

2012 COUNTY SCREENING BOARD DATA

CSAH 1 Thomson



CSAH 6 - Main St. Barnum



CARLTON COUNTY FLOOD DAMAGE

OCTOBER 2012

The State Aid Program Mission Study

Mission Statement:

The purpose of the state-aid program is to provide resources, from the Highway Users Tax Distribution Fund, to assist local governments with the construction and maintenance of community-interest highways and streets on the state-aid system.

Program Goals:

The goals of the state-aid program are to provide users of secondary highways and streets with:

- Safe highways and streets;
- Adequate mobility and structural capacity on highways and streets; and
- An integrated transportation network.

Key Program Concepts:

Highways and streets of community interest are those highways and streets that function as an integrated network and provide more than only local access. Secondary highways and streets are those routes of community interest that are not on the Trunk Highway system.

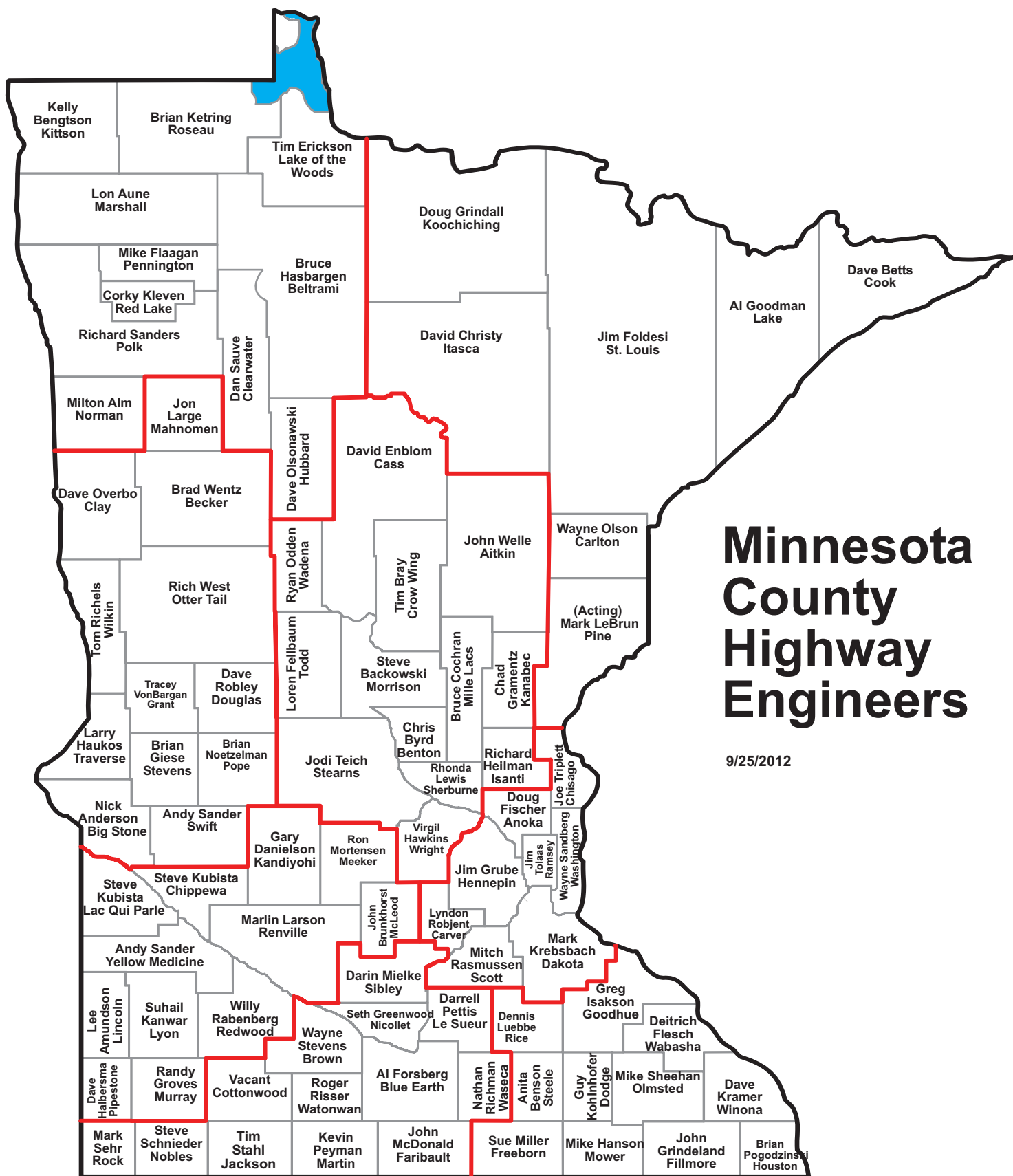
A community interest highway or street may be selected for the state-aid system if it:

- A. Is projected to carry a relatively heavier traffic volume or is functionally classified as collector or arterial
- B. Connects towns, communities, shipping points, and markets within a county or in adjacent counties; provides access to rural churches, schools, community meeting halls, industrial areas, state institutions, and recreational areas; serves as a principal rural mail route and school bus route; or connects the points of major traffic interest, parks, parkways, or recreational areas within an urban municipality.
- C. Provides an integrated and coordinated highway and street system affording, within practical limits, a state-aid highway network consistent with projected traffic demands.

The function of a road may change over time requiring periodic revisions to the state-aid highway and street network.

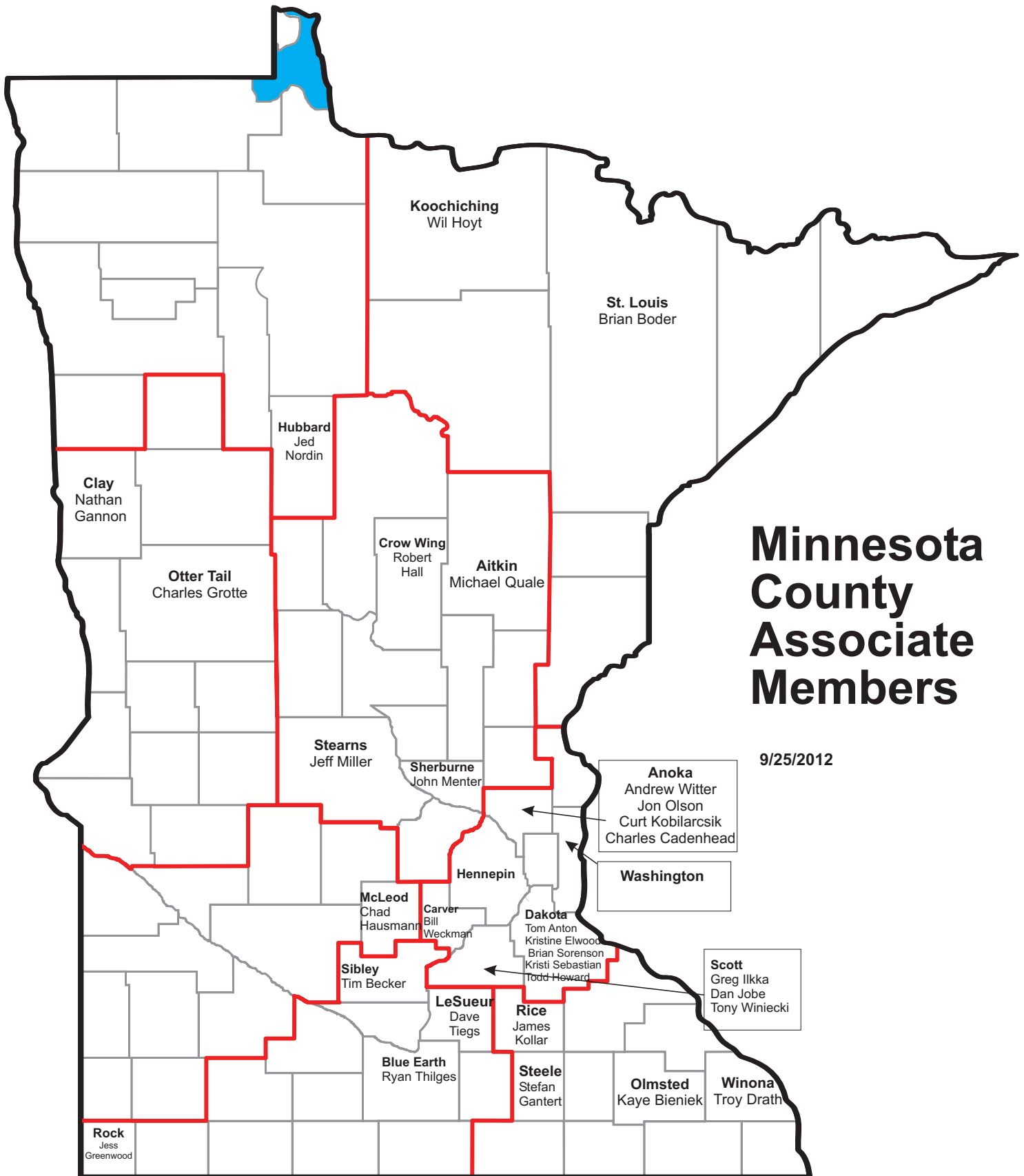
State-aid funds are the funds collected by the state according to the constitution and law, distributed from the Highway Users Tax Distribution Fund, apportioned among the counties and cities, and used by the counties and cities for aid in the construction, improvement and maintenance of county state-aid highways and municipal state-aid streets.

The *Needs* component of the distribution formula estimates the relative cost to build county highways or build and maintain city streets designated as state-aid routes.



Minnesota County Highway Engineers

9/25/2012



Minnesota County Associate Members

9/25/2012

2012 COUNTY SCREENING BOARD

Dave Betts	(12-13)	Cook County	District 1
Brian Ketrang	(12-13)	Roseau County	District 2
Rhonda Lewis	(11-12)	Sherburne County	District 3
Jon Large	(12-13)	Mahnomen County	District 4
Lyndon Robjant, Chair	(10-13)	Carver County	Metro
Mitch Rasmussen	(12-15)	Scott County	Metro
Mike Hanson	(12-13)	Mower County	District 6
Kevin Peyman	(11-12)	Martin County	District 7
Lee Amundson	(12-13)	Lincoln County	District 8
Doug Fischer	Permanent	Anoka County	Urban
Mark Krebsbach	Permanent	Dakota County	Urban
Jim Grube	Permanent	Hennepin County	Urban
Jim Tolaas	Permanent	Ramsey County	Urban
Jim Foldesi	Permanent	St. Louis County	Urban
Wayne Sandberg	Permanent	Washington County	Urban
John Welle, Secretary		Aitkin County	

2012 SCREENING BOARD ALTERNATES

Wayne Olson	Carlton County	District 1
Lon Aune	Marshall County	District 2
Loren Felbaum	Todd County	District 3
Dave Overbo	Clay County	District 4
Joe Triplett	Chisago County	Metro
David Kramer	Winona County	District 6
Roger Risser	Watsonwan County	District 7
Andy Sander	Yellow Medicine County	District 8

2012 CSAH MILEAGE SUBCOMMITTEE

Anita Benson	October 2012	Steele County
Wayne Sandberg	October 2013	Washington
Dave Christy	October 2014	Itasca county

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http://www.dot.state.mn.us/stateaid/sa_csa_h_booksFall.html

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GENERAL INFORMATION

&

BASIC NEEDS DATA

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CSAH Mileage, Needs and Distribution 1958 through 2013
October 2012

The following information listed below is presented as historical data for the 53 years of county state aid distribution and preliminary data for the 54th year.

Since 1958, the first year of state aid apportionment, county state aid mileage has increased more than 1,599 miles of which almost 1,081 miles can be attributed to the turnback law which was enacted in 1965. Since 1958 needs have increased substantially due to revised design standards, increasing traffic and ever rising construction costs.

The distribution for 2013 is estimated to be approximately \$470 million. The actual distribution which will be made by the Commissioner in January will reflect any additional change in income to the County State Aid Highway Fund.

CSAH Mileage, Needs and Distribution - 1958 through 2013

October 2012

Year	Mileage	Basic 25 Year Construction Needs	Total Distribution	Adjusted 25 Year Construction Needs	Money Needs Apport	Distribution Per \$1,000 of Adjusted Needs
1958	29,003.30	\$705,318,817	\$23,895,255			
1959	29,128.00	792,766,387	26,520,631			
1960	29,109.15	781,163,725	26,986,118			
1961	29,177.31	881,168,466	29,195,071			
1962	29,183.50	836,684,473	28,398,346			
1963	29,206.63	812,379,561	30,058,060			
1964	29,250.40	844,850,828	34,655,816			
1965	29,285.26	1,096,704,147	35,639,932			
1966	29,430.36	961,713,095	36,393,775			
1967	29,518.48	956,436,709	39,056,521	\$956,436,709	\$19,528,261	\$20.42
1968	29,614.63	920,824,895	45,244,948	925,268,781	22,622,474	24.45
1969	29,671.50	907,383,704	47,316,647	910,649,082	23,658,323	25.98
1970	29,732.84	871,363,426	51,248,592	871,363,426	25,624,296	29.41
1971	29,763.66	872,716,257	56,306,623	872,716,257	28,153,312	32.26
1972	29,814.83	978,175,117	56,579,342	985,471,441	28,289,691	28.71
1973	29,806.67	1,153,027,326	56,666,390	1,154,838,282	28,333,195	24.53
1974	29,807.37	1,220,857,594	67,556,282	1,220,436,874	33,778,141	27.68
1975	29,857.90	1,570,593,707	69,460,645	1,596,084,465	34,730,323	21.76
1976	29,905.06	1,876,982,838	68,892,738	1,853,364,975	34,446,369	18.59
1977	29,929.57	2,014,158,273	84,221,382	1,995,381,940	42,110,691	21.10
1978	29,952.03	1,886,535,596	86,001,153	1,863,226,307	43,000,577	23.08
1979	30,008.47	1,964,328,702	93,482,005	1,934,116,556	46,741,003	24.17
1980	30,008.25	2,210,694,426	100,581,191	2,193,295,678	50,290,596	22.93
1981	30,072.55	2,524,102,659	104,003,792	2,492,190,699	52,001,896	20.87
1982	30,086.79	2,934,808,695	122,909,078	2,910,643,326	61,454,539	21.11
1983	30,084.16	3,269,243,767	127,310,171	3,171,578,527	63,655,086	20.07
1984	30,087.24	3,363,921,407	143,696,365	3,315,431,920	71,848,183	21.67
1985	30,089.03	3,628,382,077	171,133,770	3,742,822,880	85,566,885	22.86
1986	30,095.37	4,742,570,129	176,412,995	4,658,153,549	88,206,498	18.94
1987	30,095.26	4,656,668,402	169,035,460	4,595,651,198	84,588,456	18.41
1988	30,101.37	4,694,034,188	176,956,052	4,547,152,346	88,528,717	19.47
1989	30,119.91	4,801,166,017	224,066,256	4,752,045,566	112,048,340	23.58
1990	30,139.52	4,710,422,098	234,971,125	4,710,965,075	117,502,985	24.94
1991	30,144.88	4,905,899,327	228,425,033	4,927,846,604	114,216,993	23.18
1992	30,142.84	4,965,601,700	244,754,252	5,010,500,884	122,385,406	24.43
1993	30,130.03	5,231,566,081	244,499,683	5,358,303,906	122,276,603	22.82
1994	30,149.73	5,313,983,542	245,557,356	5,549,564,545	122,789,429	22.13
1995	30,200.17	5,390,579,832	249,926,147	5,738,251,809	124,963,096	21.78
1996	30,212.15	5,472,714,828	278,383,078	5,926,763,133	139,191,538	23.49
1997	30,272.41	5,775,789,344	280,824,171	6,341,979,229	140,412,086	22.14
1998	30,289.09	5,767,000,396	293,510,766	6,483,139,948	146,755,383	22.64
1999	30,322.88	6,221,807,797	310,854,283	6,989,213,942	155,427,142	22.24
2000	30,328.79	6,211,014,218	327,806,772	7,054,661,571	163,903,386	23.23
2001	30,356.26	6,480,813,015	342,079,509	7,372,660,405	171,039,754	23.19
2002	30,365.98	6,672,655,716	356,235,225	7,649,465,287	178,117,612	23.28
2003	30,386.86	6,948,696,768	335,646,516	8,034,749,831	167,823,257	20.89
2004	30,401.58	7,421,208,589	358,461,318	8,690,667,118	179,230,659	20.62
2005	30,427.62	7,768,067,132	358,601,844	9,117,963,299	179,300,922	19.66
2006	30,481.85	8,206,097,964	356,389,259	9,680,839,334	178,194,630	18.41
2007	30,506.59	8,995,176,545	360,757,456	10,688,558,772	180,378,728	16.88
2008	30,540.10	10,057,837,789	363,874,873	11,995,607,602	181,937,437	15.17
2009	30,545.95	10,065,495,565	383,265,770	12,168,327,832	196,760,563	16.17
2010	30,547.47	10,705,724,398	406,984,186	12,981,598,589	211,637,680	16.30
2011	30,567.28	10,955,649,861	441,394,374	13,422,552,370	229,873,841	17.13
2012	30,589.90	11,128,509,731	469,471,103	13,775,039,351	248,487,504	18.04
2013	30,586.40	\$10,929,367,542	\$469,471,103	\$13,599,357,265	\$248,487,504	\$18.27

Estimated

* Does not include 2012 Trunk Highway Turn Back Mileage



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NEEDS

A^DJU^STME^NT^S

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3-year Average Revised Basic Needs

October 2012

The County Screening Board held a special meeting January 20, 2012 at the County Conference in Brainerd to approve freezing the needs and not doing an update in 2012. This was to allow the needs unit to work with a consultant team to develop a new software system for collecting and computing the needs. Counties were given an extension to submit delinquent after the fact, credit for local effort and grading cost adjustments for projects up to December 31, 2010.

In contradiction to the January and June Screening Board minutes the State Aid Needs Unit used the “Average Revised Basic Needs” to calculate the needs distribution for 2013. This is to allow the additional “catch-up” adjustments from the spring, the current construction fund balance deduction and the split of regular and municipal needs when determining the final distribution.

The calculated average revised basic needs are shown on the following pages.

3 year Average Revised Basic Needs

October 2012

	2009	2010	2011	2012
County	Total Revised Basic CSAH Needs	Total Revised Basic CSAH Needs	Total Revised Basic CSAH Needs	Average Revised Basic CSAH Needs
Carlton	\$109,452,702	\$113,773,195	\$114,166,607	\$112,464,168
Cook	81,871,331	82,830,324	69,744,876	78,148,844
Itasca	203,972,048	202,471,007	205,105,004	203,849,353
Koochiching	49,337,005	52,848,235	53,672,300	51,952,513
Lake	89,296,109	88,364,767	87,631,913	88,430,930
Pine	172,491,567	185,710,686	194,351,418	184,184,557
St. Louis	607,493,057	626,494,380	639,930,748	624,639,395
District 1 Totals	\$1,313,913,819	\$1,352,492,594	\$1,364,602,866	\$1,343,669,760
Beltrami	\$132,114,782	\$139,337,233	\$149,478,135	\$140,310,050
Clearwater	65,056,663	68,764,113	71,271,402	68,364,059
Hubbard	78,588,880	79,768,301	82,752,055	80,369,745
Kittson	68,099,414	67,866,474	66,333,330	67,433,072
Lake of the Woods	34,037,682	41,443,409	41,762,863	39,081,318
Marshall	92,479,881	93,170,967	95,324,336	93,658,394
Norman	72,347,301	85,471,495	83,431,735	80,416,843
Pennington	54,048,214	55,218,902	56,619,013	55,295,376
Polk	170,360,650	173,858,518	170,852,287	171,690,485
Red Lake	33,078,459	34,093,807	34,889,531	34,020,599
Roseau	109,496,611	117,915,993	122,395,908	116,602,838
District 2 Totals	\$909,708,537	\$956,909,212	\$975,110,595	\$947,242,779
Aitkin	\$96,676,341	\$95,039,815	\$100,324,492	\$97,346,883
Benton	76,667,238	77,933,315	76,495,484	77,032,012
Cass	120,703,737	119,220,727	119,417,513	119,780,659
Crow Wing	156,735,755	152,848,912	159,039,220	156,207,962
Isanti	67,561,451	69,278,721	72,199,917	69,680,030
Kanabec	47,012,949	51,201,296	51,192,585	49,802,277
Mille Lacs	93,335,297	97,062,883	94,890,527	95,096,235
Morrison	131,123,647	136,010,807	144,892,698	137,342,384
Sherburne	84,509,887	95,459,387	95,376,953	91,782,076
Stearns	273,582,506	278,601,177	275,366,313	275,849,998
Todd	65,667,849	67,798,160	69,323,221	67,596,410
Wadena	50,504,916	51,452,486	52,841,895	51,599,765
Wright	215,130,568	218,289,461	219,101,648	217,507,226
District 3 Totals	\$1,479,212,141	\$1,510,197,147	\$1,530,462,466	\$1,506,623,917
Becker	\$105,288,891	\$109,509,161	\$114,064,251	\$109,620,768
Big Stone	36,024,282	35,688,134	37,066,606	36,259,674
Clay	89,260,381	96,536,541	107,072,856	97,623,260
Douglas	101,052,162	108,422,777	117,025,748	108,833,562
Grant	34,505,168	35,526,670	33,224,407	34,418,748
Mahnomen	31,828,289	33,284,581	32,578,759	32,563,876
Otter Tail	271,470,419	274,903,931	281,103,687	275,826,012
Pope	57,688,315	57,833,101	61,010,059	58,843,825
Stevens	39,980,247	41,104,003	43,166,675	41,416,975
Swift	60,889,817	62,452,286	56,549,757	59,963,953
Traverse	40,406,367	41,759,027	42,937,441	41,700,945
Wilkin	72,256,485	76,888,369	73,349,968	74,164,940
District 4 Totals	\$940,650,823	\$973,908,581	\$999,150,214	\$971,236,538

3 year Average Revised Basic Needs

October 2012

	2009	2010	2011	2012
County	Total Revised Basic CSAH Needs	Total Revised Basic CSAH Needs	Total Revised Basic CSAH Needs	Average Revised Basic CSAH Needs
Anoka	\$323,930,071	\$336,754,135	\$338,580,274	\$333,088,160
Carver	130,419,834	132,276,364	135,816,818	132,837,672
Hennepin	825,417,222	823,340,984	821,179,206	823,312,471
Scott	152,189,664	153,732,532	151,870,029	152,597,408
Metro Totals	\$1,431,956,791	\$1,446,104,015	\$1,447,446,327	\$1,441,835,711
Dodge	\$88,335,429	\$94,124,548	\$99,804,148	\$94,088,042
Fillmore	159,297,094	155,469,490	151,916,157	155,560,914
Freeborn	121,144,084	121,871,730	135,396,690	126,137,501
Goodhue	133,385,715	137,446,671	146,631,809	139,154,732
Houston	107,555,591	112,688,025	107,413,620	109,219,079
Mower	116,254,828	117,516,614	123,504,537	119,091,993
Olmsted	186,269,257	191,725,151	193,489,721	190,494,710
Rice	113,533,115	116,292,520	114,822,684	114,882,773
Steele	115,349,663	112,602,706	103,370,379	110,440,916
Wabasha	112,438,293	110,826,033	107,630,478	110,298,268
Winona	152,515,549	149,981,918	145,464,056	149,320,508
District 6 Totals	\$1,406,078,618	\$1,420,545,406	\$1,429,444,279	\$1,418,689,436
Blue Earth	\$183,076,505	\$208,474,882	\$213,845,977	\$201,799,121
Brown	90,539,660	90,871,906	97,321,638	92,911,068
Cottonwood	66,355,708	63,981,133	64,947,812	65,094,884
Faribault	102,585,941	117,665,716	117,894,494	112,715,384
Jackson	116,129,867	122,761,693	128,371,509	122,421,023
Le Sueur	118,176,477	122,296,603	117,978,109	119,483,730
Martin	117,430,767	124,639,458	130,284,731	124,118,319
Nicollet	94,442,129	99,423,345	102,463,690	98,776,388
Nobles	102,669,520	106,879,780	111,117,002	106,888,768
Rock	69,647,707	69,042,131	71,708,923	70,132,920
Sibley	65,264,435	68,066,100	66,229,875	66,520,137
Waseca	71,502,315	71,403,238	74,764,306	72,556,620
Watsonwan	72,896,431	76,801,133	73,392,798	74,363,454
District 7 Totals	\$1,270,717,462	\$1,342,307,118	\$1,370,320,864	\$1,327,781,816
Chippewa	\$59,282,227	\$55,945,487	\$59,122,011	\$58,116,575
Kandiyohi	132,820,597	132,669,828	123,943,539	129,811,322
Lac Qui Parle	64,915,786	59,186,092	61,188,084	61,763,321
Lincoln	47,974,495	49,531,740	53,259,677	50,255,304
Lyon	80,960,625	84,148,621	91,734,066	85,614,438
Mc Leod	82,748,701	85,785,694	89,694,642	86,076,346
Meeker	64,105,289	67,043,460	71,788,572	67,645,773
Murray	70,966,364	73,485,530	75,103,712	73,185,202
Pipestone	60,994,854	59,391,448	64,099,300	61,495,201
Redwood	113,858,296	118,977,935	121,392,324	118,076,185
Renville	126,041,533	130,332,860	131,644,254	129,339,549
Yellow Medicine	72,107,477	69,041,016	72,974,288	71,374,261
District 8 Totals	\$976,776,244	\$985,539,711	\$1,015,944,469	\$992,753,477
Chisago	\$104,250,777	\$109,520,197	\$112,947,631	\$108,906,202
Dakota	276,681,213	275,754,149	288,070,837	280,168,733
Ramsey	387,283,780	371,551,732	387,900,370	382,245,294
Washington	207,982,670	210,031,186	206,627,779	208,213,879
Metro Totals	\$976,198,440	\$966,857,264	\$995,546,617	\$979,534,108
STATE TOTALS	\$10,705,212,875	\$10,954,861,048	\$11,128,028,697	\$10,929,367,542

Restriction of 25-Year Construction Needs Changes

October 2012

In order to temper any large needs changes, the 1975 County Screening Board adopted the original resolution. The latest revision was made by the Screening Board at the June 2003 meeting.

That, the CSAH construction needs change in any one county from the previous year's restricted CSAH needs to the current year's basic 25 year CSAH construction needs shall be restricted to 20 percentage points greater than or 5 percentage points less than the statewide average percent change from the previous year's restricted CSAH needs to the current year's basic 25 year CSAH construction needs. Any needs restriction determined by this resolution shall be made to the regular account of the county involved.

This year the statewide needs decreased -2.0%, thereby limiting any individual counties needs change to a range from a -5.0% to a plus +18.0%. As you can see, one county required a needs restriction.

