

# MUNICIPAL STATE-AID STREETS

...*HISTORY*

...*APPORTIONMENT*

...*ACCOMPLISHMENT*

JULY 1970

# MUNICIPAL STATE-AID STREETS

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...*ACCOMPLISHMENT*

Prepared By

MINNESOTA HIGHWAY DEPARTMENT  
Transportation and Transit Planning and Programming Division  
Office of Program Planning  
Highway Priorities and Needs Section  
In Cooperation With The  
U. S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
BUREAU OF PUBLIC ROADS

JULY 1970

## Preface

This booklet is published with the intent of providing state and local officials with a brief history of the development of the Municipal State-Aid Street System and the details of the distribution procedure of the Municipal State-Aid Street Fund.

Interest in the source of funds, means of distribution, and expenditure of the State-Aid Fund for construction and maintenance of the integrated Municipal State-Aid Street System has prompted this detailed explanation.

Municipal State-Aid Streets  
History-Apportionment-Accomplishment  
July 1970

Errata Sheet

Delete paragraph 6, page 3 and substitute the following paragraph:

In accordance with provisions of the Traffic Operations Program to Increase Capacity and Safety (TOPICS) established under the terms of the Federal Highway Act of 1968, additional Federal Aid may be available for certain municipal and county roads and streets. This program provides funding for projects to improve capacity and safety on roads and streets where no other funds are available. The reference available in this case is intended to mean that either (1) the road or street to be improved is not currently on a Federal Aid System, or (2) the road or street is on a Federal system but the Federal funds normally available for the improvement have been depleted. This Aid consists of 50% Federal funding for all design, right of way and construction costs, the remaining 50% is furnished by the city or county.

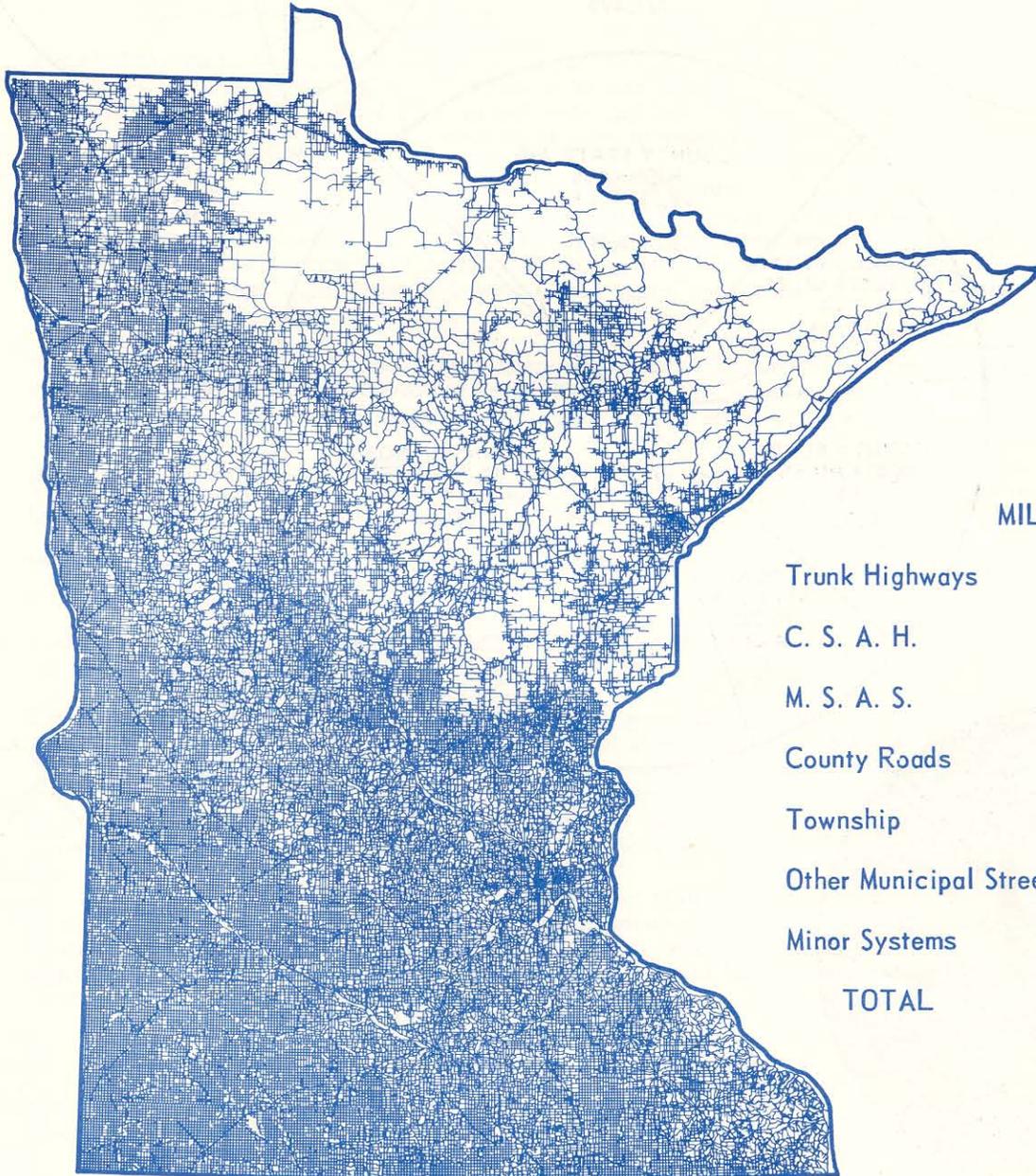
Correct pages 20 and 21

Correct title of 3rd figure column to read "Deductions for Expenditures off State Aid System".

# MINNESOTA'S ROAD NETWORK

## 127,495 MILES OF ROADS AND STREETS

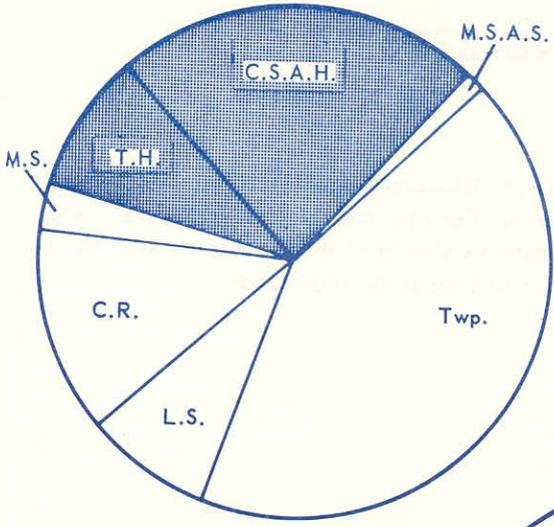
While quite average in regards to population and motor vehicle registration, Minnesota ranks fifth highest among the states in miles of roads and streets, exceeded only by Texas, California, Kansas, and Illinois. The state map showing the road network emphasizes the density of this system. The mere existence of this extensive system of roads and streets causes intensive competition between governmental units and areas for road funds.



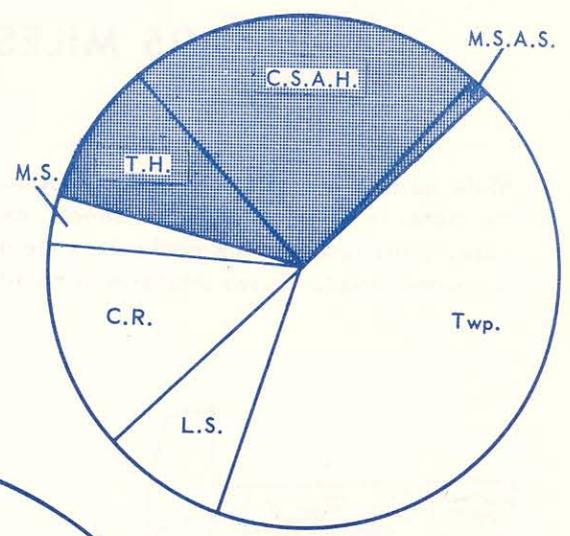
MILES

Trunk Highways	12,029
C. S. A. H.	29,733
M. S. A. S.	1,428
County Roads	16,017
Township	54,775
Other Municipal Streets	10,322
Minor Systems	<u>3,191</u>
TOTAL	127,495

FEDERAL AID HIGHWAY FUNDS  
32% OF MILEAGE

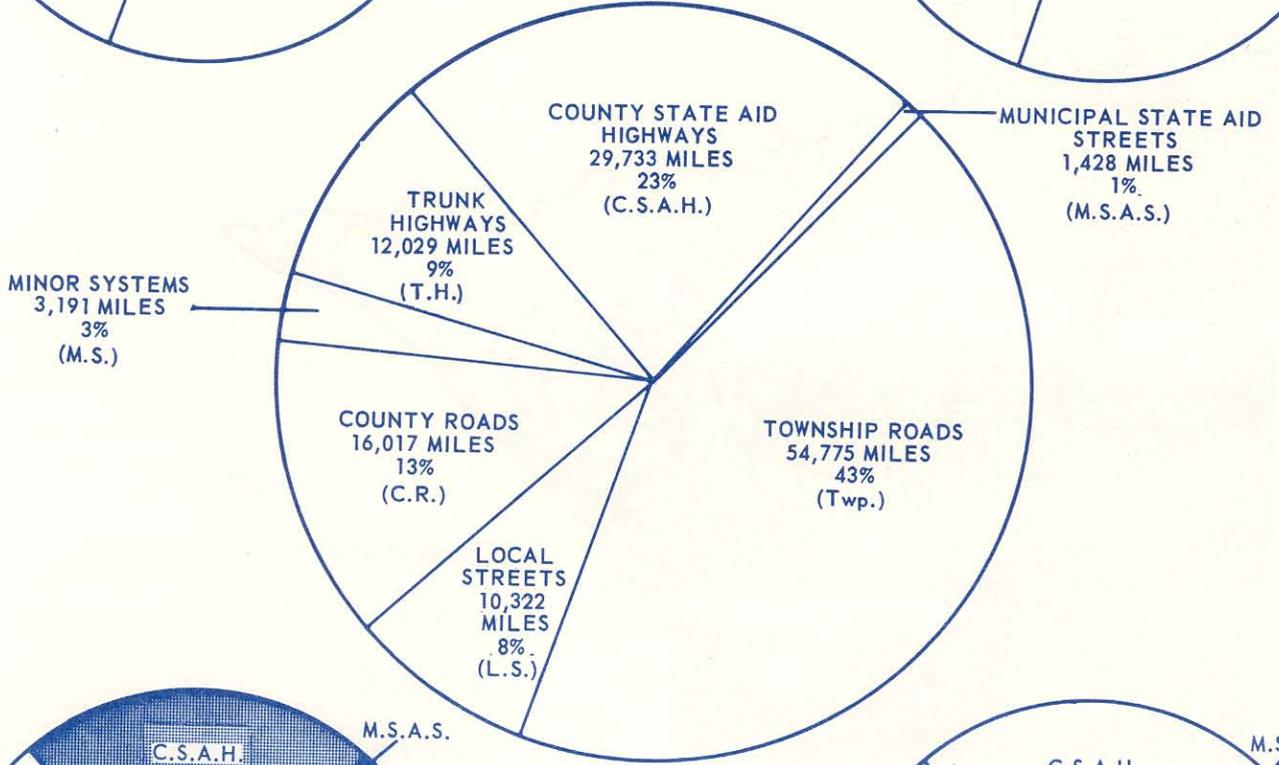


STATE ROAD USER FUNDS  
33% OF MILEAGE



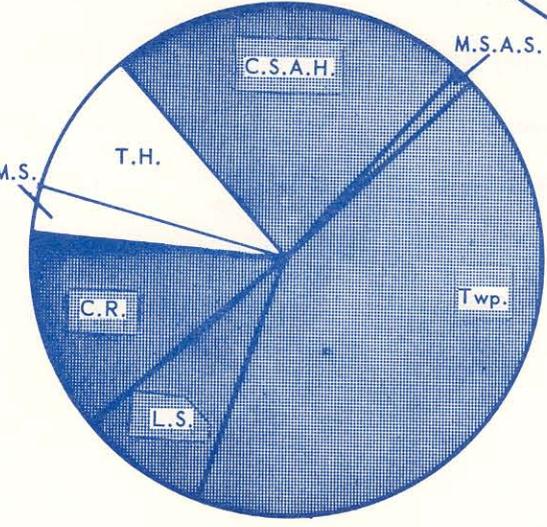
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MINNESOTA'S TOTAL  
ROAD AND STREET  
MILEAGE  
127,495



