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Minnesota state and local roads generate 52 billion vehicle miles of travel (VMT) annually at a cost of $2.6 billion. Spending averages 5 cents per VMT statewide, but travel on local government roads, especially low volume networks, costs more. State road aid reduces the local tax effort significantly in most high cost areas. State and local road funding is supported primarily with motor fuels excise taxes, vehicle registration and sales taxes, local property taxes, and state property tax relief. The average Minnesota household pays about $600 annually for roads, but this estimate varies widely with household characteristics. Substituting travel-dependent taxes for fixed or hidden charges could improve the tax system efficiency, and potentially distribute the road tax burden more fairly. Compared to current law, even radical tax reform may not change the road tax bill for some households.

Thomas F. Stinson is an Associate Professor in the Department of Applied Economics at the University of Minnesota, St. Paul.

Barry Ryan is a Research Fellow in the Department of Applied Economics at the University of Minnesota, St. Paul. Please direct all comments or questions to Barry Ryan at phone number 612-625-7233, e-mail, ryanx020@umn.edu

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Barry Ryan and Thomas F. Stinson
Department of Applied Economics
University of Minnesota

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Executive Summary

Minnesota state and local roads cost taxpayers nearly $2.6 billion a year, yet few understand how these tax dollars are raised or spent. The public's lack of knowledge hinders the road tax policy debate and could eventually hurt Minnesota's economy. To help establish baseline data about Minnesota roads and road taxes, this report reviews funding policy from both the government and taxpayer perspectives. Three tests of a good tax policy are whether tax burdens are distributed fairly, whether road users get a strong price signal about the true cost of travel, and whether the system is easily understood. While the study makes no judgment as to how current policy measures up, it does demonstrate some opportunities for improvement.

The large public investment in roads corresponds to a significant personal investment in vehicles, and extensive travel benefits to road users. Minnesota households and business own nearly 4 million passenger vehicles and 201,000 heavy commercial vehicles. Minnesota residents and visitors generate 52 billion vehicle miles of travel each year on state and local roads. Nearly a third of this travel occurs on the interstate highways, yet they only represent 1% of the 132,000 centerline miles of road statewide. Such diversity in road networks and road use add complexity to balancing road tax policy.

In Minnesota the average cost per vehicle mile of travel is 5 cents, but VMT costs vary widely when state roads are separated from local roads, and even more when local roads are disaggregated among urban and rural counties. Low volume local road networks are at a cost disadvantage compared to high traffic networks on a cost per VMT basis. But these same low-volume areas also tend to benefit from the equalizing affects of state road aid, which reduces the local tax effort in many high cost areas. While state general-purpose aid provides property tax relief to businesses and homeowners in many communities, state road aid has been a more stable source of local government road funding.

From the road users' or taxpayers' perspective road funding is characterized by a series of hidden, fixed, and variable state and local fees and taxes. Homeowners, for example, pay property taxes for a variety of government services, including roads, yet receive little information itemizing the contribution their property makes to support each type of service. Vehicle owners pay fixed annual registration taxes, unrelated to when, where, or how much they use the road system. Only the motor fuels excise tax provides feedback to the road user about the cost of system use. The lesson is not that road tax policy should be based solely on pay-as-you-

go taxes, but that policymakers need strategies that keep road users in touch with the true costs. Full cost pricing would cover more than the explicit government costs, including the price of congestion, pollution, and other negative road-related externalities.

To estimate the household budget impact of current road tax policy and the three policy alternatives, a set of representative households are created. Road taxes varied considerably with household characteristics, but a reasonable average is $600 per vehicle in average use, or $1,200 for a two-car household. State and local road taxes also typically cost the representative household about 1.5 % of income. Under the alternative tax strategies, two of which are radical departures from current law, the road taxes for some households changed very little. The tax burden increased for those with higher system use or vehicles with poor fuel economy; however, more modest policy changes might improve tax efficiency and tax fairness without significant household budget impacts.

Chapter 1. INTRODUCTION

Minnesota taxpayers spend $2.6 billion a year on state and local roads. Yet the general public, and even some policymakers, poorly understand the current funding process or the household tax burdens that result. This lack of baseline knowledge makes designing alternative tax strategies more difficult. The purpose of this report is to provide empirical information from both government and taxpayer perspectives to help facilitate the tax policy debate. The report begins with a brief description of Minnesota roads and road users. Distinctions are drawn between state and local government networks, urban and rural areas, passenger vehicles and commercial trucks. Next, funding is examined from the government perspective in terms of total road revenues and expenditures. Local roads are of particular interest, especially low volume networks, as are the intergovernmental fiscal relationships that characterize road funding. The taxpayer view follows from road-related taxes at the household level. This report offers a guide to those interested in calculating their individual road tax bill, by estimating the road taxes for a set of representative households. In addition, the analysis compares household budget impacts under current law to three funding alternatives.

Tax Policy Goals

Road finance involves numerous policy decisions, from tax strategies to spending levels. Policymakers must balance tax efficiency and fairness, while keeping the tax system simple and transparent. Even though these principles apply to taxes in general, they provide a framework to measure the current road tax system.

The first goal is efficient resource allocation. Tax policy should foster the right infrastructure investments to ensure the best mix of service at the lowest possible cost. An efficient tax policy creates the maximum benefit for society, relative to all other public or private investment alternatives. This also implies that the full social cost of road service is paid, including negative consequences like pollution and congestion. However, full cost pricing is more difficult to implement, since some road costs are borne by society in lost productivity or poor health and are therefore difficult to assign a monetary value. An efficient road tax policy, as best it can, should provide road users with feedback about the true costs of state and local road service.

A second tax policy goal is the fair distribution of tax burdens. Fairness is in the eye of the taxpayer, but the final policy decision is a reflection of community values as expressed through democratically elected officials. Also, the fairness of a road tax cannot be judged in isolation, but must be viewed as part of the larger state and local tax system. Fairness is discussed most often in terms of income equity. Who pays? Who can afford to pay? The principle of horizontal equity holds that taxpayers with equal capacity pay equal taxes. Owners of the same make and model vehicle, for example, should pay the same registration tax, regardless of their ability to pay. Vertical equity, on the other hand, centers on the taxpayer's income. Measured across the tax base, a progressive tax will cost the higher income individual a greater share of their income, than the lower income taxpayer. With a regressive tax, the effective tax rate falls as taxpayer income rises. For tax year 2000, the Minnesota department of revenue *tax incidence study* found state and local taxes overall to be marginally regressive (1).

Tax fairness goes beyond income equity. Policymakers must also balance the geographic distribution of road tax burdens. One long running debate, both nationally and in Minnesota, is between urban and rural areas. Other spatial divisions also exist between central cities and suburbs. Geographic equity does not stop with tax collections, but extends to redistribution of tax revenues as well. Because roads require large capital investments, intergenerational equity is another fairness issue. Overcharging or undercharging current road users will impact the cost to future generations. Investing among transportation modes is both of equity and efficiency concern, as decision makers choose between policies that favor passenger cars or commercial trucks – or other sectors, like rail, water, and air.

The third goal of a desirable and effective tax system is good management characteristics. Tax policy should be simple to understand, and balanced among potential revenue sources. A transparent tax policy has accountability, with few tax exemptions or exclusions. Taxes must be enforceable, as well as raise adequate revenues over the long run. Finally, the tax system must be economically competitive with surrounding states and regions.

Study Limitations

This report attempts to simplify the complex and dynamic process of road funding, and consequently suffers the limitations common to such assessments. One dimension of the problem is the time lag, often a year or more, between policy changes and research data. This study relies

on information from multiple levels of government, which amplifies the problem further. For instance, federal, state, and local governments all have different fiscal years – starting in October, July, and January respectively. In this study the base tax year is 2000, although occasionally more current assumptions and data are used.

Roads are a capital-intensive enterprise with a long service life. Spending can be high one year and low the next, as project spending moves through the budget report. This can create misleading results when examining the road budget of any single authority. To smooth out these effects, the analysis uses three-year averages wherever possible. It also combines current (operating) and capital road spending, to eliminate potential errors from the misinterpretation of cost categories with similar-sounding names, but different meanings, depending on the level of government. Another concession to detail is the grouping together of counties, cities, and towns into a single local government entity. While this limits the depth of analysis, it provides more robust estimates of road funding and use at the county-area level. This report takes a broad-brush approach to the elements and relationships that define road funding. For those in search of more empirical detail, Appendix B provides county-by-county local government road use and expenditure data for the 3-year period from 1998 to 2000.

Chapter 2. ROADS AND ROAD USERS

This report focuses on road tax policy, government road budgets, taxpayer impacts, and funding alternatives. In this chapter, however, some characteristics of Minnesota's current road networks and road users are reviewed as background, and as a reminder of the services road taxes provide. The overview draws on four data sources. The first is road network information from the Minnesota Department of Transportation road inventory. It provides network characteristics like the level of vehicle travel and a road's measured length. Also importantly, it identifies the level of government responsible for maintaining service.

A second source is the Minnesota Department of Public Safety vehicle registration data. Roads are a resource shared by passenger vehicles and commercial trucks. This data describes the state's vehicle fleet and shows how light and heavy vehicles are distributed geographically. Trucks are a vital part of the Minnesota fleet, and a third view is taken from the U.S. Economic Census survey of truck inventory and use characteristics. The findings show a changing, diverse, and growing fleet of heavy vehicles. The final road use characteristic is a proxy for household travel. The 2000 U.S Census Bureau household survey estimates the time it takes to get from home to work, and some surprising regional differences exist.

State and Local Road Networks

Minnesota has 132,000 centerline miles of road, which produce 52 billion vehicle miles of travel a year (2). Behind this summary statistic are a number of broad system distinctions, starting with the differences between state and local government networks (table 2.1). State government roads account for 9% of all road miles statewide, and 60% of vehicle miles traveled (VMT). The state is responsible for the most heavily traveled roads, including federal interstate highways, freeways, and expressways (IHFE). These roads alone explain 29% of all vehicle miles traveled in the state, yet measure just 1% of the centerline miles. The state also operates most of the roads classified as "other" principle arterials (OPA), which generate 21% of the annual VMT on 3% of the road miles. Finally, the state has some limited responsibility for minor arterials (MA), and even a few miles of local roads (LO), such as state park entrances.

By contrast, local governments – counties, cities, and towns – operate the remaining 91% of road miles, generating 40% of all vehicle travel annually. Towns (and townships) have the most road miles (43%), but these networks are also the least traveled, producing only 2% of the

annual statewide VMT. Road networks operated by counties and cities carry the bulk of local vehicle travel. In addition to local streets, each has responsibilities for minor arterials and collector routes (CO).

Table 2.1 – Road miles and VMT by ownership and function (statewide)

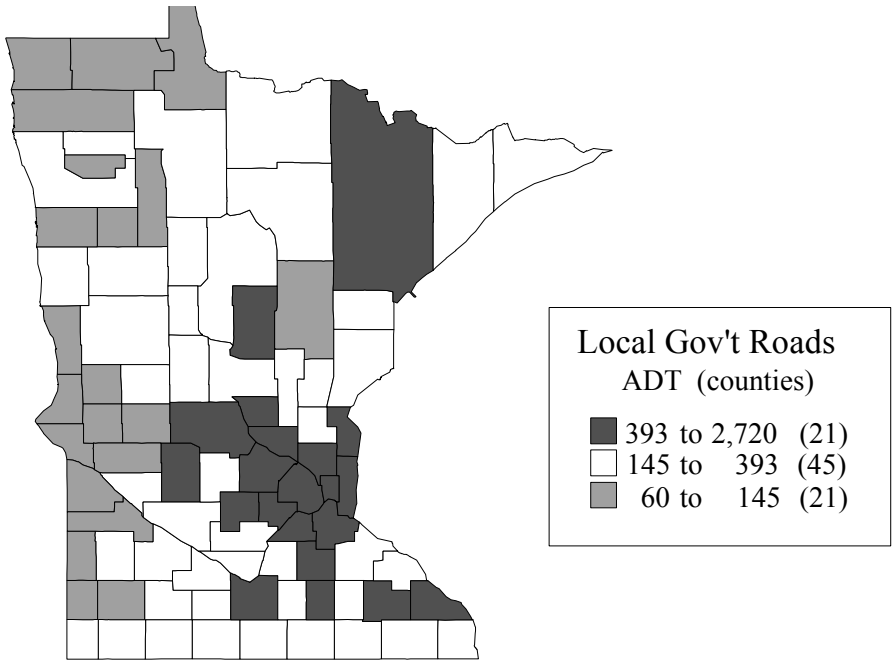
	Road miles	VMT
State	9 %	60 %
County	34 %	24 %
City	14 %	14 %
Town	43 %	2 %

	Road miles	VMT
IHFE	1 %	29 %
OPA	3 %	21 %
MA	7 %	24 %
CO	22 %	14 %
LO	67 %	12 %

Source: Minnesota Department of Transportation, January 2000.

One study objective is to identify low-volume local government road networks. A standard measure of road use is the average annual daily traffic (ADT), a particularly useful transformation when road networks are as disparate as in urban and rural Minnesota. ADT is the total annual vehicle miles traveled on a road network divided by the number of centerline road miles, then divided by 360 days. The weighted network volume on county, city, and town roads are combined at the county-area level. Not surprisingly, local government networks in the Twin Cities metropolitan area have the highest average daily traffic (figure 2.1). Twenty-one counties, or one-quarter of the state's 87 counties, have ADT greater than 393 vehicles per day crossing the typical mile of local government road (also see appendix A). By contrast, the twenty-one counties with the lowest ADT have fewer than 145 vehicles a day on the average network mile. Low-volume roads are common in the state's west central and northwest counties. Identifying these low-volume areas will help in the next chapter, to test whether low-volume is a cost disadvantage, and if that disadvantage translates into higher local taxes.

Figure 2.1 - Local government road network average daily traffic (ADT)



Source: Minnesota Department of Transportation, January 2000. (see Appendix A)

Cars, Trucks, and Travel

A second aspect of road use is the number and type of vehicles on the road (table 2.2). Road users can initially be divided between light vehicles and heavy vehicles. Light vehicles include passenger cars and light trucks. Heavy vehicles are the commercial trucks (and buses) with gross weights over 10,000 pounds. In 2000, there were 3.94 million light passenger vehicles and 201,000 heavy trucks registered in the state (3). In other words, Minnesota has roughly 20 light vehicles for every heavy vehicle, a ratio that declined slightly between 1997 and 2000.

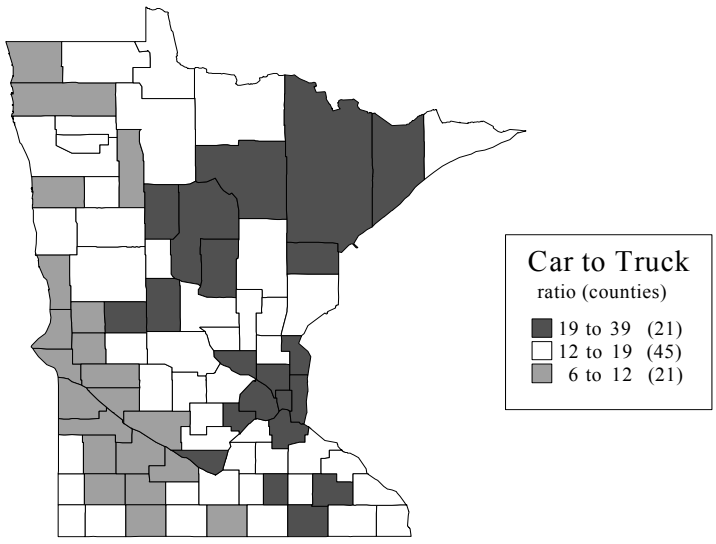
Over this 3-year period, light vehicle registrations increased 16%, and heavy vehicle registrations rose 23%. In the light vehicle category, light truck registrations (including pickups, minivans, and SUVs) increased 25%, compared to a 14% increase for traditional passenger cars. Heavy vehicles are reduced here to four categories. Commercial truck registrations grew 29% over the 3 years, and (interstate) prorate registrations grew a little faster. Bus and farm truck registrations were relatively flat.

Table 2.2 – Minnesota light and heavy vehicle registrations				
	1997	*2000*	*difference*	*% increase*
LIGHT	**3,380,988**	**3,938,515**	557,527	16%
Passenger	2,685,165	3,072,081	386,916	14%
Light trucks	695,823	866,434	170,611	25%
HEAVY	**162,971**	**200,896**	37,925	23%
Commercial	96,979	125,226	28,247	29%
Prorate	24,464	32,554	8,090	33%
Farm	31,375	32,339	964	3%
Bus	10,153	10,777	624	6%

Source: Minnesota Department of Public Safety.

At the county-area level the "car-to-truck" ratio is more variable than the 20:1 statewide average (figure 2.2). Counties with high ratios include the Twin Cities metropolitan area, and a cluster of counties in the north central and northeast regions. These counties are relatively car-rich, with between 19 and 39 passenger vehicles registered in the county for every heavy vehicle. Most low ratio counties - where there are fewer than 12 light vehicles for every heavy vehicle - are in the southwestern corner of the state. These truck-rich counties are largely agricultural, and many are among the low-volume networks from figure 2.1.

Figure 2.2 – Ratio of light vehicle to heavy vehicle registrations



Source: Minnesota Department of Public Safety, 2000

Although heavy vehicle taxes are not addressed specifically in this analysis, trucks play an important role in the transportation system. A good reference on the fleet makeup is the U.S. Census Bureau, vehicle inventory and use survey (VIU) (4). Trucks in this survey exclude smaller vehicles like pickups, panel trucks, vans, sport utility vehicles, and station wagons. The most recent survey (1997) estimated the Minnesota truck fleet at 139,000 vehicles, close to the 163,000 truck registrations estimated from DPS data (table 2.2). Other VIU survey findings include:

- Agriculture is the state's major truck user, accounting for 30% of the fleet. Other major industry operators are construction, utilities, and wholesale/retail trade. From 1992 to 1997 the number of trucks in agriculture, forestry, construction, and manufacturing fell, but these declines were offset by increases in retail/wholesale trade, utilities, and "other" operations.

- Trucks can be divided into four weight classes. Heavy-heavy trucks, with a gross vehicle weight of 26,000 pounds or more, make up half (48%) the Minnesota truck fleet. Light-heavy trucks are 16% of the fleet; medium size trucks are 22%. Only 14% of the fleet is characterized as light. Between 1992 and 1997, the number of heavy-heavy trucks increased 4%.

- Most trucks (59%) operate locally, with average trips of 50 miles and less. Another 19% are classified as short-range, where a typical trip is between 50 and 100 miles. Fourteen percent take long-range trips of greater than 200 miles. The remaining 8% are used off-road. From 1992 to 1997 local trips declined 3%, while long-range trips increased 4.5%.

- Trucks are driven a wide range of distances annually. Thirty-four percent of trucks travel less than 5,000 miles per year in 1997. At the other extreme, 26% travel more than 30,000 miles per year. In 1992, by contrast, 42% of the fleet traveled less than 5,000 miles a year, and 20% went over 30,000 miles.

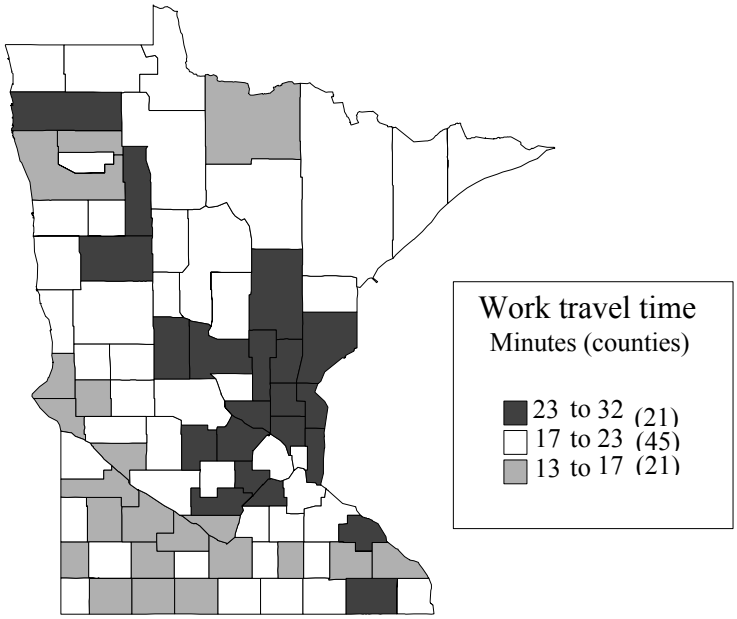
- The 1997 Minnesota truck fleet was 42% gasoline powered, and 58% powered by diesel fuel, liquid gas, or some other source. This is a significant shift from 1992, when the ratio was 56% gasoline, and 44% diesel or other fuel. Half the truck fleet averages between 5 and 7 miles to the gallon, another 25% averages between 7 and 9 miles to the gallon.

Household travel is a more familiar concept to most readers, but empirically there is little travel data at the local or regional level. National studies estimate travel patterns by factors like the driver's age, or that of the vehicle (5). Travel behavior surveys in metropolitan areas, such as the Twin Cities, employ sample households to keep a travel log, recording the time, length, and

mode of each trip (6). Unfortunately, these studies tell us nothing specific about household travel patterns in outstate Minnesota. The 2000 Census survey of household characteristics, however, does offer a more localized view of the household work trip (7).

The survey asks households to estimate the average time it takes to get to work. Statewide, the average commute is 22 minutes in each direction. But at the county level, the average work trip ranges from 13 minutes to 32 minutes (figure 2.3). This data excludes work at-home occupations, such as farming, yet the shortest travel times are in the state's agricultural southwest. The longest travel times statewide are concentrated in the counties north of the Twin Cities. However, households living near outstate regional centers, like Rochester, and from East Grand Forks to Bemidji, also have some of the more time-consuming work trips.

Figure 2.3 – Average work commute (minutes each way)



Source: U.S. Commerce Department, 2000 Census of Population and Housing.

Road networks and road users cannot be grouped into a single class. State roads have higher traffic volumes, and far fewer centerline road miles, than local road networks. Local road networks in the metropolitan area have higher levels of vehicle traffic, and fewer road miles collectively, than do outstate local government networks. Nearly 4 million light passenger

vehicles and 201,000 heavy commercial vehicles are registered in the state. Both fleets are increasing in size, but heavy vehicle registrations are growing faster.

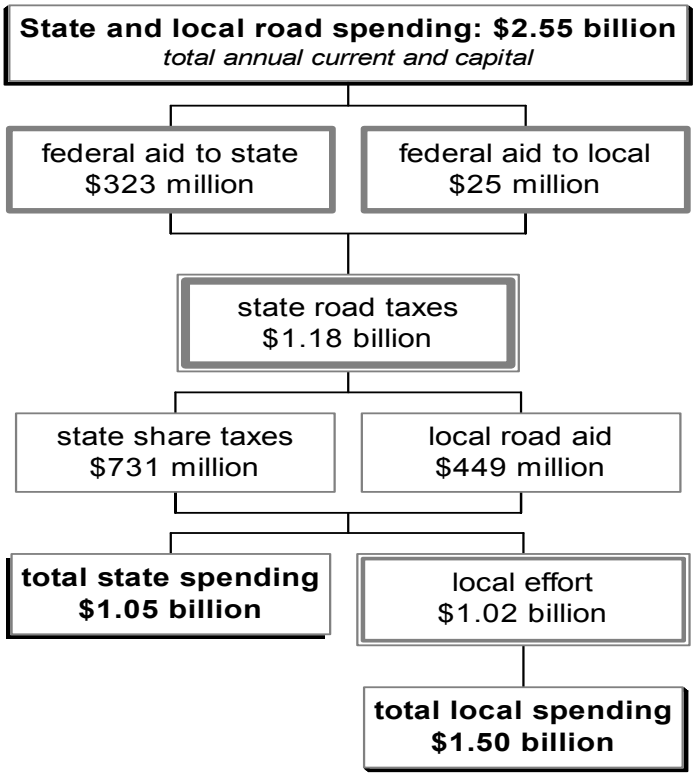
Chapter 3. GOVERNMENT PERSPECTIVE.

This chapter takes the government perspective on road funding, and provides an overview of state and local road expenditures, classifying road taxes with respect to system use. The relationships between total road spending, road aid, and the local road tax effort are examined at the county-area level. Low volume networks with high service costs are identified, along with the equalizing effect of road aid on the local tax effort.

State and Local Road Revenues

Minnesota state and local road revenues averaged $2.55 billion annually between 1998 and 2000 (figure 3.1). This funding was supported by a combination of federal, state, and local government taxes (8, 9, 10). Federal highway grants, derived primarily from federal motor fuel taxes, averaged $348 million, with a small portion going directly to local governments. State road taxes, from state motor fuels and vehicle registration taxes, averaged $1.18 billion. These state-level revenues are dedicated to the Highway User Tax Distribution Fund (HUTDF), and redistributed to state and local road authorities according to Article 14 of the state constitution. State roads received 62% or $731 million, and local roads (primarily counties and cities) got 38% or $449 million. Total revenues for state roads from both federal and state sources averaged $1.05 billion. The $1.50 billion in local government road revenue includes $474 million from federal and state aid, and $1.02 billion in local funding.

Figure 3.1 – Federal, state, and local road tax revenues (average 1998-2000)

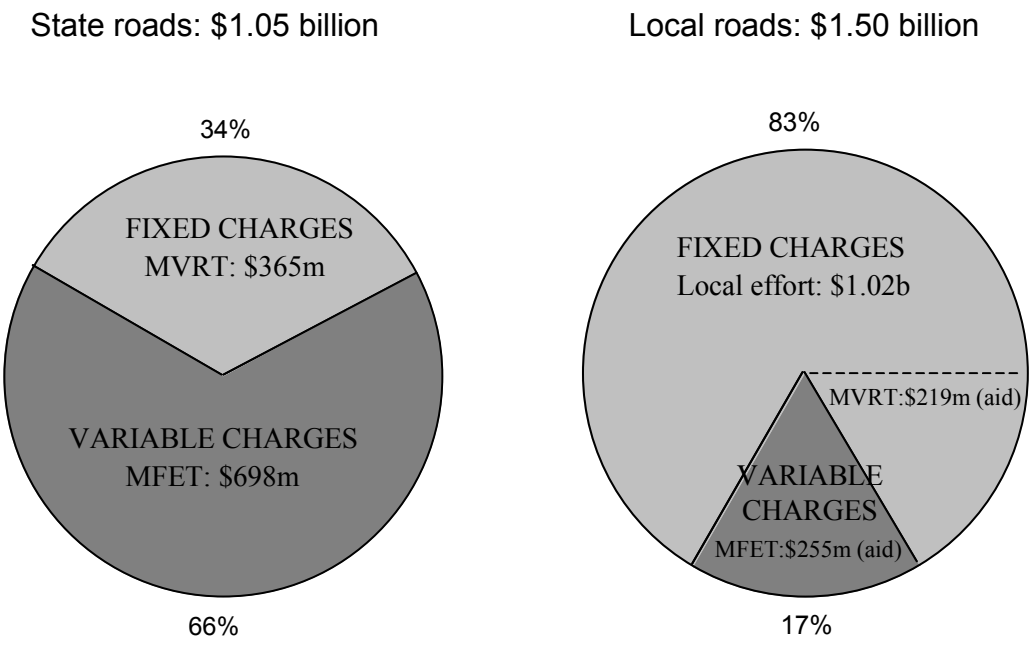


Source: U.S. Census Bureau, Minnesota Department of Revenue, Minnesota Office of the State Auditor.

Governments redistribute road taxes - federal to state, state to local, even local to local - in fiscal relationships that have a long history. Implicit in the distribution of road revenues is the current definition of fair burden sharing among federal, state, and local taxpayers. Chapter 4 examines the state cost-share for local roads in more detail, but note for now the relative shares each government provides. Federal highway grants are 14% of Minnesota state and local road revenues. State road taxes account for 46%, and local taxpayers supply the remaining 40%.

Another view of the same revenue data classifies road funding by each tax mechanism's relationship to system use (figure 3.2). State roads are more reliant on travel-dependent taxes than are local roads. Two-thirds of state road funding, or $698 million, comes from state and federal motor fuel excise taxes (MFET). This pay-as-you-go approach gives road users feedback about travel costs. One-third of state road funding came from motor vehicle registration tax (MVRT), a fixed annual cost, levied without regard to road use.

Figure 3.2. – Fixed and variable taxes in road funding (avg. 1998-2000)



Source: Minnesota Department of Revenue, Minnesota Office of the State Auditor.

Only 17% of local road funding is derived from the travel-dependent motor fuels tax. Local government general funds, together with state vehicle registration tax dollars, supply the rest. From the road user perspective, these two revenue sources are fixed (MVRT), or hidden, as with property taxes and property tax relief. Compared to state road taxes, local road taxes send road users a weak price signal of the true service cost.

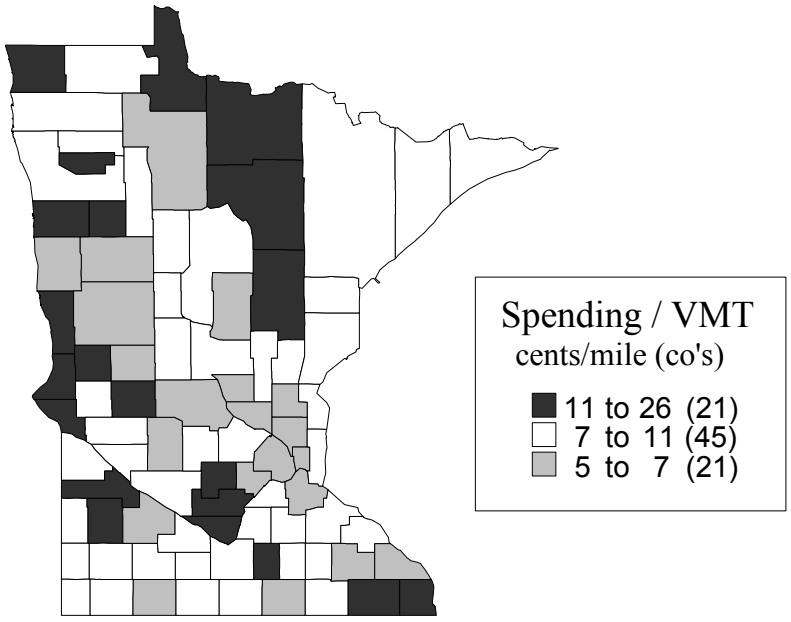
Taxes that vary with use create incentives to optimize travel, which in turn reduces congestion, pollution, and other negative travel effects. But a strong price signal is not the only policy consideration, and fixed charges, even hidden taxes, have a place in road tax strategies. Some road service costs are independent of travel, so the revenue to pay for them need not be travel dependent either. Vehicle owners should pay administrative and other fixed costs as an annual fee regardless of road use. The demand for public safety services, like police and fire, for instance, depends on the need for emergency response, not the distance an individual travels. Indeed, the occasional driver may pose a greater accident risk than the frequent driver, but in the end the accident victim only wants a quick, experienced response.

Likewise, property owners should pay a share of local road costs as a flat fee to assure property access for the fire truck, delivery van, or school bus - regardless of the household's vehicle ownership or use. While some might argue that a strategy based solely on travel-dependent taxes would be more fair or create greater tax efficiency, the analysis in chapter 6 will show that policy changes, even radical ones, may only change household tax burdens modestly. The challenge for policymakers is to find the appropriate mix of fixed and variable taxes, which allow for long run investment decisions, and keep road users in touch with the true service cost. Balancing tax equity, of course, is always a significant policy concern.

Local Road Spending, Aid and Effort

Between 1998 and 2000, Minnesota local governments' road spending averaged $1.50 billion a year. In 2000, county, city, and town networks combined generated 21 billion vehicle miles of travel. The average total cost of local road travel was 7.1 cents per VMT statewide, compared to 3.4 cents on state roads. Local road spending at the county-area level is calculated from individual local government spending and their weighted average contribution to vehicle travel in the county. As with the road use data in chapter 2, counties are divided into 3 groups - 21 with the highest total cost per VMT, 21 with the lowest, and 45 counties with "average" costs (figure 3.3). Total local road spending averaged between 7 and 11 cents per VMT in 45 Minnesota counties. Low cost counties spent between 5 and 7 cents per VMT. In the 21 highest VMT cost counties, spending per vehicle mile of local road travel ranged from 7 cents to as high as 26 cents.

Figure 3.3 – Total local road cost per vehicle mile of travel (VMT)



Source: Minnesota Department of Transportation, Minnesota Office of the State Auditor.

Although no clear geographic pattern emerges from figure 3.3, there are some interesting features to the distribution (also see Appendix A). Five of the 7 metro counties are in the low VMT cost group, but so are numerous rural counties scattered around the state. Also, many of the low-volume networks (figure 2.1) are the same counties with high total costs. Twelve low-volume counties are in the high-cost group. By contrast, 12 high-volume counties are in the low-cost group. No low-volume county is also low-cost, and only one high-volume county is high-cost. Measured in vehicle miles traveled, low-volume local road networks are at a cost disadvantage.