Restriction of the 25 year Construction Needs Changes

October 2012

COUNTY	RESTRICTED 2011 25 YEAR CONSTRUCTION NEEDS	3 Year Avg 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 2011 NEEDS	% CHANGE FROM RESTRICTED 2011 NEEDS	RESTRICTED 2012 25 YEAR CONSTRUCTION NEEDS	2012 SCREENING BOARD RESTRICTION	COUNTY
Carlton	\$114,166,607	\$112,464,168	(\$1,702,439)	-1.5%			Carlton
Cook	79,848,432	78,148,844	(1,699,588)	-2.1%			Cook
Itasca	205,105,004	203,849,353	(1,255,651)	-0.6%			Itasca
Koochiching	53,945,468	51,952,513	(1,992,955)	-3.7%			Koochiching
Lake	87,631,913	88,430,930	799,017	0.9%			Lake
Pine	194,559,284	184,184,557	(10,374,727)	-5.3%			Pine
St. Louis	639,930,748	624,639,395	(15,291,353)	-2.4%			St. Louis
District 1 Totals	\$1,375,187,456	\$1,343,669,760	(\$31,517,696)	-2.3%			District 1 Totals
Beltrami	\$149,478,135	\$140,310,050	(\$9,168,085)	-6.1%			Beltrami
Clearwater	71,271,402	68,364,059	(2,907,343)	-4.1%			Clearwater
Hubbard	82,752,055	80,369,745	(2,382,310)	-2.9%			Hubbard
Kittson	66,333,330	67,433,072	1,099,742	1.7%			Kittson
Lake of 'Woods	41,762,863	39,081,318	(2,681,545)	-6.4%			Lake of 'Woods
Marshall	95,324,336	93,658,394	(1,665,942)	-1.8%			Marshall
Norman	83,431,735	80,416,843	(3,014,892)	-3.6%			Norman
Pennington	56,619,013	55,295,376	(1,323,637)	-2.3%			Pennington
Polk	170,852,287	171,690,485	838,198	0.5%			Polk
Red Lake	34,889,531	34,020,599	(868,932)	-2.5%			Red Lake
Roseau	122,395,908	116,602,838	(5,793,070)	-4.7%			Roseau
District 2 Totals	\$975,110,595	\$947,242,779	(\$27,867,816)	-2.9%			District 2 Totals
Aitkin	\$100,324,492	\$97,346,883	(\$2,977,609)	-3.0%			Aitkin
Benton	76,495,484	77,032,012	536,528	0.7%			Benton
Cass	119,417,513	119,780,659	363,146	0.3%			Cass
Crow Wing	159,039,220	156,207,962	(2,831,258)	-1.8%			Crow Wing
Isanti	72,199,917	69,680,030	(2,519,887)	-3.5%			Isanti
Kanabec	51,192,585	49,802,277	(1,390,308)	-2.7%			Kanabec
Mille Lacs	94,890,527	95,096,235	205,708	0.2%			Mille Lacs
Morrison	144,892,698	137,342,384	(7,550,314)	-5.2%			Morrison
Sherburne	95,376,953	91,782,076	(3,594,877)	-3.8%			Sherburne
Stearns	275,366,313	275,849,998	483,685	0.2%			Stearns
Todd	69,323,221	67,596,410	(1,726,811)	-2.5%			Todd
Wadena	52,841,895	51,599,765	(1,242,130)	-2.4%			Wadena
Wright	219,101,648	217,507,226	(1,594,422)	-0.7%			Wright
District 3 Totals	\$1,530,462,466	\$1,506,623,917	(\$23,838,549)	-1.6%			District 3 Totals

Restriction of the 25 year Construction Needs Changes

October 2012

COUNTY	RESTRICTED 2011 25 YEAR CONSTRUCTION NEEDS	3 Year Avg 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 2011 NEEDS	% CHANGE FROM RESTRICTED 2011 NEEDS	RESTRICTED 2012 25 YEAR CONSTRUCTION NEEDS	2012 SCREENING BOARD RESTRICTION	COUNTY
Becker	\$114,064,251	\$109,620,768	(\$4,443,483)	-3.9%			Becker
Big Stone	37,066,606	36,259,674	(806,932)	-2.2%			Big Stone
Clay	107,072,856	97,623,260	(9,449,596)	-8.8%	-7.0%	\$99,556,342	Clay
Douglas	117,025,748	108,833,562	(8,192,186)	-7.0%		\$1,933,082	Douglas
Grant	34,247,710	34,418,748	171,038	0.5%			Grant
Mahnomen	32,578,759	32,563,876	(14,883)	-0.1%			Mahnomen
Otter Tail	281,103,687	275,826,012	(5,277,675)	-1.9%			Otter Tail
Pope	61,010,059	58,843,825	(2,166,234)	-3.6%			Pope
Stevens	43,166,675	41,416,975	(1,749,700)	-4.1%			Stevens
Swift	60,204,004	59,963,953	(240,051)	-0.4%			Swift
Traverse	42,937,441	41,700,945	(1,236,496)	-2.9%			Traverse
Wilkin	74,120,388	74,164,940	44,552	0.1%			Wilkin
District 4 Totals	\$1,004,598,184	\$971,236,538	(\$33,361,646)	-3.3%			District 4 Totals
Anoka	\$338,580,274	\$333,088,160	(\$5,492,114)	-1.6%			Anoka
Carver	135,816,818	132,837,672	(2,979,146)	-2.2%			Carver
Hennepin	821,179,206	823,312,471	2,133,265	0.3%			Hennepin
Scott	151,870,029	152,597,408	727,379	0.5%			Scott
Metro Totals	\$1,447,446,327	\$1,441,835,711	(\$5,610,616)	-0.4%			Metro Totals
Dodge	\$99,804,148	\$94,088,042	(\$5,716,106)	-5.7%			Dodge
Fillmore	151,916,157	155,560,914	3,644,757	2.4%			Fillmore
Freeborn	135,396,690	126,137,501	(9,259,189)	-6.8%			Freeborn
Goodhue	146,631,809	139,154,732	(7,477,077)	-5.1%			Goodhue
Houston	108,631,256	109,219,079	587,823	0.5%			Houston
Mower	123,504,537	119,091,993	(4,412,544)	-3.6%			Mower
Olmsted	193,489,721	190,494,710	(2,995,011)	-1.6%			Olmsted
Rice	114,822,684	114,882,773	60,089	0.1%			Rice
Steele	108,549,009	110,440,916	1,891,907	1.7%			Steele
Wabasha	107,630,478	110,298,268	2,667,790	2.5%			Wabasha
Winona	145,464,056	149,320,508	3,856,452	2.7%			Winona
District 6 Totals	\$1,435,840,545	\$1,418,689,436	(\$17,151,109)	-1.2%			District 6 Totals

Restriction of the 25 year Construction Needs Changes

October 2012

COUNTY	RESTRICTED 2011 25 YEAR CONSTRUCTION NEEDS	3 Year Avg 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 2011 NEEDS	% CHANGE FROM RESTRICTED 2011 NEEDS	RESTRICTED 2012 25 YEAR CONSTRUCTION NEEDS	2012 SCREENING BOARD RESTRICTION	COUNTY
Blue Earth	\$213,845,977	\$201,799,121	(\$12,046,856)	-5.6%			Blue Earth
Brown	97,321,638	92,911,068	(4,410,570)	-4.5%			Brown
Cottonwood	64,947,812	65,094,884	147,072	0.2%			Cottonwood
Faribault	117,894,494	112,715,384	(5,179,110)	-4.4%			Faribault
Jackson	128,371,509	122,421,023	(5,950,486)	-4.6%			Jackson
Le Sueur	117,978,109	119,483,730	1,505,621	1.3%			Le Sueur
Martin	130,284,731	124,118,319	(6,166,412)	-4.7%			Martin
Nicollet	102,463,690	98,776,388	(3,687,302)	-3.6%			Nicollet
Nobles	111,117,002	106,888,768	(4,228,234)	-3.8%			Nobles
Rock	71,708,923	70,132,920	(1,576,003)	-2.2%			Rock
Sibley	66,229,875	66,520,137	290,262	0.4%			Sibley
Waseca	74,764,306	72,556,620	(2,207,686)	-3.0%			Waseca
Watonwan	74,036,292	74,363,454	327,162	0.4%			Watonwan
District 7 Totals	\$1,370,964,358	\$1,327,781,816	(\$43,182,542)	-3.2%			District 7 Totals
Chippewa	\$59,122,011	\$58,116,575	(\$1,005,436)	-1.7%			Chippewa
Kandiyohi	127,893,714	129,811,322	1,917,608	1.5%			Kandiyohi
Lac Qui Parle	61,188,084	61,763,321	575,237	0.9%			Lac Qui Parle
Lincoln	53,259,677	50,255,304	(3,004,373)	-5.6%			Lincoln
Lyon	91,734,066	85,614,438	(6,119,628)	-6.7%			Lyon
Mc Leod	89,694,642	86,076,346	(3,618,296)	-4.0%			Mc Leod
Meeker	71,788,572	67,645,773	(4,142,799)	-5.8%			Meeker
Murray	75,103,712	73,185,202	(1,918,510)	-2.6%			Murray
Pipestone	64,099,300	61,495,201	(2,604,099)	-4.1%			Pipestone
Redwood	121,392,324	118,076,185	(3,316,139)	-2.7%			Redwood
Renville	131,644,254	129,339,549	(2,304,705)	-1.8%			Renville
Yellow Medicine	72,974,288	71,374,261	(1,600,027)	-2.2%			Yellow Medicine
District 8 Totals	\$1,019,894,644	\$992,753,477	(\$27,141,167)	-2.7%			District 8 Totals
Chisago	\$112,947,631	\$108,906,202	(\$4,041,429)	-3.6%			Chisago
Dakota	288,070,837	280,168,733	(7,902,104)	-2.7%			Dakota
Ramsey	387,900,370	382,245,294	(5,655,076)	-1.5%			Ramsey
Washington	206,627,779	208,213,879	1,586,100	0.8%			Washington
Metro Totals	\$995,546,617	\$979,534,108	(\$16,012,509)	-1.6%			Metro Totals
STATE TOTALS	\$11,155,051,192	\$10,929,367,542	(\$225,683,650)	-2.0%	\$99,556,342	\$1,933,082	STATE TOTALS

Rural Design Complete Grading Cost Adjustment

October 2012

In order to partially offset the expected rapid rate of inflation without reviewing all rural design complete grading costs each year, the County Screening Board adopted the resolution below.

That, annually a separate adjustment to the rural and urban complete grading costs in each county be considered by the Screening Board. Such adjustments shall be made to the regular account and shall be based on the relationship of the actual cost of grading to the estimated cost of grading reported in the needs study. The method of determining and the extent of the adjustment shall be approved by the Screening Board. Any "Final" costs used in the comparison must be received by the Needs Section by July 1 of the Needs Study year involved.

This resolution has been revised and hopefully improved since it's original adoption in '1968. Pursuant to this resolution the following adjustments have been made to the 2011 25-year construction needs.

County	Rural Complete Grading Adjustments
Carlton	\$17,658,345
Cook	12,185,766
Itasca	62,780,899
Koochiching	8,889,727
Lake	27,042,883
Pine	32,687,481
St. Louis	157,655,894
District 1 Totals	\$318,900,995
Beltrami	\$18,696,365
Clearwater	5,127,452
Hubbard	8,654,270
Kittson	2,392,767
Lake of the Woods	3,786,236
Marshall	2,019,930
Norman	3,987,680
Pennington	5,806,509
Polk	4,462,421
Red Lake	1,176,572
Roseau	(1,454,136)
District 2 Totals	\$54,656,066

County	Rural Complete Grading Adjustments
Aitkin	\$20,509,535
Benton	17,394,269
Cass	15,762,891
Crow Wing	8,680,352
Isanti	13,807,627
Kanabec	5,914,062
Mille Lacs	19,130,906
Morrison	19,768,912
Sherburne	17,098,530
Stearns	39,657,900
Todd	2,656,809
Wadena	6,054,487
Wright	67,138,465
District 3 Totals	\$253,574,745
Becker	\$10,688,903
Big Stone	8,627,546
Clay	18,819,792
Douglas	11,481,054
Grant	9,820,260
Mahnomen	7,939,095
Otter Tail	49,854,979
Pope	16,275,906
Stevens	5,379,660
Swift	8,227,483
Traverse	2,964,268
Wilkin	9,663,102
District 4 Totals	\$159,742,048

Rural Design Complete Grading Cost Adjustment

October 2012

County	Rural Complete Grading Adjustments
Anoka	\$33,140,304
Carver	27,054,547
Hennepin	21,477,247
Scott	50,632,643
District 5 Totals	\$132,304,741

Dodge	\$7,947,777
Fillmore	13,474,760
Freeborn	19,841,686
Goodhue	25,929,319
Houston	18,063,781
Mower	11,806,356
Olmsted	8,640,463
Rice	25,809,211
Steele	28,065,651
Wabasha	15,062,602
Winona	11,140,874
District 6 Totals	\$185,782,480

Blue Earth	\$25,621,902
Brown	6,875,962
Cottonwood	5,805,658
Faribault	9,068,412
Jackson	3,929,352
Le Sueur	9,606,933
Martin	9,352,242
Nicollet	16,262,492
Nobles	11,054,264
Rock	7,109,267
Sibley	4,900,385
Waseca	3,764,757
Watonwan	2,775,044
District 7 Totals	\$116,126,670

County	Rural Complete Grading Adjustments
Chippewa	\$4,946,659
Kandiyohi	17,229,162
Lac Qui Parle	4,993,056
Lincoln	7,024,416
Lyon	8,326,403
Mc Leod	8,994,940
Meeker	14,864,757
Murray	9,292,761
Pipestone	3,860,739
Redwood	8,521,167
Renville	18,537,763
Yellow Medicine	4,425,468
District 8 Totals	\$111,017,291

Chisago	\$36,007,612
Dakota	7,536,907
Ramsey	1,264,928
Washington	21,551,973
District 9 Totals	\$66,361,420

STATE TOTALS	\$1,398,466,456
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A more complete explanation of the method of computing the adjustments is shown on page 12 in the October 2011 County Screening Board Report.

Urban Design Complete Grading Cost Adjustment

October 2012

In order to partially offset the expected rapid rate of inflation without reviewing all urban design complete grading costs each year, the 1988 County Screening Board revised the following resolution to include an urban grading cost adjustment.

That, annually a separate adjustment to the rural and urban complete grading costs in each county be considered by the Screening Board. Such adjustment shall be made to the regular account and shall be based on the relationship of the actual cost of grading to the estimated cost of grading reported in the needs study. The method of determining and the extent of the adjustment shall be approved by the Screening Board. Any "Final" costs used in the comparison must be received by the Needs Section by July 1 of the Needs Study year involved.

Pursuant to this resolution the following adjustments have been made to the 2011 25-year construction needs.

County	Urban Complete Grading Adjustments
Carlton	\$968,036
Cook	305,554
Itasca	9,888,489
Koochiching	737,164
Lake	7,034,638
Pine	10,079,738
St. Louis	53,907,714
District 1 Totals	\$82,921,333

Beltrami	\$4,160,184
Clearwater	126,120
Hubbard	548,947
Kittson	689,867
Lake of the Woods	230,522
Marshall	234,685
Norman	669,898
Pennington	96,157
Polk	735,587
Red Lake	90,373
Roseau	2,677,074
District 2 Totals	\$10,259,414

County	Urban Complete Grading Adjustments
Aitkin	\$25,021
Benton	2,556,059
Cass	732,750
Crow Wing	8,521,984
Isanti	(765,607)
Kanabec	1,366,363
Mille Lacs	3,663,025
Morrison	2,807,884
Sherburne	442,906
Stearns	7,151,033
Todd	1,652,209
Wadena	2,383,657
Wright	7,553,231
District 3 Totals	\$38,090,515

Becker	\$1,988,971
Big Stone	649,385
Clay	643,944
Douglas	852,846
Grant	242,601
Mahnomen	(9,461)
Otter Tail	8,173,087
Pope	423,459
Stevens	62,146
Swift	72,778
Traverse	358,834
Wilkin	622,662
District 4 Totals	\$14,081,252

Urban Design Complete Grading Cost Adjustment

October 2012

County	Urban Complete Grading Adjustments
Anoka	\$60,450,361
Carver	14,528,715
Hennepin	140,528,655
Scott	6,000,562
District 5 Totals	\$221,508,293

Dodge	\$815,811
Fillmore	4,939,399
Freeborn	1,880,289
Goodhue	1,684,915
Houston	878,359
Mower	(536,575)
Olmsted	620,349
Rice	890,260
Steele	3,229,303
Wabasha	(120,158)
Winona	651,148
District 6 Totals	\$14,933,100

Blue Earth	\$8,106,927
Brown	1,045,979
Cottonwood	20,929
Faribault	2,500,805
Jackson	175,417
Le Sueur	3,538,733
Martin	120,692
Nicollet	1,642,484
Nobles	1,804,828
Rock	968,598
Sibley	1,617,436
Waseca	557,546
Watonwan	733,588
District 7 Totals	\$22,833,962

County	Urban Complete Grading Adjustments
Chippewa	(\$135,244)
Kandiyohi	3,487,804
Lac Qui Parle	1,025,609
Lincoln	668,577
Lyon	(391,356)
Mc Leod	2,297,670
Meeker	1,751,272
Murray	562,653
Pipestone	254,662
Redwood	136,492
Renville	546,439
Yellow Medicine	431,018
District 8 Totals	\$10,635,596

Chisago	\$5,922,738
Dakota	33,986,282
Ramsey	56,866,368
Washington	23,793,191
District 9 Totals	\$120,568,579

STATE TOTALS	\$535,832,044
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A more complete explanation of the method of computing the adjustments is shown on page 24 in the October 2011 County Screening Board Report.

County State Aid Construction Fund Balance Needs Deductions

October 2012

The resolution below was originally adopted by the Screening Board at its May 1975 meeting. The latest revision was made by the Screening Board at the October 2006 meeting.

That, for the determination of the County State Aid Highway needs, the amount of the unencumbered construction fund balance as of December 31 of the current year; not including the last two years of regular account construction apportionment and not including the last three years of municipal account construction apportionment or \$500,000 whichever is greater; shall be deducted from the 25-year construction needs of each individual county. Also, that for the computation of this deduction, the estimated cost of right-of-way acquisitions which is being actively engaged in or Federally-funded projects that have been let but not awarded shall be considered as being encumbered and the construction balances shall be so adjusted.

The following listing indicates the balances as of September 1, the maximum allowable balances, and the needs deduction, in the respective accounts, which would be made to the 2013 25-year construction needs **if** the cut off date was September 1. The balances as of December 31 will be used to compute any adjustments necessary for the calculation of the 2013 CSAH Distribution.

County State Aid Construction Fund Balance Needs Deductions

October 2012

	Regular Account			Municipal Account			Total		
	Unencumbered	Maximum	2013	Unencumbered	Maximum Balance	2013	Total	2013	
	Construction	Balance	Construction	Construction	Larger of Either	Construction	Construction	Construction	
	Fund Balance	2 Year	Fund Balance	Fund Balance	or \$500,000	Fund Balance	Fund Balance	Fund Balance	
	As of	2011-2012 Const.	"Needs"	As of	2010-2012	"Needs"		"Needs"	
	9/1/2012	Apportionment	Deduction	9/1/2012	Const. Apport.	Deduction		Deduction	
Carlton	\$3,246,728	\$4,685,538	\$0	\$816,457	\$820,262	\$0	\$0	\$0	Carlton
Cook	2,602,545	3,198,951	0	137,914	500,000	0	0	0	Cook
Itasca	2,306,641	8,801,923	0	995,385	1,517,072	0	0	0	Itasca
Koochiching	999,415	4,919,146	0	30,329	500,000	0	0	0	Koochiching
Lake	0	3,923,569	0	131,142	654,643	0	0	0	Lake
Pine	2,287,524	6,776,832	0	355,655	1,851,782	0	0	0	Pine
St. Louis	0	26,811,215	0	1,094,752	3,027,718	0	0	0	St. Louis
District 1 Totals	\$11,442,853	\$59,117,174	\$0	\$3,561,634	\$8,871,477	\$0	\$0	\$0	District 1 Totals
Beltrami	3,393,349	\$6,539,302	\$0	481,875	\$500,000	\$0	\$0	\$0	Beltrami
Clearwater	1,125,573	3,336,576	0	0	500,000	0	0	0	Clearwater
Hubbard	0	3,827,179	0	285,838	500,000	0	0	0	Hubbard
Kittson	18,827	3,253,864	0	404,274	581,398	0	0	0	Kittson
Lake of the Woods	1,750,744	3,312,480	0	243,093	500,000	0	0	0	Lake of the Woods
Marshall	488,289	4,909,569	0	995,887	758,363	237,524	237,524	237,524	Marshall
Norman	1,896,783	3,814,555	0	219,686	502,189	0	0	0	Norman
Pennington	688,956	2,986,727	0	100,688	500,000	0	0	0	Pennington
Polk	0	7,965,644	0	230,250	871,394	0	0	0	Polk
Red Lake	1,754,386	2,849,257	0	533,191	500,000	33,191	33,191	33,191	Red Lake
Roseau	316,783	4,883,952	0	1,195,798	915,958	279,840	279,840	279,840	Roseau
District 2 Totals	\$11,433,690	\$47,679,105	\$0	\$4,690,580	\$6,629,302	\$550,555	\$550,555	\$550,555	District 2 Totals
Aitkin	\$514,792	\$4,659,986	\$0	\$93,007	\$500,000	\$0	\$0	\$0	Aitkin
Benton	3,659,109	3,707,639	0	583,264	583,264	0	0	0	Benton
Cass	332,145	5,210,890	0	238,917	808,829	0	0	0	Cass
Crow Wing	2,252,127	5,060,975	0	289,206	2,024,121	0	0	0	Crow Wing
Isanti	1,667,629	3,794,052	0	159,797	500,000	0	0	0	Isanti
Kanabec	0	2,681,713	0	0	500,000	0	0	0	Kanabec
Mille Lacs	1,018,333	4,312,238	0	70,737	597,872	0	0	0	Mille Lacs
Morrison	193,723	5,909,008	0	476,976	997,915	0	0	0	Morrison
Sherburne	5,301,573	4,866,283	435,290	349,683	500,000	0	435,290	435,290	Sherburne
Stearns	930,153	10,813,138	0	0	2,478,646	0	0	0	Stearns
Todd	708,103	3,560,017	0	680,117	859,445	0	0	0	Todd
Wadena	305,475	2,573,105	0	569,930	626,620	0	0	0	Wadena
Wright	0	9,756,882	0	323,577	923,503	0	0	0	Wright
District 3 Totals	\$16,883,162	\$66,905,926	\$435,290	\$3,835,211	\$11,900,215	\$0	\$435,290	\$435,290	District 3 Totals

County State Aid Construction Fund Balance Needs Deductions

October 2012

	Regular Account			Municipal Account			Total	
	Unencumbered	Maximum	2013	Unencumbered	Maximum Balance	2013	2013 Construction Fund Balance "Needs" Deduction	
	Construction	Balance	Construction	Construction	Larger of Either	Construction		
	Fund Balance	2 Year	Fund Balance	Fund Balance	or \$500,000	Fund Balance		
As of	2011-2012 Const.	"Needs"	As of	2010-2012	"Needs"			
9/1/2012	Apportionment	Deduction	9/1/2012	Const. Apport.	Deduction			
Becker	\$0	\$5,163,869	\$0	\$558,903	\$592,044	\$0	\$0	Becker
Big Stone	1,322,621	2,712,477	0	26,648	500,000	0	0	Big Stone
Clay	0	5,111,456	0	49,105	632,760	0	0	Clay
Douglas	1,106,026	4,812,984	0	171,810	780,600	0	0	Douglas
Grant	1,511,493	2,724,976	0	0	500,000	0	0	Grant
Mahnomen	1,743,627	2,873,451	0	165,714	500,000	0	0	Mahnomen
Otter Tail	2,548,972	11,690,881	0	25,013	1,110,771	0	0	Otter Tail
Pope	124,903	3,272,591	0	353,235	500,000	0	0	Pope
Stevens	206,730	2,851,222	0	118,596	500,000	0	0	Stevens
Swift	0	3,250,008	0	516,944	500,000	16,944	16,944	Swift
Traverse	2,191,300	2,673,402	0	12,200	500,000	0	0	Traverse
Wilkin	492,677	3,286,926	0	241,715	702,943	0	0	Wilkin
District 4 Totals	\$11,248,349	\$50,424,243	\$0	\$2,239,883	\$7,319,118	\$16,944	\$16,944	District 4 Totals
Anoka	\$0	\$16,525,863	\$0	\$362,701	\$2,289,468	\$0	\$0	Anoka
Carver	9,263,833	5,666,346	3,597,487	1,426,822	910,142	516,680	4,114,167	Carver
Hennepin	2,999,256	37,284,084	0	3,360,244	4,324,627	0	0	Hennepin
Scott	637,808	9,287,253	0	208,551	500,000	0	0	Scott
Metro Totals	\$12,900,897	\$68,763,546	\$3,597,487	\$5,358,318	\$8,024,237	\$516,680	\$4,114,167	Metro Totals
Dodge	\$2,474,844	\$3,849,433	\$0	\$615,473	\$502,390	\$113,083	\$113,083	Dodge
Fillmore	3,632,934	5,422,784	0	1,470,923	1,610,126	0	0	Fillmore
Freeborn	244,867	5,448,500	0	496,189	709,177	0	0	Freeborn
Goodhue	0	5,908,269	0	274,555	968,819	0	0	Goodhue
Houston	5,097,001	4,636,385	460,616	368,070	500,000	0	460,616	Houston
Mower	2,615,542	5,167,097	0	658,215	505,703	152,512	152,512	Mower
Olmsted	2,312,176	7,821,355	0	456,306	500,000	0	0	Olmsted
Rice	2,987,101	5,163,800	0	371,472	500,000	0	0	Rice
Steele	495,915	4,973,688	0	621,037	500,000	121,037	121,037	Steele
Wabasha	0	4,152,509	0	445,987	916,055	0	0	Wabasha
Winona	0	5,271,484	0	427,120	736,268	0	0	Winona
District 6 Totals	\$19,860,380	\$57,815,304	\$460,616	\$6,205,347	\$7,948,538	\$386,632	\$847,248	District 6 Totals

County State Aid Construction Fund Balance Needs Deductions

October 2012

	Regular Account			Municipal Account			Total		
	Unencumbered	Maximum	2013	Unencumbered	Maximum Balance	2013	Total	2013	
	Construction	Balance	Construction	Construction	Larger of Either	Construction	Construction	Construction	
	Fund Balance	2 Year	Fund Balance	Fund Balance	or \$500,000	Fund Balance	Fund Balance	Fund Balance	
	As of	2011-2012 Const.	"Needs"	As of	2010-2012	"Needs"		"Needs"	
	9/1/2012	Apportionment	Deduction	9/1/2012	Const. Apport.	Deduction		Deduction	
Blue Earth	\$643,617	\$8,328,349	\$0	\$878,271	\$878,271	\$0	\$0	\$0	Blue Earth
Brown	0	4,291,746	0	11,427	500,000	0	0	0	Brown
Cottonwood	30,224	3,009,670	0	0	681,128	0	0	0	Cottonwood
Faribault	231,079	4,369,545	0	692,370	1,035,838	0	0	0	Faribault
Jackson	2,507,271	4,517,989	0	261,667	723,840	0	0	0	Jackson
Le Sueur	0	4,065,933	0	393,110	1,534,803	0	0	0	Le Sueur
Martin	795,108	4,951,548	0	740,310	665,003	75,307	75,307	75,307	Martin
Nicollet	2,608,147	4,303,572	0	816,331	626,875	189,456	189,456	189,456	Nicollet
Nobles	0	4,611,258	0	72,873	500,000	0	0	0	Nobles
Rock	459,239	2,788,274	0	8,021	784,373	0	0	0	Rock
Sibley	0	3,102,151	0	55,614	500,000	0	0	0	Sibley
Waseca	0	3,132,543	0	689,349	500,000	189,349	189,349	189,349	Waseca
Watonwan	0	2,882,855	0	810,684	839,842	0	0	0	Watonwan
District 7 Totals	\$7,274,685	\$54,355,433	\$0	\$5,430,027	\$9,769,973	\$454,112	\$454,112	\$454,112	District 7 Totals
Chippewa	\$792,486	\$2,712,834	\$0	\$403,600	\$500,000	\$0	\$0	\$0	Chippewa
Kandiyohi	1,442,579	6,255,416	0	44,354	584,778	0	0	0	Kandiyohi
Lac Qui Parle	598,172	3,137,064	0	54,120	500,000	0	0	0	Lac Qui Parle
Lincoln	1,840,760	2,637,284	0	356,047	500,000	0	0	0	Lincoln
Lyon	2,372,987	3,595,326	0	862,297	885,349	0	0	0	Lyon
Mc Leod	420,624	3,964,725	0	30,167	568,000	0	0	0	Mc Leod
Meeker	196,068	3,704,804	0	33,018	500,000	0	0	0	Meeker
Murray	0	3,456,848	0	217,955	577,513	0	0	0	Murray
Pipestone	1,366,873	2,337,666	0	350,908	1,036,675	0	0	0	Pipestone
Redwood	1,115,375	4,473,523	0	974,752	989,881	0	0	0	Redwood
Renville	1,743,743	5,726,585	0	319,500	500,000	0	0	0	Renville
Yellow Medicine	210,911	3,261,355	0	0	722,627	0	0	0	Yellow Medicine
District 8 Totals	\$12,100,578	\$45,263,430	\$0	\$3,646,718	\$7,864,823	\$0	\$0	\$0	District 8 Totals
Chisago	\$0	\$5,487,694	\$0	\$122,326	\$1,222,698	\$0	\$0	\$0	Chisago
Dakota	17,445,335	\$15,808,621	1,636,714	445,339	500,000	0	1,636,714	1,636,714	Dakota
Ramsey	6,529,075	\$17,947,600	0	594,503	500,000	94,503	94,503	94,503	Ramsey
Washington	9,826,885	\$8,846,923	979,962	2,093,453	2,595,359	0	979,962	979,962	Washington
Metro Totals	\$33,801,295	\$48,090,838	\$2,616,676	\$3,255,621	\$4,818,057	\$94,503	\$2,711,179	\$2,711,179	Metro Totals
STATE TOTALS	\$136,945,889	\$498,414,999	\$7,110,069	\$38,223,339	\$73,145,740	\$2,019,426	\$9,129,495	\$9,129,495	STATE TOTALS

TRLF & Bond Account Adjustments

October 2012

To compensate for unpaid County State Aid Highway bond obligations that are not reflected in the County State Aid Highway Needs Studies, the County Engineers Screening Board passed a resolution which provides that **a separate annual adjustment shall be made to the total money needs of a county that has sold and issued bonds pursuant to Minnesota Statutes, Chapter 162.181, for use on State Aid projects or has accepted a TRLF loan, except bituminous or concrete resurfacing/joint repair projects, reconditioning projects, or maintenance facility construction projects. This Bond Account Adjustment, which covers the amortization period, and which annually reflects the net unamortized bonded debt, shall be accomplished by adding the adjustment to the 25-year construction need of the county.**

The Bond Account and TRLF Loan Adjustment consists of the total Bond or TRLF dollars of projects applied minus the principal paid as of December 31st of the previous year. Since overlay, joint repair, reconditioning, or maintenance facility construction does not reduce needs, Bond or TRLF dollars used for those type of projects would not be used to compute the adjustment.