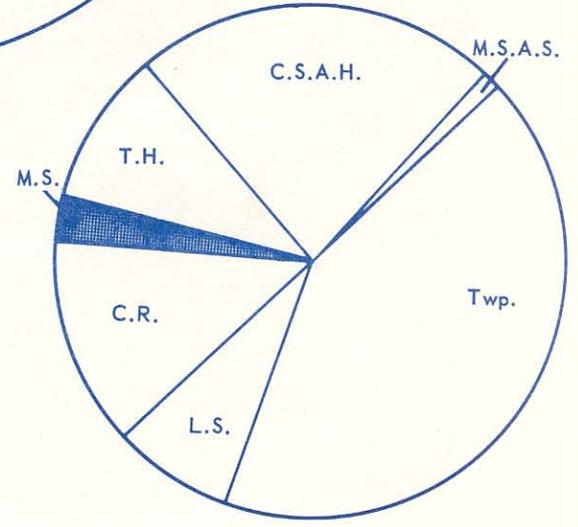
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LOCAL FUNDS  
88% OF MILEAGE



5

SPECIFIC FUNDS  
3% OF MILEAGE



The large pie chart on the opposite page (Figure 1) illustrates the distribution of Minnesota's 127,495 miles of roads and streets. Each section is representative of the miles and percentage in the specific system.

Because the source of funds is of primary concern to everyone, the four small pie charts are used to illustrate, by shaded areas, the source of funds available to the systems.

Federal funds (Figure 2) as shown in the C.S.A.H. portion of the shaded area represent sixty-five (65) percent of Minnesota's Federal Aid Secondary apportionment and are limited to projects which are on Federal Aid Secondary System Routes. In those isolated cases wherein the improvement is on a County Highway that is on a segment of a Federal Aid Primary System Route, County Federal Aid Secondary funds may be exchanged for State Federal Aid Primary funds.

Of the total 38,814 mile Federal Aid System in Minnesota, 38,497 miles are located on either trunk highway or County State Aid Highway Systems.

The shaded area as shown in Figure 2 implies that Federal funds are available only for use on trunk highways and County State Aid Highways. It should be noted that there are exceptions to this implication and that occasionally a County Road or Municipal State Aid Street may be found on a Federal Aid Secondary System Route. This occurs in rare instances in order to preserve system continuity.

In accordance with provisions of the Traffic Operations Program to Increase Capacity and Safety (TOPICS) established under the terms of the Federal Highway Act of 1968, additional Federal Aid may be available for certain municipal and county roads. Basically this program provides funding for capacity and safety improvements on roads where no other Federal funding is available. This Aid consists of 50% Federal funding for all design, right of way and construction costs, the remaining 50% is furnished by the city or county.

State Collected Road User Funds (Figure 3) are spent on the three systems, Trunk Highway, County State-Aid Highway and Municipal State-Aid Streets, These three systems, comprising 33 percent of the mileage, accommodate approximately 75 percent of the annual vehicle miles of travel in the State.

Local Funds (Figure 4) are expended on all systems except, however, the minor systems and trunk highways. There is the exception that local participation of municipalities is required for construction of some trunk highways beyond the through lane width.

Minor Systems (Figure 5) such as Indian Service, State Forest Development roads, etc., have no source of funds other than their own agency budget.

Each of the systems is an integral part of the transportation system. None could function completely without its complementary members.

The Trunk Highway System basically provides the long trip service on the intra and interstate levels, the County State-Aid Highway provides a secondary level of intra and intercounty movements, and the County System provides a basic minor collector and land access service. The Township system provides the overall land access function. Municipal State-Aid Streets provide the secondary arterial function in urban municipalities while the other local streets furnish the essential access function. Minor systems provide the service and function to that specifically required by the agency.

The following chapters are limited to the establishment of the State Aid program and its application to the Municipal State Aid Street System, the 1970 apportionment and accomplishments from the 1958 through 1969 period. Portions of the law pertaining to State Aid have been included for reference purposes. An effort has been made to present the main concepts and operations of the Municipal State Aid Street apportionment without going too deeply into detail.

## CHAPTER II

### Redistribution of Road User Funds Under Constitutional Amendment No. 2 - 1957

In 1948, 1950 and 1952 referendums failed to amend the State Constitution regarding the distribution of road user money in Minnesota, partially because of the lack of information as to the proper percentage of distribution. Interested groups of road users refused to sanction or support any measure of fund distribution not based on knowledge of the requirements of the various road systems. Because of the lack of both support and knowledge, the State Legislature in 1953 created a Highway Study Commission to investigate all matters related to highways - their adequacy, needs, and financing - for the purpose of determining the sound and reasonable requirements for all highways and street systems within the State. The Commission entered into two agreements for technical services to carry out the directive of the legislature. One was with the Automotive Safety Foundation of Washington, D.C., to direct and supervise an engineering analysis. The second was with the Public Administration Service of Chicago, to conduct a financial study of Highway Taxation and Review Distribution.

As a result of an extensive study, the Automotive Safety Foundation made two major determinations affecting local roads and streets: (1) a need for a 30,000-mile County State-Aid Highway System and a 1,200-mile Municipal State-Aid System, and (2) the program cost of such systems.

The Automotive Safety Foundation's determination of the County State-Aid and Municipal State-Aid costs was based on minimum tolerable standards, and reported only in totals for the entire State in order to establish the proper relationship between the State, County, and municipal needs.

Based on a review of the two consultants' reports, the Commission submitted to the Legislature a suggested bill for an act proposing a constitutional amendment. The Legislature in turn approved the recommendation and proposed an amendment to the constitution that provided for a redistribution of state collected road user funds - 62 percent to State trunk highways, 29 percent to the County State-Aid System, and 9 percent to the Municipal State-Aid System; also the establishment of a County State-Aid and Municipal State-Aid System of highways, not to exceed 30,000 and 1,200 (later changed to 2,000) miles respectively. The 1955 Legislature also appointed a Legislative Interim Commission on Highway Tax Distribution to study the method of distribution of the three funds to the various governmental units.

In the fall of 1956, Constitutional Amendment No. 2 was submitted to the people of Minnesota. This amendment, which included the redistribution of road user funds, was overwhelmingly approved by a greater than 80 percent affirmative vote.

## CHAPTER III

### Creation of the Municipal State Aid Street System

As a result of the passage of Constitutional Amendment No. 2, the 1957 Minnesota Legislature included Chapter 162.09 in the State Law, thus creating the Municipal State Aid Street System.

#### Chapter 162.09

#### Subdivision 1

There is created a Municipal State Aid Street System within cities, villages, and boroughs having a population of 5,000 or more. The extent of the Municipal State Aid Street System shall not exceed 1,200 miles (later changed to 2,000 miles).

The system shall be established, located, constructed, reconstructed, improved and maintained as public highways within such cities, villages, and boroughs under rules and regulations, not inconsistent with this section, made and promulgated by the commissioner as hereinafter provided.

#### Subdivision 4

Federal census to be conclusive. In determining whether any city, village, or borough has a population of 5,000 or more, the last federal census shall be conclusive; provided, that if an entire area not heretofore incorporated as either a city, village, or borough is incorporated as such during the interval between federal censuses, its population shall be determined by its incorporation census. The incorporation census shall be determinative of the city, village, or borough only until the next federal census.

Following the basic concepts of the 1,200 mile system recommended by the Automotive Safety Foundation, each municipal engineer in cooperation with the State Aid Division prepared a system of Municipal State Aid Streets for his municipality. This system of streets was selected and designated by the city council of each urban municipality, with the concurrence of the Commissioner of Highways.

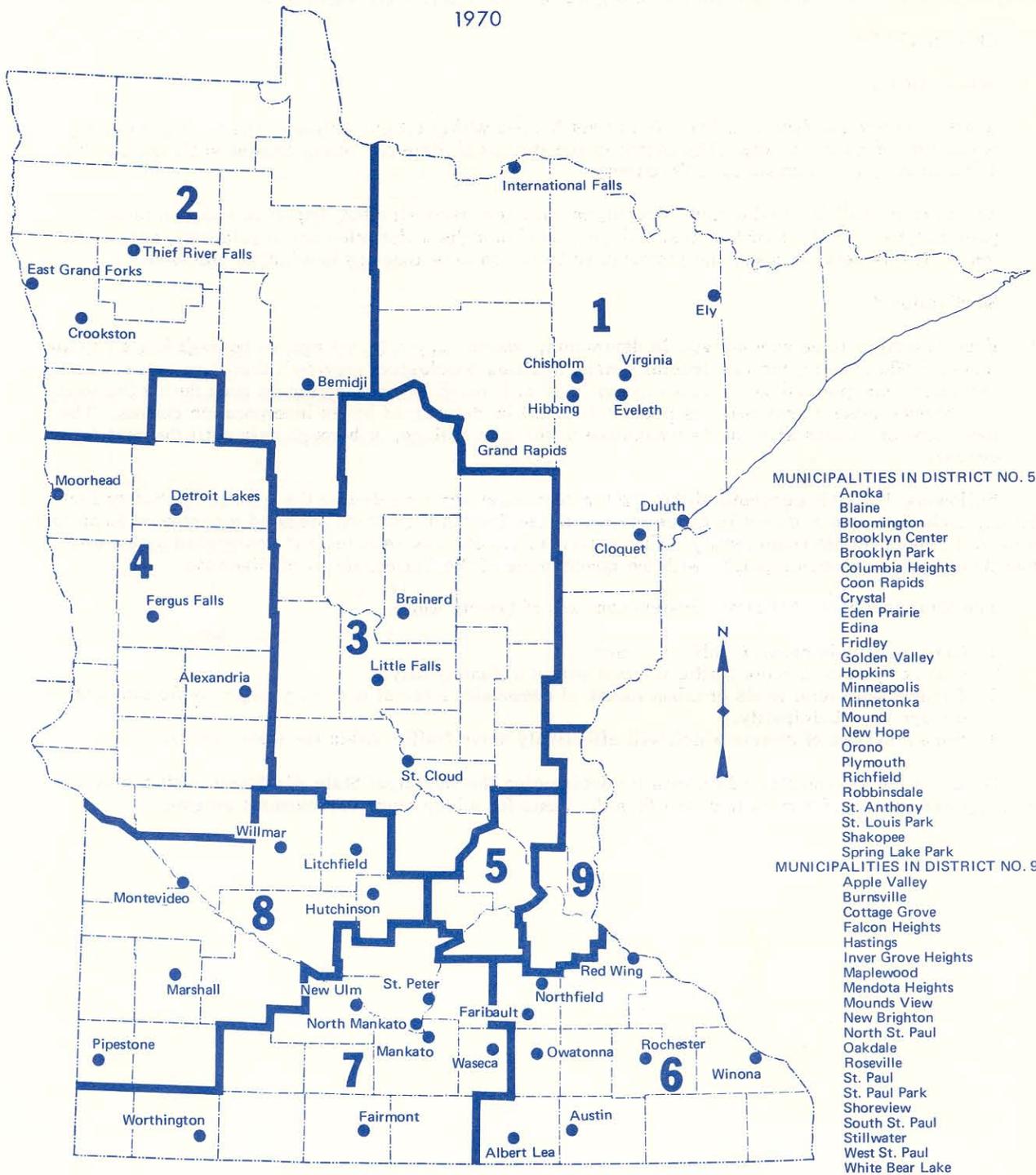
The Municipal State Aid Street System consists of Streets which:

1. Carry relatively heavier traffic volumes.
2. Connect points of major traffic interest within a Municipality.
3. Connect with rural roads or urban routes of community interest and carry major traffic into and through the municipality.
4. Form a system of streets which will effectively serve traffic within the municipality.

Based on the aforementioned criteria for designation, the Municipal State Aid Street System provides an integrated system of streets that will form the basis for a long range improvement program.

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

1970



**MUNICIPALITIES IN DISTRICT NO. 5**

- Anoka
- Blaine
- Bloomington
- Brooklyn Center
- Brooklyn Park
- Columbia Heights
- Coon Rapids
- Crystal
- Eden Prairie
- Edina
- Fridley
- Golden Valley
- Hopkins
- Minneapolis
- Minnetonka
- Mound
- New Hope
- Orono
- Plymouth
- Richfield
- Robbinsdale
- St. Anthony
- St. Louis Park
- Shakopee
- Spring Lake Park

**MUNICIPALITIES IN DISTRICT NO. 9**

- Apple Valley
- Burnsville
- Cottage Grove
- Falcon Heights
- Hastings
- Inver Grove Heights
- Maplewood
- Mendota Heights
- Mounds View
- New Brighton
- North St. Paul
- Oakdale
- Roseville
- St. Paul
- St. Paul Park
- Shoreview
- South St. Paul
- Stillwater
- West St. Paul
- White Bear Lake

## CHAPTER IV

### Municipal Screening Committee

The Legislature realized that any administrative authority charged with the responsibility of apportioning the Municipal State Aid Street fund would be under constant pressure from each of the Municipalities to increase the mileage or cost of construction of its system.

To prevent this condition from existing the Legislature included Subdivision 3 of Chapter 162.13 in the State Law.

Subd. 3. Screening committee. On or before September 1 of each year, the engineer of each city, village, and borough having a population of 5,000 or more shall forward to the commissioner, on forms prepared by the commissioner, all information relating to the money needs of the city, village, or borough that the commissioner deems necessary in order to apportion the municipal state-aid street fund in accordance with the apportionment formula heretofore set forth. Upon receipt of the information the commissioner shall appoint a board of city, village, or borough engineers. The board shall be composed of one engineer from each state highway construction district, and in addition thereto, one engineer from each city of the first class. The board shall investigate and review the information submitted by each city, village, or borough.

On or before November 1 of each year, the board shall submit its findings and recommendations in writing as to each city's, village's, or borough's money needs to the commissioner on a form prepared by the commissioner. Final determination of the money needs of each city, village, or borough shall be made by the commissioner. In the event that any city, village, or borough shall fail to submit the information provided for herein, the commissioner shall estimate the money needs of the city, village, or borough. The estimate shall be used in solving the apportionment formula. The commissioner may withhold payment of the amount apportioned to the city, village, or borough until the information is submitted.

Money Needs Defined - See Chapter VII, Minn. Statutes 162.13 Subd. 2.

Under this subdivision, each municipal engineer annually reports all necessary data relating to his municipalities money needs to the Commissioner of Highways. In determining the data the commissioner deems necessary, recommendations of the Screening Committee are incorporated into the requested data.

In order to have uniform reporting on a statewide basis, and to keep the study of needs equitable, the screening committee passed the following resolutions to insure that the intent of the state law was fulfilled.

#### 1. ADMINISTRATION

##### A. Construction Accomplishments

That beginning with January 1, 1965, when a Municipal State-Aid Street is constructed with State-Aid funds, said construction shall be considered 100 percent accomplishment of the need for a period of ten years for the construction items involved. If the construction of the Municipal State-Aid is accomplished with local funds, only the construction needs necessary to bring the roadway up to State-Aid standards are permitted in the needs. Exceptions to the above limitations are eligible for approval only when the request is based on unforeseen developments or other equally valid data and has been adequately justified to the satisfaction of the commissioner.

##### B. Improper Needs Report

That the Office of State Aid and the District State Aid Engineer be 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 recommendation to the Screening Committee, with a copy to the municipality involved or its engineer.

## 2. MILEAGE

### A. Mileage Limitation

That the maximum mileage for Municipal State-Aid Street designation shall be based on the Annual Certification of Mileage current as of December 31 of the preceding year. Submittal of a supplementary certification during the year for the purpose of obtaining a mileage increase in current year's needs study shall not be permitted. This resolution does not affect the provisions of the Municipal Screening Committee Resolution which establishes April 1st of the current year as the cut-off date for mileage adjustments or revisions.

That no M.S.A. designation be approved for any Municipality that would exceed 20% of the basic mileage - which is comprised of the total improved streets less Trunk Highways and County State Aid Highways.

### B. Trunk Highway Turnback

In the event the maximum mileage is exceeded by a trunk highway turnback, no additional designations other than trunk highway turnback 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.

## 3. TRAFFIC

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 Committee regarding methods of counting traffic and computing average daily traffic. The manner and scope of reporting is detailed in the above mentioned manual.

Upon receipt of the reported data from each Urban Municipality, the information is processed by the Highway Department using a computer to complete the many calculations involved in the study of needs. The processed data is then reviewed, analyzed, and a report prepared for the Municipal Screening Committee.

Annually, in the fall of the year, the Screening Committee meets to investigate and review the reporting, and submits a written report to the Commissioner of Highways of its findings and recommendations as to the money needs of each urban municipality for his use in apportioning the State Aid Fund.

To the present time, including the 1970 Municipal State-Aid Street Apportionment, the Commissioner of Highways has accepted the findings of the committee and has apportioned the State Aid Funds according to the recommendations given him.

Because of this, it can be said that the municipal engineers report their own needs, the municipal engineers review and control their own needs, and finally, distribute the money needs portion of their own funds.

The degree of local determination is further emphasized by the city councils determining where and when any State Aid construction projects take place.

## CHAPTER V

### Estimate of Road User Funds

The sections of the Minnesota Constitution, Article XVI, Public Highway System and Minnesota Statutes Chapter 161.081 that pertain to the source and distribution of the Road User fund are as follows:

Highway user tax distribution fund. Section 5. There is hereby created a fund which shall be known as the highway user tax distribution fund. The Highway user tax distribution fund shall be used solely for highway purposes as specified in this article. Said fund shall consist of the proceeds of any taxes authorized to be imposed by sections 9 and 10 of this article. After the deduction of collection costs as provided by law and the payment of refunds authorized by law, the net proceeds of such taxes shall be transferred to the following funds in the following proportions: 62 percent to the trunk highway fund; 29 percent to the county state-aid highway fund; nine percent to the municipal state-aid street fund. After January 1, 1963, the legislature is authorized to provide by law that five percent of the net proceeds of the highway user tax distribution fund may be set aside and if so set aside shall be apportioned as provided by law to one or more of the three foregoing funds on such basis as the legislature may determine. After said five percent may have been so set aside the balance of the highway user tax distribution fund shall in all events be transferred to the trunk highway fund, the county state-aid highway fund, and the municipal state-aid street fund in accordance with the percentages herein before set forth. No change in the apportionment of the proceeds so set aside shall be made within six years of the commencement of the year in which the last previous change occurred.

Taxation of motor vehicles. Section 9. The legislature is hereby authorized to provide by law for the taxation of motor vehicles using the public streets and highways of this state on a more onerous basis than other personal property; provided, however, that any such tax on motor vehicles shall be in lieu of all other taxes thereon, except wheelage taxes imposed by political subdivisions solely for highway purposes and except that the legislature may impose such tax upon motor vehicles of companies paying taxes under gross earnings system of taxation and upon the right to use such vehicles upon the public highways notwithstanding the fact that earnings from such vehicles may be included in the earnings of such companies upon which such gross earnings taxes are computed. Any such law may, in the discretion of the legislature, provide for the exemption from taxation of any motor vehicle owned by a nonresident of the state but properly licensed in another state, and transiently or temporarily using the streets and highways of the state. The proceeds of such tax shall be paid into highway user tax distribution fund.

Taxation of motor fuel. Section 10. The state may levy an excise tax upon any substance, material fluid, force or other means or instrumentality, or the business of dealing in, selling or producing any or all thereof, used or useful in producing or generating power.

161.081 HIGHWAYS, HIGHWAY USER TAX, DISTRIBUTION OF PORTION OF PROCEEDS. Section 1. Pursuant to article XVI, section 5, of the constitution, five percent of the net highway user tax distribution fund is set aside, and apportioned as follows:

- (1) 70 percent to the trunk highway fund;
- (2) 21 percent to a separate account in the county state-aid highway fund to be known as the county turnback account, which account in the state treasury is hereby created;
- (3) 9 percent to a separate account in the municipal state-aid street fund to be known as the municipal turnback account, which account in the state treasury is hereby created.

161.082 COUNTY TURNBACK ACCOUNT, EXPENDITURE. Except as hereinafter provided, all money accruing to the county turnback account shall be expended in accordance with rules and regulations of the commissioner of highways in paying a county for the reconstruction and improvement of former trunk highways, or portions thereof, that have reverted to the county in accordance with law, and have become a part of the county state-aid highway system.

161.083 MUNICIPAL TURNBACK ACCOUNT, EXPENDITURE. Except as hereinafter provided, all money accruing to the municipal turnback account shall be expended in accordance with the rules and regulations of the commissioner of highways in paying a municipality having a population of 5,000 or more for the reconstruction and improvement of former trunk highways, or portions thereof, that have reverted to such municipality in accordance with law, and have become a part of the municipal state-aid street system.

Pursuant to the preceding laws, the following tabulation lists the gross income, deductions and the estimated funds available for transfer in the calendar year 1970.