Up to this point the analysis has combined county, city, and town networks into local government roads, but to illustrate the impact of state road aid, funding is parsed further between cities and counties. State road aid is meant to compensate local governments for road spending where the public interest is broad, and to assure a minimum standard of service statewide. Three general policy decisions needed to be made in the allocation of state road aid. First, the share of local road costs to be paid from statewide (MFET and MVRT) taxes. Chapter 4 will show the

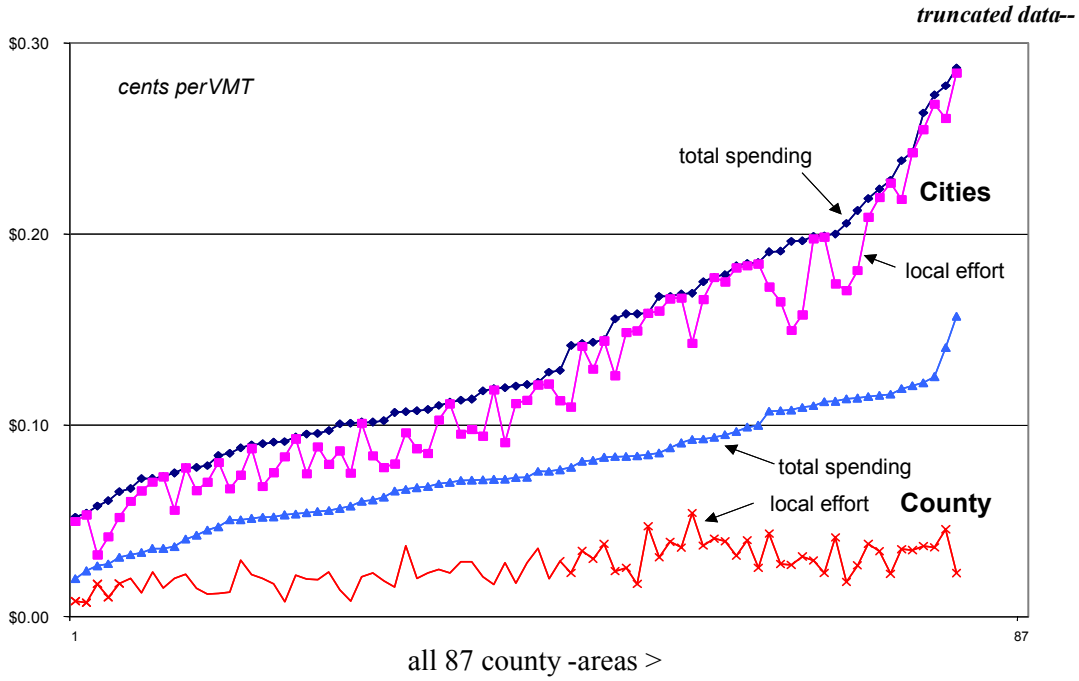
state's cost share has been fairly stable over time at about one-third of local government road spending.

The second policy choice is the division of aid between county, city, and town governments. State road aid is distributed primarily through the county state aid highway (CSAH) and municipal street aid system (MSAS) programs. As noted earlier, the state constitution sets the allocation of HUTDF dollars to each level of government. Counties get 29%, cities with populations over 5,000 share 9%, and the remaining 62% funds state roads. This formula favors counties over cities by more than three-to-one, and reflects a policy belief that county roads are of greater statewide importance than city streets.

The third policy decision, set by state statue, is dividing aid among individual cities and counties. Factors in the county aid formula include lane miles, vehicle registrations, and long-run investment needs. A portion (10%) of county road aid is also divided equally among all counties. City aid is distributed half on investment need and half on city population. A distinctive feature of city road aid, again set forth in the state constitution, is the exclusion of aid to cities with populations below 5,000 - a test most rural cities fail.

In figure 3.4 county and city spending are sorted from the lowest total VMT cost to the highest. City spending - combined at the county-area level - ranges from 5 cents per VMT, to more than 30 cents in six rural counties. Despite averaging over 3 years, these high VMT costs may reflect a period of large capital investment, or they may demonstrate how some networks have traffic volumes too low to reduce the average total service cost. Many counties have no city of 5,000 or more people, and consequently get no MSAS aid. Some of these small cities may, however, get county financial assistance or county road services, yet for most the local city road tax equals total city road spending. MSAS aid only reduces the local tax burdens in some cities. If the goal of city road aid is to equalize tax burdens, then the policy lacks direction. The distribution formula allocates half the aid on population, suggesting an equally plausible policy objective is to facilitate high-use networks. This approach returns statewide road taxes (MFET and MVRT) back to where they were generated, a policy that favors the Twin Cities metropolitan area, home to most of the state's large cities and the major recipients of municipal street aid.

Figure 3.4 – County and city road spending and local effort (avg. 1998-2000)

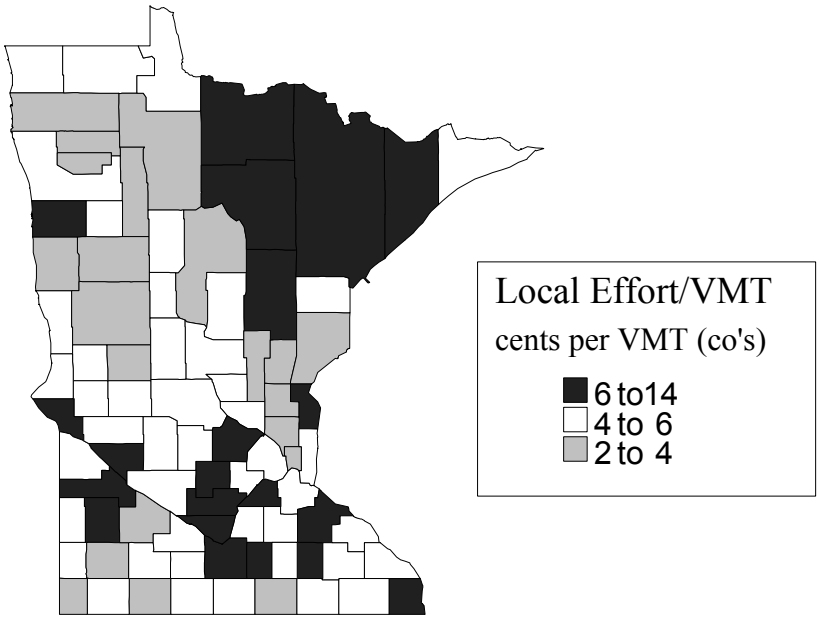


Source: Minnesota Department of Transportation, Minnesota Office of the State Auditor

The circumstances are different for county roads. Total spending ranges from 2 cents to 23 cents per VMT. County state aid highway (CSAH) transfers have the affect of lowing the local cost of county roads in all 87 counties, and significantly so in the highest total VMT cost counties. This flattening of the local effort is what would be expected, given the county share of HUTDF dollars and factors in the county aid formula. The county road local effort is about even - on a VMT basis - for county taxpayers statewide.

From here the analysis returns to combining county, city, and towns into local government networks. The local road effort is that portion of total road spending left to local taxpayers and the local government general fund. Property taxes, state property-tax relief, special assessments, and other general revenues support the local government general fund. The average local effort is 4.9 cents per VMT statewide, compared to the average 7.1 cents in total spending on local government roads.

Figure 3.5 – Local road tax effort per vehicle mile of travel (VMT)



Source: Minnesota Department of Transportation, Minnesota Office of the State Auditor

The range of local efforts is much narrower than for total road costs (figure 3.5). Half of all Minnesota county-areas had local government road taxes between 4 and 6 cents per VMT. Big Stone County had the highest local effort (14 cents per VMT), while Beltrami County had the lowest (2 cents per VMT) – both, as it happens, very rural counties.

Comparing Volume to Cost and Effort

One study objective is to determine if areas with low-volume roads (figure 2.1) have higher than average total road costs (figure 3.3), and whether low-volume also translates into a higher than average local tax effort (figure 3.5). In four counties the answer is yes – Aitkin, Big Stone, Norman, and Yellow Medicine have low-volume local road networks, high total VMT costs, and high local road tax efforts.

Not all low-volume networks, however, have high service costs and require high local taxes. Eight more low-volume counties had high total VMT costs, and 7 of these only required an average local effort. One county (Red Lake) started in the high total VMT cost group, but finishes in the low effort group. Of the remaining 9 low-volume counties, 6 had average total

VMT costs and average local efforts. Three others had average total VMT costs and a low local effort.

A corresponding assessment tests high-volume networks, to see if they have inherently lower total costs and lower local taxes. Only one high-volume local road network (McLeod County) was in the high total VMT cost group and had a high VMT local effort. Eight of the 21 high-volume counties had average total costs, and 5 of these also had a high local effort. Twelve high-volume counties were in the low total cost group, and two (Ramsey and Anoka) were in the low effort group.

Low-volume local road networks tend to cost more per VMT, and high volume networks tend to cost less. Low-volume is a disadvantage to local road cost efficiency when measured in vehicle miles traveled. Because of state road aid, just as many (13) low-volume networks, as high volume networks, require an average local effort. Indeed, more high-volume networks have a high local effort than do networks in the low-volume group. Put another way, there are more low-volume counties in the low effort group, than there are high-volume counties.

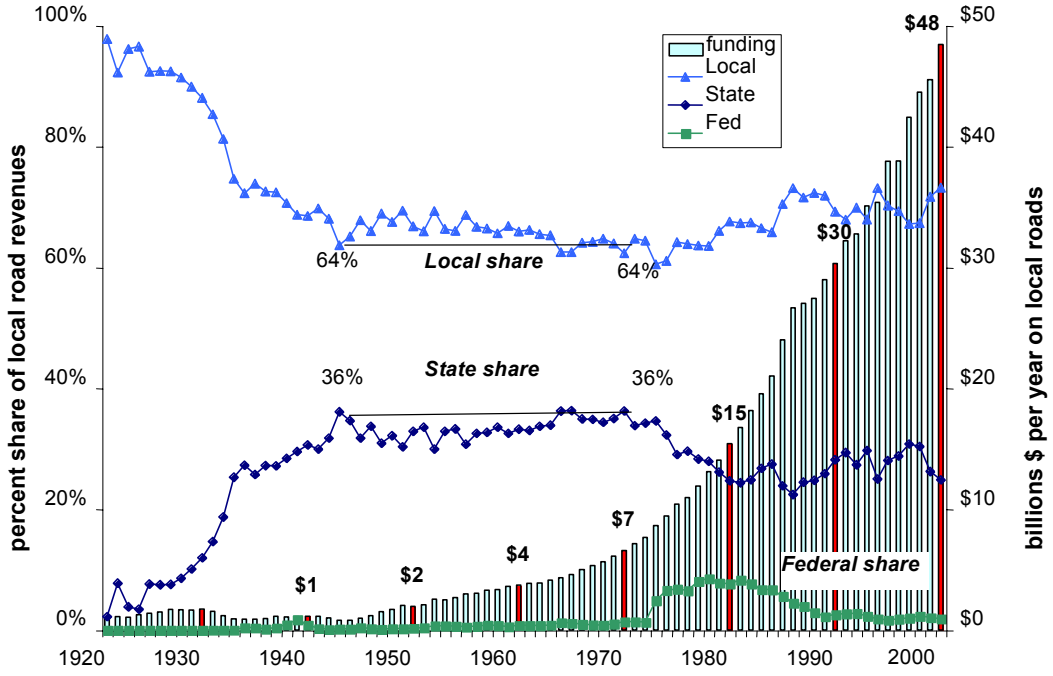
Chapter 4. ROAD TAX TRENDS

The government perspective is continued in this chapter, but the focus shifts from current funding levels to historical trends and fiscal relationships. State and local cost sharing is examined for the U.S. over the last century, and Minnesota over the last decade. State cost sharing has been relatively stable, even as total local spending increased. Trends in Minnesota's three major state road taxes are reviewed, along with federal highway grants. Revenues from all four sources increased over the last decade, but not at the same rate.

Intergovernmental Fiscal Relations

The Federal Highway Administration (FHWA) estimates local road spending in the U.S. annually dating back to 1920 (11). This series also documents the relative share of costs paid from federal, state, and local funds. The left scale in figure 4.1 shows that in the beginning, as it were, local roads were financed 100% locally. But through the 1930's Depression and up to the start of World War II, state governments increased their share of local road funding to about one-third of all costs. This cost allocation was very stable until the early 1970's, when the federal government increased its share of local road funding in response to declining state road revenues during the OPEC oil embargos. However, as federal grants fell with the 1980's new federalism, the displaced state cost-share did not return, and over time the local effort increased several percent above the previous historic levels.

Figure 4.1 - U.S. local government roads 1920-2000 (FHWA)

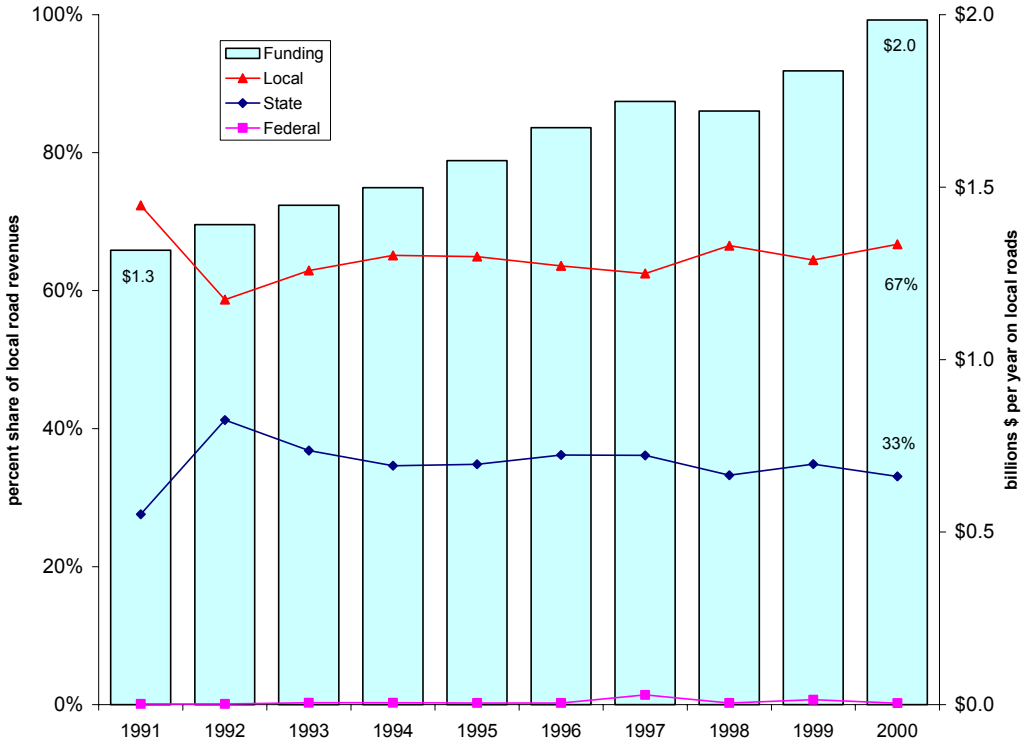


Source: Federal Highway Administration, U.S. DOT.

Another notable feature of this timeline is the rapid growth in U.S. local road spending (right scale). Nominal spending increased from $1 billion in 1940 to nearly $50 billion in 2000. During this period, U.S. local road spending doubled every 10 years, until the last decade, when for the first time, local road spending increased by just over 50%.

While no long time series of data is available for individual states, policy information can be found at the state level looking back over the 1990's. Like the nation as a whole, Minnesota local road spending (in nominal or current year dollars) increased 54% in the last decade (figure 4.2). Spending rose from $1.3 billion in 1991 to nearly $2 billion in 2000. (This estimate differs significantly from the chapter 3 estimate of $1.5 billion, but since the latter is a 3-year trailing average, and the FHWA value includes public safety, the true spending level is probably somewhere in between). Regardless of the accounting discrepancies, the cost-share ratio according to FHWA data has remained stable at one-third state aid, two-thirds local effort.

Figure 4.2 – Minnesota local road spending 1991-2000 (FHWA)



Source: Federal Highway Administration (includes public safety spending).

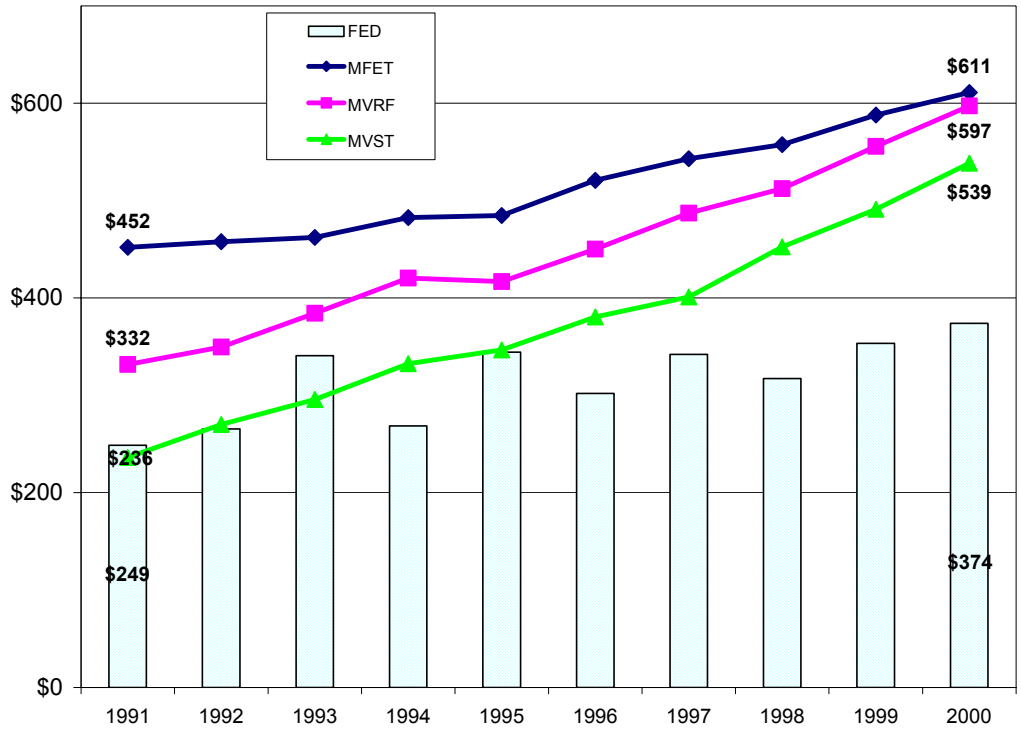
Road aid is an important policy lever, through which cost sharing influences the tax system's efficiency and fairness. But the impact of aid on road service or tax burdens is hard to measure, much less properly set through policy intervention. Too much aid and local residents pay less than their share, and demand more and better services. This leads to inefficiencies as other public and private investments are forgone. Too little aid and road construction and maintenance suffers. Over time, the lack of adequate road funding can hurt community safety and economic development, rendering the area less attractive to households and business. Decision makers must balance the use of road aid with clear policy outcomes and periodically review the aid formulas to assure these goals are being met.

State Road Revenues Trends

Three state level road taxes, along with federal highway planning and construction grants, play important roles in state and local road funding. These four revenue streams are not all growing at the same rate, nor are they influenced by the same factors. The most significant in

total dollar value is the state motor fuels excise tax (figure 4.3). In 2000 MFET receipts totaled $611 million, up 35% from the $452 million in 1991 (12,13).

Figure 4.3 – State level road taxes and federal road aid (1991-2000)



Source: Minnesota Department of Finance and U.S Census Bureau.

Minnesota's motor fuels excise tax is 20 cents per gallon on both gasoline and diesel fuel. Fuel taxes are tied to fuel use, and fuel use is a function of three factors. One is the number of vehicles on the road, which chapter 1 showed to be is growing at about 5% a year. The second is fuel economy, which for the U.S. fleet as a whole has declined modestly (14). A third factor is the number of vehicle miles traveled, which nationwide is growing at about 1% a year (15).

Motor vehicle registration tax receipts rose 80% between 1991 and 2000, increasing from $332 million to $597 million. In the following fiscal year (2001) vehicle registration tax reductions took effect, and receipts fell to $467 million. Several factors influence MVRT collections, including the size of the vehicle fleet and the value of the vehicles registered. Again, the number of passenger and commercial vehicles is growing at roughly 5% a year. The value (measured by the manufacturers suggested retail price) of new passenger vehicles - less

important to MVRT receipts now than before the 2001 reforms - continues to rise, despite the financing discounts in the new car market (16).

Motor vehicle sales taxes are levied at the time of a vehicle title transfer, and have been part of the Minnesota state tax system since 1971 (17). This tax is often, erroneously, referred to as the motor vehicle excise tax or MVET. But an excise tax is levied by the unit of measure, such as a gallon of gasoline. The motor vehicle sales tax is an ad velorum tax, levied against the vehicle price at the same (6.5%) rate as any general taxable purchase. MVST revenues are influenced by conditions in the general economy, the size of the vehicle fleet, and of course, the value of the vehicle purchases. In 2000 the motor vehicle sales tax generated $539 million in revenue, more than double the $236 million in 1991. MVST receipts have traditionally gone into the state general fund, but starting in F.Y 2003, 32% is statutorily dedicated to the HUTDF for roads.

The federal excise tax on motor fuels is collected and redistributed to states; however, not all taxes collected in the state are returned for roads. The portion coming back for road service is in the form of highway planning and construction grants. Such grants to Minnesota totaled $374 million in 2000, up 50% from $249 million in 1991.

The standard federal gasoline tax is 18.4 cents per gallon and the diesel rate is 24.4 cents.(18) But Minnesota is a 10% ethanol (or gasohol) state; so in 2003 the federal MFET at the fuel pump on gasohol is 13.2 cents per gallon. Proceeds from the tax are divided among four federal accounts. The federal highway trust fund gets 7.74 cents, and it is from this account that Minnesota gets highway planning and construction grants. The federal mass transit account receives 2.86 cents. A separate fund to address leaking underground storage tanks gets 0.1 cents, and 2.5 cents goes into the federal government general fund. The important point for Minnesota state and local decision makers is that the level and distribution of federal highway or other grants are beyond their direct policy control. The lesson for the individual taxpayer is that the 13.2 cents federal MFET they pay at the fuel pump is not returned to the state for road purposes in the same way that the 20-cent state MFET is dedicated to road funding.

Chapter 5. TAXPAYER PERSPECTIVE

This chapter, and the next, take the perspective of the average household, and calculate the road taxes associated with homeownership (local effort), vehicle ownership (MVRT), and road use (MFET). Four representative households are created to demonstrate the taxpayer impacts, and their road-related characteristics are developed in this chapter. The next chapter compares the household tax impacts under current law to three policy alternatives.

Taxing Vehicle Ownership and Use

In this exercise, household vehicle choices are limited to three of the 10 best selling cars and light trucks in America (figure 5.1). The first is a Toyota Camry, the lowest priced and most fuel-efficient option (MPG or miles per gallon). The second vehicle, a Ford Taurus, has nearly the fuel-efficiency of the Camry, but costs a little more.

Figure 5.1 – Households have three vehicle choices

Toyota Camry	1992	1995	1998
MSRP: $	$14,800	$16,400	$16,950
MPG city:	22	23	23
MPG hwy:	29	31	32

Ford Taurus	1992	1995	1998
MSRP: $	$15,000	$17,600	$18,250
MPG city:	20	20	19
MPG hwy:	29	30	28

Ford F-150	1992	1995	1998
MSRP: $	$13,450	$16,150	$18,000
MPG city:	15	15	15
MPG hwy:	18	19	19

Source: Edmunds Automotive Guides, http://www.edmunds.com/

The third option is the Ford F-150 pick up – the number one selling vehicle in America since 1982 - is less fuel-efficient than the Camry or Taurus, and has the fastest rising (MSRP) price of the three.

In this example, each vehicle also comes in three model years. The average passenger vehicle in America is 8 years old (19). In tax year 2000, the average vehicle would have been a 1992 model. A 1995 vehicle would be 5 years old, and a 1998 model, 2 years old. The first ownership tax is the fixed annual motor vehicle registration tax (table 5.1). Passenger vehicle taxes are based on age and depreciated value. For the three example vehicles, the registration tax is calculated based on the 2001 policy reforms, which imposed a tax cap or maximum fee on vehicle registrations.(20) While the tax cuts did not come until the following year, this capping of the MVRT more accurately portrays current law for the baseline household tax examples.

Table 5.1 – MVRT: motor vehicle registration tax

Model year	1992	1995	1998
Vehicle age	8	5	2
Camry	$74	$99	$189
Taurus	$75	$99	$189
F-150	$67	$99	$189

See: Minnesota Statues 2002, chapter 168, section 013.

The motor vehicle registration tax (MVRT) has three parts. The first step is calculating the vehicle's taxable value. New from the factory, every vehicle has a suggested retail price that stays associated with the vehicle over time. With each passing year the value of the vehicle is depreciated according to a schedule defined in state statute, and this becomes the current year taxable value. Against this taxable value, the second element, a 1.25% ad velorum tax is levied to establish the new annual tax. Prior to the 2001 policy reforms, for all but brand new vehicles, the calculation would have ended there. Now, new passenger vehicles pay the full 1.25% of their MSRP in registration taxes, but the tax on older vehicles are capped – the third element. On a vehicle two year old the limit is $189, and on vehicles three years and older the maximum tax is $99. The minimum tax on any passenger vehicle is $35. For the example vehicles, the MVRT ranges from $67 on the 1992 F-150, up to $189 on all of the 1998 (2-year old) vehicles. All of the 5-year-old models also hit their $99 maximum vehicle registration tax.

Motor fuel excise taxes vary with fuel use, a function of the vehicle's fuel economy and how far it is driven. The more you drive, the more fuel you use, and the more taxes you pay. The average passenger vehicle in America is driven 11,800 miles a year.(21) Naturally, the more fuel-efficient the vehicle, the less paid in fuel taxes per vehicle mile of travel, however, the more vehicle miles driven, the higher the fuel tax bill. State motor fuels taxes are calculated for the

example vehicles in 6,000-mile increments from 6,000 to 18,000 miles a year (table 5.2). To further simplify the calculation, all household travel is 55% local and 45% highway, as suggested by EPA fuel economy ratings. Minnesota's motor fuels tax rate is 20 cents per gallon, and has been since 1988.(22)

Table 5.2 – MFET: state motor fuels excise tax

Miles	6,000	12,000	18,000
Camry - 1998	$46	$91	$137
Camry - 1995	$46	$92	$138
Camry - 1992	$49	$97	$146
Taurus - 1998	$54	$108	$162
Taurus - 1995	$51	$102	$153
Taurus - 1992	$52	$103	$155
F-150 - 1998	$74	$148	$222
F-150 - 1995	$72	$145	$217
F-150 - 1992	$72	$145	$217

For the example vehicles, state motor fuels excise taxes range from $43 to drive a 1998 Camry 6,000 miles, up to $216 for the 1992 F-150 to go 18,000 miles. The MFET varies with road use or number of miles driven, and can be expressed as a cost per VMT. The comparable MFET is 0.7 cents per VMT for the Camry and 1.2 cents for the F-150.

The motor vehicle sales tax is an ownership tax that only applies when there is a vehicle title transfer. The tax rate is the same 6.5% that applies to general sales transactions. Starting in FY 2003, one third (32%) of MVST receipts are dedicated to the HUTDF. While this dedication was not in effect in 2000, the tax can still be calculated as if it were. One method to depreciate the vehicle's MSRP to estimate a sale or taxable value is to follow the schedule for calculating vehicle registration taxes. In the first two model years, the vehicle is valued for tax purposes at 100% of the original MSRP. In the third and fourth model year, the taxable value is reduced to 80% of the MSRP, and so on over time. A simpler approach assumes a straight-line deprecation of the MSRP by 10% each year. Only the 32% dedicated to roads is reported in table 5.3, and the MVST is not included later in the baseline household taxes.(23)

Table 5.3 – MVST: motor vehicle sales tax (road fund share)

Model year	1992	1995	1998
Vehicle age	8	5	2
Camry	$62	$171	$282
Taurus	$62	$183	$304
F-150	$56	$168	$300

Using 10% per year depreciation of 2000 MSRP.

For the example vehicles, the vehicle sales taxes (for roads) are reasonably close by model year, but not with age. The 1992 Camry is typical of the model year, with $62 in sales tax – based on the straight-line depreciation schedule. While only a third of the overall MVST goes for roads, the taxpayer may view the entire $192 sales tax levy as a road charge. If the 2-year old F-150 were bought in 2000, assuming a 10% annual MSPR depreciation, the sale would generate $936 in total sales taxes and $300 for roads.

Property Taxes and Road Service

The three vehicle ownership and use taxes (MFET, MVRT, MVST) are the easiest road-related taxes to calculate, and collectively explain most of the average household road tax bill. However, the remaining local effort is often the largest single piece and the more difficult to estimate. Taxpayers share the cost of local roads, not offset by state road aid, through the local government general fund. Property taxes, state general-purpose aid (or property tax relief), special assessments, and other general revenues support the typical local government general fund. This analysis assumes the local road effort is paid proportionately from the two main fungible sources, property taxes and state general-purpose aid.(24) For property owners this implies that property taxes do not represent the full value of local road service.

Two data sources provide the link between local road spending and the value of local road service to homeowners. The first is the counties and cities data from the State Auditor that has been used throughout this report. In this exercise, the 7-county metropolitan area is reported separately from non-metro Minnesota, and only for tax year 2000. Counties and cities spent $1.5 billion on Minnesota local roads in 2000 (table 5.4)(25). The local road effort for county and city taxpayers was $927 million, after subtracting $560 million in state (and federal) road aid. Between the 7-county metropolitan area and outstate Minnesota, outstate spending was higher. Non-metro road aid was nearly twice that of the 7-county metropolitan area, leaving the local effort, in dollar terms, split almost evenly between metro and non-metro.

Table 5.4 – Local road spending and general funds (2000)

(million dollars)	*MN total*	*7-co metro*	*non-metro*
Total road spending*	$1,487	$ 636	$ 851
Categorical road aid	$ 560	$ 186	$ 374
Local road effort	$ 927	$ 450	$ 477

* Source: Office of the State Auditor, 2000 Revenues, Expenditures, and Debt.

General funds**	$3,333	$1,869	$1,464
Local tax levy	$2,412	$1,436	$ 976
Property tax relief	$ 921	$ 433	$ 488

** Source: Minnesota House Research, pay 2000 simulation.

The second data source is the Minnesota House Research pay 2000 property tax simulation (26). This simulation, or "run" as they are known, estimates total property taxes and state tax relief for the various local tax districts (table 5.4), and homestead property taxes in numerous regions around the state, including the average metro and non-metro home (table 5.5).

First the simulation uses government level general funds and state property tax relief estimates. The $3.3 billion in county and city general funds, from property taxes and state property tax relief, is only part of a larger $7.9 billion total budget. Focusing on the general funds portion, for every dollar in state property tax relief ($921 million) counties and cities raised $2.62 in local property levies ($2.4 billion). In the metro area the ratio of property taxes to state aid is higher (3.3:1) than outstate (2:1).

The simulation also incorporates data from county assessors, which estimated the average metro home value at $132,600, and the average non-metro homestead at $78,700. Homestead property taxes - for school, county, city, and special district services – are estimated at $1,904 for the average metro home, and $813 for the average outstate home. The county and city share of total property taxes were estimated at $1,084 and $463 respectively.

Table 5.5 – Local road effort for average value home

(dollars)	*metro*	*non-metro*
Average home value*	$132,600	$78,700
All property taxes*	$ 1,904	$ 813
County/city share*	$ 1,084	$ 463
Local road effort	$ 207	$ 140
Property tax to roads	$ 149	$ 92
Relief aid to roads	$ 58	$ 48

* Minnesota House Research, pay 2000 property tax simulation

The local road effort is calculated in this study using county and city homestead taxes (table 5.5), and the ratio of property taxes to state aid in county and city general funds (table 5.4).

- In the metropolitan area, the county local road effort is 7.5% of the general fund (property taxes and state relief combined). On the other hand, metro city road spending is 41% of city property taxes and state aid. The effective rate for metro area county and city homestead road taxes is 14% of the property taxes and an equal share of the state tax relief.

- For non-metro counties, 23% of the general fund is used for roads. In non-metro cities, 43% of property taxes and state tax relief is needed to pay the local road effort. The effective rate on county and city non-metro homesteads is 20% of the county/city property taxes and property tax relief for road service.

For example, if the average metro homeowner pays $1,084 in county and city property taxes, 14% or $149 can be assigned to local roads. But for every property tax dollar there is 30 cents of state relief, contributing another $58 to local road service. The total value of local road services to the homeowner is really $207, not the $149 in property taxes alone. Of course, the argument could be made that property taxes pay for roads, regardless of state general-purpose aid. But the value of road service or local effort would not change. Assuming the metro local road effort ($450 million) is paid strictly from local property levies ($1.44 billon), the road share of property taxes would rise to 19%, or again $207 of the $1,084 in combine total county and city levy.

Outstate the local road effort ($477 million) could also be paid from ($1.46 billion) the local general fund, or the ($976 million) local property taxes only. The average-value non-metro home paid $463 in county and city taxes, and roads account for 20%. The road-related property tax on this homestead is $92, but state tax relief contributes another $48 for roads – using the 2.2:1 ratio of property taxes to state aid for outstate local governments. The average non-metro homeowner received $140 in city and county road services for $92 in property taxes.

Table 5.6 – Homestead local road effort by property value

Metro	Low	Average	High	Extra high
Homestead value:	($88,400)	($132,600)	($176,800)	($265,200)
Local effort	**$ 106**	**$ 207**	**$ 313**	**$ 524**
Road property taxes	$ 76	$ 149	$ 225	$ 377
Road tax relief	$ 31	$ 58	$ 88	$ 147

Non-metro	Low	Average	High	Extra high
Homestead value:	($52,500)	($78,700)	($104,900)	($157,400)
Local effort	**$ 92**	**$ 140**	**$ 214**	**$ 408**
Road property taxes	$ 60	$ 92	$ 140	$ 268
Road tax relief	$ 32	$ 48	$ 74	$ 141

Using the same method, the local road effort and property tax contribution are estimated for the other homestead values in the Minnesota House Research simulation (table 5.6). The low-value non-metro home gets $92 in local road services for $60 in property taxes. The extra-high value metro home paid $377 in county and city property taxes and received $524 in local road service.