STATE AID BOND RECORD AS OF DECEMBER 31, 2010

County	Date of Issue	Amount of Issue	Total \$'s Applied to Projects	Principal Paid to Date	\$'s Applied Less Principal To Be Paid	Total \$'s Applied to Ineligible Projects	Bond Account Adjustment
Lake	09/01/05	\$3,200,000	\$3,200,000	\$2,290,000	\$910,000	\$165,024	\$744,976
District 1 Totals		\$3,200,000	\$3,200,000	\$2,290,000	\$910,000	\$165,024	\$744,976
Polk	03/18/08	\$4,000,000	\$4,000,000	\$1,600,000	\$2,400,000	\$664,467	\$1,735,533
District 2 Totals		\$4,000,000	\$4,000,000	\$1,600,000	\$2,400,000	\$664,467	\$1,735,533
Benton	06/07/07	\$2,055,000	\$444,552	\$330,000	\$114,552	\$0	\$114,552
District 3 Totals		\$2,055,000	\$444,552	\$330,000	\$114,552	\$0	\$114,552
Anoka	03/01/01	\$4,575,000	\$4,575,000	\$4,015,000	\$560,000	\$0	\$560,000
Metro Totals		\$4,575,000	\$4,575,000	\$4,015,000	\$560,000	\$0	\$560,000
LeSueur	05/01/03	\$2,670,000	\$2,670,000	\$1,610,000	\$1,060,000	\$0	\$1,060,000
LeSueur	04/01/05	2,650,000	2,650,000	1,325,000	1,325,000	0	1,325,000
LeSueur	11/30/09	2,600,000	1,157,386	260,000	897,386	0	897,386
LeSueur	12/29/09	2,600,000	0	260,000	-260,000	0	0
Nicollet	01/01/02	2,450,000	2,450,000	1,630,000	820,000	173,135	646,865
District 7 Totals		\$12,970,000	\$8,927,386	\$5,085,000	\$3,842,386	\$173,135	\$3,929,251
Kandiyohi	08/07/09	\$1,365,000	\$1,335,000	\$270,000	\$1,065,000	\$0	\$1,065,000
Meeker	09/01/08	300,000	2,474,051	1,200,000	1,274,051	0	1,274,051
District 8 Totals		\$1,665,000	\$3,809,051	\$1,470,000	\$2,339,051	\$0	\$2,339,051
Chisago	03/30/04	\$4,000,000	\$4,000,000	\$2,690,000	\$1,310,000	\$0	\$1,310,000
Chisago	06/13/07	3,960,000	3,878,864	1,035,000	2,843,864	0	2,843,864
Ramsey	12/01/02	4,400,000	4,250,000	960,000	3,290,000	0	3,290,000
Metro Totals		\$12,360,000	\$12,128,864	\$4,685,000	\$7,443,864	\$0	\$7,443,864
STATE TOTALS		\$40,825,000	\$37,084,853	\$19,475,000	\$17,609,853	\$1,002,626	\$16,867,227

TRLF & Bond Account Adjustments

October 2012

TRANSPORTATION REVOLVING LOAN FUND OF DECEMBER 31, 2010

County	Date of Issue	Amount of Issue	Total \$'s Applied to Projects	Principal Paid to Date	\$'s Applied Less Principal To Be Paid	Total \$'s Applied to Ineligible Projects	Bond Account Adjustment
Pine	08/30/01	\$1,434,459	\$103,761	\$883,459	(\$779,698)	\$0	\$0
District 1 Totals		\$1,434,459	\$103,761	\$883,459	(\$779,698)	\$0	\$0
Hubbard	09/25/07	\$1,780,163	\$1,780,163	\$480,163	\$1,300,000	\$0	\$1,300,000
Pennington	07/14/01	\$1,731,285	\$1,731,160	\$662,285	\$1,068,875	0	1,068,875
District 2 Totals		\$3,511,448	\$1,731,160	\$1,142,448	\$2,368,875	\$0	\$2,368,875
STATE TOTALS		\$4,945,907	\$2,725,002	\$2,025,907	\$1,589,177	\$0	\$2,368,875

162.065 ALLOCATING MATCHING FUNDS FOR CSAH REVOLVING LOAN ACCOUNT.

[The screening board appointed under section 162.07, subdivision 5, may recommend to the](#) commissioner that the commissioner allocate a portion of county state-aid highway funds to the county state-aid highway revolving loan account. The commissioner may allocate no more than the amount recommended by the screening board.
[History: 1997 c 141 s 3](#)

Annually the Screening Board shall recommend to the Commissioner of Transportation an amount, if any, of the County State Aid Highway Distribution fund to be allocated to the CSAH Transportation Revolving Loan Fund

History of the TRLF	
Year	Amount allocated to the TRLF from the CSAH distribution fund
From 1997 to 2008 law was enacted but not in effect	
2009	\$0
2010	\$0
2011	\$0
2012	\$0
2013	

Special Resurfacing Projects

October 2012

Due to the necessity for some counties to resurface certain substandard bituminous County State Aid Highways, the 1967 County Screening Board adopted the following resolution: (Repealed in June 2008)

That any county using non-local construction funds for special bituminous resurfacing, concrete resurfacing, concrete joint repair projects or reconditioning projects as defined in State Aid Rules chapter 8820.0100 Subp. 14a shall have the non-local cost of such special resurfacing projects annually deducted from its 25-year County State Aid Highway construction needs for a period of ten (10) years.

The spring 2008 Screening Board passed the motion to: add no more projects and allow the existing ones to phase out.

The following list shows the counties, by district, that awarded special resurfacing projects from 2001 through 2006 the number of projects awarded and the project costs in each account which have been deducted from the 2011 County State Aid Highway Money Needs.

County	Number of Special Resurf. Projects 2001-2006	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 2011 25-Yr. Const. Needs
Carlton	15	\$2,217,258	\$269,499	\$2,486,757
Cook	5	1,869,470	-	1,869,470
Itasca	10	4,038,956	-	4,038,956
Koochiching	12	2,507,570	50,265	2,557,835
Lake	5	876,839	41,976	918,815
Pine	16	5,895,198	933,975	6,829,173
St. Louis	27	14,845,396	86,922	14,932,318
District 1 Totals	90	\$32,250,687	\$1,382,637	\$33,633,324
Beltrami	4	\$1,125,351	\$61,828	\$1,187,179
Clearwater	6	702,281	33,962	736,243
Hubbard	11	3,366,061	11,832	3,377,893
Kittson	4	1,854,571	221,435	2,076,006
Lake of the Woods	10	3,012,366	16,078	3,028,444
Marshall	4	637,025	97,738	734,763
Norman	7	995,636	18,140	1,013,776
Pennington	4	1,881,576	-	1,881,576
Polk	9	2,340,873	97,963	2,438,836
Red Lake	5	1,329,525	75,385	1,404,910
Roseau	6	2,187,266	12,741	2,200,007
District 2 Totals	70	\$19,432,531	\$647,102	\$20,079,633

Special Resurfacing Projects

October 2012

County	Number of Special Resurf. Projects 2001-2006	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 2011 25-Yr. Const. Needs
Aitkin	5	\$1,197,754	\$51,836	\$1,249,590
Benton	4	1,341,214	179,863	1,521,077
Cass	5	572,538	278,686	851,224
Crow Wing	7	3,185,210	544,400	3,729,610
Isanti	6	771,337	-	771,337
Kanabec	1	-	26,464	26,464
Mille Lacs	12	2,995,842	-	2,995,842
Morrison	3	1,290,442	-	1,290,442
Sherburne	5	681,638	-	681,638
Stearns	16	6,940,635	16,954	6,957,589
Todd	2	250,209	-	250,209
Wadena	8	2,115,211	8,705	2,123,916
Wright	10	4,442,375	390,346	4,832,721
District 3 Totals	84	\$25,784,405	\$1,497,254	\$27,281,659
Becker	21	\$3,793,892	\$227,637	\$4,021,529
Big Stone	11	2,381,715	-	2,381,715
Clay	3	548,002	138,786	686,788
Douglas	14	3,404,686	125,184	3,529,870
Grant	1	1,015,620	-	1,015,620
Mahnomen	3	1,035,125	15,785	1,050,910
Otter Tail	18	6,290,739	153,943	6,444,682
Pope	5	1,838,657	52,487	1,891,144
Stevens	3	1,122,357	-	1,122,357
Swift	1	-	36,184	36,184
Traverse	4	1,040,524	105,729	1,146,253
Wilkin	4	225,824	320,826	546,650
District 4 Totals	88	\$22,697,141	\$1,176,561	\$23,873,702
Anoka	0	\$0	\$0	\$0
Carver	3	373,515	-	373,515
Hennepin	1	267,766	-	267,766
Scott	0	-	-	0
Metro Totals	4	\$641,281	\$0	\$641,281
Dodge	4	\$1,486,276	\$67,706	\$1,553,982
Fillmore	3	1,238,785	71,842	1,310,627
Freeborn	14	7,698,721	-	7,698,721
Goodhue	3	1,530,203	-	1,530,203
Houston	9	2,124,536	277,563	2,402,099
Mower	3	1,018,356	401,839	1,420,195
Olmsted	1	445,127	-	445,127
Rice	14	5,080,022	-	5,080,022
Steele	8	2,144,161	-	2,144,161
Wabasha	12	3,117,738	247,607	3,365,345
Winona	22	6,270,631	1,017,929	7,288,560
District 6 Totals	93	\$32,154,556	\$2,084,486	\$34,239,042

Special Resurfacing Projects

October 2012

County	Number of Special Resurf. Projects 2001-2006	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 2011 25-Yr. Const. Needs
Blue Earth	23	\$3,058,832	\$50,160	\$3,108,992
Brown	11	1,827,412	169,208	1,996,620
Cottonwood	16	1,533,454	149,474	1,682,928
Faribault	2	964,076	-	964,076
Jackson	10	2,200,210	-	2,200,210
LeSueur	12	4,454,627	393,463	4,848,090
Martin	4	1,309,836	-	1,309,836
Nicollet	15	5,815,273	254,827	6,070,100
Nobles	11	2,869,241	54,145	2,923,386
Rock	10	3,515,190	6,492	3,521,682
Sibley	12	945,694	212,666	1,158,360
Waseca	13	5,764,045	23,176	5,787,221
Watonwan	9	403,382	163,835	567,217
District 7 Totals	148	\$34,661,272	\$1,477,446	\$36,138,718
Chippewa	4	\$2,040,358	\$147,123	\$2,187,481
Kandiyohi	0	-	-	-
Lac Qui Parle	11	3,788,850	76,196	3,865,046
Lincoln	8	1,111,122	142,407	1,253,529
Lyon	19	3,640,122	195,810	3,835,932
Mc Leod	9	1,267,603	29,045	1,296,648
Meeker	7	1,354,918	182,965	1,537,883
Murray	14	3,461,902	184,763	3,646,665
Pipestone	21	2,856,580	217,479	3,074,059
Redwood	14	4,264,542	308,534	4,573,076
Renville	6	1,438,601	-	1,438,601
Yellow Medicine	4	429,033	79,890	508,923
District 8 Totals	117	\$25,653,631	\$1,564,212	\$27,217,843
Chisago	2	\$250,612	\$559,509	\$810,121
Dakota	0	-	-	-
Ramsey	26	4,468,997	-	4,468,997
Washington	2	1,067,763	-	1,067,763
Metro Totals	30	\$5,787,372	\$559,509	\$6,346,881
STATE TOTALS	724	\$199,062,876	\$10,389,207	\$209,452,083

"After The Fact" Bridge Deck Rehabilitation Needs

October 2012

The resolution below dealing with bridge deck rehabilitation was originally adopted in 1982 by the County Screening Board.

That needs for bridge deck rehabilitation shall be earned for a period of 15 years after the construction has been completed and the documentation has been submitted and shall consist of only those construction costs actually incurred by the county. It shall be the County Engineer's responsibility to justify any cost incurred and to report said costs to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1 to be included in the following years apportionment determination.

Pursuant to this resolution, the following counties have reported and justified bridge deck rehabilitation costs in the amounts and for the years indicated. These adjustments are shown on the tentative 2013 Money Needs Distribution.

County	Letting Date Or Reporting Date	# of Projects	Regular Eligible "After the Fact" Bridge Deck Rehab. Needs	Municipal Eligible "After the Fact" Bridge Deck Rehab. Needs	Total Bridge Deck Rehab. Needs	Added to the Needs for these Apport. Years
Itasca	1999	2	\$256,076	\$210,838	\$466,914	2001-2015
Lake	1999	1	113,025	0	113,025	2001-2015
District 1		3	\$369,101	\$210,838	\$579,939	
Beltrami	2002	1	\$270,771	\$0	\$270,771	2004-2018
District 2		1	\$270,771	\$0	\$270,771	
Benton	2006	1	\$8,007	\$0	\$8,007	2007-2021
Crow Wing	2007	1	18,132	0	18,132	2008-2022
Stearns	2007	1	8,007	0	8,007	2008-2022
Wright	1992	1	54,677	0	54,677	2005-2019
District 3		4	\$88,823	\$0	\$88,823	
Anoka	2000	1	\$179,005	0	\$179,005	2001-2015
Hennepin	2000	1	88,131	0	88,131	2002-2016
Hennepin	2002	1	1,687,062	0	1,687,062	2004-2018
Metro		3	\$1,954,198	\$0	\$1,954,198	
Goodhue	2005	2	\$168,135	\$0	\$168,135	2005-2019
Houston	2002	1	0	138,340	138,340	2004-2018
Olmsted	1999	2	228,355	0	228,355	2003-2017
Olmsted	2000	3	295,336	0	295,336	2003-2017
Rice	1999	1	0	299,733	299,733	2004-2018
Wabasha	1998	1	27,500	0	27,500	1999-2013
District 6		10	\$719,326	\$438,073	\$1,157,399	
Nicollet	1999	1	\$0	\$114,468	\$114,468	2000-2014
Nicollet	2001	1	37,813	0	37,813	2003-2017
District 7		2	\$37,813	\$114,468	\$152,281	
Kandiyohi	2001	1	\$19,828	\$0	\$19,828	2002-2016
Watsonwan	2010	1	9,837	0	9,837	2013-2026
District 8		1	\$29,665	\$0	\$29,665	
Ramsey	1979	1	\$79,075	\$0	\$79,075	2003-2017
Ramsey	1986	1	555,051	0	555,051	2003-2017
Metro		2	\$634,126	\$0	\$634,126	
State Total		27	\$4,103,823	\$763,379	\$4,867,202	2012 Apport.

After The Fact Mn/DOT Bridges, Loops & Ramps and Railroad Bridges

October 2012

The resolution below dealing with using county funds on Mn/DOT bridges was adopted in June 1997 by the County Screening Board.

That, needs for bridge improvements to trunk highway bridges carrying CSAH routes shall be earned for a period of 35 years after the bridge construction has been completed and the documentation has been submitted and shall be comprised of actual monies paid with local or state aid funds. Only those bridge improvement costs actually incurred by the county will be eligible. It shall be the County Engineer's responsibility to submit justification to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1 to be included in the following years apportionment determination.

Pursuant to this resolution, the following counties have reported and justified county funds used on Mn/DOT bridges in the amounts and for the years indicated. These adjustments are shown on the Tentative 2011 Money Needs Distribution.

County	Project #	Reporting Date	<u>County Funds used on Mn/DOT Bridges</u>			Added to the Needs for these Apport. Years
			Regular	Municipal	Total	
Anoka	02-617-011	2000	\$1,666,997	\$0	\$1,666,997	2001-2035
Dakota	19-660-004	2010	1,152,888		1,152,888	2011-2046
	19-647-016	2010	335,728		335,728	2011-2046
Hennepin	SP2750-57	2011	7,300,000		7,300,000	2012-2047
Stearns	73-675-025	2010	1,624,071		1,624,071	2011-2046
State Total			\$12,079,684	\$0	\$12,079,684	

The resolution below dealing with using county funds on Mn/DOT loops & ramps was adopted in October 2008 by the County Screening Board.

For county state aid highway interchanges with trunk highways; after the fact needs shall be earned for a period of 25 years after construction has been completed for only those costs actually incurred by the county (state aid or county tax levy funds). It shall be the County Engineer's responsibility to submit documentation to justify the costs incurred and report said costs to the District State Aid Engineer. The DSAE approval must be received in the Office of State Aid by July 1st to be included in the following year's distribution. Projects that have been completed since June 1, 2001 are eligible for these needs.

County	Project #	Reporting Date	<u>State Aid & County Funds spent on Loops & Ramps</u>			Added to the Needs for these Apport. Years
			Regular	Municipal	Total	
Dakota	19-646-004	2010	\$2,070,000		\$2,070,000	2011-2036
State Total			\$2,070,000	\$0	\$2,070,000	

After The Fact Mn/DOT Bridges, Loops & Ramps and Railroad Bridges

October 2012

The resolution below dealing with using county funds on railroad bridge was adopted in October 2007 by the County Screening Board.

That, Needs for railroad bridge improvements over CSAH routes shall be earned for a period of 35 years after the bridge construction has been completed and the documentation has been submitted and shall be comprised of actual monies paid with local or State Aid funds. Only those bridge improvements costs actually incurred by the County will be eligible. It shall be the County Engineers responsibility to submit justification to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1 to be included in the following year's apportionment determination.

County	Project #	<u>County Funds used on RR Over Highway Bridges</u>				Added to the Needs for these Apport. Years
		Reporting Date	Regular	Municipal	Total	
Lake	38-661-007	2010	\$1,053,364	\$0	\$1,053,364	2011-2046
State Total			\$1,053,364	\$0	\$1,053,364	

After the Fact Right of Way Needs

October 2012

At your June 1984 meeting, the following resolution dealing with Right-of-Way needs was adopted:

That needs for right of way on County State Aid Highways shall be earned for a period of 25 years after the purchase has been made and the documentation has been submitted and shall be comprised of actual monies paid to property owners with Local or State Aid funds. Only those right of way costs actually incurred will be eligible. It shall be the County Engineer's responsibility to submit justification to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1 to be included in the following years apportionment determination.

The Board directed that R/W needs to be included should begin with that purchased in 1978.

Pursuant to this resolution, the following R/W needs will be added to each county's 2011 25-year needs.

County	After the Fact R/W Needs
Carlton	\$1,116,446
Cook	473,551
Itasca	1,730,261
Koochiching	1,572,064
Lake	1,226,859
Pine	1,776,281
St. Louis	17,513,805
District 1 Totals	\$25,409,267
Beltrami	\$2,253,445
Clearwater	736,175
Hubbard	2,230,339
Kittson	1,753,073
Lake of the Woods	227,111
Marshall	2,608,382
Norman	1,034,151
Pennington	692,825
Polk	4,970,058
Red Lake	293,692
Roseau	893,313
District 2 Totals	\$17,692,565

County	After the Fact R/W Needs
Aitkin	\$1,894,589
Benton	1,814,802
Cass	1,562,410
Crow Wing	2,907,715
Isanti	1,757,930
Kanabec	991,949
Mille Lacs	783,048
Morrison	1,287,372
Sherburne	3,040,328
Stearns	2,101,461
Todd	700,780
Wadena	522,048
Wright	8,725,786
District 3 Totals	\$28,090,217

After the Fact Right of Way Needs

October 2012

County	After the Fact R/W Needs
Becker	\$1,348,631
Big Stone	277,147
Clay	2,195,232
Douglas	1,493,148
Grant	477,175
Mahnomen	440,791
Otter Tail	3,426,195
Pope	1,178,945
Stevens	818,658
Swift	622,208
Traverse	160,653
Wilkin	745,550
District 4 Totals	\$13,184,332

Anoka	\$37,114,891
Carver	5,909,744
Hennepin	116,969,408
Scott	40,221,785
Metro Totals	\$200,215,828

Dodge	\$767,117
Fillmore	1,362,101
Freeborn	453,746
Goodhue	3,985,319
Houston	1,278,771
Mower	385,042
Olmsted	9,902,476
Rice	1,789,388
Steele	1,501,016
Wabasha	2,020,170
Winona	765,579
District 6 Totals	\$24,210,724

County	After the Fact R/W Needs
Blue Earth	\$17,255,655
Brown	1,768,879
Cottonwood	755,627
Faribault	602,250
Jackson	425,986
Le Sueur	1,168,177
Martin	564,173
Nicollet	2,192,160
Nobles	400,268
Rock	496,678
Sibley	772,607
Waseca	1,226,180
Watsonwan	374,477
District 7 Totals	\$28,003,117

Chippewa	\$648,219
Kandiyohi	4,655,697
Lac Qui Parle	523,554
Lincoln	916,475
Lyon	1,380,262
Mc Leod	4,643,563
Meeker	490,129
Murray	919,189
Pipestone	776,147
Redwood	1,473,343
Renville	3,258,289
Yellow Medicine	1,322,803
District 8 Totals	\$21,007,670

Chisago	\$15,574,833
Dakota	65,725,792
Ramsey	23,854,622
Washington	15,439,381
Metro Totals	\$120,594,627

STATE TOTALS	\$478,408,347
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Miscellaneous After the Fact Needs

October 2012

In 1984, the Screening Board adopted the following resolution dealing with miscellaneous after the fact needs and last revised in October 2007.

That needs for Traffic Signals, Lighting, Retaining Walls, Sidewalk, Wetland Mitigation, RR-xing Surfacing, and Concrete Paving (as eligible for State Aid participation) and Railroad Protection on County State Aid Highways shall be earned for a period of 25 years after the construction has been completed and the documentation has been submitted and shall consist of only those construction costs actually incurred by the county. It shall be the County Engineer's responsibility to justify any costs incurred and to report said costs to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1 to be included in the following years apportionment determination.

The Board directed that the initial inclusion of these type items begin with construction costs as of January 1, 1984. Pursuant to the resolution above, the following "After the Fact" needs have been added to each county's 2011 25-year needs.