GROSS INCOME (Fiscal Year 1970)

Motor Fuel Tax		
July 1, 1969 to December 31, 1969		
January 1, 1970 to June 30, 1970 (estimate)		\$119,750,000
Motor Vehicle Tax		
July 1, 1969 to December 31, 1969		
January 1, 1970 to June 30, 1970 (estimate)		<u>62,500,000</u>
Total Funds Available.		\$182,250,000

DEDUCTIONS

Motor Vehicle Division	\$2,870,225	
Petroleum Division Collection Costs		
Workmen's and Unemployment Compensation	5,000	
State Agency-Revolving Fund	137	
Other State Departments	40,000	
Maintenance & Services Hwy. Bldg. (M.V.)	90,000	
Unrefunded Motor Boat Gas Tax - (Conservation Department Estimate)	420,000	<u>\$ 3,425,362</u>

ESTIMATED FUNDS AVAILABLE FOR TRANSFER IN CALENDAR YEAR 1970 \$178,824,638

A. Distribution to State, Counties and Municipalities

DISTRIBUTION OF FUNDS

95% of Net Highway User Tax Distribution Fund		5% of Net Highway User Tax Distribution Funds	
\$169,883,406		\$8,941,232	
Trunk Highway Fund		Trunk Highway Fund	
62%	\$105,327,712	70%	\$6,258,862
C.S.A.H. Fund		County Turnback Account	
29%	49,266,188	21%	1,877,659
M.S.A.S. Fund		Municipal Turnback Account	
9%	<u>15,289,506</u>	9%	<u>804,711</u>
	\$169,883,406		\$8,941,232

## CHAPTER VI

### Determination of the 1970 Municipal State Aid Street Apportionment Sum

The following sections of the State Aid Laws, Chapter 162, provide the authority for determining the Municipal State Aid Street Apportionment Sum.

162.11 PERCENTAGE OF HIGHWAY USER DISTRIBUTION FUND PAID TO MUNICIPAL STATE-AID STREET FUND. Nine per cent of the net highway user tax distribution fund shall be paid into the municipal state-aid street fund.

162.12 ACCRUALS TO MUNICIPAL STATE-AID STREET FUND. Subdivision 1. Estimate of accruals. On or before the second Tuesday of January of each year the commissioner shall estimate the probable sum of money that will accrue to the municipal state-aid street fund during the first six months of each year ending June 30. To the estimated amount he shall add the sum of money already accrued in the municipal state-aid street fund for the last preceding six month period ending December 31. The total of such sums, except for deductions to be first made as provided herein, shall be apportioned by the commissioner to the cities, villages, and boroughs having a population of 5,000 or more as hereinafter provided.

Subd. 2. Administrative Costs of State Highway Department. From the total of such sums the commissioner each year, shall deduct a sum of money equal to one and one-half per cent of the total sums. The sum so deducted shall be set aside in a separate account and shall be used to reimburse the trunk highway fund for administration costs incurred by the state highway department in carrying out the provisions relating to the municipal state-aid street system. On the 31st day of December of each year, any money remaining in the account not needed to reimburse the trunk highway fund as heretofore provided shall be transferred to the municipal state-aid street fund.

Subd. 3. Disaster Account. After deducting administrative costs as provided in subdivision 2 of this section, the commissioner shall set aside each year a sum of money equal to two percent of the remaining money in the municipal state-aid street fund to provide for a disaster account; provided, that the total amount of money in the disaster account shall never exceed five percent of the total sums to be apportioned to the cities, villages, and boroughs having a population of 5,000 or more. The disaster account shall be used to provide aid to any such city, village, or borough encountering disaster or unforeseen event affecting the municipal state-aid street system of the city, village or borough, and resulting in an undue and burdensome financial hardship. Any such city, village, or borough desiring aid by reason of such disaster or unforeseen event shall request aid in the form required by the commissioner. Upon receipt of the request the commissioner shall appoint a board consisting of three engineers and three members of the governing bodies of the cities, villages, and boroughs from cities, villages, and boroughs other than the requesting city, village, or borough. The board shall investigate the matter and report its findings and recommendations in writing to the commissioner. Final determination of the amount of aid, if any, to be paid to the city, village, or borough from the disaster account shall be made by the commissioner. If the commissioner determines to aid the city, village, or borough, he shall certify to the state auditor the amount of aid, and the state auditor shall thereupon issue a warrant in that amount payable to the fiscal officer of the city, village, or borough. Money so paid shall be expended on the municipal state-aid street system in accordance with rules and regulations of the commissioner.

Subd. 4. Research Account. Each year the screening board, provided for in section 162.13, subdivision 3, may recommend to the commissioner a sum of money that the commissioner shall set aside from the municipal state-aid street fund and credit to a research account. The amount so recommended and set aside shall not exceed one-quarter of one percent of the preceding year's apportionment sum. Any money so set aside shall be used by the Commissioner solely for the purpose of conducting research in methods of and materials for the construction and maintenance of municipal state-aid streets. Any balance remaining in the research account at the end of each year shall be transferred to the municipal state-aid street fund.

INCOME

Nine percent of 95% of the net 1970 Highway User Fund	\$15,289,506
Estimated Interest on Investments	850,000
Unallocated 1969 Highway User Fund Apportionment Reserve (Increase in income over estimate)	540,879
Unexpended balance of 1969 Administrative Cost Account	134,416
Unexpended balance of 1969 Research Account	<u>34,241</u>

Total of Funds Available \$16,849,042

DEDUCTIONS

ADMINISTRATIVE ACCOUNT - one and one-half percent  
of Total Funds Available 252,736

DISASTER FUND

Maximum Disaster Fund Account is five percent of Apportionment Sum	\$824,503	
Balance of Disaster Fund December 31, 1969	756,064	
Amount required from 1970 fund to make five percent maximum	\$ 68,439	68,439

Annual amount cannot be greater than two percent of Total  
Funds Available after deducting the Administrative Account

RESEARCH ACCOUNT

Research account is limited to an amount not to exceed  
one-quarter of one percent of the preceding year's  
Apportionment Sum

1969 Apportionment sum	\$15,121,277	
	X .0025	
	<u>37,803</u>	
1970 Maximum Research Account (As determined by Screening Committee)		<u>37,803</u>
		<u>358,978</u>

APPORTIONMENT SUM Available for Distribution  
to the Urban Municipalities in 1970 \$16,490,064

## CHAPTER VII

### Application of the Apportionment Formula

162.13 Apportionment of Monies to Municipalities. Subdivision 1. Factors in formula. After deducting for administrative costs and for the disaster fund and research account as heretofore provided, the remainder of the total sum provided for in subdivision 1 of section 162.12 shall be identified as the apportionment sum, and shall be apportioned by the commissioner to the cities, villages and boroughs having a population of 5,000 or more in accordance with the following formula:

- (1) An amount equal to 50 percent of such apportionment sum shall be apportioned among the cities, villages and boroughs having a population of 5,000 or more so that each such city, village or borough shall receive of such amount the percentage that its population bears to the total population of all such cities, villages and boroughs.
- (2) An amount equal to 50 percent of such apportionment sum shall be apportioned among the cities, villages and boroughs having a population of 5,000 or more so that each such city, village or borough shall receive of such amount the percentage that its money needs bears to the total money needs of all such cities, villages and boroughs.

Subd. 2. Money needs defined. For the purpose of this section money needs of each city, village or borough having a population of 5,000 or more are defined as the estimated cost of constructing and maintaining over a period of 25 years the municipal state-aid street system in such city, village or borough. Right of way costs and drainage shall be included in money needs. Lighting costs and other costs incidental to construction and maintenance, or a specified portion of such costs, as set forth in the commissioner's rules and regulations, may be included in determining money needs. When a county locates a county state-aid highway over a portion of a street in any such city, village or borough and the remaining portion is designated as a municipal state-aid street only the construction and maintenance costs of the portion of the street other than the portions taken over by the county shall be included in the money needs of the city, village or borough. To avoid variances in costs due to differences in construction and maintenance policy, construction and maintenance costs shall be estimated on the basis of the engineering standards developed cooperatively by the Commissioner and the engineers, or a committee thereof, of the cities, villages and boroughs.

TABULATION OF THE 1969 MUNICIPAL STATE AID STREET NEEDS  
FOR 1970 M.S.A.S. APPORTIONMENT

	<u>Roadway Cost</u>	<u>Bridges; Cost</u>	<u>R/R Crossing Cost</u>	<u>Maintenance Cost</u>	<u>Right of Way</u>	<u>Needs Cost</u>	<u>Total Mileage</u>
Albert Lea	1,402,121		37,600	16,970	108,700	1,565,391	14.08
Alexandria	625,267			7,239		632,506	8.43
Anoka	862,193			9,839	29,600	901,632	9.29
Austin	726,291	588,000	30,000	21,122		1,365,413	17.48
Bemidji	636,375	574,560	25,000	14,373	300	1,250,608	11.65
Blaine	1,081,805			10,660	19,000	1,111,465	14.91
Bloomington	5,153,645	284,040	67,500	64,137	111,524	5,680,846	59.62
Brainerd	911,105	1,010,220	46,000	13,787	10,700	1,991,812	13.29
Brooklyn Center	2,277,085	476,480	12,500	15,780	44,700	2,826,545	17.86

	<u>Roadway Cost</u>	<u>Bridge Cost</u>	<u>R/R Crossing Cost</u>	<u>Maintenance Cost</u>	<u>Right of Way</u>	<u>Needs Cost</u>	<u>Total Mileage</u>
Brooklyn Park	2,267,909			15,899	30,400	2,314,208	18.66
Chisholm	624,446			6,638		631,084	6.44
Cloquet	889,144	122,400	63,000	7,656	76,200	1,158,400	7.65
Columbia Heights	605,681		19,050	11,224		635,955	9.44
Coon Rapids	1,090,615	63,240	32,500	11,130	60,200	1,257,685	20.45
Crookston	969,414	472,480	20,100	8,365	51,733	1,522,092	7.81
Crystal	1,947,808		63,750	15,734	89,000	2,116,292	16.33
Detroit Lakes	397,905		31,000	6,557		435,462	5.88
Duluth	13,437,232	2,719,040	102,800	101,540	99,500	16,460,112	85.58
East Grand Forks	463,492		37,800	5,299	4,300	510,891	4.98
Edina	3,376,542	623,725	16,000	39,072	217,300	4,272,639	34.72
Ely	397,544		16,000	4,663		418,207	4.54
Eveleth	511,586			5,704	3,000	520,290	5.14
Fairmont	1,082,960	137,600	7,900	16,522	35,000	1,279,982	15.03
Falcon Heights	211,041			2,166		213,607	2.03
Faribault	1,015,257	468,520	300	13,526		1,497,603	14.01
Fergus Falls	847,257		144,500	10,614	170,100	1,172,471	10.16
Fridley	1,162,993		71,500	14,954	76,800	1,326,247	16.86
Golden Valley	2,252,486	235,520	41,250	16,633	33,600	2,579,489	20.54
Grand Rapids	659,187	368,000	50,000	11,573	2,800	1,091,560	9.74
Hastings	578,364	137,080		8,062		723,506	8.63
Hibbing	858,744			18,153		876,897	14.30
Hopkins	736,333	214,200	200	8,402	43,200	1,002,335	8.58
Hutchinson	708,279		25,200	6,506	15,300	755,285	6.16
International Falls	357,782			4,703		362,485	4.17
Litchfield	492,753			5,757		498,510	5.67
Little Falls	783,387		100	10,344		793,831	10.59
Mankato	1,895,379		12,500	18,869	4,000	1,930,748	16.41
Maplewood	2,139,543	221,000	40,000	11,460	188,822	2,600,825	15.67
Marshall	542,705	297,840	15,000	6,622		862,167	6.03
Mendota Heights	415,997		12,500	2,150	5,000	435,647	5.83
Minneapolis	29,971,568	9,005,040	117,600	258,741	3,855,200	43,208,149	182.56
Minnetonka	3,670,808	533,832		28,891	291,105	4,524,636	36.13
Montevideo	793,093			7,374	14,000	814,467	6.07
Moorhead	2,411,926	336,000	20,000	22,756	5,600	2,796,282	17.61
Mound	766,472		100	6,582	153,800	926,954	6.47
Mounds View	180,828			5,122	7,000	192,950	4.98
New Brighton	531,170	44,160	53,500	7,141	4,300	640,271	8.18
New Ulm	1,195,361	277,200	30,800	12,516	12,800	1,528,677	12.63
Northfield	907,236	336,000	42,500	8,185	2,000	1,295,921	6.27
North Mankato	443,016			5,601	58,000	506,617	5.27
North St. Paul	578,308		37,500	4,822	92,000	712,630	5.98