If state property tax relief pays part of the local road effort, this assumes someone, potentially other than the homeowner, is supporting the remaining share of service costs. State property tax relief is paid to local governments from the state general fund, which is supported mainly by individual income taxes and general sales taxes. The 2000 *tax incidence study* found the state tax system mildly progressive, while local taxes were applied evenly across income classes. While it is possible to pursue the final tax incidence of state aid in local road tax relief, this analysis assume the homeowner pays the local road effort on their own property. This assumption may understate or overstate the tax burden depending on household characteristics like income, but it also demonstrates the tax impacts of maintaining road service absent state general-purpose aid programs, like Local Government Aid or LGA.

Chapter 6. HOUSEHOLD BUDGET IMPACTS

What if road taxes were based on road use? How much would the average tax bill change? Who would win, and who would lose? This chapter estimates the road taxes of four representative households using current law as a baseline. Of the four representative households, three have jobs, and one is retired. Each has a home, car(s), and travel patterns, which not coincidentally, match the features and taxes calculated in chapter 5. Household road taxes are reduced to three elements, the state motor fuels tax, vehicle registration taxes, and the homestead local road effort.

Two other road-related taxes are calculated, but not included in the baseline assessment. The federal motor fuels tax receipts come back imperfectly to the state in highway grants, and state policymakers have no control over funding levels. Without the federal grants, the state and local road (revenue-neutral) budget target falls from $2.55 billion to $2.2 billion. Also excluded from the household impacts is the motor vehicle sales tax, which is periodic, and therefore it would be misleading to allocate them to an individual taxpayer in a single tax year. While just four representative households are examined in this analysis, the reader should be able to use these examples as a guide to estimating the tax impacts for any combination of household factors or policy alternatives.

Baseline Road Taxes

The first representative household is a single retiree with $15,000 a year in income (figure 6.1). This household lives in a low-value home outstate, and drives an 8-year old Camry, 6,000 miles a year. Chapter 5 showed that the local effort on a low-value non-metro home is $92. Registering and driving an 8-year old Camry 6,000 miles cost another $123. The baseline road tax for Household 1 is $217 a year, or about 1.5% of income.

If the 1992 Camry were bought during the tax year there would be $192 in motor vehicle sales tax, of which $62 would go to roads. In addition, household 1 would pay another $45 in federal motor fuel taxes. Household 1 total road taxes would increase to $262 with the federal taxes, and potentially $324 with a MVST contribution to roads.

Figure 6.1 - Household 1: baseline road taxes

Income	*$15,000/yr*	*Share of income:*	*1.45%*
		Road taxes	**$217**
Homestead	Low value rural	Local effort	$92
Vehicle	1992 Camry	MVRT	$74
Travel	6,000 miles	MFET	$49

Household 2 is a single worker earning $30,000 a year (figure 6.2). This household lives in an average value home in the 7-county metro, and drives a 5-year old F-150 12,000 miles a year. The annual road tax for Household 2 is $451, or 1.5% of income.

Figure 6.2 - Household 2: baseline road taxes

Income	*$30,000/yr*	*Share of income:*	*1.50%*
		Road taxes	**$451**
Homestead	Average value metro	Local effort	$207
Vehicle	1995 F-150	MVRT	$99
Travel	12,000 miles	MFET	$145

The federal motor fuels tax bill would add another $133. If the household vehicle were bought in the tax year, the MVST would be $202, with roads getting $65. The total potential road-related taxes for household 2 are $649.

Household 3 is a two-car family in an average value non-metro home (figure 6.3). Their first vehicle is a 5-year-old Taurus that is driven 12,000 miles per year. The second vehicle is a 2-year-old Camry driven 18,000 miles annually. The annual road tax bill for this household is $667, representing 1.5% of the household's $45,000 annual income.

Figure 6.3 - Household 3: baseline road taxes

Income	*$45,000/yr*	*Share of income:*	*1.48%*
		Road taxes	**$667**
Homestead	Average value rural	Local effort	$140
Vehicle	1995 Taurus	MVRT	$99
Travel	12,000 miles	MFET	$102
Vehicle	1998 Camry	MVRT	$189
Travel	18,000 miles	MFET	$137

Household 3 would have a federal MFET of $219 annually. Road taxes including the federal levy would come to $886. Household 3 has two vehicles, if both were purchased during the tax year the MVST would have totaled $537, or $172 for roads. Including the road portion of sales taxes on both vehicles in the same year, the potential total road tax burden would be $1,058.

The baseline road taxes for Household 4 are $1,075 annually (figure 6.4). This household is a two-car family living in a high value metro home. Their first vehicle is a 2-year-old Taurus

driven 12,000 miles per year. The second vehicle is a 2-year-old F-150 driven 18,000 miles a year. Road taxes take 1.8% of the household's annual $60,000 income.

Figure 6.4 - Household 4: baseline road taxes

Income	*$60,000/yr*	*Share of income:*	*1.79%*
		Road taxes	**$1,075**
Homestead	High value metro	Local effort	$313
Vehicle	1998 Taurus	MVRT	$189
Travel	18,000 miles	MFET	$162
Vehicle	1998 F-150	MVRT	$189
Travel	18,000 miles	MFET	$222

The federal motor fuel taxes for this household are $351. Again, if both vehicles were purchased during the year, the MVST portion dedicated to roads would total $604. The potential road tax bill for household 4 could nearly double from the baseline assessment to $2,030.

Three Policy Alternatives

Every legislative session there are new ideas for alterative ways to fund Minnesota roads, and some reforms, like those of the 2001 session, have been significant. This analysis offers three radical policy alternatives that illustrate the household impacts, or lack thereof, from extreme tax policy shifts. The first alternative pays for roads with a 4.2-cent vehicle mileage tax. The second alternative pays for roads with a 75-cent motor fuels excise tax. The third alternative is a mix of taxes similar to the current law baseline (one-third variable, two-thirds fixed), but the fixed fees are uniform and explicit.

Policy alternative 1 completely eliminates the current road tax system, and replaces it with a mileage tax on all vehicle travel. The total (revenue-neutral) $2.2 billion in state and local road costs are spread evenly over the 52 billion vehicle miles of travel, to yield an average VMT cost of 4.2 cents. In this alternative, passenger and commercial vehicles pay the same rate, as do vehicles traveling on local or state roads. The average passenger vehicle in America is driven about 12,000 miles a year. If the same were true in Minnesota, at 4.2 cents per VMT, the average single-vehicle family would pay $504 in road taxes annually.

The second policy alternative eliminates the current road tax system, except for the motor fuels excise tax, which is increased to 75 cents per gallon to compensate for the lost revenue. Once more, the revenue-neutral budget target is $2.2 billion for state and local roads. Minnesota's current tax on motor fuels is 20 cents a gallon, generating $610 million in revenues in fiscal year 2000. Assuming no elasticity or substitution effects, increasing the tax to 75 cents a gallon would generate $2.2 billion. Using average vehicle travel of 12,000 miles a year, and a fleet fuel efficiency of 19 miles per gallon, fuel consumption would approach 630 gallons. Taxed at 75 cents a gallon the typical vehicle/driver would pay $475 annually for state and local roads.

Policy alternative 3 is more complicated than the first two, and not so different from current law. What is different is that fees are uniform and explicit. The policy is a combination of fixed fees on property and vehicles, a higher motor fuel excise tax, plus 100% of motor vehicle sales tax receipts. Under this scheme, all passenger and commercial vehicles pay a $50 annual registration tax. Every residence is charged a "front door" fee of $200 a year, while businesses are charged $1,200. Finally, the state motor fuels tax is increased from 20 cents a gallon to 28.5 cents, comparable to the (2003) Wisconsin rate. The budget target remains the same $2.2 billion, and there are no elasticity effects or consumer response to price changes.

In 2000 the MFET raised $610 million at 20 cents a gallon, therefore a 28.5 cents tax would generate $870 million. A $50 MVRT on Minnesota's 4.2 million light and heavy vehicles would yield $210 million. For most vehicle owners this would represent a tax reduction, and put Minnesota in line with surrounding states for passenger vehicles. Wisconsin, for example, charges $45 annually to register a passenger vehicle. In Minnesota the motor vehicle sales tax generated $540 million in 2000. Only a third of this revenue is currently allocated to roads, but in this scenario 100% is dedicated to the HUTDF.

The last element of policy alternative 3 is a property access charge or "front door" fee. Minnesota has 1.5 million single-family homes, and another 500,000 multiple dwelling units. If each home were charged the same $200 flat tax it would raise $400 million. In addition, there are roughly 150,000 commercial establishments in Minnesota, according to Labor Department establishment surveys (27). Assuming these establishments only have one front door, and dismissing for the moment that commercial property road service needs can be immensely different, each establishment is charged a flat $1,200 front door fee, which raises another $180 million.

Comparting the Baseline to Alternative Policy Impacts

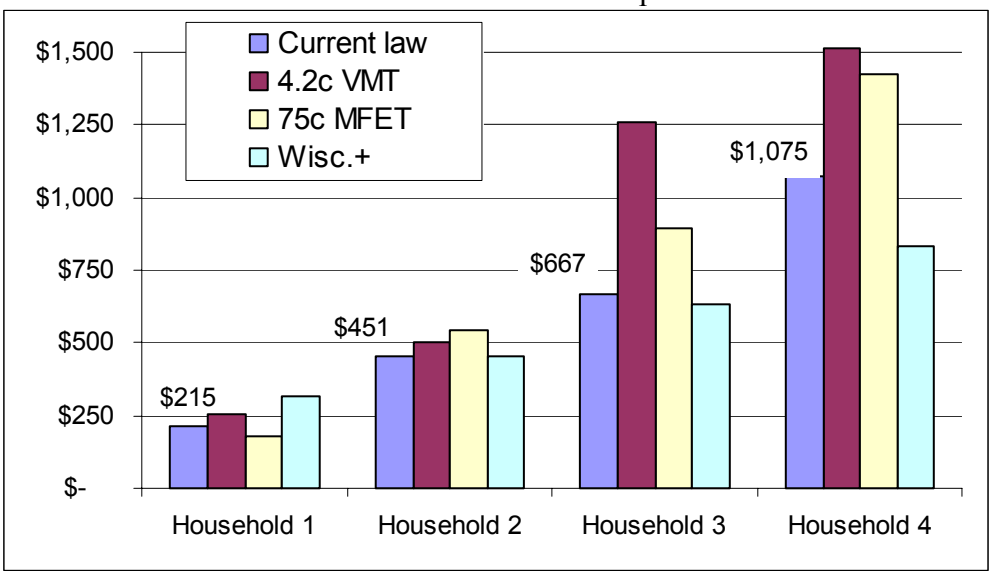
The representative household road taxes under current law and the three policy alternatives show some surprising impacts (figure 6.5 and table 6.1). Household 1, the retire living in a low-value home outstate, driving an older fuel efficient vehicle 6,000 miles a year, pays about the same road taxes under current law as any of the alternative scenarios. This household does best under policy alternative 2, with the motor fuels tax raised to 75 cents per gallon. Conversely, Household 1 pays the highest road taxes ($318) under policy alternative 3, largely due to the $200 property access fee. A similar result occurs for household 2, the single worker/driver living in the average metro home, and driving the less fuel-efficient pickup 12,000 miles a year. Under any of the scenarios household 2 is within $100 of the current law impacts, and would be indifferent between the baseline and policy alternative 3.

The impacts are a little more variable for household 3 and household 4. The VMT tax nearly doubles the road tax bill for household 3, since their two vehicles are drive a combined 30,000 miles a year. Under the second policy alternative (a 75-cent MFET), the household total tax is $229 over the current law baseline. Household 3 actually saves $33 under policy alternative 3, with higher gas taxes, lower registration fees, and a $200 front door fee.

Household 4 saves under policy alternative 3 as well, largely in MVRT, since the household has are two fairly new vehicles. The current law tax of $189 on each vehicle is reduced to $50 tax each. Household 4 does the least well under the VMT tax and higher MFET scenarios, given the household's high travel miles (a combined 36,000 miles a year), and relatively fuel-inefficient vehicles. Despite the radical nature of the policy reforms modeled in

this exercise, the road tax impacts on these representative households are fairly modest. Households that travel more, or have less fuel-efficient vehicles, pay more in road taxes.

Figure 6.5 Household baseline/alternatives road tax comparison



The two variable tax mechanisms (VMT and higher MFET) also illustrate policy impacts. Both policy alternative 1 (4.2-cent VMT tax) and policy alternative 2 (75-cent motor fuels tax) raise the same $2.2 billion in revenue, but send distinctly different market signals. The more fuel-efficient the household vehicle(s), the more in favor the household would be of higher fuel taxes over a flat mileage charge. Higher relative fuel taxes would encourage fuel economy, thus reducing some negative externalities. VMT taxes may encourage less travel by making explicit the cost, but they do not encourage fuel economy, and might even have the opposite effect. The decision for state policymakers is whether the tax code should be used to encourage fuel economy with higher fuel taxes, or to assume that consumers make informed decisions about the vehicles they drive, including their fuel economy, and thus tax all vehicles equally based solely on their (VMT) use of the road.

Table 6.1 – Baseline and alternative policy household road tax impacts

POLICY		Current law baseline	Alternative 1 4.2c VMT	Alternative 2 75c MFET	Alternative 3 Wics+
	Household 1	**$ 215**	**$ 252**	**$ 182**	**$ 318**
1992 Camry	MVRT	74	0	0	50
6,000 miles travel	MFET	49	252	182	68
Low value rural home	LOCEFFT	92	0	0	200
	Household 2	**$ 451**	**$ 504**	**$ 543**	**$ 453**
1995 F-150	MVRT	99	0	0	50
12,000 miles travel	MFET	145	504	543	203
Average value metro home	LOCEFFT	207	0	0	200
	Household 3	**$ 667**	**$ 1,260**	**$ 896**	**$ 634**
1995 Taurus	MVRT	99	0	0	50
12,000 miles travel	MFET	102	504	383	143
1998 Camry	MVRT	189	0	0	50
18,000 miles travel	MFET	137	756	513	191
Average value rural home	LOCEFFT	140	0	0	200
	Household 4	**$ 1,075**	**$ 1,512**	**$ 1,423**	**$ 831**
1998 Taurus	MVRT	189	0	0	50
18,000 miles travel	MFET	162	756	608	227
1998 F-150	MVRT	189	0	0	50
18,000 miles travel	MFET	222	756	815	304
High value metro home	LOCEFFT	313	0	0	200

MVRT (motor vehicle registration tax), MFET (motor fuels excise tax), LOCEFFT (local tax effort)

Another comparison can be made between the MVRT and MFET under current law baseline, and the comparable (Wisconsin-like) taxes of policy alternative 3. Were the MFET raised from 20 cents to 28.5 cents per gallon, and the MVRT cut to $45 - as opposed to the ($99/$189) current structure - only household 2, with the older F-150, would not benefit. The other households get a modest tax savings from such a trade-off.

The funding alternatives and representative households in this report demonstrate potential taxpayer impacts. The larger job of the policymaker is to find an acceptable balance of tax efficiency, equity, and management goals. Does today's road tax policy encourage the efficient allocation of financial resources? Is the entire tax system, not just road taxes, applied fairly across the state and economy? Are tax burdens and aid sharing done equitable over time, location, and transportation modes? Do taxpayers understand the road tax system, and is it easily

managed and enforced? Is Minnesota competitive regionally with respect to road service and road taxes? Will the revenues be there in the future to adequately fund road spending? This last question is the subject of our next research report. Trying to answer the other questions might be a good place to start the road policy debate in your community.

Chapter 7. CONCLUSIONS

Road networks and road users vary widely.

Road services exist on a continuum from high-speed long-distance state roads to the regional connection and property access of local roads. Road network characteristics and funding needs change with system volume, geographic region, and government ownership. Road users also take many forms - light vehicles to heavy, high-travel to low-travel. State roads have higher volumes than local government networks. In the Twin Cities metropolitan volume on both state and local roads are higher than outstate networks. Low-volume local road networks are common in the west central and northwest regions of the state.

State and local roads generate 52 billion vehicle miles of travel a year.

Minnesota roads generated 52 billion VMT in 2000 on 132,000 centerline miles of road. Interstate highways, just 1% of the road miles, carried 15 billion vehicle miles of travel or 29% of the total VMT. Towns have 43% of the total road miles, but only generate 2% of the statewide VMT. County and city road networks are the backbone of the local road system, accounting for 48% of the total road miles and 38% of all vehicle travel.

Minnesota's vehicle fleet is large and growing.

The state's passenger vehicle fleet is 4 million strong, and growing at 5% a year. Minnesota has 201,000 heavy commercial trucks (and buses) registered in the state, and the heavy vehicle fleet is increasing 7.5% a year. The Twin Cities metropolitan area, along with a large portion of northeast Minnesota, is relatively car-rich compared to the rest of the state. Counties in the southwestern and northwestern regions are relatively truck-rich.

Roads are a significant public expenditure.

Minnesota state and local road spending averaged $2.55 billion annually between 1998 and 2000. State roads cost $1.05 billion, and local road spending averaged $1.50 billion. Federal grants accounted for 14% of total funding, state level road taxes contributed 46%, and local funding provided 40% of total revenues.

Low-volume networks are at (VMT) cost disadvantage.

Low-volume networks tend to have higher total road costs when measured in terms of vehicle miles traveled than high-volume systems. For the 21 counties with the lowest volume networks, 12 also had the highest total cost per VMT. For the 21 highest volume networks, 12 had the lowest total VMT costs. No low-volume county was among the lowest cost networks, and only one high-volume county was also high cost.

State road aid helps equalize the local road effort.

State road aid reduces the local government road tax effort in many low-volume areas. County road aid, in particular, flattens the local tax effort statewide on a VMT basis. This benefits high (VMT) cost rural areas. The impact of city road aid is less uniform, both geographically and at lowering local taxes.

State level taxes share about one-third of local road costs.

State and local governments have shared the cost of local road service for 80 years. In Minnesota and nationwide the relationship has been fairly stable, despite steadily increasing road expenditures. The state pays a third of local road costs with categorical road aid, and the rest comes from local taxpayers through local government general funds. Property taxes, state general-purpose aid, special assessments, and other local general revenues support these local government general funds.

Property taxes do not cover the cost of local road service.

Property taxes are an important road revenue source for county and city government, but so is state property tax relief. Cuts in state general-purpose aid, such as LGA, could impact local road service. Many property owners may not become aware of this local road subsidy until it is gone. No household tax impact will result, however, if road service delivery is made more efficient, to the same degree that general-purpose aid is cut. Otherwise, state aid reductions will translate into higher local taxes or fewer local services, and not just for roads.

Minnesota has three statewide road taxes.

Motor vehicle sales taxes are growing faster than motor vehicle registration taxes or motor fuels excise taxes. MFET receipts increased 35% in the 1990's, to $611 million in 2000.

MVRT receipts increased 80% from 1991 to $597 million in 2000 - before falling 27% to $467 million in the following year on tax cuts. MVST receipts totaled $539 million in 2000, a 128% increase from 1991. Federal highway grants increased 50% in the 1990's to $374 million in 2000.

Road taxes should signal road users about the true cost of service.

Tax policy should send road users feedback about the true cost of vehicle travel. But the road price signal can get lost amid the intergovernmental transfers and broad property base of local taxes. Two-thirds of state road funding comes from travel-dependent MFET. Local roads get two-thirds of their funding from taxes that - from the road users perspective - are fixed or hidden.

Minnesota households *on average* pay $600 per household vehicle a year in road-related taxes.

Household road tax bills are as variable as households themselves. The study's four representative households had tax bills ranging from $200 to $1,200 a year. Included in the baseline estimates are the road-related taxes associated with homeownership, vehicle ownership, and vehicle road use. Federal gasoline taxes are not included, but if they were, household impacts would increase on average another 10%.

Roads cost *average* household between 1.5% and 2% of income.

Roads are an important public service, and represent a significant share of total state and local taxes. The DOR tax incidence study estimated the average Minnesota household spent 11.2% of income on state and local taxes in 2000. Road-related taxes for the four representative households were estimated at between 1.5% and 1.8% of household income.

Travel-dependent taxes can send different price signals

Motor fuel taxes and vehicle mileage taxes are both levied on road use. VMT taxes charge users the same for travel, regardless of vehicle fuel economy. This sends a strong, but unrefined, price signal. The motor fuels excise tax impacts increase with travel as well, but they

also encourage fuel economy. All other things equal, better vehicle fuel efficiency will lead to less environmental damage and greater energy security.

Alternative tax strategies may have small household budget impact.

In this study three funding alternatives demonstrate how even radical policy reforms may not impact some household's road tax bill. Taxes increased for some of the representative households, mainly due to high road use or poor vehicle fuel economy. Compared to the road tax burdens under current law, the changes in household tax impacts under the alternative policies are surprisingly small.

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24. Leaving special assessments out of the calculation overstates the average property tax, but not the local effort. Since for an individual homeowner special assessments are a periodic cost it is the equivalent of amortizing the assessment annually. Special assessments only effect the city portion of road costs, and average about 8% of city revenues statewide. A similar argument could be made for using some of the excess revenues of a city enterprise fund to help support roads.

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Appendix A

Local Road ADT, Cost and Effort by County-area

APPENDIX A -LOCAL ROAD TRAFFIC, COST, AND EFFORT.

County-area networks	ADT veh/day		TOTAL COST cents / VMT		LOCAL EFFORT cents / VMT	
AITKIN	107	L	12.4	H	5.9	H
ANOKA	1,890	H	5.1	L	3.7	L
BECKER	211		6.8	L	3.7	L
BELTRAMI	318		5.1	L	2.2	L
BENTON	430	H	6.3	L	4.2	
BIG STONE	80	L	26.2	H	13.9	H
BLUE EARTH	511	H	10.7		7.5	H
BROWN	309		8.3		5.2	
CARLTON	392		8.0		4.4	
CARVER	860	H	6.9	L	5.4	
CASS	199		8.4		3.8	L
CHIPPEWA	149		10.8		6.5	H
CHISAGO	462	H	9.3		6.5	H
CLAY	304		6.2	L	3.7	L
CLEARWATER	144	L	7.4		2.7	L
COOK	258		10.1		4.4	
COTTONWOOD	164		8.9		5.5	
CROW WING	439	H	5.6	L	4.2	
DAKOTA	1,967	H	6.3	L	4.5	
DODGE	224		9.8		6.3	H
DOUGLAS	329		6.5	L	3.6	L
FARIBAULT	170		10.7		5.7	
FILLMORE	178		15.3	H	5.4	
FREEBORN	314		6.8	L	3.6	L
GOODHUE	358		10.5		7.5	H
GRANT	94	L	11.2	H	5.3	
HENNEPIN	2,506	H	5.6	L	4.3	
HOUSTON	213		12.6	H	7.0	H
HUBBARD	191		7.9		4.4	
ISANTI	340		6.1	L	3.5	L
ITASCA	269		11.8	H	8.5	H
JACKSON	157		6.8	L	3.2	L
KANABEC	208		7.4		3.6	L
KANDIYOHI	396	H	6.5	L	4.0	
KITTSON	65	L	15.1	H	5.5	
KOOCHICHING	150		20.3	H	11.0	H
LAC QUI PARLE	95	L	9.6		4.0	
LAKE	321		10.8		6.3	H
LAKE OF THE WOODS	88	L	17.5	H	4.3	
LE SUEUR	343		8.0		5.1	

APPENDIX A1 -LOCAL ROAD TRAFFIC, COST, AND EFFORT.

County-area networks	ADT veh/day		TOTAL COST cents / VMT		LOCAL EFFORT cents / VMT	
LINCOLN	106	L	10.6		4.3	
LYON	208		11.2	H	8.0	H
MAHNOMEN	116	L	11.7	H	4.4	
MARSHALL	89	L	8.7		3.1	L
MARTIN	256		8.5		5.1	
MCLEOD	394	H	10.9	H	6.9	H
MEEKER	203		8.5		5.5	
MILLE LACS	270		7.1		2.9	L
MORRISON	259		7.5		4.1	
MOWER	299		9.5		5.7	
MURRAY	114	L	10.2		3.7	L
NICOLLET	364		14.0	H	10.7	H
NOBLES	222		9.5		4.9	
NORMAN	86	L	12.5	H	6.0	H
OLMSTED	842	H	7.0	L	5.2	
OTTER TAIL	241		6.2	L	2.9	L
PENNINGTON	177		7.9		3.6	L
PINE	223		7.2		2.7	L
PIPESTONE	138	L	10.8		4.8	
POLK	156		8.0		4.4	
POPE	123	L	11.2	H	5.0	
RAMSEY	2,711	H	5.9	L	3.8	L
RED LAKE	103	L	13.4	H	3.1	L
REDWOOD	189		6.6	L	3.1	L
RENVILLE	165		10.0		4.6	
RICE	466	H	8.1		5.0	
ROCK	175		8.1		3.0	L
ROSEAU	91	L	10.1		4.8	
SCOTT	1,499	H	7.9		6.3	H
SHERBURNE	730	H	6.3	L	4.5	
SIBLEY	214		11.3	H	6.2	H
ST. LOUIS	557	H	8.6		5.8	H
STEARNS	660	H	5.6	L	3.9	
STEELE	494	H	7.7		4.5	
STEVENS	117	L	9.9		4.0	
SWIFT	107	L	10.1		4.8	
TODD	173		8.3		4.4	
TRAVERSE	60	L	14.3	H	5.6	
WABASHA	241		10.0		5.2	
WADENA	201		8.6		4.4	

WASECA	279		11.2	**H**	6.4	**H**

APPENDIX A1 -LOCAL ROAD TRAFFIC, COST, AND EFFORT.

County-area networks	ADT veh/day		TOTAL COST cents / VMT		LOCAL EFFORT cents / VMT	
WASHINGTON	1,281	**H**	7.1		5.1	
WATONWAN	218		8.0		4.4	
WILKIN	98	**L**	12.6	**H**	5.7	
WINONA	444	**H**	6.7	**L**	4.3	
WRIGHT	600	**H**	8.5		6.2	**H**
YELLOW MEDICINE	119	**L**	11.0	**H**	6.4	**H**

Data source:

Minnesota Department of Transportation road inventory 2000, also see figure 2.1
ADT = average annual daily traffic

Minnesota Office of the State Auditor, local government revenues and expenditures reports for counties, cities, and towns, 1998-2000, also see figures 3.3-3.5
Total Cost = the cost of total local spending in cents per vehicle mile of network travel.
Local Effort = the local cost to taxpayers in cents per vehicle mile of network travel.
L = *lowest 21 county-areas,* **H** = *highest 21 county-areas*

Appendix B

County-area Road Profiles

Paying for Minnesota (low-volume) road: a tax policy assessment.

Appendix B. County-area road profiles

This appendix details local government road networks and spending in each of the state's 87 county-areas. It combines four road-related data sets to create a profile of county, city, and town network use and financing. While county governments have countywide responsibilities, each county may have numerous cities or towns. For purposes of these profiles all cities and all towns within a county-area are combined. Described below are the source and definition for each table element in the profile.

(Census) At the top of each table is the countywide **population** in 1980, 1990, and 2000. This data is from U.S. Census available from the Minnesota State Demographic Center. (http://www.mnplan.state.mn.us/demography/Census2000.html). The change in population **(% chg)** between decades indicates the growth, stability, or decline in the county. Also from the State Demographic Center is the **area in square miles** measuring the land area less any water surface. **Population density** is the average (2000) census population spread evenly over the land area. Finally, total road miles and vehicle miles traveled for all local governments in the county-area are summarized.

(MnDOT) The Minnesota Department of Transportation, Office of Transportation Data and Analysis provided information on the physical road and system use in 2000. In this analysis roads are classified into four **road types**: principal and minor arterials, collectors, and local roads. Not every local government road network has all four classes, but for each road type length and vehicle use are reported. **Miles** of road represents the centerline distance or length of a road network. Road use is measured by the vehicle miles traveled annually **(VMT/year)**. Since it is not possible to measure the traffic on every road every day, these values are estimated from road surveys and other engineering techniques. To compare road use across systems of different size one useful transformation is the average annual daily traffic **(ADT)**. The average daily traffic is the level of vehicle travel – coming and going in both directions – on a typical network mile during an average day. (A zero reading in the road miles column indicates a length of less than one mile.)

(OSA) Local governments report a variety of road finance information each year to the Office of the State Auditor, as part of their general reporting of revenues, expenditures, and debt. (http://www.osa.state.mn.us). It is assumed that local governments accurately account for road spending, aid, and transfers in the proper (road-related) categories of their reports. Total **road expenditures** are the sum of current and capital spending by local governments on area roads. While the definition of current spending can vary between levels of government it generally refers to the cost of road maintenance, engineering/administrative costs, snow removal, and street lighting. Capital spending, by contrast, accounts for longer-term investments in roads and road equipment.

The share of total spending reported as current expenditures **(maintenance)** demonstrates the "lumpy" nature of road spending over time.

State road aid is the value of categorical road aids, more specifically the County State Aid Highway funding and Municipal State Aid Street funding for cities over 5,000 in population. Towns and small cities get state aid as well, but a relatively small amount. Counties, cities, and towns also report **other transfers** for road funding. For counties the source is Federal Highway Planning and Construction grants. Cities report aid from the county, service contracts, and gravel tax receipts, which are dedicated to road purposes. Towns report aid from the county. Total road spending minus the value of state aid and other transfers is the **local effort** tax needed to pay for area roads. The percent of total spending not covered by state aid or other transfers is the **local share**. *Note: OSA data is missing for towns in Koochiching and Lake of the Woods counties.*

(DPS) The makeup of road users is an important factor in road costs, and one proxy for use is the number of light and heavy vehicles registered in a county. This analysis uses 1997 and 2000 data provided by the Minnesota Department of Public Safety, Division of Driver and Vehicle Services (http://www.dps.state.mn.us). **Light vehicles** include all passenger cars, vans, and pickup trucks, while **heavy vehicles** include buses, farm and commercial trucks. Semi and other commercial trailers, plus boat, utility, or recreational trailers, motorcycles and other "vehicles", round out **all registrations** in the county. In 2000, approximately 221,000 registrations are for an "unknown" county, including 182,000 light vehicles and 14,400 heavy vehicles.