County	1984 Traffic Signals	1984 Lighting	1984 Retaining Walls	1984 Sidewalk	1992 Wetland Mitigation	1999 RR-xing Surfacing	2007 RR Protection	2003 Concrete Paving	Total
Carlton	\$56,098	\$0	\$0	\$40,432	\$0	\$0	\$0	\$0	\$96,530
Cook	6,976	0	55,620	39,345	0	0	0	0	101,941
Itasca	80,395	199,243	14,728	153,934	0	0	0	0	448,300
Koochiching	0	0	0	0	0	0	0	0	0
Lake	89,138	170,738	15,801	242,578	4,442	0	0	0	522,698
Pine	91,831	299,718	0	110,677	274,622	0	0	0	776,848
St. Louis	2,466,625	2,033,968	1,187,292	2,278,926	245,437	112,222	0	0	8,324,469
District 1	\$2,791,063	\$2,703,667	\$1,273,441	\$2,865,892	\$524,501	\$112,222	\$0	\$0	\$10,270,786
Beltrami	\$76,884	\$0	\$490,273	\$48,748	\$29,464	\$94,350	\$0	\$0	\$739,719
Clearwater	0	0	0	57,509	32,134	28,800	0	0	118,443
Hubbard	0	196,872	36,780	137,599	18,213	0	0	0	389,464
Kittson	0	65,237	0	0	0	131,680	34,667	0	231,584
Lake of the Woods	0	148,610	0	89,115	0	0	0	0	237,725
Marshall	0	0	0	80,678	18,732	20,000	0	0	119,410
Norman	0	0	0	69,485	0	0	0	0	69,485
Pennington	0	39,796	205,948	12,180	0	80,800	0	0	338,724
Polk	0	0	0	250,215	4,970	418,423	0	0	673,608
Red Lake	0	193,218	0	61,553	1,953	0	0	0	256,724
Roseau	0	0	0	225,886	0	18,232	0	0	244,117
District 2	\$76,884	\$643,733	\$733,001	\$1,032,968	\$105,466	\$792,285	\$34,667	\$0	\$3,419,003
Aitkin	\$27,696	\$0	\$8,130	\$276,286	\$7,534	\$32,000	\$0	\$0	\$351,646
Benton	248,957	0	0	0	0	0	0	0	248,957
Cass	0	0	0	0	0	0	0	0	0
Crow Wing	452,810	18,403	498,961	111,961	124,450	6,336	0	0	1,212,921
Isanti	83,500	0	0	10,181	0	0	0	0	93,681
Kanabec	0	0	0	0	0	0	0	0	0
Mille Lacs	81,866	172,816	34,694	167,329	44,417	0	0	0	501,122
Morrison	32,316	81,606	129,579	184,241	0	269,637	0	14,125	711,504
Sherburne	255,244	950	0	0	0	115,908	472,047	0	844,148
Stearns	737,582	0	85,182	346,851	0	0	0	0	1,169,614
Todd	16,745	0	0	0	0	0	0	0	16,745
Wadena	0	0	0	0	0	0	0	0	0
Wright	1,876,969	91,657	245,146	446,307	58,970	328,729	0	0	3,047,778
District 3	\$3,813,684	\$365,432	\$1,001,692	\$1,543,156	\$235,371	\$752,610	\$472,047	\$14,125	\$8,198,117
Becker	\$8,883	\$0	\$0	\$115,520	\$37,561	\$19,576	\$0	\$0	\$181,540
Big Stone	0	0	0	0	0	0	0	0	0
Clay	56,589	0	0	0	10,411	116,511	0	1,049,097	1,232,608
Douglas	183,684	26,549	178,806	317,160	0	32,755	0	0	738,954
Grant	0	0	8,496	76,044	0	22,750	0	0	107,290
Mahnomen	0	0	0	0	0	0	0	0	0
Otter Tail	0	0	0	0	0	0	0	0	0
Pope	0	0	0	0	0	0	0	0	0
Stevens	0	0	0	5,680	14,000	0	0	0	19,680
Swift	0	20,054	0	35,904	0	0	0	0	55,958
Traverse	0	0	0	0	0	0	0	0	0
Wilkin	0	0	0	0	0	0	0	0	0
District 4	\$249,156	\$46,603	\$187,302	\$550,308	\$61,972	\$191,592	\$0	\$1,049,097	\$2,336,030

Miscellaneous After the Fact Needs

October 2012

County	1984 Traffic Signals	1984 Lighting	1984 Retaining Walls	1984 Sidewalk	1992 Wetland Mitigation	1999 RR-xing Surfacing	2007 RR Protection	2003 Concrete Paving	Total
Anoka	\$10,579,668	\$107,206	\$1,361,650	\$1,888,013	\$1,487,184	\$746,789	0	950,064	\$17,120,574
Carver	37,029	204,557	0	309,579	143,578	50,581	229,025	0	974,349
Hennepin	16,410,679	4,851,718	5,449,372	9,250,599	67,499	34,669	8,836	4,044,847	40,118,219
Scott	4,877,895	102,297	1,331,102	2,336,770	960,733	0	0	254,261	9,863,058
Metro	\$31,905,271	\$5,265,778	\$8,142,124	\$13,784,961	\$2,658,994	\$832,039	\$237,861	\$5,249,172	\$68,076,200
Dodge	\$0	\$0	\$0	\$48,264	\$22,268	\$0	\$0	\$0	\$70,532
Fillmore	0	338,637	66,528	209,584	0	0	0	0	614,749
Freeborn	144,736	0	0	0	0	0	0	0	144,736
Goodhue	326,840	312,750	311,394	235,586	0	36,513	0	1,913,077	3,136,159
Houston	0	153,749	127,107	91,760	122,040	0	0	0	494,656
Mower	0	0	0	0	0	66,808	0	0	66,808
Olmsted	1,729,338	0	90,033	0	0	0	0	0	1,819,371
Rice	153,441	0	67,315	338,728	0	0	0	0	559,484
Steele	0	0	0	0	0	0	0	550,725	550,725
Wabasha	0	0	182,971	442,488	5,100	9,000	0	0	639,559
Winona	0	0	2,760	0	0	81,675	0	0	84,435
District 6	\$2,354,355	\$805,136	\$848,108	\$1,366,410	\$149,408	\$193,996	\$0	\$2,463,802	\$8,181,214
Blue Earth	\$804,268	\$550,953	\$208,536	\$453,366	\$681,546	\$168,705	\$13,190	\$2,370,276	\$5,250,840
Brown	8,925	79,742	0	68,649	0	253,288	0	0	410,604
Cottonwood	0	0	0	29,474	0	0	0	0	29,474
Faribault	99,989	27,850	12,425	360,642	0	99,909	0	0	600,815
Jackson	0	0	0	0	0	0	0	0	0
Le Sueur	35,834	111,130	126,891	273,876	0	41,241	0	224,346	813,318
Martin	0	0	0	0	0	0	0	0	0
Nicollet	0	0	50,232	23,340	0	0	0	0	73,572
Nobles	106,208	0	0	49,875	0	68,942	0	0	225,025
Rock	0	0	0	0	0	0	0	0	0
Sibley	0	0	0	0	0	0	0	0	0
Waseca	0	0	0	0	0	0	0	0	0
Watonwan	1,626	324,117	0	511,669	2,517	169,745	0	2,234,568	3,244,242
District 7	\$1,056,850	\$1,093,792	\$398,084	\$1,770,891	\$684,063	\$801,830	\$13,190	\$4,829,190	\$10,647,891
Chippewa	\$0	\$0	\$0	\$0	\$0	\$92,358	\$0	\$0	\$92,358
Kandiyohi	331,230	119,575	56,899	136,963	89,093	71,828	0	0	805,588
Lac Qui Parle	0	0	0	0	0	66,303	0	0	66,303
Lincoln	0	0	0	0	0	0	0	0	0
Lyon	0	0	0	63,680	7,824	0	0	0	71,504
McLeod	0	0	40,294	0	16,400	38,782	0	4,064,440	4,159,916
Meeker	8,439	0	0	0	0	23,762	0	0	32,201
Murray	0	0	31,988	369,708	0	0	0	0	401,696
Pipestone	96	120	3,150	197,336	0	15,000	0	512,601	728,302
Redwood	0	0	0	0	0	0	0	0	0
Renville	0	0	0	0	0	0	0	0	0
Yellow Medicine	0	0	0	0	0	58,864	0	0	58,864
District 8	\$339,765	\$119,695	\$132,331	\$767,687	\$113,317	\$366,897	\$0	\$4,577,041	\$6,416,733
Chisago	\$256,767	\$116,582	\$288,329	\$179,860	\$7,004	\$0	\$0	\$335,333	\$1,183,876
Dakota	6,869,169	44,010	2,457,767	1,616,835	435,535	394,477	0	0	11,817,793
Ramsey	15,119,398	2,203,422	3,214,339	2,633,337	877,278	2,260,127	363,604	267,880	26,939,386
Washington	5,341,073	117,448	975,996	1,076,824	281,565	0	0	0	7,792,906
Metro	\$27,586,407	\$2,481,462	\$6,936,431	\$5,506,856	\$1,601,382	\$2,654,604	\$363,604	\$603,213	\$47,733,960
TOTAL	\$70,174,427	\$13,526,290	\$19,653,506	\$29,190,120	\$6,135,471	\$6,699,074	\$1,122,372	\$18,786,642	\$165,279,934

In the future the justification of these type needs should include a breakdown of the eligible project costs for each item and should be approved by the District State Aid Engineer before being sent to the State Aid Office.

Needs Adjustment for Credit for Local Effort

October 2012

The resolution below dealing with credit for local effort was adopted in October 1989 by the County Screening Board and revised in October, 1997.

That annually a needs adjustment for local effort for construction items which reduce state aid needs shall be made to the CSAH 25 year construction needs.

The adjustment (credit for local effort) shall be the local (not state aid or federal aid) dollars spent on state aid construction projects for items eligible for state aid participation. This adjustment shall be annually added to the 25 year county state aid highway construction needs of the county involved for a period of twenty years beginning with the first needs of the county involved for a period of twenty years beginning with the first distribution year after the documentation has been submitted.

It shall be the County Engineer's responsibility to submit this data to their District State Aid Engineer. His submittal and approval must be received in the Office of State Aid by July 1 to be included in the following years distribution determination.

Pursuant to this resolution, the following counties have reported and justified "credit for local effort" in the amounts indicated. These amounts have been added to each county's 2011 Money Needs.

County	Regular Account Adjustment	Municipal Account Adjustment	Total Adjustment
Carlton	\$21,550	\$0	\$21,550
District 1	\$21,550	\$0	\$21,550
Clearwater	\$191,806	\$551,887	\$743,693
Hubbard	0	267,639	267,639
Kittson	242,695	75,705	318,400
Polk	10,955,496	340,000	11,295,496
District 2	\$11,389,997	\$1,235,231	\$12,625,228
Aitkin	\$717,138	\$0	\$717,138
Crow Wing	3,524,307	0	3,524,307
Isanti	26,710	0	26,710
Sherburne	161,389	1,418,913	1,580,302
Stearns	335,167	364,887	700,054
Todd	0	342,092	342,092
Wadena	0	50,459	\$50,459
Wright	126,424	204,457	330,881
District 3	\$4,891,135	\$2,380,808	\$7,271,943
Becker	\$3,643,824	\$0	\$3,643,824
Clay	705,021	0	705,021
Douglas	2,419,629	0	2,419,629
Stevens	100,000	25,000	125,000
District 4	\$6,868,474	\$25,000	\$6,893,474
Anoka	\$37,456,908	\$4,391,143	\$41,848,051
Carver	23,440,943	689,751	24,130,694
Hennepin	48,725,449	268,125	48,993,574
Scott	38,817,930	2,447,153	41,265,083
District 5	\$148,441,230	\$7,796,172	\$156,237,402

Needs Adjustment for Credit for Local Effort

October 2012

County	Regular Account Adjustment	Municipal Account Adjustment	Total Adjustment
Dodge	\$496,857	\$426,054	\$922,911
Fillmore	2,191,747	95,238	2,286,985
Freeborn	177,874	0	177,874
Goodhue	8,955,169	599	8,955,768
Olmsted	9,288,081	0	9,288,081
Rice	904,298	0	904,298
Wabasha	363,956	0	363,956
Winona	1,578,836	0	1,578,836
District 6	\$23,956,818	\$521,891	\$24,478,709
Blue Earth	\$4,628,990	\$0	\$4,628,990
Brown	2,447,516	355,015	2,802,531
Faribault	1,339,587	34,377	1,373,964
Jackson	759,614	1,026,922	1,786,536
Le Sueur	0	600,544	600,544
Martin	280,303	0	280,303
Nicollet	12,758,743	28,652	12,787,395
Nobles	0	62,245	62,245
Waseca	491,421	647,832	1,139,253
Watsonwan	225,989	0	225,989
District 7	\$22,932,163	\$2,755,587	\$25,687,750
Chippewa	\$0	\$28,964	\$28,964
Kandiyohi	11,100,831	887,196	11,988,027
Lyon	343,882	0	343,882
McLeod	153,771	162,252	316,023
Meeker	1,869,828	0	1,869,828
Pipestone	0	156,637	156,637
Redwood	1,356,131	177	1,356,308
Renville	137,715	311,633	449,348
Yellow Medicine	3,595,530	0	3,595,530
District 8	\$18,557,687	\$1,546,859	\$20,104,546
Chisago	\$602,435	\$0	\$602,435
Dakota	11,117,647	0	11,117,647
Ramsey	5,279,664	0	5,279,664
Washington	2,703,206	0	2,703,206
District 9	\$19,702,952	\$0	\$19,702,952
TOTAL	\$256,762,005	\$16,261,548	\$273,023,553

Non Existing CSAH Needs Adjustment

October 2012

In 1990, 1992 (REV. June 2007) the following resolution dealing with non-existing County State Aid Highway designations was adopted.

Any non-existing CSAH designation not a part of a transportation plan adopted by the County and approved by the District State Aid Engineer will have the "Needs" removed from the 25 year CSAH Needs Study after 10 years. Approved non-existing CSAH designations shall draw "Needs" up to a maximum of 25 years.

The following segments are covered by this resolution and the corresponding needs will be subtracted from the 2011 25 year needs, as shown on the tentative 2012 Money Needs Distribution.

County	CSAH	Miles	Termini	Year Designation	Needs Deduction
ITASCA	83	0.70	1.5 M E of TH 169 to TH 65	1976	\$890,509
DISTRICT 1		0.70			\$890,509
DAKOTA	5	1.35	TH 13 to FAI 35W	1975	\$2,787,958
METRO		1.35			\$2,787,958
STATE TOTAL		2.05			\$3,678,467

Mill Levy Deduction

October 2012

Minnesota Statutes, Chapter 162.07, Subdivision 3 and 4 requires that a two-mill levy on each rural county, and a one and two-tenths mill levy on each urban county be computed and subtracted from such county's total estimated construction cost.

The 1971 Legislature amended Laws pertaining to taxation and assessment of property valuations. Previously, the term "full and true" (1/3 of market value) was interpreted to mean Taxable Value. The 1971 Legislature deleted the term "full and true" and inserted "market" value where applicable. Also, all adjustments made to market value to arrive at the full and true value were negated. The result of this change in legislation was an increase in Taxable Value by approximately 300%.

To obviate any conflict, the 1971 Legislature enacted the following:

Chapter 273.1102 RATE OF TAXATION, TERMINOLOGY OF LAWS OF CHARTERS. The rate of taxation by any political subdivision or of the public corporation for any purpose for which any law or charter now provides a maximum tax rate expressed in mills times the assessed value times the full and true value of taxable property (except any value determined by the state equalization aid review committee) shall not exceed 33 1/3 percent of such maximum tax rate until and unless such law or charter is amended to provide a different maximum tax rate. (1971 C 427 S 24)

We have therefore, reduced the mill rate by the required 33 1/3% to equal a 0.6667 mill levy for rural counties and a 0.4000 mill levy of urban counties.

THE 1985 LEGISLATURE REVISED THE DEFINITION OF URBAN COUNTIES FROM THOSE HAVING A POPULATION OF 200,000 OR MORE TO THOSE HAVING A POPULATION OF 175,000 OR MORE. THIS LEGISLATION GIVES URBAN COUNTY STATUS TO ANOKA AND DAKOTA COUNTIES IN ADDITION TO HENNEPIN, RAMSEY AND ST. LOUIS WHICH WERE CONSIDERED URBAN COUNTIES PRIOR TO 1985.

Action at the 1989 Legislative session resulted in the elimination of references to "Mill Rates". In order to continue the Mill Levy Deduction procedure the Legislature enacted the following:

Chapter 277, Article 4 MILL RATE Conversions, Section 12 & 13 converts Mill Rate Levy limits based on the old assessed value system to an equivalent percentage of taxable market value limit in order to conform with the new tax capacity system. (Rural counties - 0.01596%, Urban counties - 0.00967%)

The following listed figures comply with the above requirements of computation.

Mill Levy Deduction

October 2012

County	County Total Real & Personal Market Value (Taxes Payable 2011)	Mill Levy Deduction
Carlton	2,478,088,500	\$395,503
Cook	1,684,386,400	268,828
Itasca	5,468,602,200	872,789
Koochiching	939,342,420	149,919
Lake	1,781,805,300	284,376
Pine	2,664,539,100	425,260
St. Louis*	14,568,538,389	1,408,778
District 1 Totals	29,585,302,309	\$3,805,453
Beltrami	2,839,519,800	\$453,187
Clearwater	811,133,500	129,457
Hubbard	3,252,990,150	519,177
Kittson	814,251,500	129,955
Lake of the Woods	467,589,300	74,627
Marshall	1,447,162,200	230,967
Norman	1,188,093,000	189,620
Pennington	853,092,200	136,154
Polk	3,337,524,100	532,669
Red Lake	385,801,200	61,574
Roseau	957,062,000	152,747
District 2 Totals	16,354,218,950	\$2,610,134
Aitkin	2,961,870,475	\$472,715
Benton	2,584,383,200	412,468
Cass	6,369,985,900	1,016,650
Crow Wing	10,028,163,900	1,600,495
Isanti	2,627,823,850	419,401
Kanabec	1,166,220,400	186,129
Mille Lacs	1,835,404,800	292,931
Morrison	2,899,142,600	462,703
Sherburne	6,824,713,000	1,089,224
Stearns	11,582,847,200	1,848,622
Todd	2,115,919,800	337,701
Wadena	921,877,100	147,132
Wright	10,596,759,400	1,691,243
District 3 Totals	62,515,111,625	\$9,977,414
Becker	4,425,855,000	\$706,366
Big Stone	934,612,000	149,164
Clay	4,163,800,900	664,543
Douglas	4,678,741,500	746,727
Grant	1,107,650,300	176,781
Mahnomen	485,372,700	77,465
Otter Tail	8,181,882,800	1,305,828
Pope	1,735,553,100	276,994
Stevens	1,379,466,600	220,163
Swift	1,831,052,100	292,236
Traverse	1,182,645,300	188,750
Wilkin	1,444,763,900	230,584
District 4 Totals	31,551,396,200	\$5,035,601

Mill Levy Deduction

October 2012

County	County Total Real & Personal Market Value (Taxes Payable 2011)	Mill Levy Deduction
Anoka*	24,028,138,146	\$2,323,521
Carver	9,723,932,000	1,551,940
Hennepin*	122,800,948,752	11,874,852
Scott	13,139,917,000	2,097,131
Metro Totals	169,692,935,898	\$17,847,444
Dodge	2,248,739,600	\$358,899
Fillmore	2,717,519,000	433,716
Freeborn	3,158,207,500	504,050
Goodhue	5,346,648,900	853,325
Houston	1,722,838,200	274,965
Mower	3,366,418,300	537,280
Olmsted	12,140,618,692	1,937,643
Rice	5,211,257,200	831,717
Steele	2,981,738,300	475,885
Wabasha	2,425,514,400	387,112
Winona	3,718,605,300	593,489
District 6 Totals	45,038,105,392	\$7,188,081
Blue Earth	5,921,556,600	\$945,080
Brown	2,726,413,600	435,136
Cottonwood	2,090,920,700	333,711
Faribault	2,448,495,500	390,780
Jackson	2,377,088,800	379,383
Le Sueur	3,268,172,300	521,600
Martin	3,046,197,300	486,173
Nicollet	3,064,487,900	489,092
Nobles	2,796,779,200	446,366
Rock	1,791,986,000	286,001
Sibley	2,295,462,100	366,356
Waseca	2,102,300,100	335,527
Watonwan	1,472,686,400	235,041
District 7 Totals	35,402,546,500	\$5,650,246
Chippewa	1,756,601,400	\$280,354
Kandiyohi	4,576,562,400	730,419
Lac Qui Parle	1,470,520,600	234,695
Lincoln	1,198,476,800	191,277
Lyon	3,016,401,900	481,418
Mc Leod	3,158,354,600	504,073
Meeker	2,637,397,900	420,929
Murray	2,057,244,700	328,336
Pipestone	1,332,126,100	212,607
Redwood	2,907,338,300	464,011
Renville	3,400,268,200	542,683
Yellow Medicine	2,011,624,800	321,055
District 8 Totals	29,522,917,700	\$4,711,857
Chisago	4,064,220,400	\$648,650
Dakota*	35,311,166,454	3,414,590
Ramsey*	39,244,390,100	3,794,933
Washington*	23,906,550,400	2,311,763
Metro Totals	102,526,327,354	\$10,169,936
STATE TOTALS	522,188,861,928	\$66,996,166

* Denotes Urban County.

Minimum County Apportionments

October 2012

Pursuant to Minnesota Statutes, Chapter 162.07, Subdivision 1 (4)

An amount equal to 50 percent of the apportionment sum shall be apportioned among the several counties so that each county shall receive of such amount the percentage that its money needs bears to the sum of the money needs of all of the individual counties; provided, that the percentage of such amount that each county is to receive shall be adjusted so that each county shall receive in 1958 a total apportionment at least 10 percent greater than the total 1956 apportionments from the State Road and Bridge Fund; and provided further, that those counties whose money needs are thus adjusted shall never receive a percentage of the apportionment sum less than the percentage that such county received in 1958.

In complying with this statute and resolution, the below listed counties whose money needs were thus adjusted shall henceforth receive not less than the percentage of the apportionment sum as listed until such time as the statute or resolution is changed.

County	2013 Apportionment Sum	Apportionment Percentage	Minimum Apportionment	2013 Apportionment Sum
Big Stone		0.00586782	\$1,947,832	\$1,947,832
Koochiching		0.01099800	\$3,650,804	\$3,650,804
	\$331,951,584			
Lake of the Woods		0.00749425	\$2,487,728	\$2,487,728
Mahnomen		0.00586782	\$1,947,832	\$1,947,832
Red Lake		0.00586782	\$1,947,832	\$1,947,832

Minimum County Adjustment

October 2012

KOOCHICHING	-	EQUALIZATION	-	\$381,554	\$3,650,804
		MOTOR VEHICLE	-	120,830	1,310,221 *
		LANE MILEAGE	-	807,837	
					2,340,583
				\$1,310,221 *	787,833 FIG. A MONEY NEEDS
					\$1,552,750 = ADJUSTMENT

LAKE OF THE WOOD	-	EQUALIZATION	-	\$381,554	\$2,487,728
		MOTOR VEHICLE	-	40,067	1,038,951 *
		LANE MILEAGE	-	617,330	
					1,448,777
				\$1,038,951 *	535,917 FIG. A MONEY NEEDS
					\$912,860 = ADJUSTMENT

RED LAKE	-	EQUALIZATION	-	\$381,554	\$1,947,832
		MOTOR VEHICLE	-	39,170	1,009,672 *
		LANE MILEAGE	-	588,948	
					938,160
				\$1,009,672	455,419 FIG. A MONEY NEEDS
					\$482,741 = ADJUSTMENT

BIG STONE	-	EQUALIZATION	-	\$381,554	\$1,947,832
		MOTOR VEHICLE	-	50,423	1,100,693 *
		LANE MILEAGE	-	668,716	
					847,139
				\$1,100,693 *	550,250 FIG. A MONEY NEEDS
					\$296,889 = ADJUSTMENT

MAHNOMEN	-	EQUALIZATION	-	\$381,554	\$1,947,832
		MOTOR VEHICLE	-	32,963	1,032,544 *
		LANE MILEAGE	-	618,027	
					915,288
				\$1,032,544 *	525,911 FIG. A MONEY NEEDS
					\$389,377 = ADJUSTMENT

TOTAL ADJUSTMENTS FOR ALL COUNTIES
\$3,634,617

* * * * *

TENTATIVE DISTRIBUTION DATA

* * * * *

Development of the Tentative 2013 CSAH Money Needs Distribution

October 2012

This chart was prepared in order to determine annual money needs figure for each county. These figures, along with each county's mileage and lane miles, must be presented to the Commissioner on or before November 1, for him in distributing the 2013 County State Aid Highway Fund. This tabulation also indicates a TENTATIVE 2013 Money Needs Distribution figure for each county based on an estimated distribution.

The trunk highway turnback adjustment column is the same as was used for the 2012 money needs distribution determination because current data was not available at the time the chart was printed. Current data will be used for the final 2013 distribution.

Adjustments must be made for any turnback activity in 2012, construction fund balances as of 12/31/12, and possibly for any action taken by this Board.

FIGURE A

26-Sep-12

Tentative 2013 Money Needs
October 2012

Pursuant to Minnesota Statutes, Chapter 162.07 Subdivision 2 Money needs defined): For the purpose of this section, money needs of each county are defined as the estimated total annual cost of constructing, over a period of 25 years, the county state-aid highway system in that county. Costs incidental to construction, or a specified portion thereof as set forth in the commissioner's rules may be included in determining money needs. To avoid variances in costs due to differences in construction policy, construction costs shall be estimated on the basis of the engineering standards developed cooperatively by the commissioner and the county engineers of the several counties.

COUNTY	AVERAGE 2009-2011 25 YEAR CONST. NEEDS		RESTRICTED 2011 25-YEAR CONST. NEEDS	RURAL COMPLETE GRADING ADJUST.	URBAN COMPLETE GRADING ADJUST.	(MINUS) STATE AID CONST. FUND BALANCE DEDUCT.	BOND ACCOUNT ADJUST.	(MINUS) SPECIAL RESURFACING ADJUST.	(PLUS) BR. DECK REHAIR "AFTER THE FACT" NEEDS	(PLUS) Mn/DOT & RR BRIDGE "AFTER THE FACT" NEEDS	(PLUS) RIGHT OF WAY "AFTER THE FACT" NEEDS	(PLUS) MISC. "AFTER THE FACT" NEEDS	(PLUS) CREDIT FOR LOCAL EFFORT	(MINUS) NON EXISTING CSAH NEEDS ADJUST.	ADJUSTED 25 YEAR CONST. NEEDS	ANNUAL CONST. NEEDS	MILL LEVY DEDUCT.	ANNUAL MONEY NEEDS	EXCESS SUM MONEY NEEDS FACTORS	MONEY NEEDS APPORT. (LESS THTB ADJUST.)	2011 THTB ADJUST.	TENTATIVE MONEY NEEDS APPORT.	ADJUST. TO MINIMUM COUNTIES	MAXIMUM FACTOR FOR OTHER 82 COUNTIES	MINIMUM COUNTY ADJUST. FOR OTHER 82 COUNTIES	2012 MONEY NEEDS APPORT.	MONEY NEEDS FACTORS	ANNUAL APPORTMENT MONEY NEEDS RECOMMENDATION TO THE COMMISSIONER	COUNTY	
	Carlton	\$112,464,168	\$0	\$112,464,168	\$17,658,345	\$968,036	\$0		(\$2,486,757)	\$0		\$1,116,446	\$96,530	\$21,550		\$129,838,318	\$5,193,533	(\$395,503)	\$4,798,030	1.005922	\$1,662,926	\$1,662,926			1.019452	(\$37,044)	1,625,882	0.9796	\$4,672,429	Carlton
Cook	78,148,844	0	78,148,844	12,185,766	305,554	0		(1,869,470)	0		473,551	101,941	0		89,346,186	3,573,847	(268,828)	3,305,019	0.692908	1,145,471	1,145,471			0.702228	(25,517)	1,119,954	0.6748	3,218,503	Cook	
Itasca	203,849,353	0	203,849,353	62,780,899	9,888,489	0		(4,038,956)	466,914		1,730,261	448,300	0	(\$890,509)	274,234,751	10,969,390	(872,789)	10,096,601	2.116785	3,499,334	3,499,334			2.145257	(77,953)	3,421,381	2.0614	9,832,301	Itasca	
Koochiching	51,952,513	0	51,952,513	8,889,727	737,164	0		(2,557,835)	0		1,572,064	0	0		60,593,633	2,423,745	(149,919)	2,273,826	0.476715	788,075	788,075	\$1,552,508				2,340,583	1.4102	6,726,324	Koochiching	
Lake	88,430,930	0	88,430,930	27,042,883	7,034,638	0	744,976	(918,815)	113,025	\$1,053,364	1,226,859	522,698	0		125,250,558	5,010,022	(284,376)	4,725,646	0.990747	1,637,840	1,637,840			1.004073	(36,485)	1,601,355	0.9648	4,601,944	Lake	
Pine	184,184,557	0	184,184,557	32,687,481	10,079,738	0		(6,829,173)	0		1,776,281	776,848	0		222,675,732	8,907,029	(425,260)	8,481,769	1.778230	2,939,656	2,939,656	\$0			(65,485)	2,874,171	1.7317	8,259,739	Pine	
St. Louis	624,639,395	0	624,639,395	157,655,894	53,907,714	0		(14,932,318)	0		17,513,805	8,324,469	0		847,108,959	33,884,358	(1,408,778)	32,475,580	6.808610	11,255,560	11,255,560	0			(250,735)	11,004,825	6.6304	31,625,460	St. Louis	
District 1 Totals	\$1,343,669,760		\$1,343,669,760	\$318,900,995	\$82,921,333	\$0	\$744,976	(\$33,633,324)	\$579,939	\$1,053,364	\$25,409,267	\$10,270,786	\$21,550	(\$890,509)	\$1,749,048,137	\$69,961,924	(\$3,805,453)	\$66,156,471	\$3,869,917	\$22,928,862	\$0	\$22,928,862	\$1,552,508		13.573347	(\$493,219)	\$23,988,151	14.4529	\$68,936,700	District 1 Totals
Beltrami	\$140,310,050	\$0	\$140,310,050	\$18,696,365	\$4,160,184	\$0		(\$1,187,179)	\$270,771		\$2,253,445	\$739,719	\$0		\$165,243,355	\$6,609,734	(\$453,187)	\$6,156,547	1.290740	\$2,133,769	\$2,133,769				1.308101	(\$47,533)	\$2,086,236	1.2570	\$5,995,386	Beltrami
Clearwater	68,364,059	0	68,364,059	5,127,452	126,120	0		(736,243)	0		736,175	118,443	743,693		74,479,699	2,979,188	(129,457)	2,849,731	0.597455	987,675	987,675				0.605491	(22,002)	965,673	0.5818	2,775,133	Clearwater
Hubbard	80,369,745	0	80,369,745	8,654,270	548,947	1,300,000		(3,377,893)	0		2,230,339	389,464	267,639		90,382,511	3,615,300	(3,096,123)	0.649112	1,073,071	1,073,071				0.657843	(23,904)	1,049,167	0.6321	3,015,076	Hubbard	
Kittson	67,433,072	0	67,433,072	2,392,767	689,867	0		(2,076,006)	0		1,753,073	231,584	318,400		70,742,757	2,829,710	(129,955)	2,699,755	0.566012	935,695	935,695				0.573625	(20,844)	914,851	0.5512	2,629,082	Kittson
Lake of Woods	39,081,318	0	39,081,318	3,786,236	230,522	0		(3,028,444)	0		227,111	237,725	0		40,534,468	1,621,379	(74,027)	1,546,752	0.324282	536,082	536,082	\$912,695				1,273,970	0.7505	3,579,553	Lake of Woods	
Marshall	93,658,994	0	93,658,994	2,019,930	234,685	(237,524)		(734,763)	0		2,608,382	119,410	0		97,668,514	3,906,741	(230,967)	3,675,774	0.770638	1,273,970	1,273,970				0.781004	(28,380)	1,245,590	0.7505	3,579,553	Marshall
Norman	80,416,843	0	80,416,843	3,987,680	669,898	0		(1,013,776)	0		1,034,151	69,485	0		85,164,281	3,406,571	(189,620)	3,216,951	0.674444	1,114,948	1,114,948				0.683516	(24,837)	1,090,111	0.6568	3,132,741	Norman
Pennington	55,295,376	0	55,295,376	5,906,509	98,157	0	1,068,875	(98,157)	0		61,416,890	2,456,676	0		61,416,890	2,456,676	(136,154)	2,320,522	0.486505	804,259	804,259				0.493049	(17,916)	786,343	0.4738	2,259,778	Pennington
Polk	171,690,485	0	171,690,485	4,462,421	735,587	0	1,735,533	(2,438,936)	0		4,970,058	673,608	11,295,496		193,124,351	7,724,974	(532,669)	7,192,305	1.507890	2,492,748	2,492,748				1.528172	(55,530)	2,437,218	1.4684	7,004,031	Polk
Red Lake	34,020,599	0	34,020,599	1,176,572	90,373	(33,191)		(1,404,918)	0		293,692	256,724	0		34,399,859	1,375,994	(61,574)	1,314,420	0.275572	455,558	455,558	482,602				(938,160)	0.5652	2,696,067	Red Lake	
Roseau	116,602,838	0	116,602,838	(1,454,136)	2,677,074	(279,840)		(2,200,007)	0		893,313	244,117	0		116,483,359	4,659,334	(152,747)	4,506,587	0.944820	1,561,916	1,561,916				0.957528	(34,794)	1,527,122	0.9201	4,388,615	Roseau
District 2 Totals	\$947,242,779		\$947,242,779	\$54,656,066	\$10,259,414	(\$550,555)	\$4,104,408	(\$20,079,633)	\$270,771	\$0	\$17,692,565	\$3,419,003	\$12,625,228	\$0	\$1,029,640,046	\$41,185,601	(\$2,810,134)	\$38,375,467	\$8,08470	\$13,369,691	\$0	\$13,369,691	\$1,395							

October 25, 2012

Thomas Sorel
Minnesota Department of Transportation
MS 100, Transportation Building
St. Paul, Minnesota 55155

Dear Commissioner Sorel:

We, the undersigned, as members of the 2012 County Screening Board, have reviewed all information available in relation to the mileage, lane miles and money needs of the County State Aid Highway System. Do hereby submit our findings on the attached sheets.