	<u>Roadway Cost</u>	<u>Bridge Cost</u>	<u>R/R Crossing Cost</u>	<u>Maintenance Cost</u>	<u>Right of Way</u>	<u>Needs Cost</u>	<u>Total Mileage</u>
Orono	1,014,541	76,608	15,000	6,310	277,700	1,390,159	8.42
Owatonna	1,173,333	277,200	62,500	13,914	3,100	1,530,047	12.47
Pipestone	366,378		23,200	6,678		396,256	5.98
Plymouth	1,574,328		22,500	15,027	226,100	1,837,955	17.95
Red Wing	798,985		39,600	9,727	39,000	887,312	8.17
Richfield	1,876,173		45,000	32,734	2,500	1,956,407	26.34
Robbinsdale	1,028,864		6,250	10,105	10,000	1,055,219	9.54
Rochester	2,703,902	676,966	32,500	34,449	2,100	3,449,917	25.49
Roseville	1,893,422	206,080	22,500	16,771	26,000	2,164,773	19.30
St. Anthony	428,404			5,433	10,100	443,937	5.05
St. Cloud	3,048,471	3,183,800	130,000	29,308	28,000	6,419,579	25.84
St. Louis Park	3,279,439	975,360	39,500	22,908	868,560	5,185,767	23.54
St. Paul	22,223,380	7,422,180	100	202,140	882,500	30,730,300	158.51
St. Peter	498,457			6,419		504,876	6.11
Shakopee	376,517		75,100	4,950		456,567	4.39
Shoreview	324,142			606	33,600	358,348	6.03
South St. Paul	1,657,560	168,000		14,969	54,000	1,894,529	13.77
Stillwater	860,220		7,500	7,974	147,900	1,023,594	7.32
Thief River Falls	447,014		38,500	8,191		493,705	6.92
Virginia	831,688	4,312	80,000	7,960		923,960	9.66
Waseca	262,817		12,500	4,024		279,341	3.66
West St. Paul	1,162,231			11,024	25,000	1,198,255	10.59
White Bear Lake	1,381,549		7,500	13,659		1,402,708	13.91
Willmar	1,073,777	38,760	39,500	13,775	109,700	1,275,512	12.17
Winona	1,743,177	421,760		23,316	3,000	2,191,253	16.26
Worthington	362,355	261,000	15,000	7,679		646,034	6.76
Inver Grove Heights	731,034			1,920	69,500	802,454	8.70
Burnsville	2,172,500	513,496	28,500	17,403	94,600	2,826,499	22.20
Cottage Grove	1,053,203	143,000	12,500	14,971		1,223,674	14.67
Eden Prairie	782,812	207,900	25,000	5,230	3,200	1,024,142	9.69
New Hope	545,697	138,600		10,516	16,200	711,013	9.20
Spring Lake Park	324,907			3,240	19,300	347,447	3.72
St. Paul Park	391,474			4,640		396,114	4.64
Oakdale	490,817			3,790	31,000	525,607	6.61
Apple Valley	414,207			5,920		420,127	7.22
<b>State Total</b>	<b>158,143,613</b>	<b>34,261,199</b>	<b>2,123,800</b>	<b>1,565,815</b>	<b>9,009,244</b>	<b>205,103,671</b>	<b>1,427.59</b>

The following subsections A. through D. present the several modifications to the 25 year cost of constructing the Municipal State Aid Street System that are required to develop the annual money needs for apportionment purposes.

- A. **CONSTRUCTION FUND BALANCE.** As a means of compensating for unexpended construction funds retained in the account of the several municipalities which are not reflected in the Municipal State Aid Street Needs Studies, the Municipal Engineers Screening Committee has passed the following resolution:

That for the determination of the 1962 Municipal State Aid Needs and all future needs, the amount of the unencumbered construction fund balance as of June 30th of the current year, based upon actual contracts or agreements, not including the current year construction apportionment shall be deducted from the construction needs of each individual municipality.

<u>Municipality</u>	<u>Amount</u>	<u>Municipality</u>	<u>Amount</u>
Alexandria	\$ 90,289	Mounds View	\$ 17,085
Anoka	193,086	New Brighton	5,504
Blaine	214,355	New Ulm	110,375
Brainerd	90,208	Northfield	30,374
Brooklyn Center	250,751	North St. Paul	113,759
Brooklyn Park	72,696	Orono	113,384
Chisholm	7,816	Owatonna	4,080
Cloquet	35,206	Red Wing	62,602
Coon Rapids	227,377	Robbinsdale	146,650
Crystal	496,929	St. Anthony	2,517
Fairmont	116,274	St. Peter	3,124
Falcon Heights	71,976	Shoreview	255,216
Fergus Falls	11,723	South St. Paul	27,605
Hastings	47,881	Virginia	17,859
Hibbing	41,712	West St. Paul	71,354
Hutchinson	58,202	White Bear Lake	184,531
Litchfield	39,344	Worthington	1,770
Mankato	326,343	Inver Grove Heights	38,119
Maplewood	181,927	Eden Prairie	41,441
Marshall	924	New Hope	42,984
Mendota Heights	29,018	Spring Lake Park	23,462
Montevideo	42,016	St. Paul Park	18,679
Moorhead	340,065		
Mound	28,059		
			<u>\$4,346,651</u>

B. EXPENDITURES OFF THE SYSTEM. To compensate for State Aid expenditures off of the State Aid System that are not reflected in the Municipal State Aid Needs Studies, the Municipal Engineers' Screening Committee passed the following resolution:

That any authorized Municipal State Aid expenditure on County State Aid or Trunk Highway Projects shall be compensated for by annually deducting the full amount thereof from the Money Needs for a period of ten years.

<u>Municipality</u>	<u>Amount</u>	<u>Municipality</u>	<u>Amount</u>
Anoka	\$ 7,163	Faribault	101,438
Austin	74,069	Fergus Falls	42,026
Bemidji	1,630	Fridley	137,065
Bloomington	153,979	Golden Valley	1,705
Brainerd	8,046	Hastings	10,206
Brooklyn Center	170,939	Hibbing	75,162
Brooklyn Park	2,244	Hopkins	39,957
Crookston	136,976	International Falls	49,116
Crystal	575	Little Falls	9,742
Detroit Lakes	28,646	Mankato	\$ 70,970
Duluth	85,746	Maplewood	40,000
Falcon Heights	27,000	Marshall	67,882

<u>Municipality</u>	<u>Amount</u>	<u>Municipality</u>	<u>Amount</u>
Mendota Heights	7,100	Roseville	189,656
Minnetonka	136,969	St. Cloud	300,938
New Ulm	58,502	St. Louis Park	448,895
North Mankato	62,016	St. Paul	470,206
North St. Paul	7,630	St. Peter	50,489
Orono	28,890	Shakopee	43,909
Owatonna	71,796	West St. Paul	130,964
Red Wing	74,533	Willmar	19,121
Richfield	11,016	Winona	147,485
		<u>Total</u>	<u>\$3,602,397</u>

C. BOND ACCOUNT ADJUSTMENT. To compensate for unpaid Municipal State Aid Bond obligations that are not reflected in the Municipal State Aid Needs Studies, the Municipal Engineers' Screening Committee passed resolutions which provide, 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, Chapter 162.18 for use on State Aid Projects. This Adjustment which covers the amortization period, and which annually reflects the net unamortized bonded debt, shall be accomplished by adding said net unamortized bond 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 31 of the preceding year.

<u>Municipality</u>	<u>Amount of Issue</u>	<u>Total Disbursements and Obligations</u>			<u>Bond Account Adjustment</u>
		<u>Unamortized Bond Balance</u>	<u>to December 31 1968</u>	<u>Unencumbered Balance Available</u>	
Austin	380,000	260,000	380,000	-	260,000
Bemidji	325,000	325,000	284,003	40,997	284,003
Bloomington	1,500,000	1,225,000	1,500,000	-	1,225,000
Burnsville	500,000	500,000	-	500,000	-
Columbia Heights	120,000	60,000	120,000	-	60,000
Cottage Grove	145,000	145,000	115,877	29,123	115,877
Detroit Lakes	57,000	57,000	48,653	8,347	48,653
East Grand Forks	325,000	315,000	325,000	-	315,000
Edina	195,000	195,000	-	195,000	-
Golden Valley	290,000	170,000	276,597	13,403	156,597
Grand Rapids	190,000	152,000	190,000	-	152,000
Little Falls	245,000	245,000	239,550	5,450	239,550
Mendota Heights	175,000	165,000	-	175,000	-
Mounds View	140,000	135,000	115,756	24,244	110,756
Pipestone	61,000	8,000	53,000	8,000	-
Plymouth	270,000	240,000	118,885	151,115	88,885
Rochester	500,000	225,000	500,000	-	225,000
St. Anthony	75,000	18,000	75,000	-	18,000
St. Cloud	500,000	280,000	500,000	-	280,000
St. Paul	-	-	-	-	5,345,789
Stillwater	300,000	210,000	260,666	39,334	170,666
Thief River Falls	150,000	100,000	150,000	-	100,000
<u>Totals</u>	<u>6,443,000</u>	<u>5,030,000</u>	<u>5,252,987</u>	<u>1,190,013</u>	<u>9,195,776</u>

- D. TRUNK HIGHWAY TURNBACK ADJUSTMENT. A percentage of the Net Highway User Tax Distribution Fund has been set aside by law and apportioned to separate accounts in the County State-Aid Highway Fund and the Municipal State-Aid Street Fund, respectively identified as the County Turnback Account and the Municipal Turnback account.

These turnback accounts were established by the 1965 Legislature to provide construction funds for former trunk highways that have reverted to local authority.

In order to properly incorporate the former trunk highways in the Needs Study and provide for proper maintenance and construction cost consideration, the Screening Committee passed the following resolution.

1. 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:

2. 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 \$1,500 per mile in apportionment funds for each month or part of a month that the municipality had maintenance responsibility during the initial year.

3. To provide an advance payment for the coming year's 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 \$1,500 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.