Direct any questions or comments to:

Barry Ryan, Department of Applied Economics, University of Minnesota
1994 Buford Avenue, Classroom Office Building, St. Paul, MN. 55108-6040
phone: (612) 625-7233. email: ryanx020@umn.edu

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LOCAL GOVERNMENT ROAD PROFILES

STATEWIDE

79,617 sq miles pop. density: 62

(Census)	Population	% chg
2000	4,919,479	12%
1990	4,375,099	7%
1980	4,075,970	

Local government only

Road Miles: 120,381

VMT / yr: 20,812,912,446

County

(MnDOT)	Road type	Miles	VMT / year	ADT
	Principle Arterial	80	481,082,112	16,430
	Minor Arterial	2,432	5,436,384,294	6,125
	Collector Route	26,002	5,403,514,200	569
	Local Road	16,879	1,108,256,418	180
	Total Network	**45,393**	**12,429,237,024**	**750**

(OSA)	Road Expenditure		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$618,889,450	*(maintenance)*	$349,320,378	$24,830,546	*$244,738,526*	*40%*
2000	$686,581,441	*40%*	$385,346,186	$42,874,282	$258,360,973	*38%*
1999	$609,289,852	*43%*	$343,358,589	$20,715,556	$245,215,707	*40%*
1998	$560,797,057	*46%*	$319,256,359	$10,901,800	$230,638,898	*41%*

Cities

(MnDOT)	Road type	Miles	VMT / year	ADT
	Principle Arterial	56	166,411,050	8,195
	Minor Arterial	617	1,431,072,444	6,353
	Collector Route	1,272	1,587,424,716	3,419
	Local Road	16,589	4,155,340,008	686
	Total Network	**18,534**	**7,340,248,218**	**1,085**

(OSA)	Road Expenditure		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$787,499,720	*(maintenance)*	$105,960,327	$29,365,226	*$652,174,168*	*83%*
2000	$803,992,424	*38%*	$102,903,233	$30,326,870	$670,762,321	*83%*
1999	$794,277,980	*37%*	$98,159,732	$32,873,080	$663,245,168	*84%*
1998	$764,228,757	*37%*	$116,818,015	$24,895,727	$622,515,015	*81%*

Towns

(MnDOT)	Road type	Miles	VMT / year	ADT
	Minor Arterial	9	2,766,960	864
	Collector Route	594	32,159,688	148
	Local Road	55,851	1,008,500,556	49
	Total Network	**56,454**	**1,043,427,204**	**51**

(OSA)	Road Expenditure		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$88,895,236	*(maintenance)*	$11,925,811	$2,697,837	*$74,271,587*	*84%*
2000	$92,016,558	*70%*	$12,604,114	$3,269,754	$76,142,690	*83%*
1999	$89,171,355	*70%*	$13,384,515	$1,523,998	$74,262,842	*83%*
1998	$85,497,794	*70%*	$9,788,805	$3,299,759	$72,409,230	*85%*

Vehicles registered in the county *(DPS)*

County-wide	1997	2000	% change
Light Vehicle	3,491,186	3,883,728	11%
Heavy Vehicle	163,393	186,841	14%
All Registrations	4,867,578	5,339,756	

*There are **21.4** light vehicles for every heavy vehicle*

9/2/2003 This research is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

AITKIN

1,819 sq miles pop. density: 8

(Census)	Population	% chg
2000	15,301	23%
1990	12,425	-7%
1980	13,404	

County-area totals

Rd Miles: 1,389

VMT / yr: 54,012,450

County

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	367	32,490,918	243
	Local Road	146	6,503,454	122
	Total Network	**513**	**38,994,372**	**208**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$4,764,569	*(maintenance)*	$3,194,551	$134,072	*$1,435,945*	*30%*
2000	$5,296,973	*49%*	$3,728,990	$402,216	$1,165,767	*22%*
1999	$5,186,012	*61%*	$3,239,076	$0	$1,946,936	*38%*
1998	$3,810,721	*43%*	$2,615,588	$0	$1,195,133	*31%*

Cities

(MnDOT)	Road type	Miles	VMT / year	ADT
	Local Road	25	3,433,812	377
	Total Network	**25**	**3,433,812**	**377**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$750,605	*(maintenance)*	$2,915	$30,528	*$717,161*	*96%*
2000	$1,412,057	*28%*	$8,746	$19,465	$1,383,846	*98%*
1999	$423,320	*76%*	$0	$25,893	$397,427	*94%*
1998	$416,437	*83%*	$0	$46,227	$370,210	*89%*

Towns

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	6	154,452	70
	Local Road	845	11,429,814	37
	Total Network	**851**	**11,584,266**	**37**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,177,956	*(maintenance)*	$165,602	$883	*$1,011,470*	*86%*
2000	$1,163,961	*76%*	$154,000	$0	$1,009,961	*87%*
1999	$1,249,534	*71%*	$180,109	$2,650	$1,066,775	*85%*
1998	$1,120,372	*75%*	$162,698	$0	$957,674	*85%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	13,085	14,458	10%
Heavy Vehicle	709	912	29%
All Registrations	20,386	22,713	

There are 18.5 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

ANOKA

424 sq miles pop. density: 703

(Census)	Population	% chg
2000	298,084	22%
1990	243,641	24%
1980	195,998	

County-area totals

Rd Miles: 1,899

VMT / yr: 1,310,051,250

County

(MnDOT)

Road type	Miles	VMT / year	ADT
Principle Arterial	8	24,424,644	8,702
Minor Arterial	239	651,692,280	7,485
Collector Route	130	139,001,310	2,921
Local Road	39	35,426,238	2,479
Total Network	**416**	**850,544,472**	**5,605**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$22,514,420	*(maintenance)*	$7,131,953	$950,244	*$14,432,222*	*64%*
2000	$24,344,467	*30%*	$10,110,691	$2,850,732	$11,383,044	*47%*
1999	$25,887,431	*28%*	$5,069,632	$0	$20,817,799	*80%*
1998	$17,311,361	*37%*	$6,215,537	$0	$11,095,824	*64%*

Cities

(MnDOT)

Road type	Miles	VMT / year	ADT
Minor Arterial	33	38,517,840	3,240
Collector Route	97	87,415,806	2,468
Local Road	1,210	327,031,248	740
Total Network	**1,340**	**452,964,894**	**926**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$43,256,552	*(maintenance)*	$8,777,371	$665,137	*$33,814,044*	*78%*
2000	$44,800,097	*37%*	$11,561,695	$590,332	$32,648,070	*73%*
1999	$41,069,510	*38%*	$5,493,194	$861,423	$34,714,893	*85%*
1998	$43,900,049	*34%*	$9,277,224	$543,656	$34,079,169	*78%*

Towns

(MnDOT)

Road type	Miles	VMT / year	ADT
Minor Arterial	2	32,208	57
Collector Route	7	2,518,080	981
Local Road	135	3,991,596	81
Total Network	**143**	**6,541,884**	**125**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$793,571	*(maintenance)*	$14,505	$27,584	*$751,482*	*95%*
2000	$987,069	*75%*	$0	$29,463	$957,606	*97%*
1999	$794,992	*77%*	$43,516	$0	$751,476	*95%*
1998	$598,652	*77%*	$0	$53,288	$545,364	*91%*

Vehicles registered in the county

(DPS)

	1997	2000	change
Light Vehicle	198,297	235,495	19%
Heavy Vehicle	6,163	8,051	31%
All Registrations	279,083	322,792	

There are 32.2 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

BECKER

1,311 sq miles pop. density: 23

(Census)	Population	% chg
2000	30,000	8%
1990	27,881	-5%
1980	29,336	

County-area totals

Rd Miles: 1,859

VMT / yr: 143,345,364

County

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	3	6,391,458	6,735
Collector Route	459	84,067,272	502
Local Road	211	14,820,072	192
Total Network	**673**	**105,278,802**	**429**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$5,707,449	*(maintenance)*	$3,652,032	$7,639	*$2,047,778*	*36%*
2000	$5,256,065	*58%*	$3,265,804	$0	$1,990,261	*38%*
1999	$6,356,962	*46%*	$4,211,319	$22,916	$2,122,727	*33%*
1998	$5,509,319	*48%*	$3,478,974	$0	$2,030,345	*37%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	2	2,716,818	4,802
Collector Route	5	3,564,840	2,128
Local Road	65	13,916,418	587
Total Network	**71**	**20,198,076**	**778**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$2,383,409	*(maintenance)*	$192,368	$284,981	*$1,906,059*	*80%*
2000	$3,244,819	*35%*	$18,615	$648,766	$2,577,438	*79%*
1999	$1,819,544	*60%*	$53,976	$65,009	$1,700,559	*93%*
1998	$2,085,863	*47%*	$504,513	$141,169	$1,440,181	*69%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Local Road	1,115	17,868,486	44
Total Network	**1,115**	**17,868,486**	**44**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,614,530	*(maintenance)*	$164,323	$132,270	*$1,317,937*	*82%*
2000	$1,719,085	*66%*	$171,973	$202,091	$1,345,021	*78%*
1999	$1,602,650	*71%*	$168,089	$105,611	$1,328,950	*83%*
1998	$1,521,855	*74%*	$152,908	$89,108	$1,279,839	*84%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	23,334	25,472	9%
Heavy Vehicle	1,482	1,633	10%
All Registrations	34,899	37,446	

There are 15.7 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

BELTRAMI

2,505 sq miles pop. density: 16

(Census)	Population	% chg
2000	39,650	15%
1990	34,384	11%
1980	30,982	

County-area totals

Rd Miles: 1,586

VMT / yr: 184,068,354

County

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	7	10,967,556	4,177
Collector Route	408	95,893,830	644
Local Road	299	25,046,844	230
Total Network	**714**	**131,908,230**	**506**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$5,952,833	*(maintenance)*	$4,412,707	$1,384	*$1,538,742*	*26%*
2000	$6,668,840	*46%*	$4,741,322	$0	$1,927,518	*29%*
1999	$5,572,710	*53%*	$4,544,876	$0	$1,027,834	*18%*
1998	$5,616,950	*53%*	$3,951,923	$4,152	$1,660,875	*30%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	6	12,166,572	5,603
Collector Route	9	7,767,618	2,409
Local Road	93	21,144,186	620
Total Network	**108**	**41,078,376**	**1,041**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$2,489,787	*(maintenance)*	$704,946	$74,859	*$1,709,982*	*69%*
2000	$3,007,224	*44%*	$923,618	$215,310	$1,868,296	*62%*
1999	$2,994,673	*42%*	$937,692	$4,652	$2,052,329	*69%*
1998	$1,467,465	*82%*	$253,529	$4,616	$1,209,320	*82%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	6	99,918	42
Local Road	757	10,981,830	40
Total Network	**764**	**11,081,748**	**40**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$987,255	*(maintenance)*	$171,968	$21,742	*$793,544*	*80%*
2000	$947,337	*62%*	$141,451	$26,786	$779,100	*82%*
1999	$978,883	*80%*	$181,800	$31,016	$766,067	*78%*
1998	$1,035,544	*77%*	$192,654	$7,425	$835,465	*81%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	23,985	27,344	14%
Heavy Vehicle	1,344	1,427	6%
All Registrations	37,291	41,235	

There are 17.8 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

BENTON

408 sq miles pop. density: 84

(Census)	Population	% chg
2000	34,226	13%
1990	30,185	20%
1980	25,187	

County-area totals

Rd Miles: 857

VMT / yr: 134,554,044

County

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	29	32,884,368	3,128
Collector Route	180	41,165,118	626
Local Road	245	15,478,872	173
Total Network	**453**	**89,528,358**	**541**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$4,592,573	*(maintenance)*	$2,630,975	$0	*$1,961,598*	*43%*
2000	$4,989,355	*42%*	$2,861,014	$0	$2,128,341	*43%*
1999	$4,411,971	*44%*	$2,065,576	$0	$2,346,395	*53%*
1998	$4,376,392	*36%*	$2,966,335	$0	$1,410,057	*32%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	4	12,126,312	7,929
Collector Route	10	9,192,456	2,407
Local Road	82	19,047,006	634
Total Network	**97**	**40,365,774**	**1,141**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$3,396,231	*(maintenance)*	$130,923	$12,776	*$3,252,532*	*96%*
2000	$4,838,943	*42%*	$15,255	$17,988	$4,805,700	*99%*
1999	$4,412,805	*18%*	$15,255	$4,600	$4,392,950	*100%*
1998	$936,946	*77%*	$362,260	$15,740	$558,946	*60%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	1	16,836	67
Local Road	306	4,643,076	42
Total Network	**306**	**4,659,912**	**42**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$490,209	*(maintenance)*	$71,814	$9,485	*$408,910*	*83%*
2000	$543,088	*73%*	$73,670	$4,517	$464,901	*86%*
1999	$453,793	*75%*	$85,899	$0	$367,894	*81%*
1998	$473,745	*82%*	$55,872	$23,938	$393,935	*83%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	23,416	26,255	12%
Heavy Vehicle	1,522	1,627	7%
All Registrations	34,988	38,878	

There are 15.4 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

BIG STONE

497 sq miles pop. density: 12

(Census)	Population	% chg
2000	5,820	-7%
1990	6,285	-19%
1980	7,716	

County-area totals

Rd Miles: 857

VMT / yr: 25,116,384

County

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	163	10,325,226	174
	Local Road	245	6,135,624	69
	Total Network	**408**	**16,460,850**	**111**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$3,832,782	*(maintenance)*	$2,497,696	$13,026	*$1,322,061*	*34%*
2000	$4,516,240	*31%*	$3,310,946	$0	$1,205,294	*27%*
1999	$3,086,120	*41%*	$2,204,723	$0	$881,397	*29%*
1998	$3,895,987	*66%*	$1,977,418	$39,078	$1,879,491	*48%*

Cities

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	1	157,014	309
	Local Road	39	5,356,410	377
	Total Network	**40**	**5,513,424**	**375**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$2,481,334	*(maintenance)*	$492,968	$463	*$1,987,904*	*80%*
2000	$2,770,410	*19%*	$1,478,903	$75	$1,291,432	*47%*
1999	$2,308,849	*26%*	$0	$83	$2,308,766	*100%*
1998	$2,364,744	*24%*	$0	$1,230	$2,363,514	*100%*

Towns

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	3	88,938	77
	Local Road	406	3,053,172	21
	Total Network	**409**	**3,142,110**	**21**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$277,631	*(maintenance)*	$88,618	$3,826	*$185,187*	*67%*
2000	$215,887	*89%*	$107,234	$2,755	$105,898	*49%*
1999	$226,264	*90%*	$85,687	$7,349	$133,228	*59%*
1998	$390,743	*73%*	$72,934	$1,374	$316,435	*81%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	4,853	5,067	4%
Heavy Vehicle	549	585	7%
All Registrations	7,391	7,665	

There are 8.8 light vehicles for every heavy vehicle

LOCAL GOVERNMENT ROAD PROFILES

BLUE EARTH

752 sq miles pop. density: 74

(Census)	Population	% chg
2000	55,941	4%
1990	54,044	3%
1980	52,314	

County-area totals

Rd Miles: 1,507

VMT / yr: 280,916,712

County

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	9	23,953,968	7,023
Collector Route	386	101,526,570	721
Local Road	334	15,117,996	124
Total Network	**729**	**140,598,534**	**528**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$12,389,051	*(maintenance)*	$6,457,852	$442,510	*$5,488,688*	*44%*
2000	$16,691,213	*23%*	$8,134,135	$1,318,296	$7,238,782	*43%*
1999	$8,753,657	*41%*	$7,347,088	$9,234	$1,397,335	*16%*
1998	$11,722,282	*29%*	$3,892,334	$0	$7,829,948	*67%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Principle Arterial	5	37,324,314	18,993
Minor Arterial	10	27,662,280	7,408
Collector Route	11	15,107,016	3,609
Local Road	148	48,101,550	888
Total Network	**175**	**128,195,160**	**2,001**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$16,488,295	*(maintenance)*	$1,263,088	$739,543	*$14,485,663*	*88%*
2000	$18,887,999	*25%*	$1,278,456	$1,679,507	$15,930,036	*84%*
1999	$19,303,527	*25%*	$770,664	$91,936	$18,440,927	*96%*
1998	$11,273,359	*37%*	$1,740,145	$447,187	$9,086,027	*81%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	3	64,782	60
Collector Route	1	338,550	836
Local Road	598	11,719,686	54
Total Network	**602**	**12,123,018**	**55**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,216,850	*(maintenance)*	$161,806	$4,073	*$1,050,971*	*86%*
2000	$1,130,272	*81%*	$159,424	$6,090	$964,758	*85%*
1999	$1,298,216	*83%*	$173,958	$6,130	$1,118,128	*86%*
1998	$1,222,061	*72%*	$152,035	$0	$1,070,026	*88%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	39,347	42,577	8%
Heavy Vehicle	3,015	3,370	12%
All Registrations	56,693	61,030	

There are 13.1 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

BROWN

611 sq miles pop. density: 44

(Census)	Population	% chg
2000	26,911	0%
1990	26,984	-6%
1980	28,645	

County-area totals

Rd Miles: 1,093

VMT / yr: 123,337,974

County

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	2	2,396,934	3,700
Collector Route	287	66,119,364	630
Local Road	46	3,551,664	213
Total Network	**335**	**72,067,962**	**590**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$3,636,521	*(maintenance)*	$2,698,452	$31,033	*$907,036*	*25%*
2000	$4,319,651	*43%*	$3,568,529	$0	$751,122	*17%*
1999	$3,666,329	*47%*	$2,723,139	$0	$943,190	*26%*
1998	$2,923,583	*65%*	$1,803,688	$93,098	$1,026,797	*35%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	12	11,775,318	2,649
Collector Route	5	1,840,980	951
Local Road	103	21,768,582	577
Total Network	**121**	**35,384,880**	**802**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$5,985,456	*(maintenance)*	$734,602	$198,139	*$5,052,715*	*84%*
2000	$6,742,032	*30%*	$91,373	$17,884	$6,632,775	*98%*
1999	$4,586,907	*38%*	$873,556	$366,158	$3,347,193	*73%*
1998	$6,627,430	*29%*	$1,238,878	$210,376	$5,178,176	*78%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	7	201,666	75
Local Road	630	15,683,466	68
Total Network	**637**	**15,885,132**	**68**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$620,587	*(maintenance)*	$78,684	$70,531	*$471,372*	*76%*
2000	$711,901	*74%*	$60,414	$100,390	$551,097	*77%*
1999	$486,844	*93%*	$101,112	$50,366	$335,366	*69%*
1998	$663,015	*83%*	$74,525	$60,837	$527,653	*80%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	22,717	24,346	7%
Heavy Vehicle	1,506	2,094	39%
All Registrations	33,407	36,600	

There are 15.1 light vehicles for every heavy vehicle

LOCAL GOVERNMENT ROAD PROFILES

CARLTON

860 sq miles pop. density: 37

(Census)	Population	% chg
2000	31,671	8%
1990	29,259	-2%
1980	29,936	

County-area totals

Rd Miles: 995

VMT / yr: 142,240,776

County

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	9	17,795,286	5,246
Collector Route	256	71,945,352	769
Local Road	219	12,581,982	158
Total Network	**484**	**102,322,620**	**579**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$7,293,235	*(maintenance)*	$4,367,444	$0	*$2,925,791*	*40%*
2000	$8,593,644	*38%*	$4,626,021	$0	$3,967,623	*46%*
1999	$6,805,581	*44%*	$4,314,313	$0	$2,491,268	*37%*
1998	$6,480,479	*46%*	$4,161,998	$0	$2,318,481	*36%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	3	4,679,310	3,936
Collector Route	6	4,214,124	2,016
Local Road	115	23,855,148	569
Total Network	**124**	**32,748,582**	**725**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$2,958,495	*(maintenance)*	$716,908	$12,305	*$2,229,282*	*75%*
2000	$3,044,806	*47%*	$272,336	$17,836	$2,754,634	*90%*
1999	$3,027,396	*47%*	$438,968	$13,676	$2,574,752	*85%*
1998	$2,803,284	*45%*	$1,439,419	$5,404	$1,358,461	*48%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	1	36,234	78
Local Road	385	7,133,340	51
Total Network	**386**	**7,169,574**	**51**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,112,053	*(maintenance)*	$58,493	$20,983	*$1,032,577*	*93%*
2000	$1,298,195	*66%*	$54,072	$30,013	$1,214,110	*94%*
1999	$1,142,385	*64%*	$55,138	$22,387	$1,064,860	*93%*
1998	$895,579	*68%*	$66,269	$10,548	$818,762	*91%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	24,804	26,993	9%
Heavy Vehicle	1,079	1,260	17%
All Registrations	36,338	39,171	

There are 23.0 light vehicles for every heavy vehicle

LOCAL GOVERNMENT ROAD PROFILES

CARVER

357 sq miles pop. density: 197

(Census)	Population	% chg
2000	70,205	47%
1990	47,915	29%
1980	37,046	

County-area totals

Rd Miles: 856

VMT / yr: 268,813,092

County

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	129	116,773,032	2,484
Collector Route	122	36,534,486	823
Local Road	12	10,460,646	2,448
Total Network	**262**	**163,768,164**	**1,712**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$6,619,766	*(maintenance)*	$2,995,829	$0	*$3,623,936*	*55%*
2000	$9,416,209	*35%*	$3,678,299	$0	$5,737,910	*61%*
1999	$5,405,583	*56%*	$4,136,889	$0	$1,268,694	*23%*
1998	$5,037,505	*56%*	$1,172,300	$0	$3,865,205	*77%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	4	3,560,814	2,409
Collector Route	20	23,050,314	3,219
Local Road	229	63,356,064	757
Total Network	**253**	**89,967,192**	**975**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$10,847,346	*(maintenance)*	$770,383	$52,218	*$10,024,746*	*92%*
2000	$14,435,588	*30%*	$994,300	$65,660	$13,375,628	*93%*
1999	$10,147,552	*40%*	$184,596	$38,972	$9,923,984	*98%*
1998	$7,958,899	*46%*	$1,132,252	$52,022	$6,774,625	*85%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	10	500,688	140
Local Road	331	14,577,048	120
Total Network	**341**	**15,077,736**	**121**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$995,341	*(maintenance)*	$64,924	$40,122	*$890,295*	*89%*
2000	$793,639	*76%*	$61,231	$48,683	$683,725	*86%*
1999	$829,758	*74%*	$71,597	$33,192	$724,969	*87%*
1998	$1,362,626	*46%*	$61,945	$38,491	$1,262,190	*93%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	42,719	51,891	21%
Heavy Vehicle	1,938	2,444	26%
All Registrations	60,414	72,175	

There are 22.0 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

CASS

2,018 sq miles pop. density: 13

(Census)	Population	% chg
2000	27,150	25%
1990	21,791	4%
1980	21,050	

County-area totals

Rd Miles: 1,845

VMT / yr: 134,260,512

County

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	540	88,139,754	447
Local Road	243	13,466,238	152
Total Network	**783**	**101,605,992**	**356**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$8,495,124	*(maintenance)*	$4,854,493	$1,060,871	*$2,579,760*	*30%*
2000	$7,300,828	*45%*	$4,668,817	$407,524	$2,224,487	*30%*
1999	$8,132,786	*44%*	$5,171,072	$722,132	$2,239,582	*28%*
1998	$10,051,759	*37%*	$4,723,590	$2,052,958	$3,275,211	*33%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	0	72,468	462
Local Road	129	17,817,246	377
Total Network	**130**	**17,889,714**	**377**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$966,965	*(maintenance)*	$6,554	$8,875	*$951,537*	*98%*
2000	$885,507	*72%*	$19,661	$6,313	$859,533	*97%*
1999	$958,459	*63%*	$0	$5,369	$953,090	*99%*
1998	$1,056,930	*79%*	$0	$14,943	$1,041,987	*99%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	1	7,320	39
Local Road	932	14,757,486	43
Total Network	**933**	**14,764,806**	**43**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,817,015	*(maintenance)*	$209,944	$14,820	*$1,592,250*	*88%*
2000	$1,967,544	*58%*	$242,753	$39,734	$1,685,057	*86%*
1999	$2,158,544	*53%*	$204,996	$3,893	$1,949,655	*90%*
1998	$1,324,956	*65%*	$182,084	$834	$1,142,038	*86%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	19,656	22,168	13%
Heavy Vehicle	863	1,147	33%
All Registrations	31,022	34,518	

There are 22.8 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board 9/2/2003

LOCAL GOVERNMENT ROAD PROFILES

CHIPPEWA

583 sq miles pop. density: 22

(Census)	Population	% chg
2000	13,088	-1%
1990	13,228	-11%
1980	14,941	

County-area totals

Rd Miles: 1,077

VMT / yr: 58,640,154

County

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	1	1,314,306	3,674
Collector Route	263	25,957,452	270
Local Road	35	1,482,666	116
Total Network	**299**	**28,754,424**	**264**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$3,306,066	*(maintenance)*	$2,205,132	$10,318	*$1,090,616*	*33%*
2000	$4,225,862	*40%*	$2,964,207	$0	$1,261,655	*30%*
1999	$3,452,742	*43%*	$2,275,164	$0	$1,177,578	*34%*
1998	$2,239,595	*52%*	$1,376,026	$30,955	$832,614	*37%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	5	3,456,138	1,870
Collector Route	7	3,082,452	1,128
Local Road	59	11,791,056	552
Total Network	**71**	**18,329,646**	**706**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$2,341,048	*(maintenance)*	$103,596	$9,358	*$2,228,094*	*95%*
2000	$3,709,634	*21%*	$12,870	$10,679	$3,686,085	*99%*
1999	$1,687,325	*44%*	$65,738	$8,394	$1,613,193	*96%*
1998	$1,626,184	*46%*	$232,180	$9,001	$1,385,003	*85%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	1	141,276	545
Collector Route	0	75,396	544
Local Road	706	11,339,412	44
Total Network	**707**	**11,556,084**	**45**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$682,282	*(maintenance)*	$79,170	$120,289	*$482,823*	*71%*
2000	$746,523	*91%*	$82,849	$141,000	$522,674	*70%*
1999	$650,151	*93%*	$89,569	$68,795	$491,787	*76%*
1998	$650,171	*90%*	$65,091	$151,071	$434,009	*67%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	10,669	11,544	8%
Heavy Vehicle	1,012	1,063	5%
All Registrations	16,304	17,435	

There are 10.5 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

CHISAGO

418 sq miles pop. density: 98

(Census)	Population	% chg
2000	41,101	35%
1990	30,521	19%
1980	25,717	

County-area totals

Rd Miles: 930

VMT / yr: 156,686,064

County

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	1	1,451,922	5,100
Collector Route	270	110,770,266	1,124
Local Road	100	9,891,516	271
Total Network	**371**	**122,113,704**	**902**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$8,113,050	*(maintenance)*	$3,565,561	$26,169	*$4,521,320*	*56%*
2000	$12,961,847	*39%*	$6,116,252	$78,508	$6,767,087	*52%*
1999	$4,796,337	*57%*	$3,310,176	$0	$1,486,161	*31%*
1998	$6,580,966	*44%*	$1,270,255	$0	$5,310,711	*81%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	2	255,102	377
Local Road	179	24,479,178	375
Total Network	**181**	**24,734,280**	**375**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$4,948,525	*(maintenance)*	$626,841	$18,369	*$4,303,315*	*87%*
2000	$4,340,053	*28%*	$1,001,320	$804	$3,337,929	*77%*
1999	$6,895,769	*16%*	$641,300	$16,925	$6,237,544	*90%*
1998	$3,609,753	*30%*	$237,902	$37,378	$3,334,473	*92%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	10	785,070	216
Local Road	369	9,053,010	67
Total Network	**379**	**9,838,080**	**71**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,543,476	*(maintenance)*	$72,684	$46,625	*$1,424,167*	*92%*
2000	$1,985,451	*77%*	$51,805	$70,293	$1,863,353	*94%*
1999	$1,435,215	*79%*	$82,656	$31,931	$1,320,628	*92%*
1998	$1,209,762	*75%*	$83,590	$37,652	$1,088,520	*90%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	34,673	40,866	18%
Heavy Vehicle	1,455	1,906	31%
All Registrations	50,456	59,165	

There are 23.8 light vehicles for every heavy vehicle

LOCAL GOVERNMENT ROAD PROFILES

CLAY

1,045 sq miles pop. density: 49

(Census)	Population	% chg
2000	51,229	2%
1990	50,422	2%
1980	49,327	

County-area totals

Rd Miles: 1,925

VMT / yr: 213,486,336

County

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	6	6,944,118	3,155
Collector Route	391	89,102,700	625
Local Road	348	15,848,166	125
Total Network	**745**	**111,894,984**	**411**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$5,991,775	*(maintenance)*	$3,571,477	$4,600	*$2,415,698*	*40%*
2000	$5,424,462	*51%*	$3,454,830	$0	$1,969,632	*36%*
1999	$7,113,663	*43%*	$4,321,933	$0	$2,791,730	*39%*
1998	$5,437,200	*57%*	$2,937,669	$13,800	$2,485,731	*46%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Principle Arterial	2	11,075,160	12,643
Minor Arterial	19	33,186,318	4,863
Collector Route	13	7,277,178	1,523
Local Road	155	35,549,580	628
Total Network	**189**	**87,088,236**	**1,261**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$6,537,689	*(maintenance)*	$817,906	$879,584	*$4,840,200*	*74%*
2000	$5,856,390	*59%*	$360,296	$917,376	$4,578,718	*78%*
1999	$6,350,258	*51%*	$1,372,656	$756,776	$4,220,826	*66%*
1998	$7,406,419	*44%*	$720,765	$964,599	$5,721,055	*77%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	17	478,728	79
Local Road	974	14,024,388	39
Total Network	**991**	**14,503,116**	**40**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$804,812	*(maintenance)*	$126,915	$91,701	*$586,196*	*73%*
2000	$780,364	*91%*	$121,617	$119,471	$539,276	*69%*
1999	$850,665	*88%*	$132,971	$90,772	$626,922	*74%*
1998	$783,406	*87%*	$126,158	$64,859	$592,389	*76%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	33,583	36,975	10%
Heavy Vehicle	1,853	1,964	6%
All Registrations	46,250	49,983	

There are 18.1 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

CLEARWATER

995 sq miles pop. density: 8

(Census)	Population	% chg
2000	8,423	1%
1990	8,309	-5%
1980	8,761	

County-area totals

Rd Miles: 920

VMT / yr: 48,252,708

County

(MnDOT)

Road type	Miles	VMT / year	ADT
Collector Route	266	30,916,386	319
Local Road	169	7,635,858	124
Total Network	**434**	**38,552,244**	**243**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$3,006,036	*(maintenance)*	$2,126,863	$3,702	*$875,471*	*29%*
2000	$2,247,638	*67%*	$1,289,580	$0	$958,058	*43%*
1999	$3,744,548	*39%*	$3,050,572	$0	$693,976	*19%*
1998	$3,025,922	*56%*	$2,040,437	$11,107	$974,378	*32%*

Cities

(MnDOT)

Road type	Miles	VMT / year	ADT
Local Road	23	3,314,496	391
Total Network	**23**	**3,314,496**	**391**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$239,111	*(maintenance)*	$0	$6,110	*$233,001*	*97%*
2000	$265,798	*100%*	$0	$3,356	$262,442	*99%*
1999	$233,904	*79%*	$0	$6,043	$227,861	*97%*
1998	$217,631	*79%*	$0	$8,930	$208,701	*96%*

Towns

(MnDOT)

Road type	Miles	VMT / year	ADT
Collector Route	4	111,264	76
Local Road	458	6,274,704	38
Total Network	**462**	**6,385,968**	**38**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$336,202	*(maintenance)*	$96,363	$25,286	*$214,553*	*64%*
2000	$343,451	*86%*	$95,236	$24,510	$223,705	*65%*
1999	$345,141	*88%*	$96,850	$29,251	$219,040	*63%*
1998	$320,015	*94%*	$97,004	$22,096	$200,915	*63%*

Vehicles registered in the county

(DPS)

	1997	2000	change
Light Vehicle	6,557	6,903	5%
Heavy Vehicle	596	711	19%
All Registrations	10,091	10,811	

There are 11.0 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

COOK

1,451 sq miles pop. density:4

(Census)	Population	% chg
2000	5,168	34%
1990	3,868	-5%
1980	4,092	

County-area totals

Rd Miles: 334

VMT / yr: 31,529,802

County

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	171	24,024,240	385
	Local Road	109	6,349,368	159
	Total Network	**281**	**30,373,608**	**297**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$3,006,337	*(maintenance)*	$1,732,466	$62,953	*$1,210,918*	*40%*
2000	$2,576,473	*72%*	$1,511,388	$0	$1,065,085	*41%*
1999	$2,776,341	*86%*	$1,420,151	$3,212	$1,352,978	*49%*
1998	$3,666,198	*44%*	$2,265,858	$185,648	$1,214,692	*33%*

Cities

(MnDOT)	Road type	Miles	VMT / year	ADT
	Local Road	2	271,572	377
	Total Network	**2**	**271,572**	**377**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$157,877	*(maintenance)*	$0	$0	*$157,877*	*100%*
2000	$184,441	*69%*	$0	$0	$184,441	*100%*
1999	$148,358	*100%*	$0	$0	$148,358	*100%*
1998	$140,832	*100%*	$0	$0	$140,832	*100%*

Towns

(MnDOT)	Road type	Miles	VMT / year	ADT
	Local Road	52	884,622	47
	Total Network	**52**	**884,622**	**47**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$22,493	*(maintenance)*	$0	$0	*$22,493*	*100%*
2000	$48,293	*6%*	$0	$0	$48,293	*100%*
1999	$8,841	*100%*	$0	$0	$8,841	*100%*
1998	$10,344	*90%*	$0	$0	$10,344	*100%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	4,056	4,415	9%
Heavy Vehicle	253	296	17%
All Registrations	6,398	6,781	

There are 16.0 light vehicles for every heavy vehicle

LOCAL GOVERNMENT ROAD PROFILES

COTTONWOOD

640 sq miles pop. density: 19

(Census)	Population	% chg
2000	12,167	-4%
1990	12,694	-15%
1980	14,854	

County-area totals

Rd Miles: 1,182

VMT / yr: 70,714,494

County

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	352	49,879,578	388
	Local Road	65	1,426,302	60
	Total Network	**417**	**51,305,880**	**337**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$3,556,601	*(maintenance)*	$2,297,932	$0	*$1,258,670*	*35%*
2000	$3,869,661	*47%*	$2,640,767	$0	$1,228,894	*32%*
1999	$3,312,744	*60%*	$2,013,436	$0	$1,299,308	*39%*
1998	$3,487,399	*55%*	$2,239,592	$0	$1,247,807	*36%*

Cities

(MnDOT)	Road type	Miles	VMT / year	ADT
	Local Road	65	8,814,378	373
	Total Network	**65**	**8,814,378**	**373**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$2,141,129	*(maintenance)*	$0	$3,258	*$2,137,871*	*100%*
2000	$2,398,312	*30%*	$0	$5,798	$2,392,514	*100%*
1999	$1,636,261	*41%*	$0	$2,310	$1,633,951	*100%*
1998	$2,388,814	*27%*	$0	$1,666	$2,387,148	*100%*

Towns

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	2	61,854	86
	Local Road	698	10,532,382	41
	Total Network	**700**	**10,594,236**	**41**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$629,602	*(maintenance)*	$133,147	$37,758	*$458,697*	*73%*
2000	$540,794	*68%*	$138,487	$41,113	$361,194	*67%*
1999	$618,026	*72%*	$142,866	$44,842	$430,318	*70%*
1998	$729,986	*67%*	$118,089	$27,318	$584,579	*80%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	10,457	10,645	2%
Heavy Vehicle	800	903	13%
All Registrations	15,392	15,685	

There are 13.1 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

CROW WING

997 sq miles pop. density: 55

(Census)	Population	% chg
2000	55,099	25%
1990	44,249	6%
1980	41,722	

County-area totals

Rd Miles: 1,678

VMT / yr: 269,154,936

County

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	34	42,506,142	3,409
Collector Route	381	129,668,310	932
Local Road	134	13,899,582	284
Total Network	**550**	**186,074,034**	**927**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$6,790,209	*(maintenance)*	$3,105,678	$0	*$3,684,531*	*54%*
2000	$8,295,178	*42%*	$4,154,133	$0	$4,141,045	*50%*
1999	$6,635,334	*50%*	$3,290,545	$0	$3,344,789	*50%*
1998	$5,440,116	*56%*	$1,872,357	$0	$3,567,759	*66%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	5	6,025,824	3,542
Collector Route	10	8,136,546	2,274
Local Road	341	54,253,644	435
Total Network	**356**	**68,416,014**	**527**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$6,256,467	*(maintenance)*	$515,745	$22,631	*$5,718,091*	*91%*
2000	$9,025,471	*33%*	$1,099,929	$21,320	$7,904,222	*88%*
1999	$6,082,701	*55%*	$359,393	$22,672	$5,700,636	*94%*
1998	$3,661,228	*60%*	$87,912	$23,901	$3,549,415	*97%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	4	297,558	182
Local Road	768	14,367,330	51
Total Network	**773**	**14,664,888**	**52**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$2,081,299	*(maintenance)*	$162,576	$23,233	*$1,895,490*	*91%*
2000	$2,224,430	*55%*	$150,333	$24,212	$2,049,885	*92%*
1999	$2,066,820	*67%*	$168,003	$34,443	$1,864,374	*90%*
1998	$1,952,646	*60%*	$169,391	$11,043	$1,772,212	*91%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	42,280	47,165	12%
Heavy Vehicle	1,759	2,247	28%
All Registrations	64,683	71,548	

