funds Subcommittee - Revised June 1979

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

#### Screening Board Alternate Attendance - June 1979

The alternate to a third year member be invited to attend the final meeting. A formal request to the alternates governing body would request that he attend the meetings and the municipality pay for its expenses.

#### Appearance Screening Board - Oct. 1962 (Revised Oct. 1982)

That any individual or delegation having items of concern regarding the study of State Aid Needs or State Aid Apportionment amounts, and wishing to have consideration given to these items, shall, in a written report, communicate with the State Aid Engineer. The State Aid Engineer with concurrence of the Chairman of the Screening Board shall determine which requests are to be referred to the Screening Board for their consideration. This resolution does not abrogate the right of the Screening Board to call any person or persons before the Board for discussion purposes.

#### Research Account - Oct. 1961

That an annual resolution be considered for setting aside a reasonable amount of money for the Research Account to continue municipal street research activity.

#### Soil Type - Oct. 1961

That the soil type classification as approved by the 1961 Municipal Screening Board, for all municipalities under Municipal State Aid be adopted for the 1962 Needs Study and 1963 apportionment on all streets in the respective municipalities. Said classifications are to be continued in use until subsequently amended or revised by Municipal Screening Board action.

#### Improper Needs Report - Oct. 1961

That the Office of State Aid and the District State Aid Engineer is requested to recommend an adjustment of the Needs Reporting whenever there is a reason to believe that said reports have deviated from accepted standards and to submit their recommendations to the Screening Board, with a copy to the municipality involved, or its engineer.

#### New Cities Needs - Oct. 1983

Any new city which has determined their eligible mileage, but does not have an approved State Aid System, their money needs will be determined at the cost per mile of the lowest other city.



Construction Cut Off Date - Oct. 1962 (Revised 1967)

That for the purpose of measuring the Needs of the Municipal State Aid Highway System, the annual cut off date for recording construction accomplishments based upon the project award date shall be December 31st of the preceding year.

Construction Accomplishments - (Oct. 1988)

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

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

If the construction of the Municipal State Aid Street is accomplished with local funds, only the construction needs necessary to bring the roadway up to State Aid Standards will be permitted in subsequent needs for 20 years from the date of the letting or encumbrance of force account funds. At the end of the 20 year period, reinstatement for complete construction needs shall be initiated by the Municipality.

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

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

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

In the event that a M.S.A.S route earning "After the Fact" needs is removed from the M.S.A. system, then, the "After the Fact" needs shall be removed from the needs study, except if transferred to another state system. No adjustment will be required on needs earned prior to the revocation.

## DESIGN

### Design Limitation on Non-Existing Streets - Oct. 1965

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

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

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

### Greater Than Minimum Width

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

### Miscellaneous Limitations - Oct. 1961

That miscellaneous items such as fence removal, bituminous surface removal, manhole adjustment, and relocation of street lights are not permitted in the Municipal State Aid Street Needs Study. The item of retaining walls, however, shall be included in the Needs Study.

## MILEAGE

(Feb. 1959)

The maximum mileage for Municipal State Aid Street designation shall be 20 percent of the municipality's basic mileage - which is comprised of the total improved streets less Trunk Highway and County State Aid Highways.

(Nov. 1965 - Revised 1972)

The maximum mileage for Municipal State Aid Street designation shall be based on the Annual Certification of Mileage current as of December 31st of the preceding year. Submittal of a supplementary certification during the year shall not be permitted.

(Nov. 1965 - Revised 1969)

However, the maximum mileage for State Aid designation may be exceeded to the extent necessary to designate trunk highway turnbacks, only if sufficient mileage is not available as determined by the Annual Certification of Mileage.

(Jan. 1969)

Any mileage for designation prior to the trunk highway turnback shall be used for the turnback before exceeding the maximum mileage.

In the event the maximum mileage is exceeded by a trunk highway turnback, no additional designation other than trunk highway turnbacks can be considered until allowed by the computations of the Annual Certification of Mileage within which the maximum mileage for State Aid designation is determined.

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

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

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

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

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

St. Paul

MSA ROUTE NO.		<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	\$ 4.50 Ton
Class 5	Spec. #2211	5.75 Ton
Bituminous	Spec. #2331	22.00 Ton

Surface:

Bituminous	Spec. #2331	\$ 22.00 Ton
Bituminous	Spec. #2341	24.50 Ton
Bituminous	Spec. #2361	32.00 Ton

Shoulders:

Gravel	Spec. #2221	\$ 7.00 Ton
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Miscellaneous:

Storm Sewer Construction	\$199,500.00 Mile
Storm Sewer Adjustment	62,000.00 Mile
Special Drainage-Rural	25,000.00 Mile
Traffic Signals	20,000 to 80,000.00 Mile

Signal Needs Based On Projected Traffic

Projected Traffic	Percentage	X	Unit Price =	Needs Per Mile
0 - 4,999	.25		\$80,000 =	\$ 20,000.00 Mile
5,000 - 9,999	.50		80,000 =	40,000.00 Mile
10,000 & Over	1.00		80,000 =	80,000.00 Mile

Street Lighting	20,000.00 Mile
Curb & Gutter	5.50 Lin. Ft.
Sidewalk	14.50 Sq. Yd.
Engineering	18%

Removal Items:

Curb & Gutter	\$ 1.60 Lin. Ft.
Sidewalk	4.50 Sq. Yd.
Concrete Pavement	4.00 Sq. Yd.
Tree Removal	150.00 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)	\$ 600 Unit
Rubberized Railroad Crossings (Per Track)	\$ 900 Lin. Ft.
Pavement Marking	\$ 750 Unit

#### Maintenance Needs Costs - June 1992

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.		
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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

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 October 1991)

That for the determination of Apportionment Needs, the amount of the unencumbered construction fund balance as of September 1st of the current year 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 19, 1993

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