### 1970 APPORTIONMENT DATA 1969 TURNBACK ACCOUNT

<u>Municipality</u>	<u>Miles</u>	<u>Fractional 1969 Maint. Allowance</u>	<u>Full Year 1970 Maint. Allowance</u>	<u>Total 1970 T.H.T.B. Maint. Allowance</u>	<u>Needs Adjustment</u>
Alexandria	1.36		\$ 2,040	\$ 2,040	\$ 49,183
Austin	0.67		1,005	1,005	19,602
Coon Rapids	2.07		3,105	3,105	74,079
Duluth	4.38		6,570	6,570	106,840
Fairmont	0.65		975	975	20,331
Faribault	2.47		3,705	3,705	87,907
St. Paul	5.46	\$ 1,947	8,190	10,137	128,435
Virginia	0.99		1,485	1,485	34,301
State Total	18.05	\$ 1,947	\$27,075	\$29,022	\$520,678

## E. RECOMMENDATION TO THE COMMISSIONER OF HIGHWAYS

As explained in Chapter IV, the Municipal Screening Committee, after reviewing all data as to the Money Needs of each municipality, submits its recommendation to the Commissioner of Highways. The following recommendation was submitted by the 1969 Screening Committee for use in apportioning the 1970 Municipal State-Aid Apportionment Sum.

OCTOBER 23, 1969

N. T. Waldor  
Commissioner of Highways  
State Highway Building  
St. Paul, Minnesota 55101

Dear Sir:

We, the undersigned, as members of the Municipal Engineers' Screening Committee, having reviewed all information relating to the money needs of the Municipal State Aid Street Systems of the several urban municipalities, do hereby submit, on the attached sheets, our findings on such money needs.

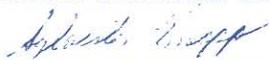
In making this recommendation, the committee has considered, in detail, the extent of changes in bridge design, construction accomplishments, design standard changes and traffic revisions as it significantly affects the money needs.

We recommend that the attached money needs be modified by adding a money needs adjustment to the municipalities that have had trunk highways reverting to their jurisdiction since July 1, 1965 and have designated such trunk highway turnbacks as Municipal State Aid Streets. This adjustment, which provides approximately \$1,500 per mile per year compensation for maintenance expenditures, is limited to those turnbacks eligible for 100 percent payment of approved construction costs with turnback funds.

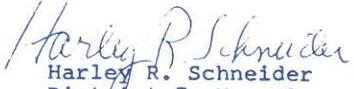
We further recommend that the modified findings be used as the basis for apportioning to the municipalities the Apportionment Sum as provided by Minnesota Statutes, Section 162.13, Subdivision I (1).

Respectfully submitted,

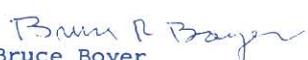
MUNICIPAL SCREENING COMMITTEE

  
Sylvester Knapp, Chairman  
District 3, St. Cloud

  
Ronald Stalberg  
District 4, Moorhead

  
Harley R. Schneider  
District 7, New Ulm

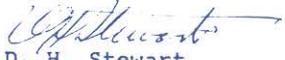
  
J. Paul Davidson  
Duluth

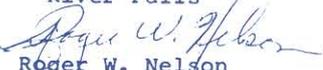
  
Bruce Boyer  
District 1, Cloquet

  
John J. Strojahn  
District 5, Hopkins

  
Laverne E. Carlson  
District 8, Willmar

  
Clayton Sorenson  
Minneapolis

  
D. H. Stewart  
District 2, Thief  
River Falls

  
Roger W. Nelson  
District 6, Austin

  
Donald T. Sorenson  
District 9, Burnsville

  
Richard A. Schnarr  
St. Paul

F. 1970 MONEY NEEDS DETERMINATION

The following tabulation represents the 1969 Municipal Engineers Screening Committee's recommendation of money needs as submitted to the Commissioner of Highways and the adjustments required for developing the modified 25 year construction needs. These modified needs are used in apportioning the 1970 Municipal State-Aid Street Fund.

	<u>1969 Actual 25 Year Const. Needs</u>	<u>Const. Fund Deduction</u>	<u>Deductions For Expend- itures of State Aid System</u>	<u>Credit For Bond Account</u>	<u>Trunk Highway Turnback Adjustment</u>	<u>Modified 25 Year Const. Needs</u>
Albert Lea	1,565,391				- 5,588	1,559,803
Alexandria	632,506	90,289			+ 49,183	591,400
Anoka	901,632	193,086	7,163		- 2,474	698,909
Austin	1,365,413		74,069	260,000	+ 19,602	1,570,946
Bemidji	1,250,608		1,630	284,003	- 5,369	1,527,612
Blaine	1,111,465	214,355			- 2,994	894,116
Bloomington	5,680,846		153,979	1,225,000	- 23,812	6,728,055
Brainerd	1,991,812	90,208	8,046		- 6,690	1,886,868
Brooklyn Center	2,826,545	250,751	170,939		- 8,508	2,396,347
Brooklyn Park	2,314,208	72,696	2,244		- 7,795	2,231,473
Chisholm	631,084	7,816			- 2,360	620,908
Cloquet	1,158,400	35,206			- 3,949	1,119,245
Columbia Heights	635,955			60,000	- 2,411	693,544
Coon Rapids	1,257,685	227,377			+ 74,079	1,104,387
Crookston	1,522,092		136,976		- 5,044	1,380,072
Crystal	2,116,292	496,929	575		- 5,747	1,613,041
Detroit Lakes	435,462		28,646	48,653	- 1,704	453,765
Duluth	16,460,112		85,746		+106,840	16,481,206
East Grand Forks	510,891			315,000	- 2,966	822,925
Edina	4,272,639				- 15,011	4,257,628
Ely	418,207				- 1,379	416,828
Eveleth	520,290				- 1,938	518,352
Fairmont	1,279,982	116,274			+ 20,331	1,184,039
Falcon Heights	213,607	71,976	27,000		- 313	114,318
Faribault	1,497,603		101,438		+ 87,907	1,484,072
Fergus Falls	1,172,471	11,723	42,026		- 3,811	1,114,911
Fridley	1,326,247		137,065		- 4,112	1,185,070
Golden Valley	2,579,489		1,705	156,597	- 9,730	2,724,651
Grand Rapids	1,091,560			152,000	- 4,426	1,239,134
Hastings	723,506	47,881	10,206		- 2,209	663,210
Hibbing	876,897	41,712	75,162		- 2,717	757,306
Hopkins	1,002,335		39,957		- 3,261	959,117
Hutchinson	755,285	58,202			- 2,508	694,575
International Falls	362,485		49,116		- 954	312,415
Litchfield	498,510	39,344			- 1,687	457,479
Little Falls	793,831		9,742	239,550	- 3,443	1,020,196
Mankato	1,930,748	326,343	70,970		- 5,410	1,528,025
Maplewood	2,600,825	181,927	40,000		- 8,551	2,370,347
Marshall	862,167	924	67,882		- 2,626	790,735
Mendota Heights	435,647	29,018	7,100		- 1,479	398,050
Minneapolis	43,208,149				-152,106	43,056,043
Minnnetonka	4,524,636		136,969		- 15,515	4,372,152

	1969 Actual 25 Year Const. Needs	Const. Fund Deduction	Deductions For Expend- itures of State Aid System	Credit For Bond Account	Trunk Highway Turnback Adjustment	Modified 25 Year Const. Needs
Montevideo	814,467	42,016			- 2,764	769,687
Moorhead	2,796,282	340,065			- 8,695	2,447,522
Mound	926,954	28,059			- 3,128	895,767
Mounds View	192,950	17,085		110,756	- 1,032	285,589
New Brighton	640,271	5,504			- 2,303	632,464
New Ulm	1,528,677	110,375	58,502		- 4,697	1,355,103
Northfield	1,295,921	30,374			- 4,540	1,261,007
North Mankato	506,617		62,016		- 1,567	443,034
North St. Paul	712,630	113,759	7,630		- 2,111	589,130
Orono	1,390,159	113,384	28,890		- 4,417	1,243,468
Owatonna	1,530,047	4,080	71,796		- 5,178	1,448,993
Pipestone	396,256				- 1,508	394,748
Plymouth	1,837,955			88,885	- 6,750	1,920,090
Red Wing	887,312	62,602	74,533		- 2,570	747,607
Richfield	1,956,407		11,016		- 6,729	1,938,662
Robbinsdale	1,055,219	146,650			- 3,103	905,466
Rochester	3,449,917			225,000	- 13,023	3,661,894
Roseville	2,164,773		189,656		- 6,947	1,968,170
St. Anthony	443,937	2,517		18,000	- 1,735	457,685
St. Cloud	6,419,579		300,938	280,000	- 22,414	6,376,227
St. Louis Park	5,185,767		448,895		- 16,607	4,720,265
St. Paul	30,730,300		470,206	5,345,789	+128,435	35,734,318
St. Peter	504,876	3,124	50,489		- 1,625	449,638
Shakopee	456,567		43,909		- 1,402	411,256
Shoreview	358,348	255,216			- 369	102,763
South St. Paul	1,894,529	27,605			- 6,675	1,860,249
Stillwater	1,023,594			170,666	- 4,031	1,190,229
Thief River Falls	493,705			100,000	- 2,098	591,607
Virginia	923,960	17,859			+ 34,031	940,132
Waseca	279,341				- 974	278,367
West St. Paul	1,198,255	71,354	130,964		- 3,598	992,339
White Bear Lake	1,402,708	184,531			- 4,424	1,213,753
Willmar	1,275,512		19,121		- 4,257	1,252,134
Winona	2,191,253		147,485		- 7,296	2,036,472
Worthington	646,034	1,770			- 2,308	641,956
Inver Grove Heights	802,454	38,119			- 2,696	761,639
Burnsville	2,826,499				- 9,816	2,816,683
Cottage Grove	1,223,674			115,877	- 4,670	1,334,881
Eden Prairie	1,024,142	41,441			- 3,568	979,133
New Hope	711,013	42,984			- 2,343	665,686
Spring Lake Park	347,447	23,462			- 1,253	322,732
St. Paul Park	396,114	18,679			- 1,258	376,177
Oakdale	525,607				- 1,890	523,717
Apple Valley	420,127				- 1,442	418,685
<b>Total</b>	<b>205,103,671</b>	<b>4,346,651</b>	<b>3,602,397</b>	<b>9,195,776</b>		<b>206,350,399</b>

## CHAPTER VIII

### 1970 Municipal State Aid Street Apportionment

After determining the Money Needs and Population of each Municipality, the 1970 Apportionment amounts were then computed on the following basis:

1. Money Needs, 50% of the Apportionment amount is distributed on the basis of the percentage that each municipalities money need bears to the total money needs of the state.
2. Population, 50% of the Apportionment amount is distributed on the basis of the percentage that each Urban Municipalities population bears to the total population of all Urban Municipalities.

#### A. 1970 MONEY NEEDS APPORTIONMENT

The following is a tabulation of the 1969 Municipal State Aid Street Money Needs, the 1970 Money Needs Factor, and the resulting 1970 Money Needs Apportionment for each of the 86 Urban Municipalities.