There are 24.0 light vehicles for every heavy vehicle

LOCAL GOVERNMENT ROAD PROFILES

DAKOTA

570 sq miles pop. density: 625

(Census)	Population	% chg
2000	355,904	29%
1990	275,227	42%
1980	194,279	

County-area totals

Rd Miles: 2,034

VMT / yr: 1,460,075,748

County

(MnDOT) Road type	Miles	VMT / year	ADT
Principle Arterial	21	185,103,402	23,973
Minor Arterial	188	497,982,528	7,246
Collector Route	175	145,950,918	2,287
Local Road	45	29,318,064	1,801
Total Network	**429**	**858,354,912**	**5,483**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$27,656,684	*(maintenance)*	$8,722,505	$1,880,992	*$17,053,187*	*62%*
2000	$32,716,296	*16%*	$8,108,701	$5,365,917	$19,241,678	*59%*
1999	$30,077,058	*16%*	$9,523,833	$0	$20,553,225	*68%*
1998	$20,176,699	*18%*	$8,534,982	$277,060	$11,364,657	*56%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	30	74,998,524	6,850
Collector Route	72	126,950,394	4,828
Local Road	1,168	390,136,968	915
Total Network	**1,270**	**592,085,886**	**1,278**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$63,179,728	*(maintenance)*	$8,646,091	$7,322,227	*$47,211,411*	*75%*
2000	$69,371,452	*29%*	$9,463,702	$6,066,039	$53,841,711	*78%*
1999	$61,623,576	*30%*	$5,727,893	$9,292,644	$46,603,039	*76%*
1998	$58,544,157	*30%*	$10,746,677	$6,607,998	$41,189,482	*70%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	16	471,042	83
Local Road	320	9,163,908	79
Total Network	**335**	**9,634,950**	**79**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,208,990	*(maintenance)*	$15,882	$62,061	*$1,131,046*	*94%*
2000	$1,363,794	*71%*	$7,583	$37,978	$1,318,233	*97%*
1999	$1,015,639	*92%*	$17,934	$57,131	$940,574	*93%*
1998	$1,247,536	*88%*	$22,130	$91,075	$1,134,331	*91%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	230,795	270,788	17%
Heavy Vehicle	8,103	9,826	21%
All Registrations	303,410	349,368	

There are 28.5 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board 9/2/2003

LOCAL GOVERNMENT ROAD PROFILES

DODGE

440 sq miles pop. density: 40

(Census)	Population	% chg
2000	17,731	13%
1990	15,731	6%
1980	14,773	

County-area totals

Rd Miles: 809

VMT / yr: 66,199,884

County

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	209	42,334,854	555
	Local Road	110	7,343,424	183
	Total Network	**319**	**49,678,278**	**427**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$2,986,355	*(maintenance)*	$1,959,234	$0	*$1,027,120*	*34%*
2000	$3,424,198	*50%*	$2,961,398	$0	$462,800	*14%*
1999	$3,288,530	*47%*	$1,668,757	$0	$1,619,773	*49%*
1998	$2,246,336	*68%*	$1,247,548	$0	$998,788	*44%*

Cities

(MnDOT)	Road type	Miles	VMT / year	ADT
	Local Road	49	6,885,192	382
	Total Network	**49**	**6,885,192**	**382**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$2,675,584	*(maintenance)*	$145,607	$59,529	*$2,470,448*	*92%*
2000	$2,864,326	*32%*	$85,000	$169,098	$2,610,228	*91%*
1999	$2,575,453	*36%*	$330,280	$5,206	$2,239,967	*87%*
1998	$2,586,974	*34%*	$21,541	$4,283	$2,561,150	*99%*

Towns

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	1	26,352	129
	Local Road	440	9,610,062	60
	Total Network	**441**	**9,636,414**	**60**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$813,926	*(maintenance)*	$113,502	$18,476	*$681,947*	*84%*
2000	$722,552	*92%*	$107,478	$22,027	$593,047	*82%*
1999	$870,182	*67%*	$120,869	$664	$748,649	*86%*
1998	$849,044	*69%*	$112,160	$32,738	$704,146	*83%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	13,719	15,385	12%
Heavy Vehicle	808	951	18%
All Registrations	19,560	21,986	

There are 17.0 light vehicles for every heavy vehicle

LOCAL GOVERNMENT ROAD PROFILES

DOUGLAS

634 sq miles pop. density: 52

(Census)	Population	% chg
2000	32,821	14%
1990	28,674	3%
1980	27,839	

County-area totals

Rd Miles: 1,372

VMT / yr: 164,734,038

County

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	0	764,208	4,362
Collector Route	320	87,932,598	753
Local Road	223	27,896,520	342
Total Network	**544**	**116,593,326**	**588**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$6,398,377	*(maintenance)*	$3,731,223	$431,968	*$2,235,185*	*35%*
2000	$6,489,826	*51%*	$4,388,084	$0	$2,101,742	*32%*
1999	$7,098,481	*42%*	$3,377,020	$1,187,992	$2,533,469	*36%*
1998	$5,606,823	*55%*	$3,428,566	$107,913	$2,070,344	*37%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	5	11,083,944	6,393
Collector Route	4	4,508,022	2,782
Local Road	82	19,001,988	632
Total Network	**92**	**34,593,954**	**1,035**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$2,698,335	*(maintenance)*	$415,303	$5,198	*$2,277,834*	*84%*
2000	$2,690,353	*38%*	$92,860	$1,969	$2,595,524	*96%*
1999	$2,710,700	*34%*	$710,985	$10,373	$1,989,342	*73%*
1998	$2,693,951	*32%*	$442,065	$3,251	$2,248,635	*83%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	2	10,248	19
Local Road	735	13,536,510	50
Total Network	**736**	**13,546,758**	**50**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,599,475	*(maintenance)*	$140,435	$60,981	*$1,398,059*	*87%*
2000	$1,659,296	*61%*	$121,095	$74,502	$1,463,699	*88%*
1999	$1,496,336	*74%*	$179,714	$22,426	$1,294,196	*86%*
1998	$1,642,793	*54%*	$120,496	$86,014	$1,436,283	*87%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	25,962	29,705	14%
Heavy Vehicle	1,170	1,509	29%
All Registrations	39,909	45,209	

There are 22.2 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

FARIBAULT

714 sq miles pop. density: 23

(Census)	Population	% chg
2000	16,181	-4%
1990	16,937	-14%
1980	19,714	

County-area totals

Rd Miles: 1,332

VMT / yr: 82,514,700

County

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	7	2,324,832	930
Collector Route	343	49,374,864	394
Local Road	97	5,096,550	144
Total Network	**447**	**56,796,246**	**348**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$5,494,061	*(maintenance)*	$3,692,020	$0	*$1,802,041*	*33%*
2000	$6,922,975	*55%*	$4,052,560	$0	$2,870,415	*41%*
1999	$4,176,144	*49%*	$3,071,179	$0	$1,104,965	*26%*
1998	$5,383,064	*39%*	$3,952,321	$0	$1,430,743	*27%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	0	101,016	893
Local Road	82	11,335,752	377
Total Network	**83**	**11,436,768**	**379**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$2,428,415	*(maintenance)*	$0	$359,361	*$2,069,054*	*85%*
2000	$2,552,804	*53%*	$0	$112,308	$2,440,496	*96%*
1999	$1,989,248	*64%*	$0	$299,292	$1,689,956	*85%*
1998	$2,743,193	*44%*	$0	$666,484	$2,076,709	*76%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	38	1,078,236	79
Local Road	764	13,203,450	47
Total Network	**801**	**14,281,686**	**49**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$945,723	*(maintenance)*	$108,961	$45,523	*$791,239*	*84%*
2000	$861,679	*96%*	$102,767	$29,532	$729,380	*85%*
1999	$990,348	*87%*	$141,901	$60,092	$788,355	*80%*
1998	$985,142	*95%*	$82,216	$46,945	$855,981	*87%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	14,378	14,700	2%
Heavy Vehicle	1,270	1,268	0%
All Registrations	20,933	21,352	

There are 11.3 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

FILLMORE

861 sq miles pop. density: 25

(Census)	Population	% chg
2000	21,122	2%
1990	20,777	-5%
1980	21,930	

County-area totals

Rd Miles: 1,428

VMT / yr: 92,802,960

County

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	18	2,525,400	383
Collector Route	310	50,841,060	450
Local Road	149	9,725,718	178
Total Network	**477**	**63,092,178**	**362**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$10,107,427	*(maintenance)*	$8,637,169	$158,905	*$1,311,352*	*13%*
2000	$9,379,339	*30%*	$6,709,066	$28,763	$2,641,510	*28%*
1999	$6,881,422	*32%*	$6,341,527	$0	$539,895	*8%*
1998	$14,061,519	*17%*	$12,860,915	$447,952	$752,652	*5%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Local Road	105	14,403,564	376
Total Network	**105**	**14,403,564**	**376**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$2,521,950	*(maintenance)*	$106,139	$26,863	*$2,388,948*	*95%*
2000	$3,198,051	*38%*	$0	$26,185	$3,171,866	*99%*
1999	$2,468,982	*43%*	$318,417	$23,072	$2,127,493	*86%*
1998	$1,898,817	*54%*	$0	$31,333	$1,867,484	*98%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	7	203,862	79
Local Road	839	15,103,356	49
Total Network	**847**	**15,307,218**	**50**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,580,306	*(maintenance)*	$134,107	$100,955	*$1,345,245*	*85%*
2000	$1,923,826	*66%*	$149,896	$90,599	$1,683,331	*87%*
1999	$1,376,949	*77%*	$141,327	$91,968	$1,143,654	*83%*
1998	$1,440,144	*81%*	$111,097	$120,298	$1,208,749	*84%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	17,615	19,028	8%
Heavy Vehicle	1,177	1,297	10%
All Registrations	24,240	26,564	

There are 15.0 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

FREEBORN

708 sq miles pop. density: 46

(Census)	Population	% chg
2000	32,584	-1%
1990	33,060	-9%
1980	36,329	

County-area totals

Rd Miles: 1,422

VMT / yr: 162,985,656

County

(MnDOT) Road type	Miles	VMT / year	ADT
Principle Arterial	2	7,624,146	8,703
Minor Arterial	5	3,831,654	2,195
Collector Route	359	73,824,030	563
Local Road	264	13,919,712	145
Total Network	**630**	**99,199,542**	**431**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$5,599,680	*(maintenance)*	$4,223,498	$0	*$1,376,182*	*25%*
2000	$5,808,799	*44%*	$4,294,988	$0	$1,513,811	*26%*
1999	$5,676,983	*42%*	$4,393,125	$0	$1,283,858	*23%*
1998	$5,313,259	*42%*	$3,982,382	$0	$1,330,877	*25%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	9	13,373,274	4,185
Collector Route	11	5,653,602	1,473
Local Road	117	26,031,018	607
Total Network	**137**	**45,057,894**	**903**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$4,578,902	*(maintenance)*	$719,798	$71,054	*$3,788,050*	*83%*
2000	$4,557,469	*45%*	$584,835	$208,581	$3,764,053	*83%*
1999	$5,728,135	*36%*	$1,411,125	$2,290	$4,314,720	*75%*
1998	$3,451,103	*61%*	$163,435	$2,290	$3,285,378	*95%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	5	609,024	324
Local Road	650	18,119,196	76
Total Network	**655**	**18,728,220**	**78**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$859,452	*(maintenance)*	$61,163	$50,574	*$747,716*	*87%*
2000	$1,101,484	*82%*	$59,113	$74,542	$967,829	*88%*
1999	$752,049	*93%*	$74,625	$37,972	$639,452	*85%*
1998	$724,824	*78%*	$49,750	$39,207	$635,867	*88%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	27,279	27,374	0%
Heavy Vehicle	1,636	1,739	6%
All Registrations	39,758	39,964	

There are 16.7 light vehicles for every heavy vehicle

LOCAL GOVERNMENT ROAD PROFILES

GOODHUE

759 sq miles pop. density: 58

(Census)	Population	% chg
2000	44,127	8%
1990	40,690	5%
1980	38,749	

County-area totals

Rd Miles: 1,421

VMT / yr: 185,869,440

County

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	12	20,332,764	4,815
Collector Route	323	82,799,082	702
Local Road	65	5,667,876	237
Total Network	**400**	**108,799,722**	**745**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$8,256,489	*(maintenance)*	$4,284,818	$98,345	*$3,873,327*	*47%*
2000	$9,976,546	*26%*	$4,988,979	$111,280	$4,876,287	*49%*
1999	$6,504,112	*37%*	$3,684,372	$4,042	$2,815,698	*43%*
1998	$8,288,810	*33%*	$4,181,102	$179,713	$3,927,995	*47%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	4	8,179,368	6,037
Collector Route	16	12,885,762	2,220
Local Road	171	38,776,968	622
Total Network	**190**	**59,842,098**	**861**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$8,581,108	*(maintenance)*	$751,067	$85,278	*$7,744,763*	*90%*
2000	$10,962,935	*27%*	$317,370	$41,007	$10,604,558	*97%*
1999	$7,584,620	*36%*	$598,672	$80,090	$6,905,858	*91%*
1998	$7,195,769	*53%*	$1,337,159	$134,737	$5,723,873	*80%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	9	469,212	145
Local Road	821	16,758,408	56
Total Network	**830**	**17,227,620**	**57**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$2,606,015	*(maintenance)*	$160,298	$88,842	*$2,356,875*	*90%*
2000	$2,755,219	*64%*	$160,033	$85,730	$2,509,456	*91%*
1999	$2,487,636	*76%*	$196,991	$102,959	$2,187,686	*88%*
1998	$2,575,191	*71%*	$123,870	$77,838	$2,373,483	*92%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	35,367	38,484	9%
Heavy Vehicle	1,928	2,247	17%
All Registrations	49,900	54,386	

There are 18.3 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

GRANT

547 sq miles pop. density: 12

(Census)	Population	% chg
2000	6,289	1%
1990	6,246	-13%
1980	7,171	

County-area totals

Rd Miles: 959

VMT / yr: 32,906,694

County

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	184	17,621,436	263
	Local Road	274	5,586,258	56
	Total Network	**458**	**23,207,694**	**139**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$2,536,881	*(maintenance)*	$1,811,422	$0	*$725,460*	*29%*
2000	$2,135,419	*67%*	$1,557,065	$0	$578,354	*27%*
1999	$3,114,039	*44%*	$2,349,893	$0	$764,146	*25%*
1998	$2,361,186	*60%*	$1,527,307	$0	$833,879	*35%*

Cities

(MnDOT)	Road type	Miles	VMT / year	ADT
	Local Road	37	5,112,288	377
	Total Network	**37**	**5,112,288**	**377**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$861,913	*(maintenance)*	$7,033	$2,802	*$852,078*	*99%*
2000	$1,507,399	*24%*	$275	$8,405	$1,498,719	*99%*
1999	$608,903	*57%*	$347	$0	$608,556	*100%*
1998	$469,436	*67%*	$20,476	$0	$448,960	*96%*

Towns

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	4	29,280	20
	Local Road	460	4,557,432	27
	Total Network	**464**	**4,586,712**	**27**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$272,945	*(maintenance)*	$110,019	$649	*$162,277*	*59%*
2000	$233,851	*95%*	$115,819	$1,946	$116,086	*50%*
1999	$320,389	*70%*	$109,910	$0	$210,479	*66%*
1998	$264,595	*82%*	$104,329	$0	$160,266	*61%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	5,569	5,992	8%
Heavy Vehicle	602	657	9%
All Registrations	8,530	9,106	

There are 9.3 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

HENNEPIN

557 sq miles pop. density: 2,005

(Census)	Population	% chg
2000	1,116,200	8%
1990	1,032,431	10%
1980	941,411	

County-area totals

Rd Miles: 4,685

VMT / yr: 4,284,716,616

County

(MnDOT) Road type	Miles	VMT / year	ADT
Principle Arterial	2	9,475,374	16,662
Minor Arterial	457	1,829,602,890	10,974
Collector Route	91	146,599,104	4,432
Local Road	16	35,584,716	5,930
Total Network	**565**	**2,021,262,084**	**9,795**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$39,689,787	*(maintenance)*	$18,669,837	$4,871,155	*$16,148,794*	*41%*
2000	$49,685,014	*42%*	$24,137,121	$6,001,459	$19,546,434	*39%*
1999	$42,090,919	*47%*	$12,811,888	$8,408,396	$20,870,635	*50%*
1998	$27,293,428	*73%*	$19,060,503	$203,611	$8,029,314	*29%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	156	435,607,344	7,671
Collector Route	380	669,207,576	4,827
Local Road	3,558	1,157,564,304	891
Total Network	**4,093**	**2,262,379,224**	**1,514**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$199,246,588	*(maintenance)*	$28,344,473	$3,618,776	*$167,283,339*	*84%*
2000	$201,219,605	*43%*	$23,461,090	$3,863,705	$173,894,810	*86%*
1999	$196,740,932	*44%*	$26,971,748	$4,413,659	$165,355,525	*84%*
1998	$199,779,228	*41%*	$34,600,581	$2,578,964	$162,599,683	*81%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	1	17,202	76
Collector Route	3	247,416	198
Local Road	22	810,690	100
Total Network	**26**	**1,075,308**	**112**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$367,458	*(maintenance)*	$2,951	$0	*$364,506*	*99%*
2000	$732,910	*24%*	$0	$0	$732,910	*100%*
1999	$194,192	*74%*	$8,854	$0	$185,338	*95%*
1998	$175,271	*100%*	$0	$0	$175,271	*100%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	757,154	826,498	9%
Heavy Vehicle	26,661	30,659	15%
All Registrations	964,543	1,035,623	

There are 28.4 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

HOUSTON

558 sq miles pop. density: 35

(Census)	Population	% chg
2000	19,718	7%
1990	18,497	1%
1980	18,382	

County-area totals

Rd Miles: 789

VMT / yr: 61,288,896

County

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	2	3,367,200	4,683
Collector Route	194	33,126,660	468
Local Road	70	4,137,996	163
Total Network	**266**	**40,631,856**	**419**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$4,389,484	*(maintenance)*	$3,294,651	$0	*$1,094,833*	*25%*
2000	$4,057,470	*60%*	$2,770,922	$0	$1,286,548	*32%*
1999	$5,690,769	*39%*	$4,199,117	$0	$1,491,652	*26%*
1998	$3,420,213	*53%*	$2,913,913	$0	$506,300	*15%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	2	598,776	753
Local Road	60	10,607,778	488
Total Network	**62**	**11,206,554**	**497**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$2,231,358	*(maintenance)*	$0	$7,557	*$2,223,802*	*100%*
2000	$1,596,375	*71%*	$0	$5,522	$1,590,853	*100%*
1999	$2,057,037	*35%*	$0	$10,835	$2,046,202	*99%*
1998	$3,040,663	*22%*	$0	$6,313	$3,034,350	*100%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	3	335,622	326
Local Road	459	9,114,864	54
Total Network	**462**	**9,450,486**	**56**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,124,046	*(maintenance)*	$123,739	$28,933	*$971,375*	*86%*
2000	$1,200,491	*82%*	$124,231	$47,305	$1,028,955	*86%*
1999	$1,061,875	*72%*	$118,555	$15,362	$927,958	*87%*
1998	$1,109,772	*79%*	$128,430	$24,131	$957,211	*86%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	15,548	16,723	8%
Heavy Vehicle	881	963	9%
All Registrations	21,024	22,652	

There are 17.6 light vehicles for every heavy vehicle

LOCAL GOVERNMENT ROAD PROFILES

HUBBARD

923 sq miles pop. density: 20

(Census)	Population	% chg
2000	18,376	23%
1990	14,939	6%
1980	14,098	

County-area totals

Rd Miles: 1,206

VMT / yr: 84,100,578

County

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	303	49,312,644	445
	Local Road	216	9,122,916	116
	Total Network	**520**	**58,435,560**	**308**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$4,743,972	*(maintenance)*	$2,606,499	$134,000	*$2,003,474*	*42%*
2000	$4,756,969	*66%*	$2,366,780	$402,000	$1,988,189	*42%*
1999	$4,969,920	*54%*	$2,786,525	$0	$2,183,395	*44%*
1998	$4,505,028	*57%*	$2,666,191	$0	$1,838,837	*41%*

Cities

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	3	1,812,066	1,611
	Local Road	47	6,323,382	370
	Total Network	**50**	**8,135,448**	**447**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$730,502	*(maintenance)*	$0	$15,495	*$715,007*	*98%*
2000	$1,296,776	*31%*	$0	$13,356	$1,283,420	*99%*
1999	$516,907	*78%*	$0	$28,631	$488,276	*94%*
1998	$377,823	*90%*	$0	$4,497	$373,326	*99%*

Towns

(MnDOT)	Road type	Miles	VMT / year	ADT
	Minor Arterial	1	745,542	1,560
	Collector Route	2	47,946	65
	Local Road	633	16,736,082	72
	Total Network	**636**	**17,529,570**	**75**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,157,256	*(maintenance)*	$159,578	$30,163	*$967,516*	*84%*
2000	$1,061,284	*76%*	$165,842	$31,399	$864,043	*81%*
1999	$1,252,682	*65%*	$177,950	$15,807	$1,058,925	*85%*
1998	$1,157,803	*73%*	$134,941	$43,283	$979,579	*85%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	13,837	15,954	15%
Heavy Vehicle	630	769	22%
All Registrations	21,510	24,096	

There are 22.0 light vehicles for every heavy vehicle

LOCAL GOVERNMENT ROAD PROFILES

ISANTI

439 sq miles pop. density: 71

(Census)	Population	% chg
2000	31,287	21%
1990	25,921	10%
1980	23,600	

County-area totals

Rd Miles: 939

VMT / yr: 116,395,686

County

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	1	2,565,294	5,082
Collector Route	214	69,356,634	887
Local Road	143	17,504,682	336
Total Network	**358**	**89,426,610**	**684**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$3,792,693	*(maintenance)*	$2,483,534	$0	*$1,309,159*	*35%*
2000	$3,635,470	*42%*	$2,515,504	$0	$1,119,966	*31%*
1999	$4,511,060	*31%*	$2,849,977	$0	$1,661,083	*37%*
1998	$3,231,549	*35%*	$2,085,120	$0	$1,146,429	*35%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	4	7,987,218	6,238
Local Road	50	9,005,796	494
Total Network	**53**	**16,993,014**	**871**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,740,227	*(maintenance)*	$404,959	$11,352	*$1,323,915*	*76%*
2000	$1,620,496	*55%*	$112,407	$17,579	$1,490,510	*92%*
1999	$2,030,182	*35%*	$960,502	$12,075	$1,057,605	*52%*
1998	$1,570,002	*42%*	$141,969	$4,403	$1,423,630	*91%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	1	49,410	255
Local Road	527	9,926,652	52
Total Network	**527**	**9,976,062**	**52**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,539,757	*(maintenance)*	$82,374	$26,232	*$1,431,151*	*93%*
2000	$1,821,197	*69%*	$76,279	$41,429	$1,703,489	*94%*
1999	$1,565,623	*73%*	$82,847	$17,211	$1,465,565	*94%*
1998	$1,232,452	*75%*	$87,996	$20,056	$1,124,400	*91%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	24,172	26,905	11%
Heavy Vehicle	1,183	1,461	23%
All Registrations	36,089	40,119	

There are 20.4 light vehicles for every heavy vehicle

LOCAL GOVERNMENT ROAD PROFILES

ITASCA

2,665 sq miles pop. density: 17

(Census)	Population	% chg
2000	43,992	8%
1990	40,863	-5%
1980	43,069	

County-area totals

Rd Miles: 1,920

VMT / yr: 188,206,350

County

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	1	984,540	4,995
Collector Route	454	93,780,180	565
Local Road	804	50,098,812	171
Total Network	**1,258**	**144,863,532**	**315**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$13,408,551	*(maintenance)*	$5,578,733	$0	*$7,829,818*	*58%*
2000	$12,375,733	*70%*	$4,101,731	$0	$8,274,002	*67%*
1999	$13,733,797	*66%*	$6,081,870	$0	$7,651,927	*56%*
1998	$14,116,124	*56%*	$6,552,598	$0	$7,563,526	*54%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	2	3,462,726	6,101
Collector Route	7	4,838,886	1,902
Local Road	142	23,076,666	446
Total Network	**150**	**31,378,278**	**572**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$7,479,767	*(maintenance)*	$464,049	$172,255	*$6,843,463*	*91%*
2000	$6,233,930	*54%*	$154,297	$96,581	$5,983,052	*96%*
1999	$6,914,082	*45%*	$614,374	$138,248	$6,161,460	*89%*
1998	$9,291,288	*33%*	$623,476	$281,935	$8,385,877	*90%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	3	87,840	72
Local Road	508	11,876,700	64
Total Network	**511**	**11,964,540**	**64**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,385,685	*(maintenance)*	$53,686	$23,954	*$1,308,045*	*94%*
2000	$1,419,691	*56%*	$47,791	$12,341	$1,359,559	*96%*
1999	$1,410,155	*65%*	$64,405	$37,024	$1,308,726	*93%*
1998	$1,327,208	*51%*	$48,862	$22,497	$1,255,849	*95%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	35,315	38,619	9%
Heavy Vehicle	1,657	1,779	7%
All Registrations	56,929	60,917	

There are 21.3 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

JACKSON

702 sq miles pop. density: 16

(Census)	Population	% chg
2000	11,268	-4%
1990	11,677	-15%
1980	13,690	

County-area totals

Rd Miles: 1,317

VMT / yr: 75,231,300

County

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	358	43,775,064	335
	Local Road	159	7,773,840	134
	Total Network	**517**	**51,548,904**	**273**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$3,469,642	*(maintenance)*	$2,448,117	$0	*$1,021,525*	*29%*
2000	$4,535,893	*49%*	$3,396,368	$0	$1,139,525	*25%*
1999	$2,919,152	*70%*	$2,142,042	$0	$777,110	*27%*
1998	$2,953,881	*75%*	$1,805,940	$0	$1,147,941	*39%*

Cities

(MnDOT)	Road type	Miles	VMT / year	ADT
	Local Road	49	6,753,432	377
	Total Network	**49**	**6,753,432**	**377**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,068,557	*(maintenance)*	$64,087	$1,189	*$1,003,280*	*94%*
2000	$903,987	*86%*	$0	$20	$903,967	*100%*
1999	$1,271,832	*64%*	$192,262	$2,890	$1,076,680	*85%*
1998	$1,029,852	*62%*	$0	$658	$1,029,194	*100%*

Towns

(MnDOT)	Road type	Miles	VMT / year	ADT
	Local Road	750	16,928,964	62
	Total Network	**750**	**16,928,964**	**62**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$608,240	*(maintenance)*	$203,024	$0	*$405,216*	*67%*
2000	$593,055	*80%*	$211,574	$0	$381,481	*64%*
1999	$548,196	*86%*	$204,085	$0	$344,111	*63%*
1998	$683,469	*76%*	$193,413	$0	$490,056	*72%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	9,801	10,009	2%
Heavy Vehicle	889	959	8%
All Registrations	14,510	14,908	

There are 11.0 light vehicles for every heavy vehicle

LOCAL GOVERNMENT ROAD PROFILES

KANABEC

525 sq miles pop. density: 29

(Census)	Population	% chg
2000	14,996	17%
1990	12,802	5%
1980	12,161	

County-area totals

Rd Miles: 717

VMT / yr: 54,287,316

County

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	176	33,531,456	523
	Local Road	248	13,236,024	146
	Total Network	**423**	**46,767,480**	**303**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$3,326,903	*(maintenance)*	$1,992,168	$0	*$1,334,734*	*40%*
2000	$3,545,740	*42%*	$2,084,229	$0	$1,461,511	*41%*
1999	$3,360,273	*54%*	$1,513,412	$0	$1,846,861	*55%*
1998	$3,074,695	*40%*	$2,378,864	$0	$695,831	*23%*

Cities

(MnDOT)	Road type	Miles	VMT / year	ADT
	Local Road	27	3,740,154	376
	Total Network	**27**	**3,740,154**	**376**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$351,131	*(maintenance)*	$0	$3,552	*$347,579*	*99%*
2000	$338,132	*89%*	$0	$2,416	$335,716	*99%*
1999	$396,133	*63%*	$0	$3,947	$392,186	*99%*
1998	$319,129	*89%*	$0	$4,293	$314,836	*99%*

Towns

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	1	29,280	134
	Local Road	265	3,750,402	39
	Total Network	**266**	**3,779,682**	**39**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$338,257	*(maintenance)*	$45,185	$14,045	*$279,027*	*82%*
2000	$397,568	*86%*	$45,044	$16,818	$335,706	*84%*
1999	$293,751	*83%*	$42,487	$14,463	$236,801	*81%*
1998	$323,452	*93%*	$48,024	$10,855	$264,573	*82%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	11,382	12,805	13%
Heavy Vehicle	622	749	20%
All Registrations	16,824	18,882	

There are 18.3 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

KANDIYOHI

796 sq miles pop. density: 52

(Census)	Population	% chg
2000	41,203	6%
1990	38,761	5%
1980	36,763	

County-area totals

Rd Miles: 1,502

VMT / yr: 217,390,824

County

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	14	21,777,732	4,346
Collector Route	380	104,628,786	754
Local Road	245	11,627,088	130
Total Network	**639**	**138,033,606**	**592**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$7,159,220	*(maintenance)*	$4,402,138	$0	*$2,757,082*	*39%*
2000	$6,292,039	*46%*	$3,446,182	$0	$2,845,857	*45%*
1999	$7,577,417	*40%*	$5,186,486	$0	$2,390,931	*32%*
1998	$7,608,204	*44%*	$4,573,746	$0	$3,034,458	*40%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Principle Arterial	5	23,776,092	14,396
Minor Arterial	4	4,415,424	2,996
Collector Route	9	7,247,532	2,262
Local Road	119	24,976,572	576
Total Network	**136**	**60,415,620**	**1,215**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$5,872,690	*(maintenance)*	$1,028,014	$28,314	*$4,816,362*	*82%*
2000	$3,455,386	*72%*	$171,544	$26,912	$3,256,930	*94%*
1999	$6,274,935	*37%*	$147,600	$30,827	$6,096,508	*97%*
1998	$7,887,749	*30%*	$2,764,898	$27,202	$5,095,649	*65%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Local Road	727	18,941,598	71
Total Network	**727**	**18,941,598**	**71**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,183,551	*(maintenance)*	$90,749	$60,126	*$1,032,676*	*87%*
2000	$1,135,865	*68%*	$86,405	$45,767	$1,003,693	*88%*
1999	$1,161,464	*75%*	$104,728	$60,577	$996,159	*86%*
1998	$1,253,323	*79%*	$81,114	$74,034	$1,098,175	*88%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	31,775	33,467	5%
Heavy Vehicle	2,195	2,424	10%
All Registrations	48,037	50,690	

There are 14.5 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

KITTSON

1,097 sq miles pop. density: 5

(Census)	Population	% chg
2000	5,285	-8%
1990	5,767	-14%
1980	6,672	

County-area totals

Rd Miles: 1,537

VMT / yr: 36,625,254

County

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	344	20,031,546	160
	Local Road	119	2,355,210	54
	Total Network	**463**	**22,386,756**	**132**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$4,271,910	*(maintenance)*	$3,205,663	$72,000	*$994,247*	*23%*
2000	$4,358,809	*39%*	$3,225,035	$216,000	$917,774	*21%*
1999	$4,434,472	*34%*	$3,367,297	$0	$1,067,175	*24%*
1998	$4,022,449	*36%*	$3,024,658	$0	$997,791	*25%*

Cities

(MnDOT)	Road type	Miles	VMT / year	ADT
	Local Road	37	5,128,026	377
	Total Network	**37**	**5,128,026**	**377**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$520,891	*(maintenance)*	$895	$1,603	*$518,392*	*100%*
2000	$596,117	*73%*	$2,602	$0	$593,515	*100%*
1999	$509,203	*89%*	$83	$3,630	$505,490	*99%*
1998	$457,352	*91%*	$0	$1,180	$456,172	*100%*

Towns

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	9	82,350	24
	Local Road	1,027	9,028,122	24
	Total Network	**1,036**	**9,110,472**	**24**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$727,051	*(maintenance)*	$210,005	$14,531	*$502,515*	*69%*
2000	$685,338	*72%*	$250,007	$6,003	$429,328	*63%*
1999	$718,392	*73%*	$188,184	$22,574	$507,634	*71%*
1998	$777,424	*83%*	$191,824	$15,016	$570,584	*73%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	4,529	4,587	1%
Heavy Vehicle	507	528	4%
All Registrations	6,770	6,864	