In making this recommendation, we have considered the needs impact resulting from actions taken by previous screening boards. After determining the annual needs, adjustments as required by law and Screening Board Resolutions were made to arrive at the money needs as listed. Due to turnback activity in 2012; construction fund balances as of December 31, 2012; and any action taken by this Screening Board, adjustments to the mileage, lane miles and money needs may be necessary before January 1, 2013.

This Board therefore recommends that the mileage, lane miles and money needs as listed be modified as required and used as the basis for apportioning to the counties the 2013 Distribution provided in Minnesota Statutes, Chapter 162.07, Subdivision 5.

Respectfully submitted,

John Welle, Secretary
County Screening Board

APPROVED

Dave Betts, District 1

Lyndon Robjent, Metro

Mark Krebsbach, Urban

Brian Ketring, District 2

Mike Hanson, District 6

Jim Grube, Urban

Rhonda Lewis, District 3

Kevin Peyman, District 7

Jim Tolaas, Urban

Jon Large, District 4

Lee Amundson, District 8

Jim Foldesi, Urban

Mitch Rasmussen, Metro

Doug Fischer, Urban

Wayne Sandberg, Urban

Enclosures: Mileage, Lane Miles and Annual Money Needs Listing

Annual County State Aid Highway Money Needs

October 2012

TABULATION OF THE COUNTY STATE AID HIGHWAY MILEAGE, LANE MILES AND MONEY NEEDS AS RECOMMENDED BY THE COUNTY ENGINEERS' SCREENING BOARD FOR USE BY THE COMMISSIONER OF TRANSPORTATION IN DISTRIBUTING THE 2012 CSAH FUND.

County	County State Aid Highway Mileage	County State Aid Highway Lane Miles	Annual County State Aid Highway Money Needs Apportionment Sum	Annual County State Aid Highway Money Needs Excess Sum
Carlton	292.11	595.14	\$4,672,429	\$4,798,030
Cook	178.88	359.86	3,218,503	3,305,019
Itasca	641.75	1,282.10	9,832,301	10,096,601
Koochiching	254.64	509.28	6,726,324	2,273,826
Lake	231.34	455.68	4,601,944	4,725,646
Pine	482.06	964.03	8,259,739	8,481,769
St. Louis	1,386.99	2,789.53	31,625,460	32,475,580
District 1 Totals	3,467.77	6,955.62	\$68,936,700	\$66,156,471
Beltrami	464.86	929.72	\$5,995,386	\$6,156,547
Clearwater	326.27	652.54	2,775,133	2,849,731
Hubbard	323.82	647.64	3,015,076	3,096,123
Kittson	373.46	746.92	2,629,082	2,699,755
Lake of the Woods	194.61	389.22	4,163,468	1,546,752
Marshall	639.65	1,279.30	3,579,553	3,675,774
Norman	390.89	783.02	3,132,741	3,216,951
Pennington	260.04	520.08	2,259,778	2,320,522
Polk	805.84	1,611.68	7,004,031	7,192,305
Red Lake	185.66	371.32	2,696,067	1,314,420
Roseau	481.92	963.84	4,388,615	4,506,587
District 2 Totals	4,447.02	8,895.28	\$41,638,930	\$38,575,467
Aitkin	383.15	766.90	\$4,198,241	\$4,311,094
Benton	225.15	454.42	3,401,988	3,493,435
Cass	531.70	1,064.02	4,346,028	4,462,849
Crow Wing	377.03	757.03	5,349,458	5,493,256
Isanti	226.78	454.76	2,856,961	2,933,760
Kanabec	211.68	423.36	2,079,888	2,135,798
Mille Lacs	256.83	513.66	4,240,227	4,354,209
Morrison	450.25	906.30	5,820,582	5,962,402
Sherburne	242.22	491.32	3,367,118	3,457,631
Stearns	637.46	1,319.56	10,715,520	11,003,560
Todd	413.50	827.00	2,503,595	2,570,892
Wadena	227.32	454.64	2,134,941	2,192,328
Wright	408.11	834.10	10,020,413	10,289,770
District 3 Totals	4,591.18	9,267.07	\$61,034,960	\$62,660,984
Becker	470.41	940.96	\$4,120,905	\$4,231,678
Big Stone	210.80	421.60	2,434,492	1,588,117
Clay	403.16	806.44	4,123,264	4,234,103
Douglas	384.06	768.12	4,036,344	4,144,846
Grant	228.65	457.30	1,543,741	1,585,237
Mahnomen	194.81	389.62	2,630,337	1,517,871
Otter Tail	916.56	1,833.12	11,615,364	11,927,596
Pope	298.70	596.82	2,645,146	2,716,246
Stevens	244.39	488.78	1,604,691	1,647,827
Swift	329.11	659.96	2,398,852	2,463,334
Traverse	245.32	490.64	1,531,616	1,572,788
Wilkin	312.26	625.68	3,072,802	3,155,400
District 4 Totals	4,238.23	8,479.04	\$41,757,554	\$40,785,043

Annual County State Aid Highway Money Needs

October 2012

County	County State Aid Highway Mileage	County State Aid Highway Lane Miles	Annual County State Aid Highway Money Needs Apportionment Sum	Annual County State Aid Highway Money Needs Excess Sum
Anoka	307.99	812.73	\$18,447,704	\$18,683,213
Carver	227.49	481.94	6,640,438	6,485,982
Hennepin	531.28	1,585.98	35,548,961	36,133,428
Scott	231.63	576.12	9,820,176	9,926,091
Metro Totals	1,298.39	3,456.77	\$70,457,279	\$71,228,714
Dodge	256.67	513.84	\$3,660,510	\$3,758,906
Fillmore	411.74	823.48	6,469,508	6,643,415
Freeborn	446.55	894.74	4,999,055	5,133,434
Goodhue	324.71	652.28	6,238,350	6,406,041
Houston	249.59	499.62	4,687,442	4,813,446
Mower	373.79	750.84	4,511,098	4,632,357
Olmsted	314.21	684.04	6,715,596	6,896,118
Rice	279.08	560.44	4,645,608	4,770,488
Steele	291.98	585.12	5,049,280	5,185,012
Wabasha	273.04	546.08	4,489,274	4,609,950
Winona	315.38	630.82	5,508,547	5,656,624
District 6 Totals	3,536.74	7,141.30	\$56,974,268	\$58,505,791
Blue Earth	427.70	872.40	\$9,244,336	\$9,437,098
Brown	317.41	635.82	3,620,283	3,717,600
Cottonwood	317.57	635.14	2,402,651	2,467,235
Faribault	349.03	698.70	4,523,527	4,645,122
Jackson	370.91	741.82	4,559,576	4,682,141
Le Sueur	266.94	534.38	4,697,943	4,824,229
Martin	380.04	761.32	4,709,265	4,835,850
Nicollet	245.77	491.36	4,442,455	4,561,871
Nobles	358.27	718.60	4,266,640	4,254,114
Rock	261.60	523.20	2,650,192	2,721,430
Sibley	289.02	580.34	2,473,248	2,539,732
Waseca	249.68	499.36	2,527,249	2,595,184
Watsonwan	234.19	468.38	2,932,504	3,011,336
District 7 Totals	4,068.13	8,160.82	\$53,049,869	\$54,292,942
Chippewa	243.95	487.90	\$2,122,980	\$2,180,048
Kandiyohi	432.91	875.93	5,874,178	6,032,078
Lac Qui Parle	362.91	725.82	2,284,176	2,345,577
Lincoln	254.21	508.42	2,057,860	2,113,173
Lyon	318.93	637.46	3,095,732	3,178,950
Mc Leod	254.87	510.90	3,606,647	3,703,599
Meeker	273.54	547.08	2,955,239	3,034,676
Murray	354.20	708.40	2,824,335	2,900,257
Pipestone	241.20	482.40	2,293,642	2,355,298
Redwood	390.54	781.56	4,416,875	4,535,606
Renville	445.87	891.74	5,341,448	5,485,028
Yellow Medicine	345.79	691.58	2,830,812	2,906,906
District 8 Totals	3,918.92	7,849.19	\$39,703,924	\$40,771,196
Chisago	238.40	477.00	\$6,160,734	\$6,213,008
Dakota	321.82	877.80	12,625,509	12,964,894
Ramsey	262.34	752.81	16,054,660	16,037,502
Washington	207.02	471.98	8,583,734	8,786,109
Metro Totals	1,029.58	2,579.59	\$43,424,637	\$44,001,513
STATE TOTALS	30,595.96	62,784.68	\$476,978,121	\$476,978,121

Preliminary Tentative Components of the 2013 Distribution

October 2012

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	TENTATIVE 2013 CSAH Apportionment Sum	40% Motor Vehicle Excess Sum	60% Money Needs Excess Sum	Total Excess Sum	TENTATIVE 2013 Distribution
Carlton	\$381,554	\$261,711	\$943,971	\$1,625,882	\$3,213,118	\$433,682	\$830,003	\$1,263,685	\$4,476,803
Cook	381,554	45,942	570,824	1,119,954	2,118,274	76,131	571,730	647,861	2,766,135
Itasca	381,554	376,898	2,033,635	3,421,381	6,213,468	624,559	1,746,596	2,371,155	8,584,623
Koochiching	381,554	120,830	807,837	2,340,583	3,650,804	200,228	393,346	593,574	4,244,378
Lake	381,554	88,233	722,791	1,601,355	2,793,933	146,211	817,482	963,693	3,757,626
Pine	381,554	224,266	1,529,135	2,874,171	5,009,126	371,633	1,467,248	1,838,881	6,848,007
St. Louis	381,554	1,340,255	4,424,583	11,004,825	17,151,217	2,220,940	5,617,901	7,838,841	24,990,058
District 1 Totals	\$2,670,878	\$2,458,135	\$11,032,776	\$23,988,151	\$40,149,940	\$4,073,384	\$11,444,306	\$15,517,690	\$55,667,630
Beltrami	\$381,554	\$284,881	\$1,474,662	\$2,086,236	4,227,333	\$472,077	\$1,065,012	1,537,089	5,764,422
Clearwater	381,554	81,594	1,034,992	965,673	2,463,813	135,209	492,970	628,179	3,091,992
Hubbard	381,554	164,017	1,027,224	1,049,167	2,621,962	271,794	535,593	807,387	3,429,349
Kittson	381,554	43,851	1,184,768	914,851	2,525,024	72,665	467,026	539,691	3,064,715
Lake of the Woods	381,554	40,067	617,330	1,448,777	2,487,728	66,394	267,571	333,965	2,821,693
Marshall	381,554	90,191	2,029,154	1,245,590	3,746,489	149,456	635,867	785,323	4,531,812
Norman	381,554	60,282	1,242,030	1,090,111	2,773,977	99,894	556,495	656,389	3,430,366
Pennington	381,554	108,581	824,966	786,343	2,101,444	179,931	401,424	581,355	2,682,799
Polk	381,554	237,013	2,556,359	2,437,218	5,612,144	392,756	1,244,186	1,636,942	7,249,086
Red Lake	381,554	39,170	588,948	938,160	1,947,832	64,909	227,379	292,288	2,240,120
Roseau	381,554	142,474	1,528,836	1,527,122	3,579,986	236,094	779,587	1,015,681	4,595,667
District 2 Totals	\$4,197,094	\$1,292,121	\$14,109,269	\$14,489,248	\$34,087,732	\$2,141,179	\$6,673,110	\$8,814,289	\$42,902,021
Aitkin	\$381,554	\$152,631	\$1,216,437	\$1,460,877	3,211,499	\$252,926	\$745,770	998,696	4,210,195
Benton	381,554	248,466	720,800	1,183,802	2,534,622	411,733	604,324	1,016,057	3,550,679
Cass	381,554	232,167	1,687,675	1,512,303	3,813,699	384,725	772,022	1,156,747	4,970,446
Crow Wing	381,554	519,106	1,200,802	1,861,470	3,962,932	860,212	950,270	1,810,482	5,773,414
Isanti	381,554	270,773	721,298	994,147	2,367,772	448,699	507,506	956,205	3,323,977
Kanabec	381,554	120,631	671,505	723,746	1,897,436	199,898	369,468	569,366	2,466,802
Mille Lacs	381,554	233,030	814,709	1,475,487	2,904,780	386,155	753,228	1,139,383	4,044,163
Morrison	381,554	288,532	1,437,516	2,025,409	4,133,011	478,128	1,031,427	1,509,555	5,642,566
Sherburne	381,554	615,737	779,256	1,171,668	2,948,215	1,020,340	598,130	1,618,470	4,566,685
Stearns	381,554	1,062,643	2,092,988	3,728,718	7,265,903	1,760,910	1,903,489	3,664,399	10,930,302
Todd	381,554	188,814	1,311,740	871,185	2,753,293	312,884	444,735	757,619	3,510,912
Wadena	381,554	125,378	721,098	742,903	1,970,933	207,764	379,248	587,012	2,557,945
Wright	381,554	858,858	1,322,993	3,486,839	6,050,244	1,423,217	1,780,011	3,203,228	9,253,472
District 3 Totals	\$4,960,202	\$4,916,766	\$14,698,817	\$21,238,554	\$45,814,339	\$8,147,591	\$10,839,628	\$18,987,219	\$64,801,558
Becker	\$381,554	\$261,180	\$1,492,488	\$1,433,966	3,569,188	\$432,801	\$732,032	1,164,833	4,734,021
Big Stone	381,554	50,423	668,716	847,139	1,947,832	83,557	274,726	358,283	2,306,115
Clay	381,554	342,209	1,279,175	1,434,787	3,437,725	567,075	732,451	1,299,526	4,737,251
Douglas	381,554	308,084	1,218,329	1,404,541	3,312,508	510,527	717,010	1,227,537	4,540,045
Grant	381,554	59,984	725,381	537,181	1,704,100	99,399	274,228	373,627	2,077,727
Mahnomen	381,554	32,963	618,027	915,288	1,947,832	54,623	262,575	317,198	2,265,030
Otter Tail	381,554	476,384	2,907,597	4,041,840	7,807,375	789,417	2,063,337	2,852,754	10,660,129
Pope	381,554	97,328	946,660	920,441	2,345,983	161,283	469,879	631,162	2,977,145
Stevens	381,554	78,473	775,273	558,390	1,793,690	130,038	285,055	415,093	2,208,783
Swift	381,554	93,245	1,046,743	834,737	2,356,279	154,517	426,128	580,645	2,936,924
Traverse	381,554	35,452	778,260	532,962	1,728,228	58,748	272,074	330,822	2,059,050
Wilkin	381,554	62,208	992,369	1,069,254	2,505,385	103,085	545,848	648,933	3,154,318
District 4 Totals	\$4,578,648	\$1,897,933	\$13,449,018	\$14,530,526	\$34,456,125	\$3,145,070	\$7,055,343	\$10,200,413	\$44,656,538

Preliminary Tentative Components of the 2013 Distribution

October 2012

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	TENTATIVE 2013 CSAH Apportionment Sum	40% Motor Vehicle Excess Sum	60% Money Needs Excess Sum	Total Excess Sum	TENTATIVE 2013 Distribution
Anoka	\$381,554	\$1,946,597	\$1,289,134	\$6,419,314	10,036,599	\$3,225,713	\$3,231,980	6,457,693	16,494,292
Carver	381,554	508,417	764,418	2,310,697	3,965,086	842,500	1,122,000	1,964,500	5,929,586
Hennepin	381,554	5,693,036	2,515,629	12,370,100	20,960,319	9,433,949	6,250,666	15,684,615	36,644,934
Scott	381,554	741,314	913,796	3,417,162	5,453,826	1,228,434	1,717,099	2,945,533	8,399,359
Metro Totals	\$1,526,216	\$8,889,364	\$5,482,977	\$24,517,273	\$40,415,830	\$14,730,596	\$12,321,745	\$27,052,341	\$67,468,171
Dodge	\$381,553	\$149,511	\$815,008	\$1,273,761	2,619,833	\$247,755	\$650,248	898,003	3,517,836
Fillmore	381,553	178,656	1,306,163	2,251,218	4,117,590	296,052	1,149,234	1,445,286	5,562,876
Freeborn	381,553	231,735	1,419,193	1,739,539	3,772,020	384,010	888,025	1,272,035	5,044,055
Goodhue	381,553	356,748	1,034,593	2,170,781	3,943,675	591,169	1,108,171	1,699,340	5,643,015
Houston	381,553	146,225	792,501	1,631,106	2,951,385	242,309	832,670	1,074,979	4,026,364
Mower	381,553	263,636	1,190,943	1,569,743	3,405,875	436,872	801,345	1,238,217	4,644,092
Olmsted	381,553	800,468	1,084,984	2,336,850	4,603,855	1,326,458	1,192,949	2,519,407	7,123,262
Rice	381,553	395,719	888,900	1,616,549	3,282,721	655,748	825,239	1,480,987	4,763,708
Steele	381,553	248,897	928,037	1,757,016	3,315,503	412,449	896,947	1,309,396	4,624,899
Wabasha	381,553	187,619	866,194	1,562,149	2,997,515	310,904	797,468	1,108,372	4,105,887
Winona	381,553	290,225	1,000,535	1,916,829	3,589,142	480,933	978,530	1,459,463	5,048,605
District 6 Totals	\$4,197,083	\$3,249,439	\$11,327,051	\$19,825,541	\$38,599,114	\$5,384,659	\$10,120,826	\$15,505,485	\$54,104,599
Blue Earth	\$381,553	\$381,147	\$1,383,740	\$3,216,785	5,363,225	\$631,600	\$1,632,509	2,264,109	7,627,334
Brown	381,553	232,598	1,008,502	1,259,763	2,882,416	385,440	643,102	1,028,542	3,910,958
Cottonwood	381,553	97,361	1,007,407	836,059	2,322,380	161,338	426,803	588,141	2,910,521
Faribault	381,553	128,399	1,108,287	1,574,068	3,192,307	212,770	803,553	1,016,323	4,208,630
Jackson	381,553	89,029	1,176,602	1,586,612	3,233,796	147,531	809,956	957,487	4,191,283
Le Sueur	381,553	250,590	847,572	1,634,760	3,114,475	415,254	834,536	1,249,790	4,364,265
Martin	381,553	170,988	1,207,573	1,638,700	3,398,814	283,345	836,547	1,119,892	4,518,706
Nicollet	381,553	193,959	779,356	1,545,857	2,900,725	321,411	789,151	1,110,562	4,011,287
Nobles	381,553	151,669	1,139,756	1,484,678	3,157,656	251,331	735,913	987,244	4,144,900
Rock	381,553	74,457	829,846	922,197	2,208,053	123,383	470,776	594,159	2,802,212
Sibley	381,553	117,411	920,469	860,625	2,280,058	194,563	439,344	633,907	2,913,965
Waseca	381,553	142,308	792,103	879,416	2,195,380	235,818	448,937	684,755	2,880,135
Watonwan	381,553	89,693	742,908	1,020,434	2,234,588	148,631	520,926	669,557	2,904,145
District 7 Totals	\$4,960,189	\$2,119,609	\$12,944,121	\$18,459,954	\$38,483,873	\$3,512,415	\$9,392,053	\$12,904,468	\$51,388,341
Chippewa	\$381,553	\$105,129	\$773,879	\$738,741	1,999,302	\$174,210	\$377,123	551,333	2,550,635
Kandiyohi	381,553	324,383	1,389,317	2,044,059	4,139,312	537,536	1,043,480	1,581,016	5,720,328
Lac Qui Parle	381,553	67,652	1,151,208	794,833	2,395,246	112,106	405,758	517,864	2,913,110
Lincoln	381,553	54,407	806,443	716,081	1,958,484	90,158	365,555	455,713	2,414,197
Lyon	381,553	190,839	1,011,091	1,077,233	2,660,716	316,240	549,922	866,162	3,526,878
Mc Leod	381,553	290,790	810,327	1,255,018	2,737,688	481,868	640,680	1,122,548	3,860,236
Meeker	381,553	186,955	867,788	1,028,345	2,464,641	309,804	524,964	834,768	3,299,409
Murray	381,553	80,996	1,123,623	982,794	2,568,966	134,219	501,711	635,930	3,204,896
Pipestone	381,553	84,614	765,115	798,127	2,029,409	140,215	407,440	547,655	2,577,064
Redwood	381,553	141,577	1,239,640	1,536,956	3,299,726	234,608	784,607	1,019,215	4,318,941
Renville	381,553	146,159	1,414,413	1,858,683	3,800,808	242,199	948,847	1,191,046	4,991,854
Yellow Medicine	381,553	93,910	1,096,934	985,048	2,557,445	155,617	502,861	658,478	3,215,923
District 8 Totals	\$4,578,636	\$1,767,411	\$12,449,778	\$13,815,918	\$32,611,743	\$2,928,780	\$7,052,948	\$9,981,728	\$42,593,471
Chisago	\$381,553	\$444,418	\$756,551	\$2,143,773	3,726,295	\$736,445	\$1,074,779	1,811,224	5,537,519
Dakota	381,553	2,228,126	1,392,305	4,393,344	8,395,328	3,692,234	2,242,777	5,935,011	14,330,339
Ramsey	381,553	2,493,090	1,194,129	5,586,598	9,655,370	4,131,306	2,774,302	6,905,608	16,560,978
Washington	381,553	1,438,746	748,683	2,986,913	5,555,895	2,384,149	1,519,894	3,904,043	9,459,938
Metro Totals	\$1,526,212	\$6,604,380	\$4,091,668	\$15,110,628	\$27,332,888	\$10,944,134	\$7,611,752	\$18,555,886	\$45,888,774
STATE TOTALS	\$33,195,158	\$33,195,158	\$99,585,475	\$165,975,793	\$331,951,584	\$55,007,808	\$82,511,711	\$137,519,519	\$469,471,103

Screening Board Minimum County Adjustment

October 2012

As per the October 2009 Screening Board Resolution:

Be It Resolved, for minimum county adjustment purposes, the maximum redistribution shall not exceed 1.25% of the total distribution, and

Be It Further Resolved, that any county whose total distribution share falls below 0.55% shall have is money needs adjusted upward such that its total distribution percentage is up to, but not more than 0.55%, and

Be It Further Resolved, that the maximum redistribution ceiling of 1.25% has precedence over the target maximum safety net of 0.55%.

Be It Further Resolved, that such adjustments be made to both the apportionment sum and excess sum distribution, based on the prorated share of each sum of the total distribution; and that said adjustments be prorated to each county based on its distribution percentage of the apportionment sum and excess sum, respectively.