<u>MUNICIPALITY</u>	<u>MONEY NEEDS</u>	<u>MONEY NEEDS FACTOR</u>	<u>MONEY APPORTIONMENT</u>
Albert Lea	1,559,803	.7559	62,327
Alexandria	591,400	.2866	23,632
Anoka	698,909	.3387	27,926
Austin	1,570,946	.7613	62,773
Bemidji	1,527,612	.7403	61,037
Blaine	894,116	.4333	35,723
Bloomington	6,728,055	3.2605	268,828
Brainerd	1,886,868	.9144	75,390
Brooklyn Center	2,396,347	1.1613	95,749
Brooklyn Park	2,231,473	1.0814	89,160
Chisholm	620,908	.3009	24,812
Cloquet	1,119,245	.5424	44,720
Columbia Heights	693,544	.3361	27,713
Coon Rapids	1,104,387	.5352	44,128
Crookston	1,380,072	.6688	55,146
Crystal	1,613,041	.7817	64,455
Detroit Lakes	453,765	.2199	18,133
Duluth	16,481,206	7.9870	658,527
East Grand Forks	822,925	.3988	32,880
Edina	4,257,628	2.0633	170,121
Ely	416,828	.2020	16,654
Eveleth	518,352	.2512	20,713
Fairmont	1,184,039	.5738	47,313
Falcon Heights	114,318	.0554	4,568
Faribault	1,484,072	.7192	59,295
Fergus Falls	1,114,911	.5403	44,547
Fridley	1,185,070	.5743	47,349

	<u>MONEY NEEDS</u>	<u>MONEY NEEDS FACTOR</u>	<u>MONEY APPORTIONMENT</u>
Golden Valley	2,724,651	1.3204	108,870
Grand Rapids	1,239,134	.6005	49,510
Hastings	663,210	.3214	26,497
Hibbing	757,306	.3670	30,260
Hopkins	959,117	.4648	38,319
Hutchinson	694,575	.3366	27,754
International Falls	312,415	.1514	12,480
Litchfield	457,479	.2217	18,281
Little Falls	1,020,196	.4944	40,760
Mankato	1,528,025	.7405	61,053
Maplewood	2,370,347	1.1487	94,714
Marshall	790,735	.3832	31,591
Mendota Heights	398,050	.1929	15,906
Minneapolis	43,056,043	20.8655	1,720,367
Minnetonka	4,372,152	2.1188	174,697
Montevideo	769,687	.3730	30,753
Moorhead	2,447,522	1.1861	97,795
Mound	895,767	.4341	35,789
Mounds View	285,589	.1384	11,412
New Brighton	632,464	.3065	25,272
New Ulm	1,355,103	.6567	54,143
Northfield	1,261,007	.6111	50,389
North Mankato	443,034	.2147	17,706
North St. Paul	589,130	.2855	23,539
Orono	1,243,468	.6026	49,682
Owatonna	1,448,993	.7022	57,898
Pipestone	394,748	.1913	15,775
Plymouth	1,920,090	.9305	76,721
Red Wing	747,607	.3623	29,873
Richfield	1,938,662	.9395	77,461
Robbinsdale	905,466	.4388	36,175
Rochester	3,661,894	1.7746	146,319
Roseville	1,968,170	.9538	78,644
St. Anthony	457,685	.2218	18,289
St. Cloud	6,376,227	3.0900	254,770
St. Louis Park	4,720,265	2.2875	188,607
St. Paul	35,734,318	17.3173	1,427,818
St. Peter	449,638	.2179	17,968
Shakopee	411,256	.1993	16,432
Shoreview	102,763	.0498	4,108
South St. Paul	1,860,249	.9015	74,330
Stillwater	1,190,229	.5768	47,554
Thief River Falls	591,607	.2867	23,637
Virginia	940,132	.4556	37,561
Waseca	278,367	.1349	11,124

	<u>MONEY NEEDS</u>	<u>MONEY NEEDS FACTOR</u>	<u>MONEY APPORTIONMENT</u>
West St. Paul	992,339	.4809	39,650
White Bear Lake	1,213,753	.5882	48,499
Willmar	1,252,134	.6068	50,027
Winona	2,036,472	.9869	81,371
Worthington	641,956	.3111	25,650
Inver Grove Heights	761,639	.3691	30,432
Burnsville	2,816,683	1.3650	112,543
Cottage Grove	1,334,881	.6469	53,338
Eden Prairie	979,133	.4745	39,125
New Hope	665,686	.3226	26,595
Spring Lake Park	322,732	.1564	12,899
St. Paul Park	376,177	.1823	15,027
Oakdale	523,717	.2538	20,926
Apple Valley	418,685	.2029	16,728
<b>TOTAL</b>	<b>206,350,399</b>	<b>100.0000</b>	<b>8,245,032</b>

In reflecting the relationship between money needs apportionment and the total money needs, each \$1,000 in needs earned, for 1970, \$39.96 or a rate of nearly 4%.

#### B. 1970 POPULATION APPORTIONMENT

The following listing shows the application of the population apportionment formula, and the resulting apportionment amounts for each of the 86 municipalities.

<u>MUNICIPALITY</u>	<u>POPULATION</u>	<u>POPULATION FACTOR</u>	<u>POPULATION APPORTIONMENT</u>
Albert Lea	18,454	.8568	70,643
Alexandria	6,713	.3117	25,700
Anoka	11,529	.5353	44,136
Austin	27,908	1.2958	106,839
Bemidji	9,958	.4624	38,125
Blaine	15,544	.7217	59,504
Bloomington	66,542	3.0896	254,739
Brainerd	12,898	.5989	49,379
Brooklyn Center	30,108	1.3979	115,257
Brooklyn Park	14,785	.6865	56,602
Chisholm	7,144	.3317	27,349
Cloquet	9,013	.4185	34,505
Columbia Heights	23,283	1.0810	89,129
Coon Rapids	26,412	1.2263	101,109
Crookston	8,546	.3968	32,716
Crystal	29,089	1.3506	111,357
Detroit Lakes	5,978	.2776	22,888
Duluth	106,884	4.9627	409,176
East Grand Forks	7,898	.3667	30,235
Edina	35,302	1.6391	135,144
Ely	5,438	.2525	20,819

	<u>POPULATION</u>	<u>POPULATION FACTOR</u>	<u>POPULATION APPORTIONMENT</u>
Eveleth	5,721	.2656	21,899
Fairmont	9,745	.4525	37,309
Falcon Heights	5,927	.2752	22,690
Faribault	16,926	.7859	64,798
Fergus Falls	13,733	.6376	52,570
Fridley	24,789	1.1510	94,900
Golden Valley	21,248	.9866	81,345
Grand Rapids	7,265	.3373	27,811
Hastings	10,588	.4916	40,533
Hibbing	17,731	.8233	67,881
Hopkins	12,187	.5658	46,650
Hutchinson	6,207	.2882	23,762
International Falls	6,778	.3147	25,947
Litchfield	5,078	.2358	19,442
Little Falls	7,551	.3506	28,907
Mankato	28,454	1.3211	108,925
Maplewood	21,438	.9954	82,071
Marshall	7,363	.3419	28,190
Mendota Heights	5,778	.2683	22,121
Minneapolis	482,872	22.4201	1,848,544
Minnetonka	30,926	1.4359	118,390
Montevideo	5,693	.2643	21,792
Moorhead	26,964	1.2520	103,228
Mound	5,992	.2782	22,938
Mounds View	6,416	.2979	24,562
New Brighton	10,890	.5056	41,687
New Ulm	12,587	.5844	48,184
Northfield	8,707	.4043	33,335
North Mankato	6,618	.3073	25,337
North St. Paul	10,531	.4890	40,318
Orono	5,643	.2620	21,602
Owatonna	14,776	.6861	56,569
Pipestone	5,324	.2472	20,382
Plymouth	13,064	.6066	50,014
Red Wing	10,528	.4888	40,302
Richfield	46,444	2.1564	177,796
Robbinsdale	16,381	.7606	62,712
Rochester	47,797	2.2192	182,974
Roseville	29,581	1.3735	113,246
St. Anthony	7,170	.3329	27,448
St. Cloud	37,746	1.7526	144,502
St. Louis Park	48,021	2.2296	183,831
St. Paul	313,411	14.5519	1,199,809
St. Peter	8,484	.3939	32,477
Shakopee	6,294	.2922	24,092

	<u>POPULATION</u>	<u>POPULATION FACTOR</u>	<u>POPULATION APPORTIONMENT</u>
Shoreview	8,480	.3937	32,461
South St. Paul	24,429	1.1343	93,523
Stillwater	8,310	.3858	31,809
Thief River Falls	7,151	.3320	27,374
Virginia	14,034	.6516	53,725
Waseca	6,102	.2833	23,358
West St. Paul	15,144	.7031	57,971
White Bear Lake	19,410	.9012	74,304
Willmar	10,417	.4837	39,881
Winona	26,771	1.2430	102,486
Worthington	9,015	.4186	34,514
Inver Grove Heights	10,387	.4823	39,766
Burnsville	10,721	.4978	41,044
Cottage Grove	10,949	.5084	41,918
Eden Prairie	5,456	.2533	20,885
New Hope	11,620	.5395	44,482
Spring Lake Park	5,148	.2390	19,706
St. Paul Park	5,111	.2373	19,565
Oakdale	7,156	.3323	27,398
Apple Valley	5,143	.2388	19,689
State Total	<u>2,153,747</u>	<u>100.0000</u>	<u>8,245,032</u>

The 1970 Municipal State Aid Street Population Apportionment computes to \$3.83 per person.

### C. TOTAL MUNICIPAL STATE AID STREET APPORTIONMENT

After computing the Money Needs and Population Apportionment amounts in accordance with the apportionment Formula as described in Chapter VII, the two apportionments were added together and the total distribution percentage was computed for each of the 86 municipalities.