There are 8.9 light vehicles for every heavy vehicle

LOCAL GOVERNMENT ROAD PROFILES

KOOCHICHING

3,102 sq miles pop. density: 5

(Census)	Population	% chg
2000	14,355	-12%
1990	16,299	-7%
1980	17,571	

County-area totals

Rd Miles: 706

VMT / yr: 38,712,552

County

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	4	2,794,776	2,050
Collector Route	200	11,183,496	153
Local Road	227	9,669,354	117
Total Network	**431**	**23,647,626**	**150**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$4,481,680	*(maintenance)*	$3,378,961	$0	*$1,102,718*	*25%*
2000	$4,368,667	*40%*	$3,043,635	$0	$1,325,032	*30%*
1999	$5,061,142	*37%*	$3,730,072	$0	$1,331,070	*26%*
1998	$4,015,230	*46%*	$3,363,177	$0	$652,053	*16%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	1	352,824	1,028
Collector Route	3	798,246	710
Local Road	53	10,947,426	564
Total Network	**57**	**12,098,496**	**580**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$3,358,293	*(maintenance)*	$195,565	$10,538	*$3,152,191*	*94%*
2000	$3,735,508	*38%*	$234,220	$669	$3,500,619	*94%*
1999	$3,775,165	*35%*	$308,332	$14,767	$3,452,066	*91%*
1998	$2,564,207	*54%*	$44,142	$16,177	$2,503,888	*98%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	8	135,054	45
Local Road	210	2,831,376	37
Total Network	**218**	**2,966,430**	**37**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$0	*(maintenance)*	$0	$0	*$0*	*#Num!*
2000	$0	*#Num!*	$0	$0	$0	*#Num!*
1999	$0	*#Num!*	$0	$0	$0	*#Num!*
1998	$0	*#Num!*	$0	$0	$0	*#Num!*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	11,631	12,160	5%
Heavy Vehicle	541	651	20%
All Registrations	18,859	19,275	

There are 21.5 light vehicles for every heavy vehicle

LOCAL GOVERNMENT ROAD PROFILES

LAC QUI PARLE

765 sq miles pop. density: 11

(Census)	Population	% chg
2000	8,067	-10%
1990	8,924	-16%
1980	10,592	

County-area totals

Rd Miles: 1,376

VMT / yr: 47,595,372

County

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	5	2,608,848	1,354
Collector Route	304	23,758,890	214
Local Road	190	3,489,810	50
Total Network	**500**	**29,857,548**	**164**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$3,289,874	*(maintenance)*	$2,387,639	$28,489	*$873,745*	*27%*
2000	$3,131,825	*51%*	$2,249,904	$0	$881,921	*28%*
1999	$3,245,649	*48%*	$2,583,386	$0	$662,263	*20%*
1998	$3,492,147	*48%*	$2,329,627	$85,468	$1,077,052	*31%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Local Road	44	6,060,594	377
Total Network	**44**	**6,060,594**	**377**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$741,698	*(maintenance)*	$2,295	$5,608	*$733,796*	*99%*
2000	$679,734	*90%*	$0	$3,908	$675,826	*99%*
1999	$731,240	*80%*	$0	$5,528	$725,712	*99%*
1998	$814,121	*68%*	$6,885	$7,387	$799,849	*98%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	3	84,180	72
Local Road	830	11,593,050	38
Total Network	**833**	**11,677,230**	**38**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$538,603	*(maintenance)*	$236,275	$2,222	*$300,106*	*56%*
2000	$533,029	*90%*	$259,909	$0	$273,120	*51%*
1999	$496,172	*87%*	$228,096	$5,439	$262,637	*53%*
1998	$586,607	*91%*	$220,819	$1,226	$364,562	*62%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	7,474	7,610	2%
Heavy Vehicle	685	691	1%
All Registrations	10,983	11,265	

There are 10.9 light vehicles for every heavy vehicle

LOCAL GOVERNMENT ROAD PROFILES

LAKE

2,099 sq miles pop. density: 5

(Census)	Population	% chg
2000	11,058	6%
1990	10,415	-20%
1980	13,043	

County-area totals

Rd Miles: 483

VMT / yr: 56,650,212

County

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	215	42,410,616	541
Local Road	65	4,990,410	209
Total Network	**280**	**47,401,026**	**464**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$4,442,950	*(maintenance)*	$2,106,086	$407,530	*$1,929,333*	*43%*
2000	$4,238,854	*59%*	$1,691,817	$721,372	$1,825,665	*43%*
1999	$4,290,921	*54%*	$1,891,963	$501,219	$1,897,739	*44%*
1998	$4,799,075	*45%*	$2,734,479	$0	$2,064,596	*43%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	1	227,652	952
Local Road	27	3,656,340	377
Total Network	**27**	**3,883,992**	**391**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,391,963	*(maintenance)*	$0	$27,236	*$1,364,726*	*98%*
2000	$1,327,167	*68%*	$0	$17,744	$1,309,423	*99%*
1999	$1,458,918	*61%*	$0	$20,651	$1,438,267	*99%*
1998	$1,389,803	*70%*	$0	$43,314	$1,346,489	*97%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	7	1,869,894	788
Local Road	170	3,495,300	56
Total Network	**176**	**5,365,194**	**84**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$304,620	*(maintenance)*	$16,264	$9,790	*$278,567*	*91%*
2000	$318,113	*77%*	$18,429	$14,066	$285,618	*90%*
1999	$339,776	*75%*	$17,210	$7,864	$314,702	*93%*
1998	$255,972	*78%*	$13,153	$7,439	$235,380	*92%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	9,034	9,380	4%
Heavy Vehicle	306	347	13%
All Registrations	13,237	13,686	

There are 29.5 light vehicles for every heavy vehicle

LOCAL GOVERNMENT ROAD PROFILES

LAKE OF THE WOODS

1,297 sq miles pop. density: 3

(Census)	Population	% chg
2000	4,522	11%
1990	4,076	8%
1980	3,764	

County-area totals

Rd Miles: 611

VMT / yr: 19,565,628

County

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	154	9,927,750	177
	Local Road	215	4,501,068	57
	Total Network	**369**	**14,428,818**	**107**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	% Local
3-yr avg	$3,231,324	*(maintenance)*	$2,464,025	$111,875	*$655,424*	*20%*
2000	$3,394,061	*47%*	$2,459,049	$335,626	$599,386	*18%*
1999	$3,079,341	*47%*	$2,612,914	$0	$466,427	*15%*
1998	$3,220,570	*61%*	$2,320,112	$0	$900,458	*28%*

Cities

(MnDOT)	Road type	Miles	VMT / year	ADT
	Local Road	15	2,000,922	374
	Total Network	**15**	**2,000,922**	**374**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	% Local
3-yr avg	$191,613	*(maintenance)*	$4,641	$9,254	*$177,719*	*93%*
2000	$229,858	*54%*	$0	$25,112	$204,746	*89%*
1999	$133,365	*81%*	$0	$162	$133,203	*100%*
1998	$211,616	*39%*	$13,922	$2,487	$195,207	*92%*

Towns

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	12	111,996	27
	Local Road	216	3,023,892	38
	Total Network	**228**	**3,135,888**	**38**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	% Local
3-yr avg	$0	*(maintenance)*	$0	$0	*$0*	*#Num!*
2000	$0	*#Num!*	$0	$0	$0	*#Num!*
1999	$0	*#Num!*	$0	$0	$0	*#Num!*
1998	$0	*#Num!*	$0	$0	$0	*#Num!*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	3,572	3,856	8%
Heavy Vehicle	211	250	18%
All Registrations	5,565	5,931	

There are 16.9 light vehicles for every heavy vehicle

LOCAL GOVERNMENT ROAD PROFILES

LE SUEUR

449 sq miles pop. density: 57

(Census)	Population	% chg
2000	25,426	9%
1990	23,239	-1%
1980	23,434	

County-area totals

Rd Miles: 878

VMT / yr: 110,015,574

County

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	0	71,370	1,778
Collector Route	236	65,690,778	764
Local Road	274	27,728,892	277
Total Network	**510**	**93,491,040**	**502**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$5,171,248	*(maintenance)*	$2,996,695	$0	*$2,174,553*	*42%*
2000	$6,702,224	*36%*	$3,676,260	$0	$3,025,964	*45%*
1999	$4,601,231	*49%*	$2,768,752	$0	$1,832,479	*40%*
1998	$4,210,288	*48%*	$2,545,073	$0	$1,665,215	*40%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	0	76,860	1,504
Local Road	76	10,689,396	383
Total Network	**77**	**10,766,256**	**385**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$2,937,109	*(maintenance)*	$0	$52,087	*$2,885,022*	*98%*
2000	$2,391,354	*45%*	$0	$74,972	$2,316,382	*97%*
1999	$2,911,966	*39%*	$0	$70,625	$2,841,341	*98%*
1998	$3,508,007	*30%*	$0	$10,665	$3,497,342	*100%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	2	108,702	170
Local Road	290	5,649,576	53
Total Network	**292**	**5,758,278**	**54**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$638,748	*(maintenance)*	$95,958	$1,781	*$541,009*	*85%*
2000	$537,868	*89%*	$100,967	$0	$436,901	*81%*
1999	$816,995	*57%*	$96,272	$3,851	$716,872	*88%*
1998	$561,381	*75%*	$90,636	$1,491	$469,254	*84%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	21,061	23,212	10%
Heavy Vehicle	1,246	1,398	12%
All Registrations	30,522	33,061	

There are 16.9 light vehicles for every heavy vehicle

LOCAL GOVERNMENT ROAD PROFILES

LINCOLN

537 sq miles pop. density: 12

(Census)	Population	% chg
2000	6,429	-7%
1990	6,890	-16%
1980	8,207	

County-area totals

Rd Miles: 982

VMT / yr: 38,126,220

County

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	236	21,262,770	247
	Local Road	154	4,420,548	78
	Total Network	**390**	**25,683,318**	**180**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$2,933,727	*(maintenance)*	$2,248,909	$0	*$684,818*	*23%*
2000	$2,418,939	*55%*	$1,423,661	$0	$995,278	*41%*
1999	$2,270,067	*62%*	$2,053,923	$0	$216,144	*10%*
1998	$4,112,176	*38%*	$3,269,144	$0	$843,032	*21%*

Cities

(MnDOT)	Road type	Miles	VMT / year	ADT
	Local Road	31	4,199,850	377
	Total Network	**31**	**4,199,850**	**377**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$745,549	*(maintenance)*	$0	$1,244	*$744,305*	*100%*
2000	$352,538	*85%*	$0	$3,731	$348,807	*99%*
1999	$456,933	*69%*	$0	$0	$456,933	*100%*
1998	$1,427,176	*24%*	$0	$0	$1,427,176	*100%*

Towns

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	3	39,162	41
	Local Road	559	8,203,890	40
	Total Network	**562**	**8,243,052**	**40**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$367,927	*(maintenance)*	$99,960	$39,144	*$228,823*	*62%*
2000	$438,781	*73%*	$127,364	$46,227	$265,190	*60%*
1999	$401,522	*65%*	$88,077	$45,492	$267,953	*67%*
1998	$263,477	*77%*	$84,440	$25,712	$153,325	*58%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	5,689	5,852	3%
Heavy Vehicle	406	494	22%
All Registrations	7,892	8,313	

There are 14.0 light vehicles for every heavy vehicle

LOCAL GOVERNMENT ROAD PROFILES

LYON

714 sq miles pop. density: 36

(Census)	Population	% chg
2000	25,425	3%
1990	24,789	-2%
1980	25,207	

County-area totals

Rd Miles: 1,308

VMT / yr: 99,314,832

County

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	309	46,925,592	416
	Local Road	182	9,212,220	138
	Total Network	**491**	**56,137,812**	**313**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$4,579,894	*(maintenance)*	$2,889,961	$0	*$1,689,933*	*37%*
2000	$3,892,811	*64%*	$2,554,591	$0	$1,338,220	*34%*
1999	$4,424,708	*52%*	$2,776,147	$0	$1,648,561	*37%*
1998	$5,422,162	*44%*	$3,339,145	$0	$2,083,017	*38%*

Cities

(MnDOT)	Road type	Miles	VMT / year	ADT
	Minor Arterial	6	6,883,728	3,317
	Collector Route	8	5,736,684	2,096
	Local Road	102	21,322,794	574
	Total Network	**115**	**33,943,206**	**809**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$6,066,790	*(maintenance)*	$114,812	$10,323	*$5,941,655*	*98%*
2000	$5,967,375	*38%*	$73,117	$13,365	$5,880,893	*99%*
1999	$4,790,277	*49%*	$250,739	$14,560	$4,524,978	*94%*
1998	$7,442,717	*30%*	$20,580	$3,043	$7,419,094	*100%*

Towns

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	15	390,156	70
	Local Road	686	8,843,658	35
	Total Network	**702**	**9,233,814**	**36**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$488,799	*(maintenance)*	$65,615	$64,482	*$358,702*	*73%*
2000	$521,237	*87%*	$75,635	$55,641	$389,961	*75%*
1999	$464,347	*94%*	$61,797	$52,710	$349,840	*75%*
1998	$480,813	*92%*	$59,412	$85,096	$336,305	*70%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	19,303	20,167	4%
Heavy Vehicle	1,956	1,927	-1%
All Registrations	28,849	30,122	

There are 9.9 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

MAHNOMEN

556 sq miles pop. density: 9

(Census)	Population	% chg
2000	5,190	3%
1990	5,044	-9%
1980	5,535	

County-area totals

Rd Miles: 614

VMT / yr: 26,042,364

County

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	142	14,649,882	284
	Local Road	141	5,733,390	111
	Total Network	**283**	**20,383,272**	**197**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$2,288,531	*(maintenance)*	$1,826,496	$0	*$462,036*	*20%*
2000	$2,852,513	*46%*	$2,083,957	$0	$768,556	*27%*
1999	$1,962,149	*56%*	$1,657,670	$0	$304,479	*16%*
1998	$2,050,932	*59%*	$1,737,860	$0	$313,072	*15%*

Cities

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	0	20,496	374
	Local Road	13	1,750,212	377
	Total Network	**13**	**1,770,708**	**377**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$507,966	*(maintenance)*	$66	$4,434	*$503,467*	*99%*
2000	$1,139,867	*25%*	$0	$5,656	$1,134,211	*100%*
1999	$214,207	*62%*	$0	$7,297	$206,910	*97%*
1998	$169,825	*85%*	$197	$348	$169,280	*100%*

Towns

(MnDOT)	Road type	Miles	VMT / year	ADT
	Local Road	318	3,888,384	33
	Total Network	**318**	**3,888,384**	**33**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$246,294	*(maintenance)*	$66,550	$5,873	*$173,871*	*71%*
2000	$273,130	*91%*	$67,917	$16,285	$188,928	*69%*
1999	$250,353	*99%*	$66,992	$0	$183,361	*73%*
1998	$215,400	*94%*	$64,742	$1,334	$149,324	*69%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	3,380	3,551	5%
Heavy Vehicle	252	287	14%
All Registrations	4,881	5,131	

There are 13.4 light vehicles for every heavy vehicle

LOCAL GOVERNMENT ROAD PROFILES

MARSHALL

1,772 sq miles pop. density: 6

(Census)	Population	% chg
2000	10,155	-8%
1990	10,993	-16%
1980	13,027	

County-area totals

Rd Miles: 2,658

VMT / yr: 86,375,268

County

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	42	7,478,112	486
Collector Route	503	33,078,714	180
Local Road	272	4,906,596	49
Total Network	**817**	**45,463,422**	**152**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$5,173,186	*(maintenance)*	$4,334,169	$20,971	*$818,045*	*16%*
2000	$4,676,973	*52%*	$4,576,828	$0	$100,145	*2%*
1999	$5,836,385	*42%*	$4,838,583	$0	$997,802	*17%*
1998	$5,006,199	*50%*	$3,587,097	$62,913	$1,356,189	*27%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Local Road	53	7,350,744	377
Total Network	**53**	**7,350,744**	**377**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,049,088	*(maintenance)*	$2,677	$7,381	*$1,039,030*	*99%*
2000	$768,428	*82%*	$0	$12,632	$755,796	*98%*
1999	$878,918	*79%*	$0	$5,727	$873,191	*99%*
1998	$1,499,919	*52%*	$8,030	$3,785	$1,488,104	*99%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	5	176,412	101
Local Road	1,783	33,384,690	51
Total Network	**1,788**	**33,561,102**	**51**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,316,900	*(maintenance)*	$449,612	$64,053	*$803,235*	*61%*
2000	$1,296,268	*81%*	$503,211	$38,197	$754,860	*58%*
1999	$1,332,056	*85%*	$495,497	$12,632	$823,927	*62%*
1998	$1,322,375	*82%*	$350,127	$141,329	$830,919	*63%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	8,946	9,600	7%
Heavy Vehicle	1,112	1,070	-4%
All Registrations	13,413	14,264	

There are 8.0 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

MARTIN

709 sq miles pop. density: 31

(Census)	Population	% chg
2000	21,802	-5%
1990	22,914	-7%
1980	24,687	

County-area totals

Rd Miles: 1,398

VMT / yr: 130,836,582

County

(MnDOT) Road type	Miles	VMT / year	ADT
Principle Arterial	1	1,353,102	3,715
Minor Arterial	2	2,162,328	2,947
Collector Route	354	62,810,358	487
Local Road	153	6,264,456	112
Total Network	**510**	**72,590,244**	**390**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$5,566,793	*(maintenance)*	$3,414,813	$55,434	*$2,096,546*	*38%*
2000	$5,825,576	*44%*	$3,609,759	$166,303	$2,049,514	*35%*
1999	$5,706,631	*47%*	$3,489,335	$0	$2,217,296	*39%*
1998	$5,168,172	*44%*	$3,145,345	$0	$2,022,827	*39%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Principle Arterial	2	5,657,628	6,250
Minor Arterial	9	8,897,094	2,701
Collector Route	7	5,982,270	2,368
Local Road	100	20,871,882	570
Total Network	**119**	**41,408,874**	**956**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$4,683,984	*(maintenance)*	$730,683	$190	*$3,953,111*	*84%*
2000	$3,852,496	*39%*	$401,818	$0	$3,450,678	*90%*
1999	$6,702,666	*22%*	$1,051,110	$390	$5,651,166	*84%*
1998	$3,496,789	*40%*	$739,121	$180	$2,757,488	*79%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	12	356,484	85
Local Road	758	16,480,980	60
Total Network	**769**	**16,837,464**	**60**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$904,651	*(maintenance)*	$219,961	$0	*$684,690*	*76%*
2000	$791,334	*76%*	$224,378	$0	$566,956	*72%*
1999	$990,669	*64%*	$225,064	$0	$765,605	*77%*
1998	$931,950	*64%*	$210,441	$0	$721,509	*77%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	18,923	19,279	2%
Heavy Vehicle	1,442	1,424	-1%
All Registrations	27,805	27,972	

There are 13.1 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

MCLEOD

492 sq miles pop. density: 71

(Census)	Population	% chg
2000	34,898	9%
1990	32,030	8%
1980	29,657	

County-area totals

Rd Miles: 995

VMT / yr: 143,223,852

County

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	23	16,363,860	1,913
Collector Route	231	63,313,242	750
Local Road	145	12,284,790	232
Total Network	**400**	**91,961,892**	**630**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$6,603,885	*(maintenance)*	$4,023,145	$0	*$2,580,740*	*39%*
2000	$6,151,441	*36%*	$4,571,272	$0	$1,580,169	*26%*
1999	$7,864,714	*28%*	$4,826,455	$0	$3,038,259	*39%*
1998	$5,795,500	*36%*	$2,671,709	$0	$3,123,791	*54%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	7	9,899,568	3,839
Collector Route	8	4,524,492	1,635
Local Road	110	28,000,830	699
Total Network	**124**	**42,424,890**	**935**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$8,334,521	*(maintenance)*	$904,853	$734,114	*$6,695,554*	*80%*
2000	$8,389,443	*31%*	$711,606	$790,185	$6,887,652	*82%*
1999	$10,341,093	*21%*	$1,313,638	$1,025,021	$8,002,434	*77%*
1998	$6,273,028	*33%*	$689,314	$387,137	$5,196,577	*83%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Local Road	471	8,837,070	51
Total Network	**471**	**8,837,070**	**51**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$685,952	*(maintenance)*	$142,237	$3,614	*$540,101*	*79%*
2000	$655,327	*87%*	$142,642	$0	$512,685	*78%*
1999	$751,870	*70%*	$144,829	$10,842	$596,199	*79%*
1998	$650,660	*84%*	$139,241	$0	$511,419	*79%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	27,879	31,029	11%
Heavy Vehicle	1,621	1,649	2%
All Registrations	41,978	45,888	

There are 17.2 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

MEEKER

609 sq miles pop. density: 37

(Census)	Population	% chg
2000	22,644	9%
1990	20,846	1%
1980	20,594	

County-area totals

Rd Miles: 1,148

VMT / yr: 84,966,168

County

(MnDOT)

Road type	Miles	VMT / year	ADT
Minor Arterial	3	2,483,310	2,146
Collector Route	269	45,347,766	462
Local Road	2	300,852	476
Total Network	**274**	**48,131,928**	**482**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$4,004,536	*(maintenance)*	$2,181,860	$0	*$1,822,676*	*46%*
2000	$5,053,616	*46%*	$2,888,825	$0	$2,164,791	*43%*
1999	$4,061,335	*52%*	$2,169,895	$0	$1,891,440	*47%*
1998	$2,898,658	*66%*	$1,486,861	$0	$1,411,797	*49%*

Cities

(MnDOT)

Road type	Miles	VMT / year	ADT
Minor Arterial	4	2,015,196	1,512
Collector Route	4	1,150,704	840
Local Road	67	12,987,876	527
Total Network	**75**	**16,153,776**	**591**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,782,148	*(maintenance)*	$106,717	$15,642	*$1,659,788*	*93%*
2000	$1,662,166	*58%*	$67,839	$21,483	$1,572,844	*95%*
1999	$2,457,552	*23%*	$149,838	$14,419	$2,293,295	*93%*
1998	$1,226,725	*70%*	$102,475	$11,025	$1,113,225	*91%*

Towns

(MnDOT)

Road type	Miles	VMT / year	ADT
Minor Arterial	0	732	8
Collector Route	6	417,606	189
Local Road	793	20,262,126	70
Total Network	**800**	**20,680,464**	**71**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,404,008	*(maintenance)*	$214,815	$26,797	*$1,162,396*	*83%*
2000	$1,269,139	*71%*	$210,006	$53,433	$1,005,700	*79%*
1999	$1,551,527	*54%*	$264,183	$0	$1,287,344	*83%*
1998	$1,391,358	*58%*	$170,256	$26,959	$1,194,143	*86%*

Vehicles registered in the county

(DPS)

	1997	2000	change
Light Vehicle	17,907	20,007	12%
Heavy Vehicle	1,139	1,292	13%
All Registrations	27,352	30,274	

There are 15.7 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

MILLE LACS

575 sq miles pop. density: 39

(Census)	Population	% chg
2000	22,330	20%
1990	18,670	1%
1980	18,430	

County-area totals

Rd Miles: 887

VMT / yr: 87,268,308

County

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	15	16,505,868	2,996
Collector Route	212	43,310,244	559
Local Road	178	10,886,304	167
Total Network	**405**	**70,702,416**	**478**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$4,084,859	*(maintenance)*	$2,942,943	$574,827	*$567,089*	*14%*
2000	$4,966,237	*34%*	$3,836,584	$0	$1,129,653	*23%*
1999	$3,737,037	*44%*	$2,378,678	$0	$1,358,359	*36%*
1998	$3,551,302	*39%*	$2,613,567	$1,724,480	($786,745)	*-22%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Local Road	64	9,070,212	387
Total Network	**64**	**9,070,212**	**387**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,518,445	*(maintenance)*	$0	$11,164	*$1,507,281*	*99%*
2000	$1,520,251	*35%*	$0	$9,707	$1,510,544	*99%*
1999	$1,777,635	*33%*	$0	$15,096	$1,762,539	*99%*
1998	$1,257,449	*43%*	$0	$8,690	$1,248,759	*99%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	2	87,840	98
Local Road	415	7,407,840	49
Total Network	**417**	**7,495,680**	**49**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$594,648	*(maintenance)*	$114,972	$0	*$479,676*	*81%*
2000	$691,526	*63%*	$120,429	$0	$571,097	*83%*
1999	$392,945	*84%*	$109,706	$0	$283,239	*72%*
1998	$699,474	*54%*	$114,782	$0	$584,692	*84%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	17,860	19,970	12%
Heavy Vehicle	872	1,206	38%
All Registrations	26,363	29,435	

There are 20.5 light vehicles for every heavy vehicle

LOCAL GOVERNMENT ROAD PROFILES

MORRISON

1,125 sq miles pop. density: 28

(Census)	Population	% chg
2000	31,712	7%
1990	29,604	1%
1980	29,311	

County-area totals

Rd Miles: 1,722

VMT / yr: 162,984,192

County

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	19	6,597,882	947
Collector Route	424	85,654,980	553
Local Road	274	21,607,908	216
Total Network	**717**	**113,860,770**	**435**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$8,288,678	*(maintenance)*	$4,316,248	$782,839	*$3,189,591*	*38%*
2000	$8,356,308	*30%*	$4,460,749	$443,189	$3,452,370	*41%*
1999	$8,756,399	*27%*	$5,608,342	$1,313,674	$1,834,383	*21%*
1998	$7,753,327	*33%*	$2,879,654	$591,654	$4,282,019	*55%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Principle Arterial	3	6,804,306	6,287
Minor Arterial	5	2,977,776	1,508
Collector Route	11	4,980,894	1,189
Local Road	112	20,485,386	501
Total Network	**132**	**35,248,362**	**733**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$2,539,949	*(maintenance)*	$212,611	$10,115	*$2,317,223*	*91%*
2000	$2,513,628	*31%*	$20,985	$11,918	$2,480,725	*99%*
1999	$2,602,295	*27%*	$246,165	$5,797	$2,350,333	*90%*
1998	$2,503,925	*31%*	$370,682	$12,631	$2,120,612	*85%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	4	169,458	114
Local Road	869	13,705,602	43
Total Network	**873**	**13,875,060**	**44**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,385,736	*(maintenance)*	$219,914	$30,693	*$1,135,129*	*82%*
2000	$1,894,544	*50%*	$242,521	$63,620	$1,588,403	*84%*
1999	$1,161,183	*77%*	$244,619	$7,565	$908,999	*78%*
1998	$1,101,481	*63%*	$172,602	$20,894	$907,985	*82%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	25,633	28,122	10%
Heavy Vehicle	1,545	1,796	16%
All Registrations	38,398	41,799	

There are 16.6 light vehicles for every heavy vehicle

LOCAL GOVERNMENT ROAD PROFILES

MOWER

712 sq miles pop. density: 54

(Census)	Population	% chg
2000	38,603	3%
1990	37,385	-7%
1980	40,390	

County-area totals

Rd Miles: 1,425

VMT / yr: 155,739,588

County

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	6	7,877,418	3,483
Collector Route	342	64,333,650	515
Local Road	57	5,623,224	273
Total Network	**405**	**77,834,292**	**527**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$6,659,424	*(maintenance)*	$4,251,225	$0	*$2,408,199*	*36%*
2000	$8,190,934	*45%*	$5,917,064	$0	$2,273,870	*28%*
1999	$5,802,301	*68%*	$2,767,362	$0	$3,034,939	*52%*
1998	$5,985,038	*50%*	$4,069,249	$0	$1,915,789	*32%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Principle Arterial	5	14,663,058	7,575
Minor Arterial	7	8,594,778	3,519
Collector Route	7	4,160,322	1,713
Local Road	147	33,966,996	633
Total Network	**166**	**61,385,154**	**1,016**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$6,640,208	*(maintenance)*	$1,206,337	$197,319	*$5,236,552*	*79%*
2000	$6,512,152	*47%*	$903,938	$328,794	$5,279,420	*81%*
1999	$6,656,390	*45%*	$1,289,364	$263,163	$5,103,863	*77%*
1998	$6,752,081	*42%*	$1,425,708	$0	$5,326,373	*79%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	1	26,352	63
Local Road	853	16,493,790	53
Total Network	**855**	**16,520,142**	**53**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,441,026	*(maintenance)*	$149,724	$44,841	*$1,246,461*	*86%*
2000	$1,498,226	*91%*	$140,887	$67,887	$1,289,452	*86%*
1999	$1,425,513	*75%*	$235,002	$0	$1,190,511	*84%*
1998	$1,399,339	*87%*	$73,282	$66,637	$1,259,420	*90%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	30,580	32,322	6%
Heavy Vehicle	1,343	1,505	12%
All Registrations	41,709	44,333	

There are 22.8 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

MURRAY

705 sq miles pop. density: 13

(Census)	Population	% chg
2000	9,165	-5%
1990	9,660	-16%
1980	11,507	

County-area totals

Rd Miles: 1,303

VMT / yr: 53,987,562

County

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	300	31,171,122	285
	Local Road	123	3,757,356	83
	Total Network	**423**	**34,928,478**	**226**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$4,056,156	*(maintenance)*	$3,278,856	$0	*$777,300*	*19%*
2000	$4,260,179	*40%*	$3,727,849	$0	$532,330	*12%*
1999	$4,465,562	*39%*	$3,412,559	$0	$1,053,003	*24%*
1998	$3,442,727	*45%*	$2,696,160	$0	$746,567	*22%*

Cities

(MnDOT)	Road type	Miles	VMT / year	ADT
	Local Road	49	6,751,968	377
	Total Network	**49**	**6,751,968**	**377**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$756,464	*(maintenance)*	$0	$6,113	*$750,351*	*99%*
2000	$593,552	*90%*	$0	$2,729	$590,823	*100%*
1999	$1,003,897	*52%*	$0	$11,767	$992,130	*99%*
1998	$671,942	*70%*	$0	$3,842	$668,100	*99%*

Towns

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	14	183,732	37
	Local Road	817	12,123,384	41
	Total Network	**830**	**12,307,116**	**41**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$682,763	*(maintenance)*	$170,676	$52,087	*$460,000*	*67%*
2000	$800,632	*80%*	$184,073	$90,673	$525,886	*66%*
1999	$623,992	*88%*	$206,227	$0	$417,765	*67%*
1998	$623,665	*87%*	$121,728	$65,589	$436,348	*70%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	8,098	8,179	1%
Heavy Vehicle	707	821	16%
All Registrations	11,905	12,309	

There are 11.5 light vehicles for every heavy vehicle

LOCAL GOVERNMENT ROAD PROFILES

NICOLLET

452 sq miles pop. density: 66

(Census)	Population	% chg
2000	29,771	6%
1990	28,076	4%
1980	26,929	

County-area totals

Rd Miles: 782

VMT / yr: 103,988,286

County

(MnDOT)

Road type	Miles	VMT / year	ADT
Minor Arterial	5	1,712,514	946
Collector Route	201	35,508,954	484
Local Road	94	6,347,172	184
Total Network	**300**	**43,568,640**	**397**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$3,956,272	*(maintenance)*	$2,385,842	$0	*$1,570,431*	*40%*
2000	$5,104,051	*32%*	$2,329,467	$0	$2,774,584	*54%*
1999	$4,168,814	*37%*	$2,983,265	$0	$1,185,549	*28%*
1998	$2,595,952	*57%*	$1,844,793	$0	$751,159	*29%*

Cities

(MnDOT)

Road type	Miles	VMT / year	ADT
Minor Arterial	10	20,205,396	5,683
Collector Route	11	8,232,804	2,031
Local Road	98	23,673,246	661
Total Network	**119**	**52,111,446**	**1,200**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$9,936,151	*(maintenance)*	$920,542	$35,164	*$8,980,445*	*90%*
2000	$6,991,675	*28%*	$825,130	$67,529	$6,099,016	*87%*
1999	$5,688,212	*35%*	$1,885,576	$20,124	$3,782,512	*66%*
1998	$17,128,567	*11%*	$50,920	$17,839	$17,059,808	*100%*

Towns

(MnDOT)

Road type	Miles	VMT / year	ADT
Collector Route	9	689,178	205
Local Road	354	7,619,022	59
Total Network	**363**	**8,308,200**	**63**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$701,543	*(maintenance)*	$82,867	$11,924	*$606,752*	*86%*
2000	$955,329	*60%*	$82,527	$26,555	$846,247	*89%*
1999	$652,094	*72%*	$101,698	$9,218	$541,178	*83%*
1998	$497,207	*89%*	$64,376	$0	$432,831	*87%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	20,642	22,993	11%
Heavy Vehicle	942	1,065	13%
All Registrations	28,899	30,967	

There are 21.9 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

NOBLES

716 sq miles pop. density: 29

(Census)	Population	% chg
2000	20,832	4%
1990	20,098	-8%
1980	21,840	

County-area totals

Rd Miles: 1,400

VMT / yr: 113,284,320

County

(MnDOT)

Road type	Miles	VMT / year	ADT
Minor Arterial	8	13,053,024	4,368
Collector Route	328	48,716,796	407
Local Road	105	5,816,472	151
Total Network	**442**	**67,586,292**	**419**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$4,845,502	*(maintenance)*	$3,539,140	$178,592	*$1,127,770*	*23%*
2000	$4,771,887	*42%*	$3,133,185	$535,777	$1,102,925	*23%*
1999	$4,379,471	*40%*	$3,029,630	$0	$1,349,841	*31%*
1998	$5,385,147	*27%*	$4,454,604	$0	$930,543	*17%*

Cities

(MnDOT)