County	Tentative Apportionment Sum Distribution	Tentative Excess Sum Distribution	Tentative Total Distribution	Minimum Distribution 0.5397%	Apportionment Sum Adjustment	Excess Sum Adjustment	Final Apportionment Sum Distribution	Final Excess Sum Distribution	Final Total Distribution
Carlton	\$3,213,118	\$1,263,685	\$4,476,803	\$2,533,736	(16,312)	(6,147)	\$3,196,806	\$1,257,538	\$4,454,344
Cook	2,118,274	647,861	2,766,135	2,533,736	(10,754)	(3,152)	2,107,520	644,709	2,752,229
Itasca	6,213,468	2,371,155	8,584,623	2,533,736	(31,543)	(11,535)	6,181,925	2,359,620	8,541,545
Koochiching	3,650,804	593,574	4,244,378	2,533,736	-	(2,887)	3,650,804	590,687	4,241,491
Lake	2,793,933	963,693	3,757,626	2,533,736	(14,184)	(4,688)	2,779,749	959,005	3,738,754
Pine	5,009,126	1,838,881	6,848,007	2,533,736	(25,429)	(8,945)	4,983,697	1,829,936	6,813,633
St. Louis	17,151,217	7,838,841	24,990,058	2,533,736	(87,069)	(38,132)	17,064,148	7,800,709	24,864,857
District 1 Totals	\$40,149,940	\$15,517,690	\$55,667,630				\$39,964,649	\$15,442,204	\$55,406,853
Beltrami	\$4,227,333	\$1,537,089	\$5,764,422	\$2,533,736	(21,460)	(7,477)	\$4,205,873	\$1,529,612	\$5,735,485
Clearwater	2,463,813	628,179	3,091,992	2,533,736	(12,508)	(3,056)	2,451,305	625,123	3,076,428
Hubbard	2,621,962	807,387	3,429,349	2,533,736	(13,311)	(3,928)	2,608,651	803,459	3,412,110
Kittson	2,525,024	539,691	3,064,715	2,533,736	(12,818)	(2,625)	2,512,206	537,066	3,049,272
Lake of the Woods	2,487,728	333,965	2,821,693	2,533,736	-	(1,625)	2,487,728	332,340	2,820,068
Marshall	3,746,489	785,323	4,531,812	2,533,736	(19,019)	(3,820)	3,727,470	781,503	4,508,973
Norman	2,773,977	656,389	3,430,366	2,533,736	(14,082)	(3,193)	2,759,895	653,196	3,413,091
Pennington	2,101,444	581,355	2,682,799	2,533,736	(10,668)	(2,828)	2,090,776	578,527	2,669,303
Polk	5,612,144	1,636,942	7,249,086	2,533,736	(28,490)	(7,963)	5,583,654	1,628,979	7,212,633
Red Lake	1,947,832	292,288	2,240,120	2,533,736	207,608	86,007	2,155,440	378,295	2,533,735
Roseau	3,579,986	1,015,681	4,595,667	2,533,736	(18,174)	(4,941)	3,561,812	1,010,740	4,572,552
District 2 Totals	\$34,087,732	\$8,814,289	\$42,902,021				\$34,144,810	\$8,858,840	\$43,003,650
Aitkin	\$3,211,499	\$998,696	\$4,210,195	\$2,533,736	(16,303)	(4,858)	\$3,195,196	\$993,838	\$4,189,034
Benton	2,534,622	1,016,057	3,550,679	2,533,736	(12,867)	(4,943)	2,521,755	1,011,114	3,532,869
Cass	3,813,699	1,156,747	4,970,446	2,533,736	(19,360)	(5,627)	3,794,339	1,151,120	4,945,459
Crow Wing	3,962,932	1,810,482	5,773,414	2,533,736	(20,118)	(8,807)	3,942,814	1,801,675	5,744,489
Isanti	2,367,772	956,205	3,323,977	2,533,736	(12,020)	(4,651)	2,355,752	951,554	3,307,306
Kanabec	1,897,436	569,366	2,466,802	2,533,736	47,327	19,606	1,944,763	588,972	2,533,735
Mille Lacs	2,904,780	1,139,383	4,044,163	2,533,736	(14,746)	(5,543)	2,890,034	1,133,840	4,023,874
Morrison	4,133,011	1,509,555	5,642,566	2,533,736	(20,981)	(7,343)	4,112,030	1,502,212	5,614,242
Sherburne	2,948,215	1,618,470	4,566,685	2,533,736	(14,967)	(7,873)	2,933,248	1,610,597	4,543,845
Stearns	7,265,903	3,664,399	10,930,302	2,533,736	(36,886)	(17,826)	7,229,017	3,646,573	10,875,590
Todd	2,753,293	757,619	3,510,912	2,533,736	(13,977)	(3,685)	2,739,316	753,934	3,493,250
Wadena	1,970,933	587,012	2,557,945	2,533,736	(10,006)	(2,856)	1,960,927	584,156	2,545,083
Wright	6,050,244	3,203,228	9,253,472	2,533,736	(30,714)	(15,582)	6,019,530	3,187,646	9,207,176
District 3 Totals	\$45,814,339	\$18,987,219	\$64,801,558				\$45,638,721	\$18,917,231	\$64,555,952
Becker	\$3,569,188	\$1,164,833	\$4,734,021	\$2,533,736	(18,119)	(5,666)	\$3,551,069	\$1,159,167	\$4,710,236
Big Stone	1,947,832	358,283	2,306,115	2,533,736	160,945	66,676	2,108,777	424,959	2,533,736
Clay	3,437,725	1,299,526	4,737,251	2,533,736	(17,452)	(6,322)	3,420,273	1,293,204	4,713,477
Douglas	3,312,508	1,227,537	4,540,045	2,533,736	(16,816)	(5,971)	3,295,692	1,221,566	4,517,258
Grant	1,704,100	373,627	2,077,727	2,533,736	322,433	133,576	2,026,533	507,203	2,533,736
Mahnomen	1,947,832	317,198	2,265,030	2,533,736	189,995	78,710	2,137,827	395,908	2,533,735
Otter Tail	7,807,375	2,852,754	10,660,129	2,533,736	(39,635)	(13,877)	7,767,740	2,838,877	10,606,617
Pope	2,345,983	631,162	2,977,145	2,533,736	(11,909)	(3,070)	2,334,074	628,092	2,962,166
Stevens	1,793,690	415,093	2,208,783	2,533,736	229,766	95,187	2,023,456	510,280	2,533,736
Swift	2,356,279	580,645	2,936,924	2,533,736	(11,962)	(2,825)	2,344,317	577,820	2,922,137
Traverse	1,728,228	330,822	2,059,050	2,533,736	335,639	139,047	2,063,867	469,869	2,533,736
Wilkin	2,505,385	648,933	3,154,318	2,533,736	(12,719)	(3,157)	2,492,666	645,776	3,138,442
District 4 Totals	\$34,456,125	\$10,200,413	\$44,656,538				\$35,566,291	\$10,672,721	\$46,239,012
Anoka	\$10,036,599	\$6,457,693	\$16,494,292	\$2,533,736	(50,951)	(31,414)	\$9,985,648	\$6,426,279	\$16,411,927
Carver	3,965,086	1,964,500	5,929,586	2,533,736	(20,129)	(9,556)	3,944,957	1,954,944	5,899,901
Hennepin	20,960,319	15,684,615	36,644,934	2,533,736	(106,406)	(76,298)	20,853,913	15,608,317	36,462,230
Scott	5,453,826	2,945,533	8,399,359	2,533,736	(27,687)	(14,329)	5,426,139	2,931,204	8,357,343
Metro Totals	\$40,415,830	\$27,052,341	\$67,468,171				\$40,210,657	\$26,920,744	\$67,131,401

Screening Board Minimum County Adjustment

October 2012

County	Tentative Apportionment Sum Distribution	Tentative Excess Sum Distribution	Tentative Total Distribution	Minimum Distribution 0.5397%	Apportionment Sum Adjustment	Excess Sum Adjustment	Final Apportionment Sum Distribution	Final Excess Sum Distribution	Final Total Distribution
Dodge	\$2,619,833	\$898,003	\$3,517,836	\$2,533,736	(13,300)	(4,368)	\$2,606,533	\$893,635	\$3,500,168
Fillmore	4,117,590	1,445,286	5,562,876	2,533,736	(20,903)	(7,031)	4,096,687	1,438,255	5,534,942
Freeborn	3,772,020	1,272,035	5,044,055	2,533,736	(19,149)	(6,188)	3,752,871	1,265,847	5,018,718
Goodhue	3,943,675	1,699,340	5,643,015	2,533,736	(20,020)	(8,266)	3,923,655	1,691,074	5,614,729
Houston	2,951,385	1,074,979	4,026,364	2,533,736	(14,983)	(5,229)	2,936,402	1,069,750	4,006,152
Mower	3,405,875	1,238,217	4,644,092	2,533,736	(17,290)	(6,023)	3,388,585	1,232,194	4,620,779
Olmsted	4,603,855	2,519,407	7,123,262	2,533,736	(23,372)	(12,256)	4,580,483	2,507,151	7,087,634
Rice	3,282,721	1,480,987	4,763,708	2,533,736	(16,665)	(7,204)	3,266,056	1,473,783	4,739,839
Steele	3,315,503	1,309,396	4,624,899	2,533,736	(16,831)	(6,370)	3,298,672	1,303,026	4,601,698
Wabasha	2,997,515	1,108,372	4,105,887	2,533,736	(15,217)	(5,392)	2,982,298	1,102,980	4,085,278
Winona	3,589,142	1,459,463	5,048,605	2,533,736	(18,220)	(7,100)	3,570,922	1,452,363	5,023,285
District 6 Totals	\$38,599,114	\$15,505,485	\$54,104,599				\$38,403,164	\$15,430,058	\$53,833,222
Blue Earth	\$5,363,225	\$2,264,109	\$7,627,334	\$2,533,736	(27,227)	(11,014)	\$5,335,998	\$2,253,095	\$7,589,093
Brown	2,882,416	1,028,542	3,910,958	2,533,736	(14,633)	(5,003)	2,867,783	1,023,539	3,891,322
Cottonwood	2,322,380	588,141	2,910,521	2,533,736	(11,790)	(2,861)	2,310,590	585,280	2,895,870
Faribault	3,192,307	1,016,323	4,208,630	2,533,736	(16,206)	(4,944)	3,176,101	1,011,379	4,187,480
Jackson	3,233,796	957,487	4,191,283	2,533,736	(16,417)	(4,658)	3,217,379	952,829	4,170,208
Le Sueur	3,114,475	1,249,790	4,364,265	2,533,736	(15,811)	(6,080)	3,098,664	1,243,710	4,342,374
Martin	3,398,814	1,119,892	4,518,706	2,533,736	(17,254)	(5,448)	3,381,560	1,114,444	4,496,004
Nicollet	2,900,725	1,110,562	4,011,287	2,533,736	(14,726)	(5,402)	2,885,999	1,105,160	3,991,159
Nobles	3,157,656	987,244	4,144,900	2,533,736	(16,030)	(4,802)	3,141,626	982,442	4,124,068
Rock	2,208,053	594,159	2,802,212	2,533,736	(11,209)	(2,890)	2,196,844	591,269	2,788,113
Sibley	2,280,058	633,907	2,913,965	2,533,736	(11,575)	(3,084)	2,268,483	630,823	2,899,306
Waseca	2,195,380	684,755	2,880,135	2,533,736	(11,145)	(3,331)	2,184,235	681,424	2,865,659
Watsonwan	2,234,588	669,557	2,904,145	2,533,736	(11,344)	(3,257)	2,223,244	666,300	2,889,544
District 7 Totals	\$38,483,873	\$12,904,468	\$51,388,341				\$38,288,506	\$12,841,694	\$51,130,200
Chippewa	\$1,999,302	\$551,333	\$2,550,635	\$2,533,736	(10,150)	(2,682)	\$1,989,152	\$548,651	\$2,537,803
Kandiyohi	4,139,312	1,581,016	5,720,328	2,533,736	(21,013)	(7,691)	4,118,299	1,573,325	5,691,624
Lac Qui Parle	2,395,246	517,864	2,913,110	2,533,736	(12,160)	(2,519)	2,383,086	515,345	2,898,431
Lincoln	1,958,484	455,713	2,414,197	2,533,736	84,523	35,015	2,043,007	490,728	2,533,735
Lyon	2,660,716	866,162	3,526,878	2,533,736	(13,507)	(4,213)	2,647,209	861,949	3,509,158
Mc Leod	2,737,688	1,122,548	3,860,236	2,533,736	(13,898)	(5,461)	2,723,790	1,117,087	3,840,877
Meeker	2,464,641	834,768	3,299,409	2,533,736	(12,512)	(4,061)	2,452,129	830,707	3,282,836
Murray	2,568,966	635,930	3,204,896	2,533,736	(13,041)	(3,093)	2,555,925	632,837	3,188,762
Pipestone	2,029,409	547,655	2,577,064	2,533,736	(10,302)	(2,664)	2,019,107	544,991	2,564,098
Redwood	3,299,726	1,019,215	4,318,941	2,533,736	(16,751)	(4,958)	3,282,975	1,014,257	4,297,232
Renville	3,800,808	1,191,046	4,991,854	2,533,736	(19,295)	(5,794)	3,781,513	1,185,252	4,966,765
Yellow Medicine	2,557,445	658,478	3,215,923	2,533,736	(12,983)	(3,203)	2,544,462	655,275	3,199,737
District 8 Totals	\$32,611,743	\$9,981,728	\$42,593,471				\$32,540,654	\$9,970,404	\$42,511,058
Chisago	\$3,726,295	\$1,811,224	\$5,537,519	\$2,533,736	(18,917)	(8,810)	\$3,707,378	\$1,802,414	\$5,509,792
Dakota	8,395,328	5,935,011	14,330,339	2,533,736	(42,619)	(28,871)	8,352,709	5,906,140	14,258,849
Ramsey	9,655,370	6,905,608	16,560,978	2,533,736	(49,016)	(33,592)	9,606,354	6,872,016	16,478,370
Washington	5,555,895	3,904,043	9,459,938	2,533,736	(28,204)	(18,990)	5,527,691	3,885,053	9,412,744
Metro Totals	\$27,332,888	\$18,555,886	\$45,888,774				\$27,194,132	\$18,465,623	\$45,659,755
STATE TOTALS	\$331,951,584	\$137,519,519	\$469,471,103		-	-	\$331,951,584	\$137,519,519	\$469,471,103

Maximum redistribution 1.25% \$5,868,389
Total redistributed \$5,865,801

Tentative Final Components of the 2013 Distribution

October 2012

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	Money Needs Minimum Adjustment	Final Money Needs Apportionment	Tentative 2013 CSAH Apportionment Sum	40% Motor Vehicle Excess Sum	60% Money Needs Excess Sum	Money Needs Minimum Adjustment	60% Money Needs Excess Sum	Total Excess Sum	2013 Distribution
Carlton	\$381,554	\$261,711	\$943,971	\$1,625,882	(\$16,312)	\$1,609,570	\$3,196,806	\$433,682	\$830,003	(\$6,147)	\$823,856	\$1,257,538	\$4,454,344
Cook	381,554	45,942	570,824	1,119,954	(10,754)	1,109,200	2,107,520	76,131	571,730	(3,152)	568,578	644,709	2,752,229
Itasca	381,554	376,898	2,033,635	3,421,381	(31,543)	3,389,838	6,181,925	624,559	1,746,596	(11,535)	1,735,061	2,359,620	8,541,545
Koochiching	381,554	120,830	807,837	2,340,583	0	2,340,583	3,650,804	200,228	393,346	(2,887)	390,459	590,687	4,241,491
Lake	381,554	88,233	722,791	1,601,355	(14,184)	1,587,171	2,779,749	146,211	817,482	(4,688)	812,794	959,005	3,738,754
Pine	381,554	224,266	1,529,135	2,874,171	(25,429)	2,848,742	4,983,697	371,633	1,467,248	(8,945)	1,458,303	1,829,936	6,813,633
St. Louis	381,554	1,340,255	4,424,583	11,004,825	(87,069)	10,917,756	17,064,148	2,220,940	5,617,901	(38,132)	5,579,769	7,800,709	24,864,857
District 1 Totals	\$2,670,878	\$2,458,135	\$11,032,776	\$23,988,151	(\$185,291)	\$23,802,860	\$39,964,649	\$4,073,384	\$11,444,306	(\$75,486)	\$11,368,820	\$15,442,204	\$55,406,853
Beltrami	\$381,554	\$284,881	\$1,474,662	\$2,086,236	(\$21,460)	\$2,064,776	\$4,205,873	\$472,077	\$1,065,012	(\$7,477)	\$1,057,535	\$1,529,612	5,735,485
Clearwater	381,554	81,594	1,034,992	965,673	(12,508)	953,165	2,451,305	135,209	492,970	(3,056)	489,914	625,123	3,076,428
Hubbard	381,554	164,017	1,027,224	1,049,167	(13,311)	1,035,856	2,608,651	271,794	535,593	(3,928)	531,665	803,459	3,412,110
Kittson	381,554	43,851	1,184,768	914,851	(12,818)	902,033	2,512,206	72,665	467,026	(2,625)	464,401	537,066	3,049,272
Lake of the Woods	381,554	40,067	617,330	1,448,777	0	1,448,777	2,487,728	66,394	267,571	(1,625)	265,946	332,340	2,820,068
Marshall	381,554	90,191	2,029,154	1,245,590	(19,019)	1,226,571	3,727,470	149,456	635,867	(3,820)	632,047	781,503	4,508,973
Norman	381,554	60,282	1,242,030	1,090,111	(14,082)	1,076,029	2,759,895	99,894	556,495	(3,193)	553,302	653,196	3,413,091
Pennington	381,554	108,581	824,966	786,343	(10,668)	775,675	2,090,776	179,931	401,424	(2,828)	398,596	578,527	2,669,303
Polk	381,554	237,013	2,556,359	2,437,218	(28,490)	2,408,728	5,583,654	392,756	1,244,186	(7,963)	1,236,223	1,628,979	7,212,633
Red Lake	381,554	39,170	588,948	938,160	207,608	1,145,768	2,155,440	64,909	227,379	86,007	313,386	378,295	2,533,735
Roseau	381,554	142,474	1,528,836	1,527,122	(18,174)	1,508,948	3,561,812	236,094	779,587	(4,941)	774,646	1,010,740	4,572,552
District 2 Totals	\$4,197,094	\$1,292,121	\$14,109,269	\$14,489,248	\$57,078	\$14,546,326	\$34,144,810	\$2,141,179	\$6,673,110	\$44,551	\$6,717,661	\$8,858,840	\$43,003,650
Aitkin	\$381,554	\$152,631	\$1,216,437	\$1,460,877	(\$16,303)	\$1,444,574	\$3,195,196	\$252,926	\$745,770	(\$4,858)	\$740,912	\$993,838	4,189,034
Benton	381,554	248,466	720,800	1,183,802	(12,867)	1,170,935	2,521,755	411,733	604,324	(4,943)	599,381	1,011,114	3,532,869
Cass	381,554	232,167	1,687,675	1,512,303	(19,360)	1,492,943	3,794,339	384,725	772,022	(5,627)	766,395	1,151,120	4,945,459
Crow Wing	381,554	519,106	1,200,802	1,861,470	(20,118)	1,841,352	3,942,814	860,212	950,270	(8,807)	941,463	1,801,675	5,744,489
Isanti	381,554	270,773	721,298	994,147	(12,020)	982,127	2,355,752	448,699	507,506	(4,651)	502,855	951,554	3,307,306
Kanabec	381,554	120,631	671,505	723,746	47,327	771,073	1,944,763	199,898	369,468	19,606	389,074	588,972	2,533,735
Mille Lacs	381,554	233,030	814,709	1,475,487	(14,746)	1,460,741	2,890,034	386,155	753,228	(5,543)	747,685	1,133,840	4,023,874
Morrison	381,554	288,532	1,437,516	2,025,409	(20,981)	2,004,428	4,112,030	478,128	1,031,427	(7,343)	1,024,084	1,502,212	5,614,242
Sherburne	381,554	615,737	779,256	1,171,668	(14,967)	1,156,701	2,933,248	1,020,340	598,130	(7,873)	590,257	1,610,597	4,543,845
Stearns	381,554	1,062,643	2,092,988	3,728,718	(36,886)	3,691,832	7,229,017	1,760,910	1,903,489	(17,826)	1,885,663	3,646,573	10,875,590
Todd	381,554	188,814	1,311,740	871,185	(13,977)	857,208	2,739,316	312,884	444,735	(3,685)	441,050	753,934	3,493,250
Wadena	381,554	125,378	721,098	742,903	(10,006)	732,897	1,960,927	207,764	379,248	(2,856)	376,392	584,156	2,545,083
Wright	381,554	858,858	1,322,993	3,486,839	(30,714)	3,456,125	6,019,530	1,423,217	1,780,011	(15,582)	1,764,429	3,187,646	9,207,176
District 3 Totals	\$4,960,202	\$4,916,766	\$14,698,817	\$21,238,554	(\$175,618)	\$21,062,936	\$45,638,721	\$8,147,591	\$10,839,628	(\$69,988)	\$10,769,640	\$18,917,231	\$64,555,952
Becker	\$381,554	\$261,180	\$1,492,488	\$1,433,966	(\$18,119)	\$1,415,847	\$3,551,069	\$432,801	\$732,032	(\$5,666)	\$726,366	\$1,159,167	4,710,236
Big Stone	381,554	50,423	668,716	847,139	160,945	1,008,084	2,108,777	83,557	274,726	66,676	341,402	424,959	2,533,736
Clay	381,554	342,209	1,279,175	1,434,787	(17,452)	1,417,335	3,420,273	567,075	732,451	(6,322)	726,129	1,293,204	4,713,477
Douglas	381,554	308,084	1,218,329	1,404,541	(16,816)	1,387,725	3,295,692	510,527	717,010	(5,971)	711,039	1,221,566	4,517,258
Grant	381,554	59,984	725,381	537,181	322,433	859,614	2,026,533	99,399	274,228	133,576	407,804	507,203	2,533,736
Mahnomen	381,554	32,963	618,027	915,288	189,995	1,105,283	2,137,827	54,623	262,575	78,710	341,285	395,908	2,533,735
Otter Tail	381,554	476,384	2,907,597	4,041,840	(39,635)	4,002,205	7,767,740	789,417	2,063,337	(13,877)	2,049,460	2,838,877	10,606,617
Pope	381,554	97,328	946,660	920,441	(11,909)	908,532	2,334,074	161,283	469,879	(3,070)	466,809	628,092	2,962,166
Stevens	381,554	78,473	775,273	558,390	229,766	788,156	2,023,456	130,038	285,055	95,187	380,242	510,280	2,533,736
Swift	381,554	93,245	1,046,743	834,737	(11,962)	822,775	2,344,317	154,517	426,128	(2,825)	423,303	577,820	2,922,137
Traverse	381,554	35,452	778,260	532,962	335,639	868,601	2,063,867	58,748	272,074	139,047	411,121	469,869	2,533,736
Wilkin	381,554	62,208	992,369	1,069,254	(12,719)	1,056,535	2,492,666	103,085	545,848	(3,157)	542,691	645,776	3,138,442
District 4 Totals	\$4,578,648	\$1,897,933	\$13,449,018	\$14,530,526	\$1,110,166	\$15,640,692	\$35,566,291	\$3,145,070	\$7,055,343	\$472,308	\$7,527,651	\$10,672,721	\$46,239,012
Anoka	\$381,554	\$1,946,597	\$1,289,134	\$6,419,314	(\$50,951)	\$6,368,363	\$9,985,648	\$3,225,713	\$3,231,980	(\$31,414)	\$3,200,566	\$6,426,279	\$16,411,927
Carver	381,554	508,417	764,418	2,310,697	(20,129)	2,290,568	3,944,957	842,500	1,122,000	(9,556)	1,112,444	1,954,944	5,899,901
Hennepin	381,554	5,693,036	2,515,629	12,370,100	(106,406)	12,263,694	20,853,913	9,433,949	6,250,666	(76,298)	6,174,368	15,608,317	36,462,230
Scott	381,554	741,314	913,796	3,417,162	(27,687)	3,389,475	5,426,139	1,228,434	1,717,099	(14,329)	1,702,770	2,931,204	8,357,343
Metro Totals	\$1,526,216	\$8,889,364	\$5,482,977	\$24,517,273	(\$205,173)	\$24,312,100	\$40,210,657	\$14,730,596	\$12,321,745	(\$131,597)	\$12,190,148	\$26,920,744	\$67,131,401

Tentative Final Components of the 2013 Distribution

October 2012

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	Money Needs Minimum Adjustment	Final Money Needs Apportionment	Tentative 2013 CSAH Apportionment Sum	40% Motor Vehicle Excess Sum	60% Money Needs Excess Sum	Money Needs Minimum Adjustment	60% Money Needs Excess Sum	Total Excess Sum	2013 Distribution
Dodge	\$381,553	\$149,511	\$815,008	\$1,273,761	(\$13,300)	\$1,260,461	\$2,606,533	\$247,755	\$650,248	(\$4,368)	\$645,880	\$893,635	3,500,168
Fillmore	381,553	178,656	1,306,163	2,251,218	(20,903)	2,230,315	4,096,687	296,052	1,149,234	(7,031)	1,142,203	1,438,255	5,534,942
Freeborn	381,553	231,735	1,419,193	1,739,539	(19,149)	1,720,390	3,752,871	384,010	888,025	(6,188)	881,837	1,265,847	5,018,718
Goodhue	381,553	356,748	1,034,593	2,170,781	(20,020)	2,150,761	3,923,655	591,169	1,108,171	(8,266)	1,099,905	1,691,074	5,614,729
Houston	381,553	146,225	792,501	1,631,106	(14,983)	1,616,123	2,936,402	242,309	832,670	(5,229)	827,441	1,069,750	4,006,152
Mower	381,553	263,636	1,190,943	1,569,743	(17,290)	1,552,453	3,388,585	436,872	801,345	(6,023)	795,322	1,232,194	4,620,779
Olmsted	381,553	800,468	1,084,984	2,336,850	(23,372)	2,313,478	4,580,483	1,326,458	1,192,949	(12,256)	1,180,693	2,507,151	7,087,634
Rice	381,553	395,719	888,900	1,616,549	(16,665)	1,599,884	3,266,056	655,748	825,239	(7,204)	818,035	1,473,783	4,739,839
Steele	381,553	248,897	928,037	1,757,016	(16,831)	1,740,185	3,298,672	412,449	896,947	(6,370)	890,577	1,303,026	4,601,698
Wabasha	381,553	187,619	866,194	1,562,149	(15,217)	1,546,932	2,982,298	310,904	797,468	(5,392)	792,076	1,102,980	4,085,278
Winona	381,553	290,225	1,000,535	1,916,829	(18,220)	1,898,609	3,570,922	480,933	978,530	(7,100)	971,430	1,452,363	5,023,285
District 6 Totals	\$4,197,083	\$3,249,439	\$11,327,051	\$19,825,541	(\$195,950)	\$19,629,591	\$38,403,164	\$5,384,659	\$10,120,826	(\$75,427)	\$10,045,399	\$15,430,058	\$53,833,222
Blue Earth	\$381,553	\$381,147	\$1,383,740	\$3,216,785	(\$27,227)	\$3,189,558	\$5,335,998	\$631,600	\$1,632,509	(\$11,014)	\$1,621,495	\$2,253,095	7,589,093
Brown	381,553	232,598	1,008,502	1,259,763	(14,633)	1,245,130	2,867,783	385,440	643,102	(5,003)	638,099	1,023,539	3,891,322
Cottonwood	381,553	97,361	1,007,407	836,059	(11,790)	824,269	2,310,590	161,338	426,803	(2,861)	423,942	585,280	2,895,870
Faribault	381,553	128,399	1,108,287	1,574,068	(16,206)	1,557,862	3,176,101	212,770	803,553	(4,944)	798,609	1,011,379	4,187,480
Jackson	381,553	89,029	1,176,602	1,586,612	(16,417)	1,570,195	3,217,379	147,531	809,956	(4,658)	805,298	952,829	4,170,208
Le Sueur	381,553	250,590	847,572	1,634,760	(15,811)	1,618,949	3,098,664	415,254	834,536	(6,080)	828,456	1,243,710	4,342,374
Martin	381,553	170,988	1,207,573	1,638,700	(17,254)	1,621,446	3,381,560	283,345	836,547	(5,448)	831,099	1,114,444	4,496,004
Nicollet	381,553	193,959	779,356	1,545,857	(14,726)	1,531,131	2,885,999	321,411	789,151	(5,402)	783,749	1,105,160	3,991,159
Nobles	381,553	151,669	1,139,756	1,484,678	(16,030)	1,468,648	3,141,626	251,331	735,913	(4,802)	731,111	982,442	4,124,068
Rock	381,553	74,457	829,846	922,197	(11,209)	910,988	2,196,844	123,383	470,776	(2,890)	467,886	591,269	2,788,113
Sibley	381,553	117,411	920,469	860,625	(11,575)	849,050	2,268,483	194,563	439,344	(3,084)	436,260	630,823	2,899,306
Waseca	381,553	142,308	792,103	879,416	(11,145)	868,271	2,184,235	235,818	448,937	(3,331)	445,606	681,424	2,865,659
Watonwan	381,553	89,693	742,908	1,020,434	(11,344)	1,009,090	2,223,244	148,631	520,926	(3,257)	517,669	666,300	2,889,544
District 7 Totals	\$4,960,189	\$2,119,609	\$12,944,121	\$18,459,954	(\$195,367)	\$18,264,587	\$38,288,506	\$3,512,415	\$9,392,053	(\$62,774)	\$9,329,279	\$12,841,694	\$51,130,200
Chippewa	\$381,553	\$105,129	\$773,879	\$738,741	(\$10,150)	\$728,591	\$1,989,152	\$174,210	\$377,123	(\$2,682)	\$374,441	\$548,651	2,537,803
Kandiyohi	381,553	324,383	1,389,317	2,044,059	(21,013)	2,023,046	4,118,299	537,536	1,043,480	(7,691)	1,035,789	1,573,325	5,691,624
Lac Qui Parle	381,553	67,652	1,151,208	794,833	(12,160)	782,673	2,383,086	112,106	405,758	(2,519)	403,239	515,345	2,898,431
Lincoln	381,553	54,407	806,443	716,081	84,523	800,604	2,043,007	90,158	365,555	35,015	400,570	490,728	2,533,735
Lyon	381,553	190,839	1,011,091	1,077,233	(13,507)	1,063,726	2,647,209	316,240	549,922	(4,213)	545,709	861,949	3,509,158
Mc Leod	381,553	290,790	810,327	1,255,018	(13,898)	1,241,120	2,723,790	481,868	640,680	(5,461)	635,219	1,117,087	3,840,877
Meeker	381,553	186,955	867,788	1,028,345	(12,512)	1,015,833	2,452,129	309,804	524,964	(4,061)	520,903	830,707	3,282,836
Murray	381,553	80,996	1,123,623	982,794	(13,041)	969,753	2,555,925	134,219	501,711	(3,093)	498,618	632,837	3,188,762
Pipestone	381,553	84,614	765,115	798,127	(10,302)	787,825	2,019,107	140,215	407,440	(2,664)	404,776	544,991	2,564,098
Redwood	381,553	141,577	1,239,640	1,536,956	(16,751)	1,520,205	3,282,975	234,608	784,607	(4,958)	779,649	1,014,257	4,297,232
Renville	381,553	146,159	1,414,413	1,858,683	(19,295)	1,839,388	3,781,513	242,199	948,847	(5,794)	943,053	1,185,252	4,966,765
Yellow Medicine	381,553	93,910	1,096,934	985,048	(12,983)	972,065	2,544,462	155,617	502,861	(3,203)	499,658	655,275	3,199,737
District 8 Totals	\$4,578,636	\$1,767,411	\$12,449,778	\$13,815,918	(\$71,089)	\$13,744,829	\$32,540,654	\$2,928,780	\$7,052,948	(\$11,324)	\$7,041,624	\$9,970,404	\$42,511,058
Chisago	\$381,553	\$444,418	\$756,551	\$2,143,773	(\$18,917)	\$2,124,856	\$3,707,378	\$736,445	\$1,074,779	(\$8,810)	\$1,065,969	\$1,802,414	5,509,792
Dakota	381,553	2,228,126	1,392,305	4,393,344	(42,619)	4,350,725	8,352,709	3,692,234	2,242,777	(28,871)	2,213,906	5,906,140	14,258,849
Ramsey	381,553	2,493,090	1,194,129	5,586,598	(49,016)	5,537,582	9,606,354	4,131,306	2,774,302	(33,592)	2,740,710	6,872,016	16,478,370
Washington	381,553	1,438,746	748,683	2,986,913	(28,204)	2,958,709	5,527,691	2,384,149	1,519,894	(18,990)	1,500,904	3,885,053	9,412,744
Metro Totals	\$1,526,212	\$6,604,380	\$4,091,668	\$15,110,628	(\$138,756)	\$14,971,872	\$27,194,132	\$10,944,134	\$7,611,752	(\$90,263)	\$7,521,489	\$18,465,623	\$45,659,755
STATE TOTALS	\$33,195,158	\$33,195,158	\$99,585,475	\$165,975,793	\$0	\$165,975,793	\$331,951,584	\$55,007,808	\$82,511,711	\$0	\$82,511,711	\$137,519,519	\$469,471,103



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Comparison of the Actual 2012 to the TENTATIVE 2013 CSAH Distribution

October 2012

The following two pages indicate a comparison between the actual 2012 CSAH distribution and what each county's 2013 county state aid distribution would be if all mileage, needs and adjustments remained as published in this booklet and if the 2013 CSAH Highway User Fund were the same as the estimate for distribution sum and excess sum. However, as we stated in the previous pages, some revised figures will be used to determine the final 2013 distribution. This data is being presented in this manner simply to show the approximate comparison to last year's distribution, if the Board approves the mileage and money needs as presented.