<u>MUNICIPALITY</u>	<u>MONEY NEEDS APPORTIONMENT</u>	<u>POPULATION APPORTIONMENT</u>	<u>TOTAL M.S.A.S. APPORTIONMENT</u>	<u>TOTAL DISTRIBUTION PERCENTAGE</u>
Albert Lea	62,327	70,643	132,970	.8064
Alexandria	23,632	25,700	49,332	.2992
Anoka	27,926	44,136	72,062	.4370
Austin	62,773	106,839	169,612	1.0286
Bemidji	61,037	38,125	99,162	.6013
Blaine	35,723	59,504	95,227	.5775
Bloomington	268,828	254,739	523,567	3.1750
Brainerd	75,390	49,379	124,769	.7566
Brooklyn Center	95,749	115,257	211,006	1.2796

	<u>MONEY NEEDS</u> <u>APPORTIONMENT</u>	<u>POPULATION</u> <u>APPORTIONMENT</u>	<u>TOTAL</u> <u>M.S.A.S.</u> <u>APPORTIONMENT</u>	<u>TOTAL</u> <u>DISTRIBUTION</u> <u>PERCENTAGE</u>
Brooklyn Park	89,160	56,602	145,762	.8839
Chisholm	24,812	27,349	52,161	.3163
Cloquet	44,720	34,505	79,225	.4804
Columbia Heights	27,713	89,129	116,842	.7086
Coon Rapids	44,128	101,109	145,237	.8808
Crookston	55,146	32,716	87,862	.5328
Crystal	64,455	111,357	175,812	1.0662
Detroit Lakes	18,133	22,888	41,021	.2488
Duluth	658,527	409,176	1,067,703	6.4748
East Grand Forks	32,880	30,235	63,115	.3827
Edina	170,121	135,144	305,265	1.8512
Ely	16,654	20,819	37,473	.2272
Eveleth	20,713	21,899	42,612	.2584
Fairmont	47,313	37,309	84,622	.5132
Falcon Heights	4,568	22,690	27,258	.1653
Faribault	59,295	64,798	124,093	.7525
Fergus Falls	44,547	52,570	97,117	.5889
Fridley	47,349	94,900	142,249	.8626
Golden Valley	108,870	81,345	190,215	1.1535
Grand Rapids	49,510	27,811	77,321	.4689
Hastings	26,497	40,533	67,030	.4065
International Falls	12,480	25,947	38,427	.2330
Litchfield	18,281	19,442	37,723	.2288
Little Falls	40,760	28,907	69,667	.4225
Mankato	61,053	108,925	169,978	1.0308
Maplewood	94,714	82,071	176,785	1.0721
Marshall	31,591	28,190	59,781	.3625
Mendota Heights	15,906	22,121	38,027	.2306
Minneapolis	1,720,367	1,848,544	3,568,911	21.6428
Minnetonka	174,697	118,390	293,087	1.7774
Montevideo	30,753	21,792	52,545	.3186
Moorhead	97,795	103,228	201,023	1.2191
Mound	35,789	22,938	58,727	.3561
Mounds View	11,412	24,562	35,974	.2182
New Brighton	25,272	41,687	66,959	.4061
New Ulm	54,143	48,184	102,327	.6205
Northfield	50,389	33,335	83,724	.5077
North Mankato	17,706	25,337	43,043	.2610
North St. Paul	23,539	40,318	63,857	.3872
Orono	49,682	21,602	71,284	.4323
Owatonna	57,898	56,569	114,467	.6942
Pipestone	15,775	20,382	36,157	.2193

	<u>MONEY NEEDS</u> <u>APPORTIONMENT</u>	<u>POPULATION</u> <u>APPORTIONMENT</u>	<u>TOTAL</u> <u>M.S.A.S.</u> <u>APPORTIONMENT</u>	<u>TOTAL</u> <u>DISTRIBUTION</u> <u>PERCENTAGE</u>
Plymouth	76,721	50,014	126,735	.7686
Red Wing	29,873	40,302	70,175	.4256
Richfield	77,461	177,796	255,257	1.5479
Robbinsdale	36,175	62,712	98,887	.5997
Rochester	146,319	182,974	329,293	1.9969
Roseville	78,644	113,246	191,890	1.1637
St. Anthony	18,289	27,448	45,737	.2774
St. Cloud	254,770	144,502	399,272	2.4213
St. Louis Park	188,607	183,831	372,438	2.2586
St. Paul	1,427,818	1,199,809	2,627,627	15.9346
St. Peter	17,968	32,477	50,445	.3059
Shakopee	16,432	24,092	40,524	.2457
Shoreview	4,108	32,461	36,569	.2218
South St. Paul	74,330	93,523	167,853	1.0179
Stillwater	47,554	31,809	79,363	.4813
Thief River Falls	23,637	27,374	51,011	.3093
Virginia	37,561	53,725	91,286	.5536
Waseca	11,124	23,358	34,482	.2091
West St. Paul	39,650	57,971	97,621	.5920
White Bear Lake	48,499	74,304	122,803	.7447
Willmar	50,027	39,881	89,908	.5452
Winona	81,371	102,486	183,857	1.1150
Worthington	25,650	34,514	60,164	.3648
Inver Grove Heights	30,432	39,766	70,198	.4257
Burnsville	112,543	41,044	153,587	.9314
Cottage Grove	53,338	41,918	95,256	.5777
Eden Prairie	39,125	20,885	60,010	.3639
New Hope	26,595	44,482	71,077	.4310
Spring Lake Park	12,899	19,706	32,605	.1977
St. Paul Park	15,027	19,565	34,592	.2098
Oakdale	20,926	27,398	48,324	.2930
Apple Valley	16,728	19,689	36,417	.2208
Total	8,245,032	8,245,032	16,490,064	

#### D. NOTIFICATION OF OFFICIAL APPORTIONMENT

This form 3049-B, is used to officially notify each municipality of its Municipal State Aid Apportionment for the year.

STATE OF MINNESOTA  
DEPARTMENT OF HIGHWAYS  
ST. PAUL, MINN. 55101

City (Village) of \_\_\_\_\_

Date \_\_\_\_\_

Clerk \_\_\_\_\_

Engineer \_\_\_\_\_

Address \_\_\_\_\_

Notice of Annual Apportionment  
Municipal-State Aid Street Fund  
For the Year \_\_\_\_\_

Total Allotment

Maintenance

Construction

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

The above allocations have been credited to your City (Village) in compliance with the Commissioner's Order dated, \_\_\_\_\_, and will be released in accordance with the established Rules and Regulations currently in force.



Commissioner of Highways

E. CONSTRUCTION AND MAINTENANCE ALLOTMENTS

Upon determining that \$16,490,064 is available to the Municipal State Aid Street Fund the following allotments are made in accordance with the Rules and Regulations for State Aid Operation.

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

CITY OR VILLAGE	MAINTENANCE			CITY OR VILLAGE	MAINTENANCE		
	ALLOTMENT		CONSTRUCTION		ALLOTMENT		CONSTRUCTION
Albert Lea	\$ 132,970	\$ 21,120	\$ 111,850	Mounds View	35,974	6,510	29,464
Alexandria	49,332	11,985	37,347	New Brighton	66,959	8,835	58,124
Anoka	72,062	13,935	58,127	New Ulm	102,327	18,450	83,877
Austin	169,612	26,220	143,392	Northfield	83,724	9,405	74,319
Bemidji	99,162	17,475	81,687	North Mankato	43,043	7,905	35,138
Blaine	95,227	15,990	79,237	North St. Paul	63,857	6,930	56,927
Bloomington	523,567	84,015	439,552	Orono	71,284	12,240	59,044
Brainerd	124,769	18,150	106,619	Owatonna	114,467	18,630	95,837
Brooklyn Center	211,006	21,270	189,736	Pipestone	36,157	8,970	27,187
Brooklyn Park	145,762	23,130	122,632	Plymouth	126,735	22,995	103,740
Chisholm	52,161	9,255	42,906	Red Wing	70,175	12,255	57,920
Cloquet	79,225	10,740	68,485	Richfield	255,257	39,135	216,122
Columbia Heights	116,842	14,160	102,682	Robbinsdale	98,887	14,310	84,577
Coon Rapids	145,237	18,840	126,397	Rochester	329,293	82,323	246,970
Crookston	87,862	11,100	76,762	Roseville	191,890	22,350	169,540
Crystal	175,812	23,220	152,592	St. Anthony	45,737	7,575	38,162
Detroit Lakes	41,021	2,280*	38,741	St. Cloud	399,272	30,000*	369,272
Duluth	1,067,703	271,853	795,850	St. Louis Park	372,438	59,450*	312,988
East Grand Forks	63,115	7,470	55,645	St. Paul	2,627,627	664,509	1,963,118
Edina	305,265	48,825	256,440	St. Peter	50,445	9,165	41,280
Ely	37,473	6,810	30,663	Shakopee	40,524	5,670	34,854
Eveleth	42,612	7,470	35,142	Shoreview	36,569	855	35,714
Fairmont	84,622	21,156	63,466	So. St. Paul	167,853	19,410	148,443
Falcon Heights	27,258	3,045	24,213	Stillwater	79,363	10,980	68,383
Faribault	124,093	20,400	103,693	Thief River Falls	51,011	10,020	40,991
Fergus Falls	97,117	15,240	81,877	Virginia	91,286	13,335	77,951
Fridley	142,249	20,820	121,429	Waseca	34,482	5,490	28,992
Golden Valley	190,215	24,990	165,225	West St. Paul	97,621	15,045	82,576
Grand Rapids	77,321	14,190	63,131	White Bear Lake	122,803	19,695	103,108
Hastings	67,030	11,175	55,855	Willmar	89,908	18,255	71,653
Hibbing	98,141	21,450	76,691	Winona	183,857	24,390	159,467
Hopkins	84,969	10,455	74,514	Worthington	60,164	10,140	50,024
Hutchinson	51,516	9,240	42,276	Inver Grove Hts.	70,198	1,950	68,248
International Falls	38,427	6,255	32,172	Burnsville	153,587	24,165	129,422
Litchfield	37,723	8,505	29,218	Cottage Grove	95,256	22,005	73,251
Little Falls	69,667	15,210	54,457	Eden Prairie	60,010	7,845	52,165
Mankato	169,978	24,615	145,363	New Hope	71,077	13,425	57,652
Maplewood	176,785	16,365	160,420	Spring Lake Park	32,605	4,020	28,585
Marshall	59,781	9,045	50,736	St. Paul Park	34,592	6,960	27,632
Mendota Hts.	38,027	3,225	34,802	Oakdale	48,324	5,685	42,639
Minneapolis	3,568,911	892,228	2,676,683	Apple Valley	36,417	8,880	27,537
Minnnetonka	293,087	42,300	250,787				
Montevideo	52,545	9,105	43,440	Totals	\$16,490,064	\$3,224,194	\$13,265,870
Moorhead	201,023	20,000*	181,023				
Mound	58,727	9,705	49,022				

(\*) Adjustments in accordance with City/Village requests

## CHAPTER IX

### Accomplishments of the M.S.A.S. Program

The following summary shows the growth of the Municipal State Aid Street mileage and apportionment since the initial apportionment in 1958.

<u>Year</u>	<u>Number of Municipalities</u>	<u>Mileage</u>	<u>Apportionment</u>	<u>Accumulative Apportionment</u>
1958	58	920.40	7,286,074	
1959	59	938.36	8,108,428	15,394,502
1960	59	968.82	8,370,596	23,765,098
1961	77	1,131.78	9,185,862	32,950,960
1962	77	1,140.83	9,037,698	41,988,658
1963	77	1,161.06	9,451,125	51,439,783
1964	77	1,177.11	10,967,128	62,406,911
1965	77	1,208.81	11,370,240	73,777,151
1966	80	1,271.87	11,662,274	85,439,425
1967	80	1,309.93	12,442,900	97,882,325
1968	84	1,372.36	14,287,775	112,170,100
1969	86	1,406.36	15,121,277	127,291,377
1970	86	1,427.59	16,490,064	143,781,441

The number of Urban Municipalities participating in the Municipal State Aid Program has increased from 58 to 86 over the past 13 years. As a result of the 1970 Federal Census, several new urban municipalities may qualify for participation in the 1971 Municipal State Aid Apportionment.

The benefits of the State Aid program to the Urban Municipalities is reflected in the allocation of over \$140,000,000 for aid in constructing and maintaining an integrated system of predominantly urban design streets of over 1,400 miles. The distribution of the 140 million was approximately 110 million for construction, and 30 million for maintenance. During the 1958 to 1969 period, 2,070 construction projects were awarded for the improvement of over 600 miles of Municipal State Aid Streets.

In summary, the passage of Amendment #2 and the enabling State Aid Legislation has made it possible to achieve substantial accomplishments on Municipal State Aid Streets that would not have been possible with only local funds.