Road type	Miles	VMT / year	ADT
Minor Arterial	4	3,859,470	2,404
Collector Route	6	3,291,072	1,542
Local Road	89	19,469,370	599
Total Network	**99**	**26,619,912**	**734**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$5,222,702	*(maintenance)*	$1,185,683	$54,371	*$3,982,648*	*76%*
2000	$4,073,033	*36%*	$425,747	$29,015	$3,618,271	*89%*
1999	$5,760,805	*26%*	$1,632,443	$91,699	$4,036,663	*70%*
1998	$5,834,267	*23%*	$1,498,858	$42,399	$4,293,010	*74%*

Towns

(MnDOT)

Road type	Miles	VMT / year	ADT
Collector Route	9	453,840	138
Local Road	850	18,624,276	60
Total Network	**859**	**19,078,116**	**61**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$692,846	*(maintenance)*	$183,238	$36,999	*$472,609*	*68%*
2000	$596,523	*74%*	$170,596	$74,774	$351,153	*59%*
1999	$711,198	*71%*	$232,003	$0	$479,195	*67%*
1998	$770,818	*65%*	$147,116	$36,224	$587,478	*76%*

Vehicles registered in the county

(DPS)

	1997	2000	change
Light Vehicle	16,625	17,235	4%
Heavy Vehicle	1,145	1,216	6%
All Registrations	23,816	24,509	

There are 14.5 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

NORMAN

876 sq miles pop. density: 8

(Census)	Population	% chg
2000	7,442	-7%
1990	7,975	-15%
1980	9,379	

County-area totals

Rd Miles: 1,453

VMT / yr: 45,722,184

County

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	25	6,684,990	728
Collector Route	296	17,893,740	166
Local Road	369	9,376,188	70
Total Network	**690**	**33,954,918**	**135**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$3,924,937	*(maintenance)*	$2,741,653	$24,843	*$1,158,441*	*30%*
2000	$3,795,669	*46%*	$2,747,826	$0	$1,047,843	*28%*
1999	$3,358,456	*57%*	$2,311,204	$0	$1,047,252	*31%*
1998	$4,620,685	*49%*	$3,165,929	$74,529	$1,380,227	*30%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Local Road	38	5,254,662	377
Total Network	**38**	**5,254,662**	**377**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,383,853	*(maintenance)*	$23,007	$22,055	*$1,338,791*	*97%*
2000	$1,526,805	*33%*	$69,022	$37,798	$1,419,985	*93%*
1999	$761,204	*70%*	$0	$15,848	$745,356	*98%*
1998	$1,863,551	*29%*	$0	$12,519	$1,851,032	*99%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	2	53,070	72
Local Road	723	6,459,534	24
Total Network	**725**	**6,512,604**	**25**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$412,589	*(maintenance)*	$176,673	$3,119	*$232,797*	*56%*
2000	$456,306	*96%*	$188,069	$2,110	$266,127	*58%*
1999	$371,939	*97%*	$175,571	$5,440	$190,928	*51%*
1998	$409,522	*93%*	$166,380	$1,806	$241,336	*59%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	6,677	6,962	4%
Heavy Vehicle	707	660	-7%
All Registrations	9,589	9,750	

There are 9.4 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

OLMSTED

653 sq miles pop. density: 190

(Census)	Population	% chg
2000	124,277	17%
1990	106,470	16%
1980	92,006	

County-area totals

Rd Miles: 1,524

VMT / yr: 468,599,316

County

(MnDOT) Road type	Miles	VMT / year	ADT
Principle Arterial	15	68,839,476	12,980
Minor Arterial	36	57,082,824	4,308
Collector Route	247	101,965,404	1,129
Local Road	227	30,913,824	374
Total Network	**525**	**258,801,528**	**1,351**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$13,072,273	*(maintenance)*	$4,445,345	$1,018,984	*$7,607,944*	*58%*
2000	$16,143,371	*37%*	$4,198,919	$2,865,193	$9,079,259	*56%*
1999	$11,271,409	*47%*	$3,831,181	$0	$7,440,228	*66%*
1998	$11,802,040	*42%*	$5,305,935	$191,760	$6,304,345	*53%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Principle Arterial	1	7,394,298	16,207
Minor Arterial	25	83,856,822	9,361
Collector Route	20	25,168,722	3,402
Local Road	317	76,881,594	664
Total Network	**363**	**193,301,436**	**1,458**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$17,615,086	*(maintenance)*	$2,794,339	$274,925	*$14,545,821*	*83%*
2000	$18,667,898	*46%*	$3,182,517	$291,468	$15,193,913	*81%*
1999	$19,997,664	*38%*	$2,871,190	$277,010	$16,849,464	*84%*
1998	$14,179,696	*52%*	$2,329,311	$256,298	$11,594,087	*82%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	2	283,284	337
Local Road	634	16,213,068	70
Total Network	**636**	**16,496,352**	**71**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$2,232,680	*(maintenance)*	$158,521	$62,364	*$2,011,794*	*90%*
2000	$2,438,332	*70%*	$104,054	$133,501	$2,200,777	*90%*
1999	$2,058,076	*72%*	$285,287	$0	$1,772,789	*86%*
1998	$2,201,631	*68%*	$86,223	$53,592	$2,061,816	*94%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	89,352	98,981	11%
Heavy Vehicle	3,387	4,151	23%
All Registrations	120,541	131,189	

There are 26.4 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

OTTER TAIL

1,980 sq miles pop. density: 29

(Census)	Population	% chg
2000	57,159	13%
1990	50,714	-2%
1980	51,937	

County-area totals

Rd Miles: 3,553

VMT / yr: 312,120,774

County

(MnDOT) Road type	Miles	VMT / year	ADT
Principle Arterial	0	250,710	2,336
Minor Arterial	5	9,921,894	4,952
Collector Route	813	163,492,932	551
Local Road	234	28,682,688	336
Total Network	**1,053**	**202,348,224**	**526**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$10,749,471	*(maintenance)*	$8,984,133	$222,809	*$1,542,529*	*14%*
2000	$12,367,102	*32%*	$10,414,256	$600,000	$1,352,846	*11%*
1999	$11,054,673	*34%*	$9,380,832	$68,426	$1,605,415	*15%*
1998	$8,826,638	*48%*	$7,157,312	$0	$1,669,326	*19%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Principle Arterial	4	13,698,648	9,562
Minor Arterial	6	11,281,950	5,132
Collector Route	7	6,104,148	2,453
Local Road	181	37,140,948	562
Total Network	**198**	**68,225,694**	**946**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$5,380,766	*(maintenance)*	$547,674	$43,558	*$4,789,534*	*89%*
2000	$4,777,684	*40%*	$732,451	$57,284	$3,987,949	*83%*
1999	$4,304,523	*42%*	$288,245	$38,485	$3,977,793	*92%*
1998	$7,060,090	*25%*	$622,326	$34,905	$6,402,859	*91%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	6	341,844	152
Local Road	2,296	41,205,012	49
Total Network	**2,302**	**41,546,856**	**49**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$3,228,474	*(maintenance)*	$533,983	$118,833	*$2,575,658*	*80%*
2000	$3,900,155	*64%*	$549,182	$140,506	$3,210,467	*82%*
1999	$3,042,875	*68%*	$630,488	$23,484	$2,388,903	*79%*
1998	$2,742,392	*68%*	$422,279	$192,510	$2,127,603	*78%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	45,239	50,036	11%
Heavy Vehicle	2,720	3,051	12%
All Registrations	67,825	74,097	

There are 16.6 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

PENNINGTON

617 sq miles pop. density: 22

(Census)	Population	% chg
2000	13,584	2%
1990	13,306	-13%
1980	15,258	

County-area totals

Rd Miles: 1,066

VMT / yr: 68,984,412

County

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	48	16,789,518	968
Collector Route	177	16,711,194	259
Local Road	422	6,776,490	44
Total Network	**646**	**40,277,202**	**171**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$3,823,843	*(maintenance)*	$2,242,799	$0	*$1,581,044*	*41%*
2000	$3,306,208	*55%*	$2,100,007	$0	$1,206,201	*36%*
1999	$4,814,489	*39%*	$2,689,607	$0	$2,124,882	*44%*
1998	$3,350,832	*45%*	$1,938,782	$0	$1,412,050	*42%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	5	6,152,826	3,075
Collector Route	6	4,946,856	2,240
Local Road	53	13,469,166	697
Total Network	**64**	**24,568,848**	**1,044**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,419,617	*(maintenance)*	$567,102	$62,582	*$789,933*	*56%*
2000	$1,493,748	*53%*	$531,639	$50,322	$911,787	*61%*
1999	$1,492,399	*51%*	$750,458	$97,974	$643,967	*43%*
1998	$1,272,704	*57%*	$419,209	$39,449	$814,046	*64%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Local Road	355	4,138,362	32
Total Network	**355**	**4,138,362**	**32**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$215,599	*(maintenance)*	$96,419	$15,843	*$103,337*	*48%*
2000	$203,557	*79%*	$102,270	$1,037	$100,250	*49%*
1999	$242,150	*81%*	$95,311	$37,123	$109,716	*45%*
1998	$201,091	*81%*	$91,677	$9,368	$100,046	*50%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	10,592	11,720	11%
Heavy Vehicle	602	663	10%
All Registrations	15,646	16,935	

There are 17.6 light vehicles for every heavy vehicle

LOCAL GOVERNMENT ROAD PROFILES

PINE

1,411 sq miles pop. density: 19

(Census)	Population	% chg
2000	26,530	25%
1990	21,264	7%
1980	19,871	

County-area totals

Rd Miles: 1,530

VMT / yr: 124,282,254

County

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	418	81,979,608	537
	Local Road	275	16,199,526	162
	Total Network	**693**	**98,179,134**	**388**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$7,128,980	*(maintenance)*	$5,321,052	$107,824	*$1,700,104*	*24%*
2000	$7,244,529	*41%*	$5,095,812	$120,735	$2,027,982	*28%*
1999	$5,967,298	*45%*	$4,379,427	$138,338	$1,449,533	*24%*
1998	$8,175,113	*36%*	$6,487,917	$64,400	$1,622,796	*20%*

Cities

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	1	144,570	377
	Local Road	106	14,527,272	377
	Total Network	**107**	**14,671,842**	**377**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$761,227	*(maintenance)*	$5,856	$25,028	*$730,343*	*96%*
2000	$823,840	*83%*	$0	$5,409	$818,431	*99%*
1999	$744,379	*85%*	$17,567	$62,241	$664,571	*89%*
1998	$715,461	*92%*	$0	$7,435	$708,026	*99%*

Towns

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	2	78,324	105
	Local Road	728	11,352,954	43
	Total Network	**730**	**11,431,278**	**43**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,113,450	*(maintenance)*	$214,827	$22,113	*$876,510*	*79%*
2000	$1,109,459	*80%*	$220,110	$18,620	$870,729	*78%*
1999	$1,023,825	*71%*	$208,715	$18,120	$796,990	*78%*
1998	$1,207,066	*64%*	$215,656	$29,600	$961,810	*80%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	20,791	23,614	14%
Heavy Vehicle	1,083	1,394	29%
All Registrations	29,941	34,040	

There are 19.2 light vehicles for every heavy vehicle

LOCAL GOVERNMENT ROAD PROFILES

PIPESTONE

466 sq miles pop. density: 21

(Census)	Population	% chg
2000	9,895	-6%
1990	10,491	-10%
1980	11,690	

County-area totals

Rd Miles: 888

VMT / yr: 44,821,824

County

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	239	26,994,696	309
	Local Road	224	4,660,644	57
	Total Network	**463**	**31,655,340**	**187**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$3,404,904	*(maintenance)*	$2,539,405	$0	*$865,499*	*25%*
2000	$4,410,806	*27%*	$3,560,971	$0	$849,835	*19%*
1999	$3,077,949	*41%*	$2,604,530	$0	$473,419	*15%*
1998	$2,725,956	*58%*	$1,452,714	$0	$1,273,242	*47%*

Cities

(MnDOT)	Road type	Miles	VMT / year	ADT
	Local Road	52	7,173,234	376
	Total Network	**52**	**7,173,234**	**376**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,135,017	*(maintenance)*	$24,805	$38,730	*$1,071,481*	*94%*
2000	$1,428,261	*40%*	$22,721	$56,740	$1,348,800	*94%*
1999	$893,415	*74%*	$27,365	$6,040	$860,010	*96%*
1998	$1,083,374	*50%*	$24,329	$53,411	$1,005,634	*93%*

Towns

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	0	6,954	64
	Local Road	372	5,986,296	44
	Total Network	**372**	**5,993,250**	**44**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$314,121	*(maintenance)*	$70,672	$19,813	*$223,635*	*71%*
2000	$273,790	*84%*	$93,644	$9,877	$170,269	*62%*
1999	$312,885	*88%*	$90,072	$607	$222,206	*71%*
1998	$355,688	*73%*	$28,301	$48,956	$278,431	*78%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	8,022	8,143	2%
Heavy Vehicle	506	560	11%
All Registrations	11,410	11,776	

There are 15.9 light vehicles for every heavy vehicle

LOCAL GOVERNMENT ROAD PROFILES

POLK

1,971 sq miles pop. density: 16

(Census)	Population	% chg
2000	31,369	-3%
1990	32,498	-7%
1980	34,844	

County-area totals

Rd Miles: 3,477

VMT / yr: 198,595,626

County

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	58	34,971,666	1,654
Collector Route	710	79,854,246	308
Local Road	190	7,116,504	103
Total Network	**958**	**121,942,416**	**349**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$8,712,427	*(maintenance)*	$6,018,144	$157,880	*$2,536,403*	*29%*
2000	$9,751,515	*27%*	$7,546,569	$473,512	$1,731,434	*18%*
1999	$6,789,017	*46%*	$4,840,428	$128	$1,948,461	*29%*
1998	$9,596,748	*33%*	$5,667,434	$0	$3,929,314	*41%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Principle Arterial	2	5,074,224	5,878
Minor Arterial	4	5,025,912	3,147
Collector Route	13	6,058,398	1,302
Local Road	142	32,076,606	619
Total Network	**162**	**48,235,140**	**818**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$5,169,228	*(maintenance)*	$475,021	$60,271	*$4,633,936*	*90%*
2000	$3,121,483	*58%*	$314,234	$83,460	$2,723,789	*87%*
1999	$3,751,090	*49%*	$593,454	$54,348	$3,103,288	*83%*
1998	$8,635,110	*32%*	$517,376	$43,004	$8,074,730	*94%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	31	607,194	54
Local Road	2,327	27,810,876	33
Total Network	**2,358**	**28,418,070**	**33**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$2,060,069	*(maintenance)*	$420,244	$93,485	*$1,546,340*	*75%*
2000	$1,752,173	*89%*	$479,704	$73,395	$1,199,074	*68%*
1999	$2,367,122	*78%*	$543,007	$12,622	$1,811,493	*77%*
1998	$2,060,911	*86%*	$238,020	$194,437	$1,628,454	*79%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	23,303	25,506	9%
Heavy Vehicle	1,883	1,878	0%
All Registrations	33,929	36,149	

There are 12.4 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

POPE

670 sq miles pop. density: 17

(Census)	Population	% chg
2000	11,236	5%
1990	10,745	-8%
1980	11,657	

County-area totals

Rd Miles: 1,104

VMT / yr: 49,377,792

County

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	249	28,519,818	314
	Local Road	118	4,908,426	114
	Total Network	**367**	**33,428,244**	**250**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$4,031,324	*(maintenance)*	$2,814,411	$60,120	*$1,156,793*	*29%*
2000	$4,019,209	*28%*	$2,970,988	$180,359	$867,862	*22%*
1999	$4,843,293	*31%*	$3,034,414	$0	$1,808,879	*37%*
1998	$3,231,470	*39%*	$2,437,832	$0	$793,638	*25%*

Cities

(MnDOT)	Road type	Miles	VMT / year	ADT
	Local Road	49	6,764,778	377
	Total Network	**49**	**6,764,778**	**377**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$978,884	*(maintenance)*	$0	$3,650	*$975,234*	*100%*
2000	$1,403,702	*32%*	$0	$1,791	$1,401,911	*100%*
1999	$753,528	*64%*	$0	$4,029	$749,499	*99%*
1998	$779,421	*47%*	$0	$5,129	$774,292	*99%*

Towns

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	4	77,958	54
	Local Road	684	9,106,812	36
	Total Network	**688**	**9,184,770**	**37**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$527,441	*(maintenance)*	$121,633	$46,617	*$359,191*	*68%*
2000	$517,513	*88%*	$156,334	$27,197	$333,982	*65%*
1999	$469,600	*83%*	$170,688	$5,566	$293,346	*62%*
1998	$595,210	*76%*	$37,876	$107,089	$450,245	*76%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	8,991	10,108	12%
Heavy Vehicle	576	687	19%
All Registrations	13,209	14,986	

There are 15.6 light vehicles for every heavy vehicle

LOCAL GOVERNMENT ROAD PROFILES

RAMSEY

156 sq miles pop. density: 3,280

(Census)	Population	% chg
2000	511,035	5%
1990	485,765	6%
1980	459,784	

County-area totals

Rd Miles: 1,807

VMT / yr: 1,788,373,722

County

(MnDOT) Road type	Miles	VMT / year	ADT
Principle Arterial	5	25,308,900	15,041
Minor Arterial	234	909,320,412	10,635
Collector Route	31	48,104,844	4,301
Local Road	23	18,771,408	2,207
Total Network	**293**	**1,001,505,564**	**9,371**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$23,844,243	*(maintenance)*	$12,913,337	$3,723,176	*$7,207,731*	*30%*
2000	$26,396,225	*40%*	$17,434,504	$7,872,196	$1,089,525	*4%*
1999	$20,268,775	*51%*	$9,907,892	$3,297,332	$7,063,551	*35%*
1998	$24,867,730	*51%*	$11,397,614	$0	$13,470,116	*54%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Principle Arterial	2	4,796,064	8,295
Minor Arterial	51	170,573,202	9,180
Collector Route	147	248,239,134	4,624
Local Road	1,276	359,847,906	773
Total Network	**1,475**	**783,456,306**	**1,455**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$79,191,387	*(maintenance)*	$15,542,705	$4,911,117	*$58,737,565*	*74%*
2000	$78,119,633	*40%*	$16,493,320	$5,333,619	$56,292,694	*72%*
1999	$87,121,080	*33%*	$15,063,465	$4,709,812	$67,347,803	*77%*
1998	$72,333,447	*38%*	$15,071,330	$4,689,920	$52,572,197	*73%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Local Road	39	3,411,852	241
Total Network	**39**	**3,411,852**	**241**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$2,479,374	*(maintenance)*	$0	$14,762	*$2,464,611*	*99%*
2000	$2,461,399	*16%*	$0	$13,543	$2,447,856	*99%*
1999	$3,540,411	*8%*	$0	$11,585	$3,528,826	*100%*
1998	$1,436,311	*19%*	$0	$19,159	$1,417,152	*99%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	331,273	361,940	9%
Heavy Vehicle	13,386	12,864	-4%
All Registrations	441,315	469,675	

There are 24.7 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

RED LAKE

432 sq miles pop. density: 10

(Census)	Population	% chg
2000	4,299	-5%
1990	4,525	-17%
1980	5,471	

County-area totals

Rd Miles: 727

VMT / yr: 27,454,026

County

(MnDOT)	Road type	Miles	VMT / year	ADT
	Minor Arterial	17	5,380,200	881
	Collector Route	137	11,514,726	231
	Local Road	207	3,631,818	48
	Total Network	**361**	**20,526,744**	**156**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$3,223,733	*(maintenance)*	$2,759,943	$0	*$463,790*	*14%*
2000	$2,728,683	*44%*	$1,911,319	$0	$817,364	*30%*
1999	$3,597,942	*34%*	$3,744,526	$0	($146,584)	*-4%*
1998	$3,344,573	*42%*	$2,623,984	$0	$720,589	*22%*

Cities

(MnDOT)	Road type	Miles	VMT / year	ADT
	Local Road	26	3,596,316	380
	Total Network	**26**	**3,596,316**	**380**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$279,663	*(maintenance)*	$0	$0	*$279,663*	*100%*
2000	$265,806	*95%*	$0	$0	$265,806	*100%*
1999	$327,923	*85%*	$0	$0	$327,923	*100%*
1998	$245,261	*91%*	$0	$0	$245,261	*100%*

Towns

(MnDOT)	Road type	Miles	VMT / year	ADT
	Local Road	340	3,330,966	27
	Total Network	**340**	**3,330,966**	**27**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$173,880	*(maintenance)*	$69,601	$0	*$104,279*	*60%*
2000	$171,431	*98%*	$88,671	$0	$82,760	*48%*
1999	$202,065	*96%*	$72,172	$0	$129,893	*64%*
1998	$148,145	*91%*	$47,960	$0	$100,185	*68%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	3,650	3,916	7%
Heavy Vehicle	317	327	3%
All Registrations	5,507	5,863	

There are 11.5 light vehicles for every heavy vehicle

LOCAL GOVERNMENT ROAD PROFILES

REDWOOD

880 sq miles pop. density: 19

(Census)	Population	% chg
2000	16,815	-3%
1990	17,254	-11%
1980	19,341	

County-area totals

Rd Miles: 1,578

VMT / yr: 108,696,510

County

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	369	62,165,100	461
	Local Road	141	11,377,476	221
	Total Network	**510**	**73,542,576**	**395**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$4,581,424	*(maintenance)*	$3,192,124	$21,254	*$1,368,046*	*30%*
2000	$4,823,207	*42%*	$4,155,697	$0	$667,510	*14%*
1999	$4,649,419	*48%*	$2,955,307	$0	$1,694,112	*36%*
1998	$4,271,645	*52%*	$2,465,367	$63,762	$1,742,516	*41%*

Cities

(MnDOT)	Road type	Miles	VMT / year	ADT
	Local Road	91	16,714,122	503
	Total Network	**91**	**16,714,122**	**503**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,681,637	*(maintenance)*	$231,251	$2,761	*$1,447,625*	*86%*
2000	$2,247,471	*50%*	$471,352	$8,095	$1,768,024	*79%*
1999	$1,487,084	*76%*	$67,751	$187	$1,419,146	*95%*
1998	$1,310,355	*90%*	$154,649	$0	$1,155,706	*88%*

Towns

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	22	917,928	115
	Local Road	955	17,521,884	50
	Total Network	**977**	**18,439,812**	**52**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$886,609	*(maintenance)*	$280,724	$7,831	*$598,053*	*67%*
2000	$917,917	*82%*	$307,493	$2,539	$607,885	*66%*
1999	$834,773	*88%*	$288,253	$10,373	$536,147	*64%*
1998	$907,136	*72%*	$246,427	$10,582	$650,127	*72%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	14,390	14,760	3%
Heavy Vehicle	1,385	1,508	9%
All Registrations	22,829	23,659	

There are 10.4 light vehicles for every heavy vehicle

LOCAL GOVERNMENT ROAD PROFILES

RENVILLE

983 sq miles pop. density: 17

(Census)	Population	% chg
2000	17,154	-3%
1990	17,673	-13%
1980	20,401	

County-area totals

Rd Miles: 1,770

VMT / yr: 106,307,628

County

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	434	65,545,110	414
	Local Road	275	7,896,450	79
	Total Network	**709**	**73,441,560**	**284**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$7,337,296	*(maintenance)*	$5,470,719	$0	*$1,866,577*	*25%*
2000	$10,292,013	*34%*	$7,937,271	$0	$2,354,742	*23%*
1999	$5,722,931	*58%*	$4,067,628	$0	$1,655,303	*29%*
1998	$5,996,943	*53%*	$4,407,258	$0	$1,589,685	*27%*

Cities

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	0	65,880	463
	Local Road	89	12,189,630	377
	Total Network	**89**	**12,255,510**	**377**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$2,248,131	*(maintenance)*	$1,784	$11,500	*$2,234,848*	*99%*
2000	$2,191,261	*51%*	$0	$8,499	$2,182,762	*100%*
1999	$2,317,833	*42%*	$4,002	$16,329	$2,297,502	*99%*
1998	$2,235,300	*43%*	$1,349	$9,672	$2,224,279	*100%*

Towns

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	0	12,444	426
	Local Road	972	20,598,114	58
	Total Network	**972**	**20,610,558**	**58**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,034,814	*(maintenance)*	$199,259	$28,171	*$807,384*	*78%*
2000	$1,066,942	*81%*	$244,537	$20,511	$801,894	*75%*
1999	$958,188	*90%*	$265,380	$0	$692,808	*72%*
1998	$1,079,311	*80%*	$87,860	$64,002	$927,449	*86%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	14,582	15,765	8%
Heavy Vehicle	1,452	1,586	9%
All Registrations	22,771	24,261	

There are 10.0 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

RICE

498 sq miles pop. density: 114

(Census)	Population	% chg
2000	56,665	15%
1990	49,183	7%
1980	46,087	

County-area totals

Rd Miles: 1,105

VMT / yr: 187,958,568

County

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	9	12,687,390	3,852
Collector Route	252	73,601,502	799
Local Road	176	19,497,918	303
Total Network	**438**	**105,786,810**	**662**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$5,499,029	*(maintenance)*	$3,687,791	$0	*$1,811,238*	*33%*
2000	$5,519,897	*38%*	$4,086,434	$0	$1,433,463	*26%*
1999	$4,753,203	*45%*	$2,881,999	$0	$1,871,204	*39%*
1998	$6,223,987	*35%*	$4,094,939	$0	$2,129,048	*34%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	11	17,488,578	4,296
Collector Route	14	14,033,538	2,760
Local Road	153	39,594,612	709
Total Network	**178**	**71,116,728**	**1,094**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$8,504,590	*(maintenance)*	$1,130,731	$904,233	*$6,469,625*	*76%*
2000	$9,611,004	*29%*	$943,754	$1,067,903	$7,599,347	*79%*
1999	$8,958,101	*30%*	$1,424,256	$924,460	$6,609,385	*74%*
1998	$6,944,665	*33%*	$1,024,184	$720,337	$5,200,144	*75%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	3	78,324	63
Local Road	486	10,976,706	62
Total Network	**489**	**11,055,030**	**62**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,288,412	*(maintenance)*	$149,182	$1,747	*$1,137,483*	*88%*
2000	$1,100,306	*85%*	$155,544	$0	$944,762	*86%*
1999	$1,457,546	*67%*	$159,178	$5,242	$1,293,126	*89%*
1998	$1,307,383	*66%*	$132,823	$0	$1,174,560	*90%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	39,811	44,645	12%
Heavy Vehicle	2,014	2,398	19%
All Registrations	55,387	61,622	

There are 19.8 light vehicles for every heavy vehicle

LOCAL GOVERNMENT ROAD PROFILES

ROCK

483 sq miles pop. density: 20

(Census)	Population	% chg
2000	9,721	-1%
1990	9,806	-8%
1980	10,703	

County-area totals

Rd Miles: 941

VMT / yr: 59,993,622

County

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	256	39,736,986	426
	Local Road	63	3,375,984	147
	Total Network	**319**	**43,112,970**	**371**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$3,615,670	*(maintenance)*	$2,800,791	$82,846	*$732,033*	*20%*
2000	$2,473,932	*60%*	$1,678,418	$248,539	$546,975	*22%*
1999	$3,474,620	*36%*	$2,724,249	$0	$750,371	*22%*
1998	$4,898,459	*31%*	$3,999,706	$0	$898,753	*18%*

Cities

(MnDOT)	Road type	Miles	VMT / year	ADT
	Local Road	45	6,183,936	377
	Total Network	**45**	**6,183,936**	**377**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$750,093	*(maintenance)*	$0	$50,967	*$699,126*	*93%*
2000	$739,566	*74%*	$0	$52,428	$687,138	*93%*
1999	$716,669	*70%*	$0	$48,565	$668,104	*93%*
1998	$794,045	*72%*	$0	$51,909	$742,136	*93%*

Towns

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	8	453,474	162
	Local Road	570	10,243,242	49
	Total Network	**578**	**10,696,716**	**51**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$517,344	*(maintenance)*	$132,644	$9,142	*$375,558*	*73%*
2000	$563,148	*82%*	$185,653	$0	$377,495	*67%*
1999	$479,935	*80%*	$154,637	$0	$325,298	*68%*
1998	$508,949	*65%*	$57,642	$27,426	$423,881	*83%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	8,101	8,174	1%
Heavy Vehicle	565	616	9%
All Registrations	11,639	11,895	

There are 14.3 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board 9/2/2003

LOCAL GOVERNMENT ROAD PROFILES

ROSEAU

1,663 sq miles pop. density: 10

(Census)	Population	% chg
2000	16,338	9%
1990	15,026	20%
1980	12,574	

County-area totals

Rd Miles: 2,001

VMT / yr: 66,600,288

County

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	471	39,366,960	229
	Local Road	232	7,375,632	87
	Total Network	**703**	**46,742,592**	**182**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$5,261,137	*(maintenance)*	$3,331,514	$0	*$1,929,623*	*37%*
2000	$6,605,500	*48%*	$3,642,532	$0	$2,962,968	*45%*
1999	$4,906,562	*42%*	$3,478,709	$0	$1,427,853	*29%*
1998	$4,271,348	*56%*	$2,873,300	$0	$1,398,048	*33%*

Cities

(MnDOT)	Road type	Miles	VMT / year	ADT
	Local Road	43	5,518,548	353
	Total Network	**43**	**5,518,548**	**353**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$875,257	*(maintenance)*	$0	$19	*$875,239*	*100%*
2000	$754,666	*76%*	$0	$0	$754,666	*100%*
1999	$639,735	*95%*	$0	$0	$639,735	*100%*
1998	$1,231,371	*42%*	$0	$56	$1,231,315	*100%*

Towns

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	12	236,070	52
	Local Road	1,243	14,103,078	31
	Total Network	**1,255**	**14,339,148**	**31**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$609,499	*(maintenance)*	$243,281	$7,482	*$358,737*	*59%*
2000	$632,192	*78%*	$231,726	$12,649	$387,817	*61%*
1999	$617,228	*91%*	$244,138	$8,936	$364,154	*59%*
1998	$579,078	*79%*	$253,978	$861	$324,239	*56%*

Vehicles registered in the county

(DPS)

	1997	2000	change
Light Vehicle	12,757	13,442	5%
Heavy Vehicle	1,028	1,111	8%
All Registrations	20,321	21,156	

There are 12.4 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

SCOTT

357 sq miles pop. density: 251

(Census)	Population	% chg
2000	89,498	55%
1990	57,846	32%
1980	43,784	

County-area totals

Rd Miles: 945

VMT / yr: 516,753,204

County

(MnDOT) Road type	Miles	VMT / year	ADT
Principle Arterial	15	92,929,962	16,458
Minor Arterial	130	179,950,854	3,793
Collector Route	147	81,355,578	1,518
Local Road	47	6,780,882	395
Total Network	**339**	**361,017,276**	**2,915**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$12,814,478	*(maintenance)*	$4,216,590	$243,317	*$8,354,571*	*65%*
2000	$14,234,190	*23%*	$5,079,854	$0	$9,154,336	*64%*
1999	$12,002,912	*27%*	$4,378,874	$0	$7,624,038	*64%*
1998	$12,206,332	*21%*	$3,191,042	$729,952	$8,285,338	*68%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Principle Arterial	22	31,882,992	3,950
Minor Arterial	18	14,861,796	2,270
Collector Route	15	20,410,722	3,721
Local Road	255	71,189,196	764
Total Network	**310**	**138,344,706**	**1,222**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$26,425,580	*(maintenance)*	$2,154,498	$1,495,154	*$22,775,929*	*86%*
2000	$25,871,072	*20%*	$1,271,323	$1,156,608	$23,443,141	*91%*
1999	$24,899,752	*19%*	$788,654	$2,559,355	$21,551,743	*87%*
1998	$28,505,917	*18%*	$4,403,517	$769,498	$23,332,902	*82%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	1	1,745,820	5,315
Collector Route	22	4,011,360	500
Local Road	272	11,634,042	117
Total Network	**295**	**17,391,222**	**162**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,486,484	*(maintenance)*	$89,169	$28,966	*$1,368,349*	*92%*
2000	$1,804,269	*49%*	$102,433	$1,644	$1,700,192	*94%*
1999	$1,304,492	*85%*	$90,645	$0	$1,213,847	*93%*
1998	$1,350,691	*67%*	$74,429	$85,253	$1,191,009	*88%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	56,329	73,207	30%
Heavy Vehicle	3,201	4,367	36%
All Registrations	82,736	104,749	

There are 17.6 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

SHERBURNE

437 sq miles pop. density: 148

(Census)	Population	% chg
2000	64,417	54%
1990	41,945	40%
1980	29,908	

County-area totals

Rd Miles: 931

VMT / yr: 247,826,286

County

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	11	17,781,012	4,550
Collector Route	206	118,890,708	1,584
Local Road	193	45,744,144	649
Total Network	**409**	**182,415,864**	**1,220**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$5,640,131	*(maintenance)*	$2,256,423	$253,310	*$3,130,398*	*56%*
2000	$7,024,023	*32%*	$3,189,659	$759,929	$3,074,435	*44%*
1999	$5,291,338	*40%*	$2,073,402	$0	$3,217,936	*61%*
1998	$4,605,031	*45%*	$1,506,209	$0	$3,098,822	*67%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	3	8,523,042	7,165
Collector Route	12	14,596,446	3,227
Local Road	155	35,734,044	633
Total Network	**170**	**58,853,532**	**946**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$8,342,399	*(maintenance)*	$1,817,163	$76,463	*$6,448,773*	*77%*
2000	$10,515,737	*17%*	$3,741,929	$77,786	$6,696,022	*64%*
1999	$9,081,108	*17%*	$972,435	$84,168	$8,024,505	*88%*
1998	$5,430,351	*29%*	$737,124	$67,436	$4,625,791	*85%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	0	1,098	11
Local Road	351	6,555,792	51
Total Network	**351**	**6,556,890**	**51**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,609,247	*(maintenance)*	$98,161	$49,933	*$1,461,152*	*91%*
2000	$1,543,460	*49%*	$92,693	$52,796	$1,397,971	*91%*
1999	$1,932,898	*44%*	$117,079	$0	$1,815,819	*94%*
1998	$1,351,383	*57%*	$84,712	$97,004	$1,169,667	*87%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	42,308	52,348	24%
Heavy Vehicle	1,812	2,367	31%
All Registrations	63,086	77,306	