Comparison of the Actual 2012 to the Tentative 2013 CSAH Distribution

October 2012

County	Actual 2012 CSAH Distribution	Tentative 2013 CSAH Distribution	Increase or Decrease	% + or -
Carlton	\$4,472,170	\$4,453,570	(\$18,600)	-0.4%
Cook	2,766,810	2,751,696	(15,114)	-0.6%
Itasca	8,534,134	8,539,916	5,782	0.1%
Koochiching	4,250,895	4,241,368	(9,527)	-0.2%
Lake	3,696,942	3,737,992	41,050	1.1%
Pine	6,973,919	6,812,265	(161,654)	-2.3%
St. Louis	24,936,185	24,859,628	(76,557)	-0.3%
District 1 Totals	\$55,631,055	\$55,396,435	(\$234,620)	-0.4%
Beltrami	\$5,889,683	\$5,734,489	(\$155,194)	-2.6%
Clearwater	3,119,465	3,075,968	(43,497)	-1.4%
Hubbard	3,423,793	3,411,608	(12,185)	-0.4%
Kittson	3,018,216	3,048,833	30,617	1.0%
Lake of the Woods	2,836,758	2,819,985	(16,773)	-0.6%
Marshall	4,540,000	4,508,373	(31,627)	-0.7%
Norman	3,469,442	3,412,569	(56,873)	-1.6%
Pennington	2,677,649	2,668,926	(8,723)	-0.3%
Polk	7,167,229	7,211,467	44,238	0.6%
Red Lake	2,549,228	2,533,735	(15,493)	-0.6%
Roseau	4,669,918	4,571,823	(98,095)	-2.1%
District 2 Totals	\$43,361,381	\$42,997,776	(\$363,605)	-0.8%
Aitkin	\$4,155,812	\$4,188,335	\$32,523	0.8%
Benton	3,491,162	3,532,303	41,141	1.2%
Cass	4,896,662	4,944,731	48,069	1.0%
Crow Wing	5,663,803	5,743,598	79,795	1.4%
Isanti	3,308,825	3,306,829	(1,996)	-0.1%
Kanabec	2,549,228	2,533,735	(15,493)	-0.6%
Mille Lacs	3,994,544	4,023,171	28,627	0.7%
Morrison	5,717,864	5,613,277	(104,587)	-1.8%
Sherburne	4,503,875	4,543,283	39,408	0.9%
Stearns	10,753,076	10,873,811	120,735	1.1%
Todd	3,502,882	3,492,827	(10,055)	-0.3%
Wadena	2,555,406	2,544,727	(10,679)	-0.4%
Wright	9,079,035	9,205,513	126,478	1.4%
District 3 Totals	\$64,172,174	\$64,546,140	\$373,966	0.6%
Becker	\$4,770,286	\$4,709,550	(\$60,736)	-1.3%
Big Stone	2,549,228	2,533,735	(15,493)	-0.6%
Clay	4,818,684	4,787,367	(31,317)	-0.7%
Douglas	4,643,884	4,516,588	(127,296)	-2.7%
Grant	2,549,228	2,533,736	(15,492)	-0.6%
Mahnomen	2,549,228	2,533,735	(15,493)	-0.6%
Otter Tail	10,614,365	10,604,690	(9,675)	-0.1%
Pope	2,989,982	2,961,723	(28,259)	-1.0%
Stevens	2,549,228	2,533,735	(15,493)	-0.6%
Swift	2,925,288	2,921,737	(3,551)	-0.1%
Traverse	2,549,228	2,533,736	(15,492)	-0.6%
Wilkin	3,126,881	3,137,931	11,050	0.4%
District 4 Totals	\$46,635,510	\$46,308,263	(\$327,247)	-0.7%

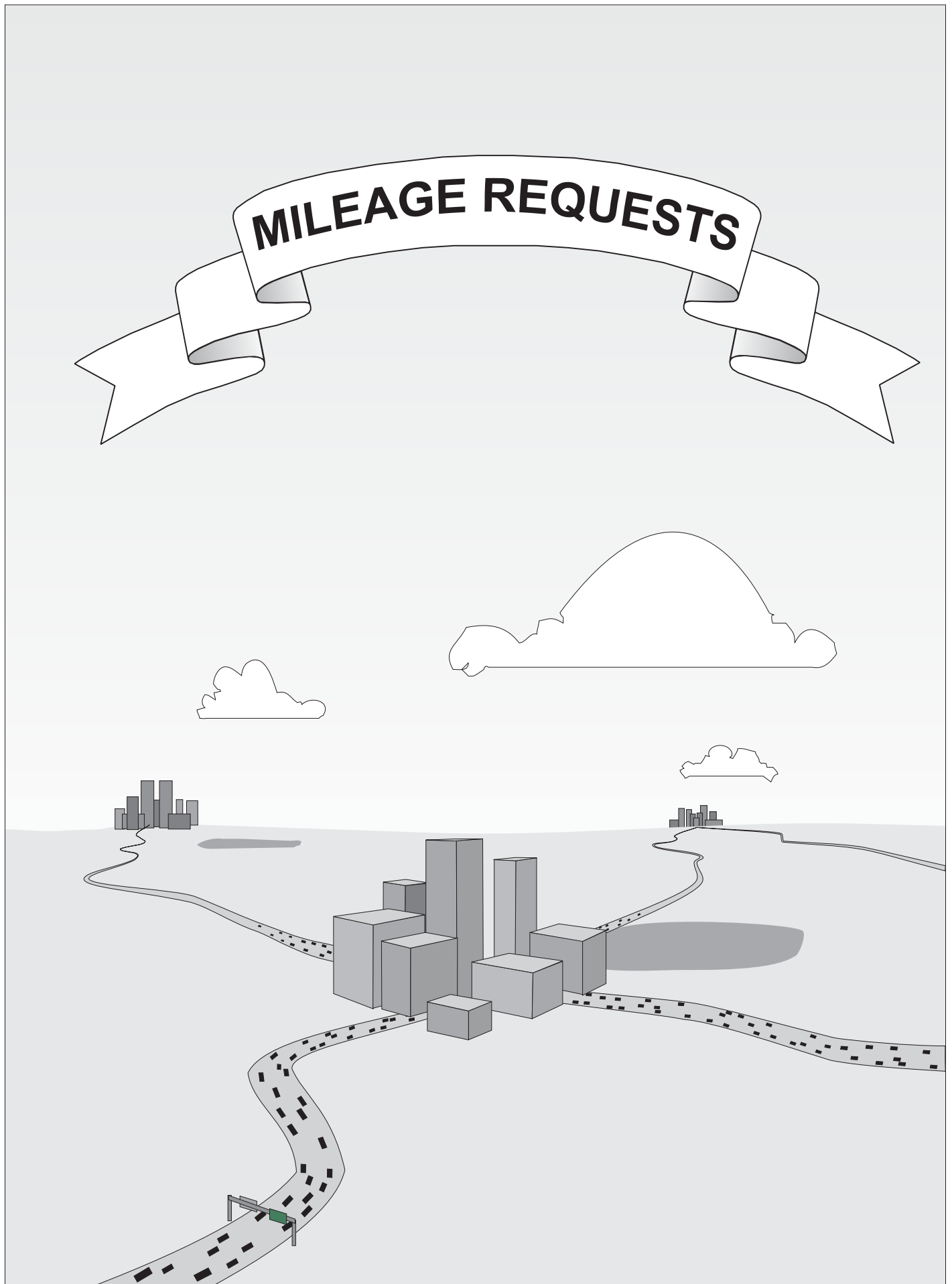
Comparison of the Actual 2012 to the Tentative 2013 CSAH Distribution

October 2012

County	Actual 2012 CSAH Distribution	Tentative 2013 CSAH Distribution	Increase or Decrease	% + or -
Anoka	\$15,940,864	\$16,408,910	\$468,046	2.9%
Carver	5,662,903	5,898,854	235,951	4.2%
Hennepin	35,932,917	36,456,379	523,462	1.5%
Scott	8,236,571	8,355,741	119,170	1.5%
Metro Totals	\$65,773,255	\$67,119,884	\$1,346,629	2.1%
Dodge	\$3,598,584	\$3,499,559	(\$99,025)	-2.8%
Fillmore	5,441,925	5,533,873	91,948	1.7%
Freeborn	5,182,763	5,017,889	(164,874)	-3.2%
Goodhue	5,729,817	5,613,694	(116,123)	-2.0%
Houston	3,984,843	4,005,377	20,534	0.5%
Mower	4,690,090	4,620,025	(70,065)	-1.5%
Olmsted	7,050,395	7,086,519	36,124	0.5%
Rice	4,674,541	4,739,067	64,526	1.4%
Steele	4,528,873	4,600,863	71,990	1.6%
Wabasha	4,015,284	4,084,532	69,248	1.7%
Winona	4,912,970	5,022,372	109,402	2.2%
District 6 Totals	\$53,810,085	\$53,823,770	\$13,685	0.0%
Blue Earth	\$7,787,529	\$7,587,573	(\$199,956)	-2.6%
Brown	3,969,753	3,890,720	(79,033)	-2.0%
Cottonwood	2,894,061	2,895,469	1,408	0.1%
Faribault	4,285,861	4,186,730	(99,131)	-2.3%
Jackson	4,283,506	4,169,454	(114,052)	-2.7%
Le Sueur	4,383,980	4,341,596	(42,384)	-1.0%
Martin	4,608,140	4,495,218	(112,922)	-2.5%
Nicollet	4,057,413	3,990,422	(66,991)	-1.7%
Nobles	4,216,563	4,123,378	(93,185)	-2.2%
Rock	2,818,633	2,787,670	(30,963)	-1.1%
Sibley	2,881,067	2,898,896	17,829	0.6%
Waseca	2,901,785	2,865,238	(36,547)	-1.3%
Watsonwan	2,872,704	2,889,057	16,353	0.6%
District 7 Totals	\$51,960,995	\$51,121,421	(\$839,574)	-1.6%
Chippewa	\$2,550,953	\$2,537,451	(\$13,502)	-0.5%
Kandiyohi	5,615,692	5,690,645	74,953	1.3%
Lac Qui Parle	2,874,734	2,898,050	23,316	0.8%
Lincoln	2,549,227	2,533,734	(15,493)	-0.6%
Lyon	3,624,642	3,508,642	(116,000)	-3.2%
Mc Leod	3,746,264	3,840,278	94,014	2.5%
Meeker	3,349,092	3,282,343	(66,749)	-2.0%
Murray	3,228,875	3,188,291	(40,584)	-1.3%
Pipestone	2,612,835	2,563,715	(49,120)	-1.9%
Redwood	4,368,246	4,296,498	(71,748)	-1.6%
Renville	5,006,028	4,965,879	(40,149)	-0.8%
Yellow Medicine	3,171,128	3,199,264	28,136	0.9%
District 8 Totals	\$42,697,716	\$42,504,790	(\$192,926)	-0.5%
Chisago	\$5,522,040	\$5,508,788	(\$13,252)	-0.2%
Dakota	14,267,342	14,256,743	(10,599)	-0.1%
Ramsey	16,339,789	16,475,772	135,983	0.8%
Washington	9,299,761	9,411,321	111,560	1.2%
Metro Totals	\$45,428,932	\$45,652,624	\$223,692	0.5%
STATE TOTALS	\$469,471,103	\$469,471,103	\$0	0.0%

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MILEAGE REQUESTS



Criteria Necessary For County State Aid Highway Designation

October 2012

In the past, there has been considerable speculation as to which requirements a road must meet in order to qualify for designation as a County State Aid Highway. The following section of the Minnesota Department of Transportation Rules which was updated in July, 1991, definitely sets forth what criteria are necessary.

Portion of Minnesota Rules For State Aid Operations

State Aid Routes shall be selected on the basis of the following criteria:

Subp. 2. A county state-aid highway may be selected if it:

- (A) is projected to carry a relatively heavier traffic volume or is functionally classified as collector or arterial as identified on the county's functional classification plans as approved by the county board;*
- (B) connects towns, communities, shipping points, and markets within a county or in adjacent counties; provides access to rural churches, schools, community meeting halls, industrial areas, state institutions, and recreational areas; or serves as principal rural mail route and school bus route; and*
- (C) provides an integrated and coordinated highway system affording, within practical limits, a state-aid highway network consistent with projected traffic demands.*

Report of the CSAH Mileage Subcommittee

October 2012

Committee Members: Anita Benson, Chair, Steele County
Wayne Sandberg, Washington County
Dave Christy, Itasca County

Others Attending: Mark Krebsbach, Dakota County
Brian Sorenson, Dakota County
Holly Anderson, Dakota County
Greg Coughlin, Metro DSAE
Kim DeLaRosa, CSAH Needs Manager

Request review:

Additional Miles Requested	65.54
Removals (includes 1.82 Banked Miles)	<u>13.44</u>
Total Mileage Request	52.10

The CSAH Mileage Subcommittee minus Dave Christy and others in attendance met at the Dakota County Office on August 9, 2012 at 9:00am to tour the mileage request submitted by Dakota County with the meeting concluding at 4:30pm. The meeting began with an overview of the request and questions followed by a tour of most of the highway segments included in the mileage request. Following the tour, the Mileage Subcommittee discussed the tour and decided to schedule a follow up meeting with Dave Christy to make a recommendation.

A second meeting was held Thursday, September 13th at the MnDOT, St. Cloud Office from 10:00am-1:30pm with the sub-committee, Greg Coughlin and Kim DeLaRosa.

General Discussion:

- The committee acknowledged the detailed proposal and excellent work by Dakota County in preparing the request.
- There was discussion on how the new proposed needs system will work with non-existing mileage. Non-existing miles will not draw needs or lane mileage until built.
- The subcommittee requests the Screening Board put in place a new resolution to track and limit the movement of miles added by mileage requests. A good starting point may be 25 years. Miles cannot be revoked and banked for a period of 25 years from the date of designation.
- The subcommittee first defined what they saw as their role in the recommendation to the Screening Board. They are to determine what roads meet the criteria to be a CSAH. It is not the subcommittee's role to determine the fiscal responsibility.

- Along with Dakota County's Comprehensive Plan, State Aid Rules, the Metropolitan Council's functional class map and the FHWA Functional Class Guidelines the subcommittee looked at system continuity and the short, medium and long term effects to the needs.

Detailed Recommendations:

COMMITTEE RECOMMENDATION:

Attached are the summary spreadsheets and two maps identifying the request. The subcommittee at this time is denying segments E 1-4 (9.00 miles), B 4-5 (2.5 miles) and I 8 (1.00 mile). They felt that the U-More study is too futuristic and the county can come back to the Screening Board in the future if the need is still there.

The county identified their timeline for the addition and construction of the requested routes and the subcommittee felt that it may take some time for all the miles to hit the system. It is not unreasonable for a developing county such as Dakota to plan for future growth. State Aid will track all changes as approved by the Screening Board to assure compliance with the request.

The Mileage Subcommittee does recommend approval of **53.04** miles of the Dakota County request. However, Dakota County must use their **1.82** miles of banked mileage and must revoke the specified **11.62** miles. We are hereby recommending **39.60** miles.

The Mileage Subcommittee wishes to thank Mark Krebsbach and his staff for their professional work in providing us with the detailed information that is necessary to review a mileage request and for spending the day with us providing answers to our questions as we viewed the routes.

The full mileage request & system study is available on the web at:

[http://gis.co.dakota.mn.us/GISDataForDownload/Dakota County State Aid Mileage Request.pdf](http://gis.co.dakota.mn.us/GISDataForDownload/Dakota%20County%20State%20Aid%20Mileage%20Request.pdf)

Dakota County Mileage Request - Proposed Implementation Schedule

SHORT TERM IMPLEMENATION (0-5 YEARS):

County Road 28 from TH 149 to CSAH 73 (Babcock Trail)		Existing Miles	Nonexisting Miles	Design	Exist Traffic	Projected ADT	Functional Class	CIP Appr	Adopted Study	Inside MSAS	Year Const	Existing Surface
Segment	Description											
1	A CR 28 from TH 149 to TH 55 in Eagan & Inver Grove Heights	0.85	-	U	2900	21,000	A	N	Y	0.85	2004	4-lane Bit
2	A <i>Portion New Alignment</i> CR 28 from CSAH 63 to TH 3 in Inver Grove Heights	-	0.75	U	0	14,000	A	Y	Y	0.75	2009	4-lane Bit
3	A CR 28 from TH 3 to CSAH 73 in Inver Grove Heights	0.51	0.50	U	2200	2,900	A	N	Y	1.01	1991 1961	2-lane Bit

County Road 73 from TH 50 (220th St) to CSAH 32 (Cliff Rd, 110th St)		Existing Miles	Nonexisting Miles	Design	Exist Traffic	Projected ADT	Functional Class	CIP Appr	Adopted Study	Inside MSAS	Year Const	Existing Surface
Segment	Description											
5	E CR 73 from CSAH 42 (145th St) to Bonaire Path in Rosemount	1.00	-	U	730	20,000	A	N		1.00	2009	4-lane Bit
6	E CR 73 from Bonaire Path to CSAH 32 in Rosemount & Inver Grove Heights	2.50	-	R	390	9,900	A	Y		2.50	1930	2-lane Gravel

County Road 33 from new CR 9 extension to CSAH 42 (150th St) - Spilt between short		Existing Miles	Nonexisting Miles	Design	Exist Traffic	Projected ADT	Functional Class	CIP Appr	Adopted Study	Inside MSAS	Year Const	Existing Surface
Segment	Description											
2	G CR 33 from CSAH 46 (160th St) to CSAH 42 in Apple Valley & Rosemount	1.01	-	U	4850	9,500	A	N		1.01	1999	3-lane Bit

County Road 79 from CSAH 47 to CSAH 42 - segments split between short/long term		Existing Miles	Nonexisting Miles	Design	Exist Traffic	Projected ADT	Functional Class	CIP Appr	Adopted Study	Inside MSAS	Year Const	Existing Surface
Segment	Description											
1	K CR 79 from CSAH 47 (Northfield Blvd) to CSAH 80 (245th St) in Castle Rock Township	3.43	-	R	210	320	A	Y		-	Prop. 2013	36'Gravel
2	K CR 79 from CSAH 80 (245th St) to 230th St in Castle Rock Township	1.50	-	R	325	640	A	N		-	2004	2-lane Bit
3	K CR 79 from 230th St to TH 50 (220th St) in Castle Rock Township	1.00	-	R	630	950	A	N		-	2004	2-lane Bit
4	K <i>Portion New Alignment</i> CR 79 from TH 50 (220th St) to CSAH 66/CR 81in Castle Rock Township	1.00	1.00	R	485	1,000	A	N	Y	-	-	

County Road 64 from CSAH 23 to "new" CR 73 Alignment		Existing Miles	Nonexisting Miles	Design	Exist Traffic	Projected ADT	Functional Class	CIP Appr	Adopted Study	Inside MSAS	Year Const	Existing Surface
Segment	Description											
3	I CR 64 from Flagstaff Ave to 0.2 mile west of Eureka Ave in Farmington	0.69	-	R	6700	17,000	A	N	Y	0.69	2002	2-lane Bit
4	I CR 64 from 0.2 mile west of Eureka Ave to Everest Path in Farmington	0.02	-	R	6600	17,000	A	Y	Y	0.02	19xx	2-lane Bit
5	I CR 64 from Everest Path to Eureka Ave in Farmington	0.18	-	R	6600	16,000	A	Y	Y	0.18	19xx	2-lane Bit
6	I CR 64 from Eureka Ave to Akin Rd in Farmington	0.41	-	R	6600	16,000	A	Y	Y	0.41	1992	2-lane Bit
7	I CR 64 from Akin Rd to TH 3 in Farmington	1.30	-	U	5700	14,000	A	N	Y	1.30	2008	2-lane Bit

SHORT TERM IMPLEMENATION (0-5 YEARS): continued

County Road 78 from CSAH 23 to CSAH 80		Existing Miles	Nonexisting Miles	Design	Exist Traffic	Projected ADT	Functional Class	CIP Appr	Adopted Study	Inside MSAS	Year Const	Existing Surface
Segment	Description											
1	L CR 78 from CSAH 23 to CR 31 (Denmark Ave) in Eureka Township	3.00	-	R	1450	3,100	C	N		-	1999	2-lane Bit
2	L <i>New Alignment (north-south)</i> New road from intersection of 235th St/CR 31 (Denmark Ave) to 1/2 mile south (common Sec. corner 12,7,13,18) in Eureka & Castle Rock Townships	0.50	-	R	500	500	C	N		-	1950	24'Gravel
3	L <i>New Alignment (east-west)</i> New road from common Sec. corner 12,7,13,18 to TH 3 in Eureka & Castle Rock Townships	1.00	-	R		n/a	C	N		-	1950	24'Gravel
4	L CR 78 from TH 3 to CSAH 80 (245th St) in Castle Rock Township	2.50	-	R	290	330	C	N		-	1954	28'Gravel
Revocation L CSAH 80 from 255th St W to 245th St W (Sec 16 & 21, T113N, R19W) in Castle Rock Township - tied to above requests		-2.00	-	R	105	270	C	N		-	1941	

County Road 80S from CSAH 80 to CSAH 47		Existing Miles	Nonexisting Miles	Design	Exist Traffic	Projected ADT	Functional Class	CIP Appr	Adopted Study	Inside MSAS	Year Const	Existing Surface
Segment	Description											
1	M CR 80S from CSAH 80 (255th St) to CR 80S (260th St) Castle Rock Twp	0.50	-	R	330	340	C	N		-	1960	2-lane Bit
2	M CR 80S from Biscayne Ave to CR 79 (Blaine Ave) in Castle Rock Township	3.00	-	R	245	150	C	N		-	1966	34' Gravel
Revocation P Non-existing CSAH 5 from TH 13 to Cliff Rd in Burnsville, revocation tied to completion SP 19-605-28, 1901-148(TH13)		-1.35	-	U	0	26,000	A	N		(1.35)	-	
Revocation D Current CSAH 71 (Rich Valley Blvd) from TH 149 to TH 3 in Inver Grove Heights		-0.90	-	R	2250	4,800		N		(0.90)	1954	2-lane Bit

Short Term Additions to CSAH System Subtotal:25.902.25

Short Term Revocations to CSAH System Subtotal:-4.25

Short Term Additions to CSAH System Total:Existing21.65Nonexisting2.25

Dakota County Mileage Request - Proposed Implementation Schedule

MEDIUM TERM IMPLEMENTATION (5-10 YEARS):

County Road 9 from Highview Ave to "future" CR 73 extension		Existing Miles	Nonexisting Miles	Design	Exist Traffic	Projected ADT	Functional Class	CIP Appr	Adopted Study	Inside MSAS	Year Const	Existing Surface
Segment	Description											
1	B New Alignment CR 9 from Highview Ave to CSAH 23 (Cedar Ave) in Lakeville	-	1.00	U	0	20,000	A	N	Y	1.00	-	
2	B City Street & New Alignment CR 9 from CSAH 23 to CSAH 31 (Pilot Knob) in Lakeville	1.25	0.75	U		13,000	A	N	Y	2.00	2008	4-lane Bit 3-lane Bit
3	B New Alignment CR 9 from CSAH 31 to future Diamond Path new alignment in Lakeville		1.00	U		7,700	A	N	Y	1.00	-	
Revocation B Current CSAH 9 (Dodd Blvd) from Highview Ave to CSAH 31 (Pilot Knob Rd) in Lakeville		-2.87	-	R/U	8500			N	Y	(2.87)	1948 1996	2-lane Bit
117th Street from CSAH 71 to TH 52												Existing
C	City Street 117th St from CSAH 71 (Rich Valley Blvd) to TH 52 in Inver Grove Heights	1.50	0.00	R	9500	14,000	A	N	Y	1.50	1937 1956	2-lane Bit
New Alignment CSAH 23 from CSAH 23/CR 96 to TH 19 (in Rice County)		Existing Miles	Nonexisting Miles	Design	Exist Traffic	Projected ADT	Functional Class	CIP Appr	Adopted Study	Inside MSAS	Year Const	Existing Surface
Segment	Description											
1	N New Alignment/City Street New road/Garrett Ave from westerly CSAH 23/CR 96 intersection (NE corner Sec. 27, T112N, R20W) in Greenvale Township to TH 19 in city of Northfield, Rice County	-	1.10	NA	0	9,900	A	N	Y	P	-	
Revocation N CSAH 23 from westerly CSAH 23/CR 96 intersection in Greenvale Twp to Northfield city street, Dakota/Rice County line - tied to above request		-2.00	-	R	3900	6,100	A	N	Y	P	1963	2-lane Bit
Medium Term Additions to CSAH System Subtotal:		2.75	3.85									
Medium Term Revocations to CSAH System Subtotal:		-4.87										
Medium Term Additions to CSAH System Total:		-2.12	3.85	Existing	Nonexisting							

Dakota County Mileage Request - Proposed Implementation Schedule

LONG TERM IMPLEMENTATION (10+ YEARS):

County Road 9 from Highview Ave to "future" CR 73 extension		Existing Miles	Nonexisting Miles	Design	Exist Traffic	Projected ADT	Functional Class	CIP Appr	Adopted Study	Inside MSAS	Year Const	Existing Surface
Segment	Description											
4	B <i>New Alignment</i> CR 9 from future Diamond Path to TH 3 in Empire Township	-	1.00		0	7,600	A	N	Y	-	-	
5	B <i>New Alignment</i> CR 9 from TH 3 to future CR 73 new alignment in Empire Township	-	1.50		0	1,300	A	N	Y	-	-	