There are 23.3 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

SIBLEY

589 sq miles pop. density: 26

(Census)	Population	% chg
2000	15,356	7%
1990	14,366	-7%
1980	15,448	

County-area totals

Rd Miles: 1,025

VMT / yr: 79,942,452

County

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	287	53,240,922	509
Local Road	98	6,567,138	184
Total Network	**385**	**59,808,060**	**426**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$4,541,092	*(maintenance)*	$3,274,498	$90,782	*$1,175,812*	*26%*
2000	$4,713,307	*33%*	$3,090,692	$16,311	$1,606,304	*34%*
1999	$4,617,472	*30%*	$3,211,902	$256,036	$1,149,534	*25%*
1998	$4,292,497	*39%*	$3,520,900	$0	$771,597	*18%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	0	312,930	1,994
Local Road	57	7,802,022	376
Total Network	**57**	**8,114,952**	**388**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$3,740,056	*(maintenance)*	$489,248	$70,136	*$3,180,672*	*85%*
2000	$3,877,498	*17%*	$73,923	$67,423	$3,736,152	*96%*
1999	$5,193,318	*12%*	$1,376,659	$93,059	$3,723,600	*72%*
1998	$2,149,352	*30%*	$17,163	$49,926	$2,082,263	*97%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Local Road	583	12,019,440	56
Total Network	**583**	**12,019,440**	**56**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$786,977	*(maintenance)*	$140,559	$19,260	*$627,158*	*80%*
2000	$765,310	*89%*	$180,921	$0	$584,389	*76%*
1999	$836,333	*85%*	$174,081	$0	$662,252	*79%*
1998	$759,288	*85%*	$66,676	$57,780	$634,832	*84%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	12,292	13,717	12%
Heavy Vehicle	914	1,068	17%
All Registrations	18,316	20,285	

There are 13.4 light vehicles for every heavy vehicle

LOCAL GOVERNMENT ROAD PROFILES

ST. LOUIS

6,226 sq miles pop. density: 32

(Census)	Population	% chg
2000	200,528	1%
1990	198,213	-11%
1980	222,229	

County-area totals

Rd Miles: 4,885

VMT / yr: 992,967,150

County

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	185	200,214,444	2,968
Collector Route	1,096	240,355,860	601
Local Road	1,711	73,658,598	118
Total Network	**2,992**	**514,228,902**	**471**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$43,504,299	*(maintenance)*	$19,316,241	$0	*$24,188,057*	*56%*
2000	$50,870,478	*54%*	$25,265,150	$0	$25,605,328	*50%*
1999	$41,850,736	*57%*	$17,450,835	$0	$24,399,901	*58%*
1998	$37,791,682	*59%*	$15,232,739	$0	$22,558,943	*60%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Principle Arterial	0	64,416	8,824
Minor Arterial	61	161,321,820	7,215
Collector Route	120	96,561,780	2,204
Local Road	783	200,180,406	700
Total Network	**965**	**458,128,422**	**1,301**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$39,088,588	*(maintenance)*	$6,954,306	$1,524,338	*$30,609,943*	*78%*
2000	$41,065,758	*45%*	$8,608,961	$959,513	$31,497,284	*77%*
1999	$36,022,644	*50%*	$5,839,714	$1,775,331	$28,407,599	*79%*
1998	$40,177,361	*47%*	$6,414,243	$1,838,171	$31,924,947	*79%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	21	2,309,460	302
Local Road	907	18,300,366	55
Total Network	**928**	**20,609,826**	**61**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$3,037,594	*(maintenance)*	$163,839	$88,709	*$2,785,047*	*92%*
2000	$2,927,331	*77%*	$174,790	$82,610	$2,669,931	*91%*
1999	$3,141,267	*74%*	$245,589	$47,280	$2,848,398	*91%*
1998	$3,044,185	*65%*	$71,138	$136,236	$2,836,811	*93%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	150,948	157,568	4%
Heavy Vehicle	5,146	5,534	8%
All Registrations	214,022	221,334	

There are 29.3 light vehicles for every heavy vehicle

LOCAL GOVERNMENT ROAD PROFILES

STEARNS

1,345 sq miles pop. density: 99

(Census)	Population	% chg
2000	133,166	12%
1990	118,791	10%
1980	108,161	

County-area totals

Rd Miles: 2,805

VMT / yr: 676,055,436

County

(MnDOT) Road type	Miles	VMT / year	ADT
Principle Arterial	8	55,733,016	18,664
Minor Arterial	74	142,815,762	5,254
Collector Route	573	201,801,054	965
Local Road	304	46,303,758	418
Total Network	**959**	**446,653,590**	**1,276**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$12,263,596	*(maintenance)*	$6,298,841	$1,541,525	*$4,423,230*	*36%*
2000	$15,970,528	*29%*	$6,945,377	$2,304,976	$6,720,175	*42%*
1999	$12,686,971	*36%*	$8,485,115	$701,883	$3,499,973	*28%*
1998	$8,133,288	*59%*	$3,466,032	$1,617,715	$3,049,541	*37%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	18	74,042,166	11,079
Collector Route	27	23,898,336	2,410
Local Road	367	95,668,740	714
Total Network	**413**	**193,609,242**	**1,286**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$22,014,552	*(maintenance)*	$1,791,256	$1,269,345	*$18,953,951*	*86%*
2000	$22,002,522	*36%*	$1,738,002	$1,530,260	$18,734,260	*85%*
1999	$24,039,490	*30%*	$1,205,183	$1,566,536	$21,267,771	*88%*
1998	$20,001,644	*34%*	$2,430,582	$711,240	$16,859,822	*84%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	19	1,070,916	158
Local Road	1,415	34,721,688	67
Total Network	**1,433**	**35,792,604**	**68**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$3,379,404	*(maintenance)*	$396,774	$138,781	*$2,843,850*	*84%*
2000	$3,016,967	*60%*	$430,021	$392,617	$2,194,329	*73%*
1999	$3,589,844	*56%*	$406,366	$461	$3,183,017	*89%*
1998	$3,531,402	*60%*	$353,934	$23,265	$3,154,203	*89%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	95,548	107,442	12%
Heavy Vehicle	5,286	6,764	28%
All Registrations	144,601	161,790	

There are 18.1 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

STEELE

430 sq miles pop. density: 78

(Census)	Population	% chg
2000	33,680	10%
1990	30,729	1%
1980	30,328	

County-area totals

Rd Miles: 862

VMT / yr: 155,386,032

County

(MnDOT) Road type	Miles	VMT / year	ADT
Principle Arterial	3	9,390,462	10,165
Minor Arterial	11	16,289,562	4,063
Collector Route	246	67,292,394	750
Local Road	88	11,864,622	370
Total Network	**347**	**104,837,040**	**827**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$4,914,117	*(maintenance)*	$3,361,552	$282,745	*$1,269,820*	*26%*
2000	$4,858,075	*39%*	$3,876,895	$0	$981,180	*20%*
1999	$5,039,722	*36%*	$3,004,671	$178,124	$1,856,927	*37%*
1998	$4,844,554	*40%*	$3,203,090	$670,111	$971,353	*20%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Principle Arterial	1	4,199,850	8,704
Minor Arterial	3	2,326,662	1,939
Collector Route	10	8,218,896	2,163
Local Road	108	25,823,862	653
Total Network	**123**	**40,569,270**	**901**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$6,313,585	*(maintenance)*	$677,028	$526,842	*$5,109,715*	*81%*
2000	$5,977,074	*38%*	$278,493	$270,783	$5,427,798	*91%*
1999	$6,175,890	*37%*	$794,571	$899,534	$4,481,785	*73%*
1998	$6,787,790	*31%*	$958,020	$410,208	$5,419,562	*80%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	0	10,614	162
Collector Route	11	419,802	104
Local Road	380	9,549,306	69
Total Network	**391**	**9,979,722**	**70**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$738,496	*(maintenance)*	$91,659	$16,762	*$630,075*	*85%*
2000	$650,851	*86%*	$104,542	$22,796	$523,513	*80%*
1999	$936,748	*57%*	$104,303	$0	$832,445	*89%*
1998	$627,889	*88%*	$66,133	$27,489	$534,267	*85%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	26,370	29,043	10%
Heavy Vehicle	1,425	1,481	4%
All Registrations	36,848	40,092	

There are 18.5 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

STEVENS

562 sq miles pop. density: 18

(Census)	Population	% chg
2000	10,053	-5%
1990	10,634	-6%
1980	11,322	

County-area totals

Rd Miles: 993

VMT / yr: 42,460,026

County

(MnDOT) Road type	Miles	VMT / year	ADT
Principle Arterial	1	648,918	2,209
Minor Arterial	2	1,376,526	2,467
Collector Route	232	17,608,626	208
Local Road	132	4,672,356	97
Total Network	**367**	**24,306,426**	**182**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$3,047,686	*(maintenance)*	$2,143,462	$26,135	*$878,089*	*29%*
2000	$3,224,649	*42%*	$2,415,587	$0	$809,062	*25%*
1999	$2,973,280	*52%*	$1,984,640	$0	$988,640	*33%*
1998	$2,945,129	*44%*	$2,030,159	$78,406	$836,564	*28%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	2	1,631,628	2,023
Collector Route	6	2,117,310	949
Local Road	43	8,857,200	563
Total Network	**51**	**12,606,138**	**672**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$822,064	*(maintenance)*	$161,127	$6,546	*$654,390*	*80%*
2000	$721,979	*83%*	$174,426	$17,023	$530,530	*73%*
1999	$1,097,142	*52%*	$143,547	$2,616	$950,979	*87%*
1998	$647,070	*79%*	$165,409	$0	$481,661	*74%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	44	771,894	48
Local Road	531	4,775,568	25
Total Network	**575**	**5,547,462**	**26**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$326,141	*(maintenance)*	$148,416	$275	*$177,450*	*54%*
2000	$306,857	*94%*	$172,145	$0	$134,712	*44%*
1999	$305,146	*93%*	$149,734	$824	$154,588	*51%*
1998	$366,420	*81%*	$123,370	$0	$243,050	*66%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	7,266	7,905	9%
Heavy Vehicle	832	884	6%
All Registrations	11,589	12,424	

There are 8.7 light vehicles for every heavy vehicle

LOCAL GOVERNMENT ROAD PROFILES

SWIFT

744 sq miles pop. density: 16

(Census)	Population	% chg
2000	11,956	11%
1990	10,724	-17%
1980	12,920	

County-area totals

Rd Miles: 1,309

VMT / yr: 51,017,838

County

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	315	26,199,012	228
Local Road	144	3,645,360	69
Total Network	**459**	**29,844,372**	**178**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$3,552,192	*(maintenance)*	$2,504,228	$0	*$1,047,964*	*30%*
2000	$3,296,182	*59%*	$2,273,378	$0	$1,022,804	*31%*
1999	$4,384,962	*50%*	$3,026,704	$0	$1,358,258	*31%*
1998	$2,975,433	*59%*	$2,212,603	$0	$762,830	*26%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	1	68,808	376
Local Road	64	8,820,234	378
Total Network	**64**	**8,889,042**	**378**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,059,121	*(maintenance)*	$0	$5,781	*$1,053,340*	*99%*
2000	$962,472	*79%*	$0	$11,479	$950,993	*99%*
1999	$1,114,433	*63%*	$0	$4,540	$1,109,893	*100%*
1998	$1,100,458	*65%*	$0	$1,325	$1,099,133	*100%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	7	177,144	66
Local Road	778	12,107,280	43
Total Network	**785**	**12,284,424**	**43**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$546,981	*(maintenance)*	$157,287	$20,171	*$369,522*	*68%*
2000	$539,266	*100%*	$180,115	$11,538	$347,613	*64%*
1999	$545,366	*94%*	$192,657	$214	$352,495	*65%*
1998	$556,310	*88%*	$99,090	$48,761	$408,459	*73%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	8,893	9,566	8%
Heavy Vehicle	869	903	4%
All Registrations	13,385	14,127	

There are 10.2 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

TODD

942 sq miles pop. density: 26

(Census)	Population	% chg
2000	24,426	5%
1990	23,363	-7%
1980	24,991	

County-area totals

Rd Miles: 1,734

VMT / yr: 109,683,978

County

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	392	70,905,180	495
Local Road	234	11,583,168	136
Total Network	**626**	**82,488,348**	**361**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$5,786,161	*(maintenance)*	$3,752,460	$166,617	*$1,867,084*	*32%*
2000	$5,870,720	*42%*	$3,722,821	$134,764	$2,013,135	*34%*
1999	$5,565,821	*40%*	$3,994,561	$0	$1,571,260	*28%*
1998	$5,921,941	*35%*	$3,539,997	$365,088	$2,016,856	*34%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	0	220,698	1,286
Local Road	70	9,346,908	366
Total Network	**70**	**9,567,606**	**372**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,766,354	*(maintenance)*	$587	$10,191	*$1,755,577*	*99%*
2000	$1,698,445	*54%*	$1,760	$12,883	$1,683,802	*99%*
1999	$1,738,670	*54%*	$0	$8,493	$1,730,177	*100%*
1998	$1,861,947	*44%*	$0	$9,196	$1,852,751	*100%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	12	212,646	50
Local Road	1,026	17,415,378	47
Total Network	**1,037**	**17,628,024**	**47**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,505,572	*(maintenance)*	$283,834	$3,774	*$1,217,964*	*81%*
2000	$2,231,164	*50%*	$299,742	$11,321	$1,920,101	*86%*
1999	$1,220,732	*69%*	$286,857	$0	$933,875	*77%*
1998	$1,064,819	*77%*	$264,902	$0	$799,917	*75%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	19,564	21,751	11%
Heavy Vehicle	906	1,127	24%
All Registrations	28,516	31,386	

There are 21.6 light vehicles for every heavy vehicle

LOCAL GOVERNMENT ROAD PROFILES

TRAVERSE

574 sq miles pop. density: 7

(Census)	Population	% chg
2000	4,134	-7%
1990	4,463	-19%
1980	5,542	

County-area totals

Rd Miles: 1,040

VMT / yr: 22,909,038

County

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	218	10,954,380	138
	Local Road	269	3,975,858	41
	Total Network	**486**	**14,930,238**	**84**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$2,763,053	*(maintenance)*	$1,816,415	$37,290	*$909,348*	*33%*
2000	$2,182,529	*73%*	$1,275,864	$103,399	$803,266	*37%*
1999	$3,527,640	*42%*	$2,711,401	$0	$816,239	*23%*
1998	$2,578,989	*64%*	$1,461,980	$8,470	$1,108,539	*43%*

Cities

(MnDOT)	Road type	Miles	VMT / year	ADT
	Local Road	29	3,990,498	377
	Total Network	**29**	**3,990,498**	**377**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$291,710	*(maintenance)*	$0	$0	*$291,710*	*100%*
2000	$287,330	*74%*	$0	$0	$287,330	*100%*
1999	$314,911	*66%*	$0	$0	$314,911	*100%*
1998	$272,888	*76%*	$0	$0	$272,888	*100%*

Towns

(MnDOT)	Road type	Miles	VMT / year	ADT
	Local Road	525	3,988,302	21
	Total Network	**525**	**3,988,302**	**21**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$212,452	*(maintenance)*	$134,651	$0	*$77,801*	*37%*
2000	$205,661	*98%*	$153,294	$0	$52,367	*25%*
1999	$232,718	*90%*	$122,351	$0	$110,367	*47%*
1998	$198,976	*75%*	$128,307	$0	$70,669	*36%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	3,794	3,862	2%
Heavy Vehicle	620	620	0%
All Registrations	6,256	6,255	

There are 6.1 light vehicles for every heavy vehicle

LOCAL GOVERNMENT ROAD PROFILES

WABASHA

525 sq miles pop. density: 41

(Census)	Population	% chg
2000	21,610	9%
1990	19,744	2%
1980	19,335	

County-area totals

Rd Miles: 855

VMT / yr: 75,196,896

County

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	227	46,685,130	563
Local Road	139	11,028,678	218
Total Network	**366**	**57,713,808**	**432**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$4,821,468	*(maintenance)*	$3,456,124	$0	*$1,365,343*	*28%*
2000	$4,271,868	*75%*	$3,120,094	$0	$1,151,774	*27%*
1999	$4,815,039	*37%*	$3,327,244	$0	$1,487,795	*31%*
1998	$5,377,496	*35%*	$3,921,035	$0	$1,456,461	*27%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	1	132,126	392
Local Road	83	11,435,304	379
Total Network	**84**	**11,567,430**	**379**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,936,138	*(maintenance)*	$3,860	$85,017	*$1,847,261*	*95%*
2000	$2,709,962	*36%*	$3,738	$206,661	$2,499,563	*92%*
1999	$1,604,809	*58%*	$4,453	$24,322	$1,576,034	*98%*
1998	$1,493,642	*63%*	$3,390	$24,067	$1,466,185	*98%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	11	244,122	62
Local Road	395	5,671,536	39
Total Network	**406**	**5,915,658**	**40**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$784,395	*(maintenance)*	$97,437	$374	*$686,583*	*88%*
2000	$764,916	*83%*	$103,476	$0	$661,440	*86%*
1999	$734,253	*77%*	$96,537	$1,123	$636,593	*87%*
1998	$854,015	*86%*	$92,299	$0	$761,716	*89%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	17,901	19,427	9%
Heavy Vehicle	1,019	1,178	16%
All Registrations	25,583	27,750	

There are 17.6 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

WADENA

536 sq miles pop. density: 26

(Census)	Population	% chg
2000	13,713	4%
1990	13,154	-7%
1980	14,192	

County-area totals

Rd Miles: 896

VMT / yr: 65,578,782

County

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	214	40,176,552	514
	Local Road	250	11,985,036	131
	Total Network	**464**	**52,161,588**	**308**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$3,422,777	*(maintenance)*	$2,076,314	$542,293	*$804,170*	*23%*
2000	$4,146,153	*33%*	$1,672,701	$1,626,879	$846,573	*20%*
1999	$3,415,210	*37%*	$2,518,592	$0	$896,618	*26%*
1998	$2,706,969	*37%*	$2,037,649	$0	$669,320	*25%*

Cities

(MnDOT)	Road type	Miles	VMT / year	ADT
	Local Road	60	8,268,672	379
	Total Network	**60**	**8,268,672**	**379**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,886,411	*(maintenance)*	$0	$11,086	*$1,875,326*	*99%*
2000	$955,825	*63%*	$0	$13,180	$942,645	*99%*
1999	$3,846,320	*15%*	$0	$8,624	$3,837,696	*100%*
1998	$857,089	*63%*	$0	$11,453	$845,636	*99%*

Towns

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	2	29,646	36
	Local Road	369	5,118,876	38
	Total Network	**372**	**5,148,522**	**38**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$310,580	*(maintenance)*	$94,901	$3,012	*$212,667*	*68%*
2000	$319,626	*82%*	$107,130	$2,895	$209,601	*66%*
1999	$287,640	*74%*	$95,585	$1,180	$190,875	*66%*
1998	$324,473	*73%*	$81,988	$4,960	$237,525	*73%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	10,903	11,838	9%
Heavy Vehicle	716	798	11%
All Registrations	16,349	17,646	

There are 15.2 light vehicles for every heavy vehicle

LOCAL GOVERNMENT ROAD PROFILES

WASECA

423 sq miles pop. density: 46

(Census)	Population	% chg
2000	19,526	8%
1990	18,079	-2%
1980	18,448	

County-area totals

Rd Miles: 782

VMT / yr: 79,651,848

County

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	27	13,919,712	1,399
Collector Route	213	36,389,184	469
Local Road	141	7,557,168	147
Total Network	**381**	**57,866,064**	**416**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$5,365,307	*(maintenance)*	$2,481,325	$742,161	*$2,141,821*	*40%*
2000	$7,578,859	*23%*	$2,769,949	$970,576	$3,838,334	*51%*
1999	$5,062,357	*33%*	$2,360,353	$1,255,906	$1,446,098	*29%*
1998	$3,454,704	*52%*	$2,313,672	$0	$1,141,032	*33%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	1	488,610	2,434
Collector Route	4	3,063,420	2,250
Local Road	50	11,400,534	626
Total Network	**54**	**14,952,564**	**756**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$3,074,216	*(maintenance)*	$375,764	$148,215	*$2,550,236*	*83%*
2000	$3,493,607	*33%*	$215,812	$400,642	$2,877,153	*82%*
1999	$2,395,644	*50%*	$302,957	$33,229	$2,059,458	*86%*
1998	$3,333,396	*35%*	$608,523	$10,775	$2,714,098	*81%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	7	256,932	95
Local Road	339	6,576,288	53
Total Network	**346**	**6,833,220**	**54**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$520,494	*(maintenance)*	$91,822	$25,282	*$403,390*	*78%*
2000	$544,800	*62%*	$104,470	$25,704	$414,626	*76%*
1999	$486,990	*92%*	$112,144	$0	$374,846	*77%*
1998	$529,692	*79%*	$58,852	$50,141	$420,699	*79%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	15,178	15,919	5%
Heavy Vehicle	917	1,002	9%
All Registrations	21,834	22,872	

There are 16.6 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

WASHINGTON

392 sq miles pop. density: 513

(Census)	Population	% chg
2000	201,130	38%
1990	145,896	28%
1980	113,571	

County-area totals

Rd Miles: 1,580

VMT / yr: 738,391,092

County

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	167	318,392,916	5,211
Collector Route	82	58,824,618	1,959
Local Road	35	13,360,464	1,056
Total Network	**284**	**390,577,998**	**3,763**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$13,865,717	*(maintenance)*	$5,652,551	$2,465,939	*$5,747,227*	*41%*
2000	$15,891,348	*33%*	$5,338,698	$4,934,974	$5,617,676	*35%*
1999	$15,557,972	*37%*	$7,508,465	$2,363,686	$5,685,821	*37%*
1998	$10,147,831	*46%*	$4,110,490	$99,158	$5,938,183	*59%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	27	57,944,022	5,879
Collector Route	79	60,315,702	2,099
Local Road	957	218,402,082	625
Total Network	**1,063**	**336,661,806**	**868**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$36,228,104	*(maintenance)*	$5,371,809	$1,322,705	*$29,533,589*	*82%*
2000	$32,836,081	*33%*	$4,220,954	$1,266,001	$27,349,126	*83%*
1999	$33,529,805	*27%*	$5,039,414	$1,201,806	$27,288,585	*81%*
1998	$42,318,425	*30%*	$6,855,060	$1,500,308	$33,963,057	*80%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	0	8,784	84
Collector Route	8	1,655,784	573
Local Road	224	9,486,720	116
Total Network	**233**	**11,151,288**	**131**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$2,088,121	*(maintenance)*	$21,330	$17,262	*$2,049,529*	*98%*
2000	$1,411,360	*71%*	$25,846	$21,365	$1,364,149	*97%*
1999	$2,481,417	*44%*	$13,423	$18,440	$2,449,554	*99%*
1998	$2,371,585	*57%*	$24,720	$11,980	$2,334,885	*98%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	132,880	159,612	20%
Heavy Vehicle	3,413	4,067	19%
All Registrations	182,234	213,618	

There are 38.9 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

WATONWAN

435 sq miles pop. density: 27

(Census)	Population	% chg
2000	11,876	2%
1990	11,682	-5%
1980	12,361	

County-area totals

Rd Miles: 807

VMT / yr: 64,135,644

County

(MnDOT)	Road type	Miles	VMT / year	ADT
	Minor Arterial	10	4,025,268	1,095
	Collector Route	200	38,736,342	530
	Local Road	141	6,082,920	118
	Total Network	**351**	**48,844,530**	**381**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$3,312,301	*(maintenance)*	$1,965,820	$240,249	*$1,106,232*	*33%*
2000	$3,274,960	*65%*	$2,124,014	$276,978	$873,968	*27%*
1999	$3,198,310	*64%*	$1,816,093	$282,880	$1,099,337	*34%*
1998	$3,463,633	*61%*	$1,957,352	$160,889	$1,345,392	*39%*

Cities

(MnDOT)	Road type	Miles	VMT / year	ADT
	Local Road	54	7,460,544	377
	Total Network	**54**	**7,460,544**	**377**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,381,442	*(maintenance)*	$0	$5,443	*$1,375,999*	*100%*
2000	$1,153,277	*72%*	$0	$6,679	$1,146,598	*99%*
1999	$1,519,865	*53%*	$0	$4,823	$1,515,042	*100%*
1998	$1,471,185	*49%*	$0	$4,828	$1,466,357	*100%*

Towns

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	4	124,806	87
	Local Road	397	7,705,764	53
	Total Network	**401**	**7,830,570**	**54**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$450,740	*(maintenance)*	$112,439	$8,192	*$330,109*	*73%*
2000	$356,052	*84%*	$132,601	$3,466	$219,985	*62%*
1999	$445,468	*72%*	$123,856	$5,968	$315,644	*71%*
1998	$550,699	*48%*	$80,861	$15,141	$454,697	*83%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	10,012	10,425	4%
Heavy Vehicle	736	862	17%
All Registrations	14,451	15,028	

There are 13.6 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

WILKIN

752 sq miles pop. density: 9

(Census)	Population	% chg
2000	7,138	-5%
1990	7,516	-11%
1980	8,454	

County-area totals

Rd Miles: 1,385

VMT / yr: 49,441,476

County

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	244	26,182,542	294
	Local Road	264	7,407,474	77
	Total Network	**509**	**33,590,016**	**181**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$4,724,692	*(maintenance)*	$3,195,512	$0	*$1,529,179*	*32%*
2000	$4,426,102	*44%*	$3,436,391	$0	$989,711	*22%*
1999	$4,791,792	*40%*	$3,345,234	$0	$1,446,558	*30%*
1998	$4,956,181	*50%*	$2,804,912	$0	$2,151,269	*43%*

Cities

(MnDOT)	Road type	Miles	VMT / year	ADT
	Local Road	42	5,750,592	376
	Total Network	**42**	**5,750,592**	**376**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,143,046	*(maintenance)*	$2,641	$4,049	*$1,136,356*	*99%*
2000	$794,711	*60%*	$0	$4,932	$789,779	*99%*
1999	$643,240	*68%*	$6,788	$1,072	$635,380	*99%*
1998	$1,991,188	*21%*	$1,136	$6,142	$1,983,910	*100%*

Towns

(MnDOT)	Road type	Miles	VMT / year	ADT
	Local Road	834	10,100,868	33
	Total Network	**834**	**10,100,868**	**33**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$351,897	*(maintenance)*	$171,593	$16,565	*$163,739*	*47%*
2000	$391,339	*90%*	$201,555	$17,219	$172,565	*44%*
1999	$319,372	*97%*	$208,776	$0	$110,596	*35%*
1998	$344,980	*91%*	$104,448	$32,476	$208,056	*60%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	5,620	5,795	3%
Heavy Vehicle	750	698	-7%
All Registrations	8,848	9,061	

There are 7.5 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

WINONA

626 sq miles pop. density: 80

(Census)	Population	% chg
2000	49,985	5%
1990	47,828	3%
1980	46,256	

County-area totals

Rd Miles: 1,065

VMT / yr: 172,672,578

County

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	5	13,982,664	7,411
Collector Route	234	62,428,620	730
Local Road	146	14,045,250	263
Total Network	**386**	**90,456,534**	**642**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$5,508,022	*(maintenance)*	$3,459,618	$0	*$2,048,404*	*37%*
2000	$5,372,404	*45%*	$3,467,553	$0	$1,904,851	*35%*
1999	$6,095,329	*38%*	$4,063,827	$0	$2,031,502	*33%*
1998	$5,056,333	*45%*	$2,847,475	$0	$2,208,858	*44%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	13	35,182,116	7,587
Collector Route	5	3,063,054	1,740
Local Road	159	34,293,468	592
Total Network	**176**	**72,538,638**	**1,128**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$4,849,406	*(maintenance)*	$449,940	$26,387	*$4,373,079*	*90%*
2000	$4,973,373	*62%*	$741,315	$26,234	$4,205,824	*85%*
1999	$4,894,555	*58%*	$232,851	$24,594	$4,637,110	*95%*
1998	$4,680,291	*58%*	$375,653	$28,334	$4,276,304	*91%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	0	9,882	108
Local Road	503	9,667,524	53
Total Network	**503**	**9,677,406**	**53**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,191,799	*(maintenance)*	$105,947	$37,355	*$1,048,497*	*88%*
2000	$1,213,617	*88%*	$125,384	$41,203	$1,047,030	*86%*
1999	$1,044,356	*81%*	$136,294	$446	$907,616	*87%*
1998	$1,317,425	*75%*	$56,164	$70,417	$1,190,844	*90%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	34,309	35,977	5%
Heavy Vehicle	1,770	1,960	11%
All Registrations	47,523	49,953	

There are 19.4 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

WRIGHT

661 sq miles pop. density: 136

(Census)	Population	% chg
2000	89,986	31%
1990	68,710	17%
1980	58,681	

County-area totals

Rd Miles: 1,741

VMT / yr: 381,535,602

County

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	71	93,956,958	3,644
Collector Route	387	192,076,068	1,360
Local Road	63	18,307,320	796
Total Network	**521**	**304,340,346**	**1,601**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$10,127,332	*(maintenance)*	$6,121,769	$222,000	*$3,783,564*	*37%*
2000	$10,419,961	*41%*	$6,432,778	$0	$3,987,183	*38%*
1999	$10,753,181	*40%*	$6,862,419	$0	$3,890,762	*36%*
1998	$9,208,855	*38%*	$5,070,109	$666,000	$3,472,746	*38%*

Cities

(MnDOT) Road type	Miles	VMT / year	ADT
Minor Arterial	1	1,704,096	3,843
Collector Route	17	5,563,200	912
Local Road	324	41,175,732	348
Total Network	**342**	**48,443,028**	**388**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$18,311,177	*(maintenance)*	$1,823,600	$330,590	*$16,156,986*	*88%*
2000	$18,008,407	*22%*	$1,822,609	$922,519	$15,263,279	*85%*
1999	$25,853,669	*14%*	$3,024,470	$48,926	$22,780,273	*88%*
1998	$11,071,455	*27%*	$623,722	$20,326	$10,427,407	*94%*

Towns

(MnDOT) Road type	Miles	VMT / year	ADT
Collector Route	35	2,782,332	216
Local Road	843	25,969,896	84
Total Network	**878**	**28,752,228**	**90**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$3,883,682	*(maintenance)*	$217,598	$44,231	*$3,621,853*	*93%*
2000	$3,914,974	*55%*	$224,830	$39,164	$3,650,980	*93%*
1999	$3,623,141	*65%*	$245,688	$34,493	$3,342,960	*92%*
1998	$4,112,931	*54%*	$182,275	$59,037	$3,871,619	*94%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	66,984	78,332	17%
Heavy Vehicle	3,320	4,305	30%
All Registrations	98,720	115,102	

There are 20.2 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board

LOCAL GOVERNMENT ROAD PROFILES

YELLOW MEDICINE

758 sq miles pop. density: 15

(Census)	Population	% chg
2000	11,080	-5%
1990	11,684	-14%
1980	13,653	

County-area totals

Rd Miles: 1,366

VMT / yr: 59,228,316

County

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	302	34,559,916	314
	Local Road	206	4,465,932	59
	Total Network	**508**	**39,025,848**	**210**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$4,189,309	*(maintenance)*	$2,498,136	$0	*$1,691,173*	*40%*
2000	$3,629,002	*48%*	$2,202,314	$0	$1,426,688	*39%*
1999	$4,194,516	*47%*	$2,765,393	$0	$1,429,123	*34%*
1998	$4,744,409	*49%*	$2,526,700	$0	$2,217,709	*47%*

Cities

(MnDOT)	Road type	Miles	VMT / year	ADT
	Local Road	53	7,389,174	379
	Total Network	**53**	**7,389,174**	**379**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$1,652,728	*(maintenance)*	$1,115	$31,704	*$1,619,908*	*98%*
2000	$1,399,067	*59%*	$1,223	$4,147	$1,393,697	*100%*
1999	$1,616,576	*51%*	$1,802	$41,331	$1,573,443	*97%*
1998	$1,942,540	*39%*	$320	$49,635	$1,892,585	*97%*

Towns

(MnDOT)	Road type	Miles	VMT / year	ADT
	Collector Route	3	85,278	91
	Local Road	801	12,728,016	44
	Total Network	**804**	**12,813,294**	**44**

(OSA)	Road Expenditures		State Road Aid	Other Transfers	Local Effort	*% Local*
3-yr avg	$673,467	*(maintenance)*	$174,897	$16,055	*$482,515*	*72%*
2000	$656,728	*85%*	$212,138	$11,534	$433,056	*66%*
1999	$649,764	*88%*	$222,199	$0	$427,565	*66%*
1998	$713,909	*78%*	$90,353	$36,632	$586,924	*82%*

Vehicles registered in the county *(DPS)*

	1997	2000	change
Light Vehicle	9,634	10,156	5%
Heavy Vehicle	842	888	5%
All Registrations	14,434	15,074	

There are 11.4 light vehicles for every heavy vehicle

This project is supported with funding from the Local Road Research Board