County Road 73 from TH 50 (220th St) to CSAH 32 (Cliff Rd, 110th St)		Existing Miles	Nonexisting Miles	Design	Exist Traffic	Projected ADT	Functional Class	CIP Appr	Adopted Study	Inside MSAS	Year Const	Existing Surface
Segment	Description											
1	E <i>New Alignment</i> New road/Biscayne Ave from TH 50 (220th St) to CSAH 66 (Vermillion River Tr) in Farmington & Empire Township	0.75	1.00			N/A	N/A	N	Y	P	-	2 lane gravel
2	E <i>City Street & New Alignment</i> Township road/Biscayne Ave from CSAH 66 to future CR 64 (195th St) in Empire Township	1.25	0			1,000	A	N	Y	-	-	2 lane bit and gravel
3	E <i>New Alignment</i> New road from future CR 64 (195th St) to CSAH 46 in Empire Township	0.50	4.00			2,200	A	N	Y	-	-	
4	E <i>New Alignment/Township Road</i> U-More, Akron Ave from CSAH 46 to CSAH 42 in Empire Township	1.50	0.00			2200	A	N	Y	-	-	

County Road 79 from CSAH 47 to CSAH 42 - segments split between short/long term		Existing Miles	Nonexisting Miles	Design	Exist Traffic	Projected ADT	Functional Class	CIP Appr	Adopted Study	Inside MSAS	Year Const	Existing Surface
Segment	Description											
5	K <i>Portion New Alignment</i> Along CR 81 from CSAH 66 to CSAH 46/48 in Castle Rock Township	1.00	2.00	R	660	1,300	C	N	Y	-	-	bit and gravel
6	K <i>Portion New Alignment</i> New road from CSAH 46/48 to CSAH 42 in city of Rosemount	1.60	0.00			1,200	A	N	Y	1.60	-	gravel

Pilot Knob Road from 220th St to CSAH 50 (210th St)		Existing Miles	Nonexisting Miles	Design	Exist Traffic	Projected ADT	Functional Class	CIP Appr	Adopted Study	Inside MSAS	Year Const	Existing Surface
Segment	Description											
F	<i>New Alignment</i> Pilot Knob Rd from 220th St to CSAH 50 (210th St) in Farmington	-	0.75			6,600	A	N	Y	0.75	-	
F	Revocation CSAH 31 (Denmark Ave) from CSAH 74 to CSAH 50 in Farmington tied to above request	-0.75	-	R	7300	15,000	C	N	Y	(0.75)	1973	2-lane Bit

Key: Design U=urban R=rural, Functional Class A=arterial C=collector, CIP Approved Y=Yes N=No, Adopted Study Y=Yes

Dakota County Mileage Request - Proposed Implementation Schedule

LONG TERM IMPLEMENTATION (10+ YEARS): continued

County Road 33 from new CR 9 extension to CSAH 42 (150th St) - Spilt between short/long		Existing Miles	Nonexisting Miles	Design	Exist Traffic	Projected ADT	Functional Class	CIP Appr	Adopted Study	Inside MSAS	Year Const	Existing Surface
Segment	Description											
1	G New Alignment New road from new CR 9 extension to CSAH 46 (160th St) in Lakeville & Empire Township	-	1.80	U		2,900	A	N	Y	P	-	

New County Road 60 (185th St/195th St) from CSAH 9 to CR 64 (195th St)		Existing Miles	Nonexisting Miles	Design	Exist Traffic	Projected ADT	Functional Class	CIP Appr	Adopted Study	Inside MSAS	Year Const	Existing Surface
Segment	Description											
1	H New Alignment New road from CSAH 9 (Dodd Blvd) to CSAH 23 (Cedar Ave) in Lakeville	-	1.75	U		26,000	A	N	Y	P	Design 2016	

County Road 64 from CSAH 23 to "new" CR 73 Alignment		Existing Miles	Nonexisting Miles	Design	Exist Traffic	Projected ADT	Functional Class	CIP Appr	Adopted Study	Inside MSAS	Year Const	Existing Surface
Segment	Description											
1	I New Alignment CR 64 from CSAH 23 to Lakeville/Farmington city limits in Lakeville	-	0.82	R		11,000	A	N	Y	0.82	-	
2	I New Alignment CR 64 from Lakeville/Farmington city limits to Flagstaff Ave in Farmington	-	0.82	R		15,000	A	N	Y	0.82	-	
8	I New Alignment/Township Rd New Road/Twp Rd from TH 3 to new CR 73 in Farmington	0.25	0.75	U		1,200	A	N	Y	-	-	

New County Road 70 (210th St/220th St) from CSAH 23 to CR 31 (Denmark Ave)		Existing Miles	Nonexisting Miles	Design	Exist Traffic	Projected ADT	Functional Class	CIP Appr	Adopted Study	Inside MSAS	Year Const	Existing Surface
Segment	Description											
1,2,3	J New Alignment/City Street Road from CSAH 23 (Cedar Ave) to CR 31 (Denmark Ave) in Farmington	1.00	2.50	R		3,700	A	N	Y	3.50	-	2 lane
J	Revocation - Note TH TBK miles CSAH 50 from CSAH 23 to TH 3 in Farmington - tied to above request	-4.25	-	U	14300	26,000	A	N	Y	-4.25	-	4-lane Bit

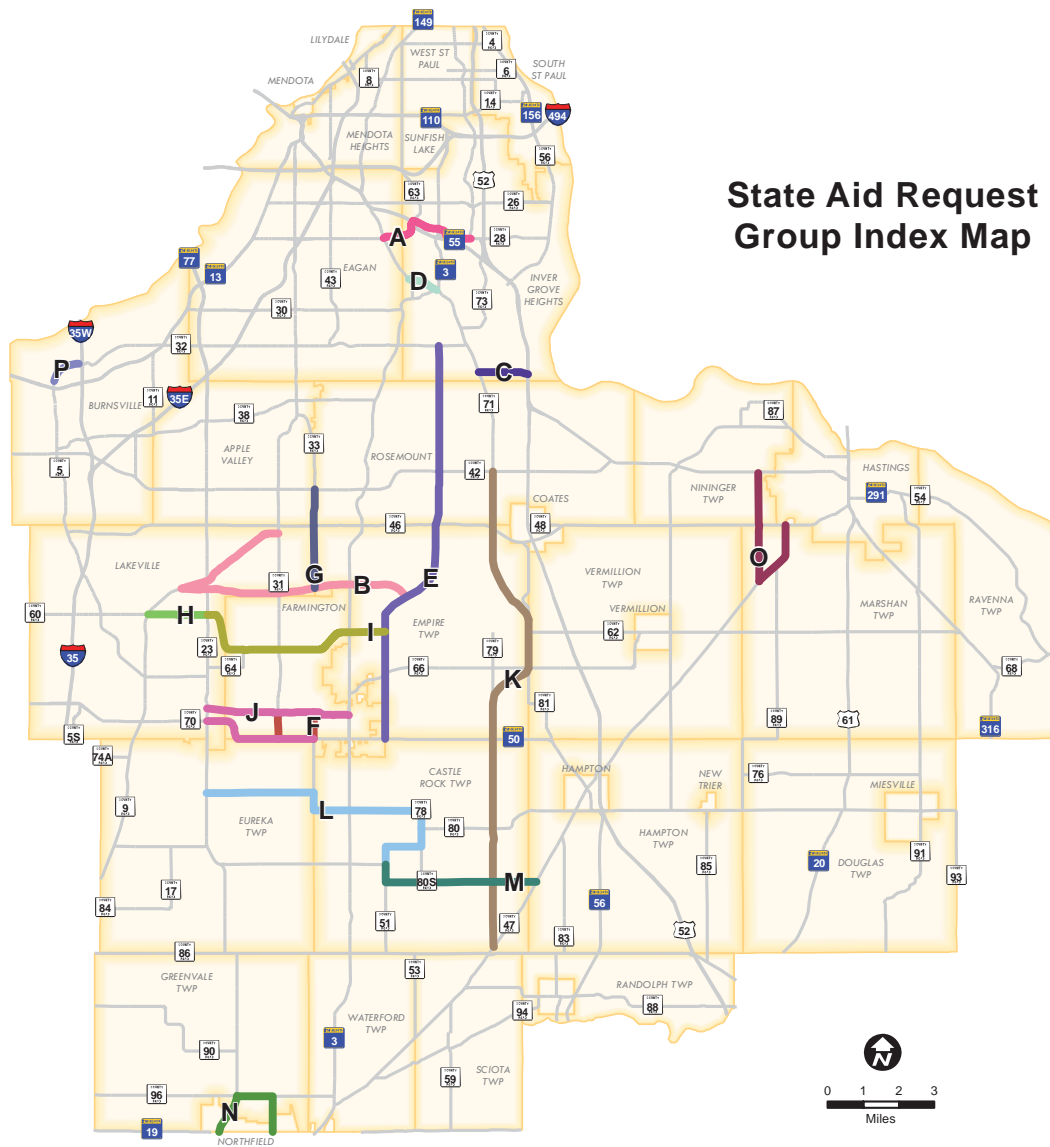
County Road 80S from CSAH 80 to CSAH 47 - segments split between short/long term		Existing Miles	Nonexisting Miles	Design	Exist Traffic	Projected ADT	Functional Class	CIP Appr	Adopted Study	Inside MSAS	Year Const	Existing Surface
Segment	Description											
3	M New Alignment New road from CR 79 (Blaine Ave) to CSAH 47 (Northfield Blvd) in Castle Rock & Hampton Townships	-	1.25			TBD	TBD	N		-	-	

LONG TERM IMPLEMENTATION (10+ YEARS): continued

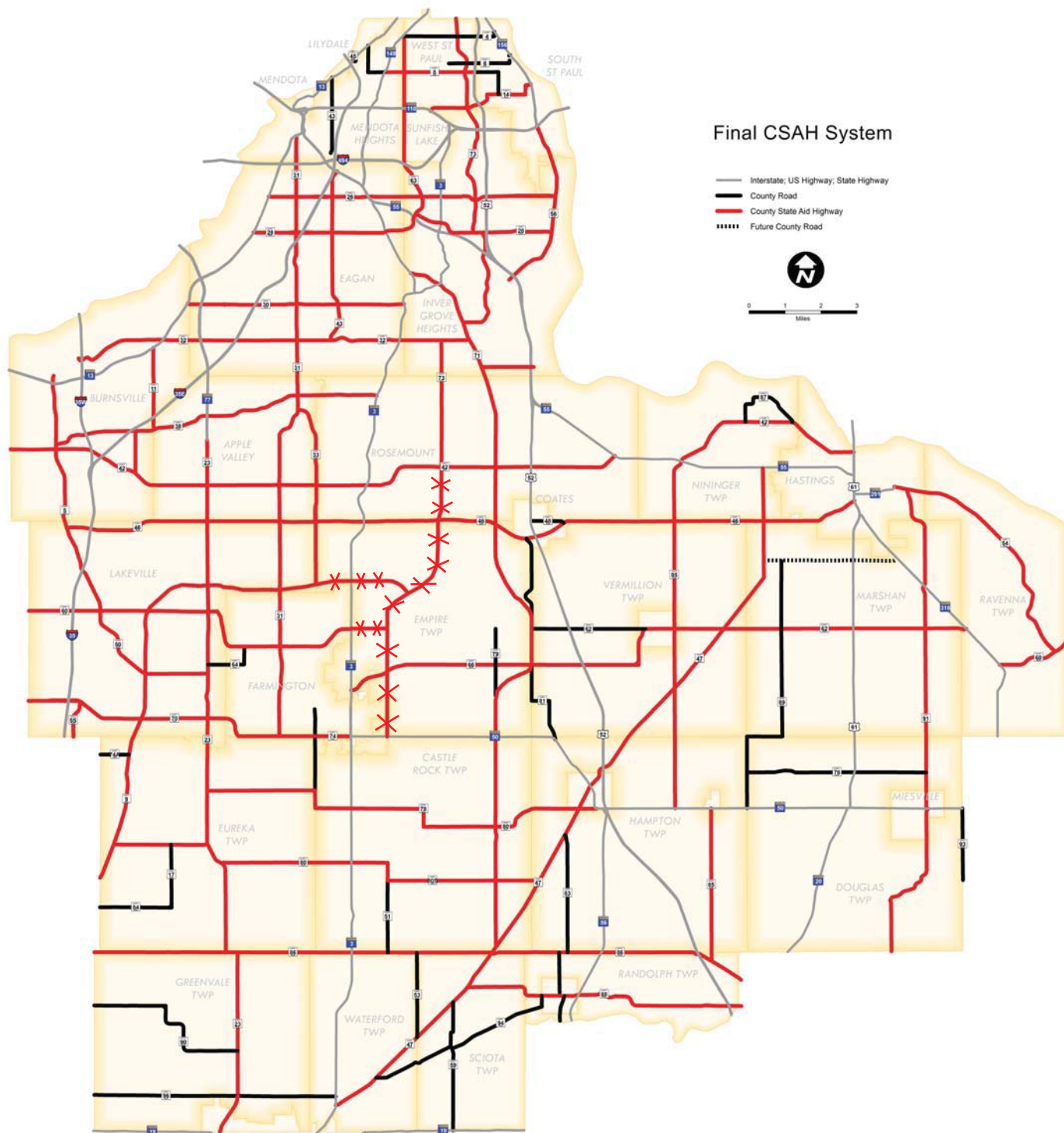
New Alignment Hastings CSAH 47 north extension in Marshan & Nininger Townships		Existing Miles	Nonexisting Miles	Design	Exist Traffic	Projected ADT	Functional Class	CIP Appr	Adopted Study	Inside MSAS	Year Const	Existing Surface
Segment	Description											
	<i>New Alignment</i> ○ New road from CSAH 47 (center Sec. 7, T115N, R17W) to TH 55 in Marshan & Nininger Townships	1.50	1.50	R		3,100	A	AS		-	-	
	Revocation ○ CSAH 47 from (center Sec 7, T115N, R17W) to CSAH 46/48 in Marshan Township - tied to above request	-1.75	-	R			A	AS		-	-	2-lane Bit

Long Term Additions to CSAH System Subtotal:	9.35	21.44
Long Term Revocations to CSAH System Subtotal:	-2.50	
	Existing	Nonexisting
Long Term Additions to CSAH System Total:	6.85	21.44
Total Additions	38.00	27.54
Total Revocations	-11.62	

Key: Design U=urban R=rural, Functional Class A=arterial C=collector, CIP Approved Y=Yes N=No, Adopted Study Y=Yes



**State Aid Request
Group Index Map**



Final CSAH System

- Interstate, US Highway, State Highway
- County Road
- County State Aid Highway
- Future County Road



0 1 2 3
Miles

✗ = Route not approved.

History of CSAH Additional Mileage Requests

October 2012

Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983-1987	1988-1992	1993-1997	1998	2001	2002	2003	2004	2005	2006	2009	2010	Total Miles To Date	County
Carlton	3.62															3.62	Carlton
Cook	3.60															3.60	Cook
Itasca																0.00	Itasca
Koochiching	9.27 ¹			0.12												9.39	Koochiching
Lake	4.82 ¹	0.56				10.31		7.30								22.99	Lake
Pine	9.25															9.25	Pine
St. Louis	19.14 ¹							7.60								26.74	St. Louis
District 1 Totals	49.70	0.56	0.00	0.12	0.00	10.31	0.00	14.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	75.59	District 1 Totals

Beltrami	7.53 ¹	0.16				2.10										9.79	Beltrami
Clearwater	0.30 ¹	1.00														1.30	Clearwater
Hubbard	1.85	0.26	0.06													2.17	Hubbard
Kittson	6.60 ¹															6.60	Kittson
Lake of 'Woods	0.89					7.65										8.54	Lake of 'Woods
Marshall	15.00 ¹	1.00														16.00	Marshall
Norman	1.31															1.31	Norman
Pennington	0.84															0.84	Pennington
Polk	4.00	1.55	0.67													6.22	Polk
Red Lake		0.50														0.50	Red Lake
Roseau	6.80															6.80	Roseau
District 2 Totals	45.12	4.47	0.73	0.00	0.00	2.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	60.07	District 2 Totals

Aitkin	6.10		0.60			7.12										13.82	Aitkin
Benton	3.18 ¹															3.18	Benton
Cass	7.90					2.80										10.70	Cass
Crow Wing	13.00 ¹															13.00	Crow Wing
Isanti	1.80															1.80	Isanti
Kanabec																0.00	Kanabec
Mille Lacs		0.74														0.74	Mille Lacs
Morrison						9.70										9.70	Morrison
Sherburne	5.42										26.68					32.10	Sherburne
Stearns	0.78		3.90		0.25				29.24							34.17	Stearns
Todd	1.90 ¹															1.90	Todd
Wadena																0.00	Wadena
Wright	0.45		1.38										7.77			9.60	Wright
District 3 Totals	40.53	0.74	5.88	0.00	0.25	19.62	0.00	0.00	29.24	0.00	26.68	0.00	7.77	0.00	0.00	130.71	District 3 Totals

History of CSAH Additional Mileage Requests

October 2012

Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983-1987	1988-1992	1993-1997	1998	2001	2002	2003	2004	2005	2006	2009	2010	Total Miles To Date	County
Becker	10.07															10.07	Becker
Big Stone	1.40	0.16														1.56	Big Stone
Clay	2.00	0.10														2.10	Clay
Douglas	10.65 ¹															10.65	Douglas
Grant	5.42															5.42	Grant
Mahnomen	1.42															1.42	Mahnomen
Otter Tail			0.36													0.36	Otter Tail
Pope	3.63	1.20														4.83	Pope
Stevens	1.00															1.00	Stevens
Swift	0.78		0.24													1.02	Swift
Traverse	0.20	0.56		1.60												2.36	Traverse
Wilkin						0.11										0.11	Wilkin
District 4 Totals	36.57	2.02	0.60	1.60	0.00	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.90	District 4 Totals

Anoka	2.04				10.42	24.99						22.13				59.58	Anoka
Carver	2.49	0.48		0.08				11.70								14.75	Carver
Hennepin	4.50	0.24	0.85													5.59	Hennepin
Scott	12.09 ¹	5.15	0.12		3.50	38.12										58.98	Scott
District 5 Totals	21.12	5.87	0.97	0.08	13.92	63.11	0.00	11.70	0.00	0.00	0.00	22.13	0.00	0.00	0.00	138.90	District 5 Totals

Dodge				0.11												0.11	Dodge
Fillmore	1.12		1.10													2.22	Fillmore
Freeborn	0.95	0.65														1.60	Freeborn
Goodhue		0.08														0.08	Goodhue
Houston		0.12														0.12	Houston
Mower	13.11 ¹		0.09													13.20	Mower
Olmsted	15.32 ¹												5.35			20.67	Olmsted
Rice	1.70															1.70	Rice
Steele	1.55															1.55	Steele
Wabasha	0.43 ¹	0.30														0.73	Wabasha
Winona	7.40 ¹															7.40	Winona
District 6 Totals	41.58	1.15	1.19	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.35	0.00	0.00	49.38	District 6 Totals

History of CSAH Additional Mileage Requests

October 2012

Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983-1987	1988-1992	1993-1997	1998	2001	2002	2003	2004	2005	2006	2009	2010	Total Miles To Date	County
Blue Earth	15.29 ¹		0.25				3.46									19.00	Blue Earth
Brown	7.44	0.13														7.57	Brown
Cottonwood	5.17	1.30														6.47	Cottonwood
Faribault	0.37	1.20	0.09													1.66	Faribault
Jackson	0.10															0.10	Jackson
Le Sueur	2.70	0.83		0.02												3.55	Le Sueur
Martin	1.52															1.52	Martin
Nicollet				0.60						0.54						1.14	Nicollet
Nobles	13.71	0.23			0.12											14.06	Nobles
Rock	0.50		0.54													1.04	Rock
Sibley	1.50															1.50	Sibley
Waseca	4.53	0.14		0.05												4.72	Waseca
Watonwan		0.04	0.68	0.19												0.91	Watonwan
District 7 Totals	52.83	3.87	1.56	0.86	0.12	0.00	3.46	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.00	63.24	District 7 Totals

Chippewa	15.00				0.05											15.05	Chippewa
Kandiyohi	0.44															0.44	Kandiyohi
Lac qui Parle	1.93															1.93	Lac Qui Parle
Lincoln	6.55 ¹															6.55	Lincoln
Lyon	2.00				1.50											3.50	Lyon
Mc Leod	0.09	0.50			0.32											0.91	Mc Leod
Meeker	0.80	0.50														1.30	Meeker
Murray	3.52	1.10														4.62	Murray
Pipestone	0.50															0.50	Pipestone
Redwood	3.41		0.13													3.54	Redwood
Renville																0.00	Renville
Yellow Medicine		1.39														1.39	Yellow Medicine
District 8 Totals	34.24	3.49	0.13	0.00	1.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	39.73	District 8 Totals

Chisago	3.24				2.20											5.44	Chisago
Dakota	1.65 ¹	2.47		2.26			35.63									42.01	Dakota
Ramsey	10.12 ¹	0.61		1.13												11.86	Ramsey
Washington	2.33 ¹	0.40	0.33	1.33	8.05	18.52								-7.41		23.55	Washington
District 9 Totals	17.34	3.48	0.33	4.72	10.25	18.52	35.63	0.00	0.00	0.00	0.00	0.00	0.00	-7.41	0.00	82.86	District 9 Totals

Totals	339.03	25.65	11.39	7.49	26.41	117.60	39.09	26.60	29.24	0.54	26.68	22.13	13.12	-7.41	0.00	681.38	Totals
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¹ Includes Some Trunk Highway Turnback Mileage Added Prior to the Turnback Law in 1965

² Great River Road Mileage Added to system in 1994 by Administrative Decision of the State Aid Division Director.

Banked CSAH Mileage

October 2012

The Screening Board, at its June,1990 meeting, revised the mileage resolution to read as follows:

Mileage made available by an internal revision after July 1, 1990 will be held in abeyance (banked) for future designation.

The following mileage presently represents the "banked" mileage available.

County	Banked Mileage Available	County	Banked Mileage Available
Aitkin	0.00	Marshall	0.03
Anoka	0.00	Martin	0.00
Becker	0.11	Meeker	0.02
Beltrami	1.30	Mille Lacs	0.00
Benton	0.28	Morrison	0.25
Big Stone	0.05	Mower	0.00
Blue Earth	0.40	Murray	0.00
Brown	0.61	Nicollet	0.00
Carlton	0.88	Nobles	0.82
Carver	0.92	Norman	2.26
Cass	0.55	Olmsted	0.00
Chippewa	0.32	Otter Tail	0.06
Chisago	0.01	Pennington	0.35
Clay	0.90	Pine	0.66
Clearwater	0.01	Pipestone	0.12
Cook	0.01	Polk	1.50
Cottonwood	1.00	Pope	0.03
Crow Wing	0.00	Ramsey	0.90
Dakota	1.82	Red Lake	0.50
Dodge	0.76	Redwood	0.20
Douglas	2.47	Renville	2.47
Faribault	0.49	Rice	3.35
Fillmore	0.06	Rock	1.30
Freeborn	0.00	Roseau	0.30
Goodhue	1.78	St. Louis	1.45
Grant	6.90	Scott	0.75
Hennepin	5.68	Sherburne	0.00
Houston	0.00	Sibley	0.25
Hubbard	0.40	Stearns	0.72
Isanti	0.88	Steele	0.45
Itasca	6.20	Stevens	0.68
Jackson	0.12	Swift	0.30
Kanabec	0.32	Todd	0.24
Kandiyohi	2.20	Traverse	0.00
Kittson	0.00	Wabasha	0.81
Koochiching	0.29	Wadena	1.27
Lac Qui Parle	0.00	Waseca	0.32
Lake	0.00	Washington	8.51
Lake of the Woods	0.20	Watsonwan	0.79
Le Sueur	0.25	Wilkin	0.00
Lincoln	0.00	Winona	0.00
Lyon	0.00	Wright	0.10
McLeod	1.51	Yellow Medicine	0.24
Mahnomen	0.00		
		Total Banked Mileage	71.68

An updated report showing the available mileages will be included in each Screening Board booklet.

Historical Documentation for the Anoka County CSAH Mileage Request

October 2012

Anoka County CSAH mileage (12/05)	287.21
Requested Additions (10/05)	22.67
Banked Mileage	(0.54)
TOTAL	309.34

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
1/1/2006	Beginning Balance	0.00	287.21	287.21
12/5/2006	Banked Mileage	(0.54)	287.21	286.67
12/5/2006	Revoke Portion CSAH 19	(3.30)	286.67	283.37
12/5/2006	Designate CSAH 62	3.47	283.37	286.84
12/5/2006	Designate CSAH 76	2.80	286.84	289.64
12/5/2006	Designate CSAH 85	1.90	289.64	291.54
3/5/2007	CR 116 - CSAH 83 To CSAH 57	2.39	291.54	293.93
3/5/2007	CR 56 - HWY 10 To CSAH 5	3.00	293.93	296.93
3/5/2007	CR 54 - I-35E To CSAH 14	2.89	296.93	299.82
3/5/2007	CR 154 - CSAH 21 To CR 54	0.75	299.82	300.57
5/15/2007	CR 102 - CSAH 1 to TH 47	2.08	300.57	302.65
4/24/2012	CR 58 - CSAH 9 to CSAH 18	5.12	302.65	307.77

These designations are left to be completed:

	<u>Miles</u>
K. CR 3 - CSAH 1 To TH 47	1.58
Total Remaining to Designate	1.58

* See October 2005 County Screening Board Data Booklet, pp. 82-84, for detailed recommendations.

Historical Documentation for the Olmsted County CSAH Mileage Request

October 2012

Olmsted County CSAH mileage (6/06)	315.67
Banked miles	(0.92)
Approved Revocations (10/06)	(16.68)
Approved Designations (10/06)	22.95
TOTAL	321.02

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
10/1/2006	Beginning Balance	0.00	315.67	315.67
3/2008	CSAH 31 - CSAH 3 to TH 52	(3.34)	315.67	312.33
3/2008	CSAH 18 - TH 52 to 0.13 mi. East	(0.13)	312.33	312.20
3/2008	CSAH 12 - TH 52 to 0.24 mi. East	(0.24)	312.20	311.96
3/2008	CSAH 18 connection to TH 52 on CR 112	1.39	311.96	313.35
3/2008	CSAH 12 to TH 52	1.26	313.35	314.61

These revocations need to be completed:

	<u>Miles</u>
CSAH 2 - CSAH 22 to MSAS 110	(1.34)
CSAH 9 - CSAH 22 to MSAS 105	(0.50)
CSAH 4 - CSAH 22 to MSAS 104	(2.58)
CSAH 34 - CSAH 22 to TH 52	(1.49)
CSAH 25 - CSAH 22 to TH 63	(1.23)
CSAH 7 - CSAH 22 to MN 42	(0.89)
CSAH 3 between CSAH 4 and TH 14	(2.70)
CSAH 22 (37th St NW) - TH 63 to TH 52	(2.24)
	(12.97)

These designations are left to be completed:

	<u>Miles</u>
CR 104/60th Ave from TH 14 to CSAH 14	5.18
CR 112 from CSAH 18 to CSAH 14	4.10
55th St as a new CSAH 22	3.24
CR 112 from CSAH 14 to CSAH 22 (55th St.)	1.98
CR 104 - TH 14 to CR 117	4.10
Willow Creek- CR 104 to TH52 @CSAH 36	1.70
	20.30

* See October 2006 County Screening Board Data Booklet, pp. 77-86, for detailed recommendations.

Historical Documentation for the Wright County CSAH Mileage Request

October 2012

Wright County CSAH mileage (1/06)	403.00
Banked miles	(0.27)
Approved Revocations	(14.35)
Approved Additions	22.39
TOTAL	410.77

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
Jan-06	Beginning Balance	0.00	403.00	403.00
8/1/2007	Banked Mileage	(0.27)	403.00	402.73
8/1/2007	Designate CSAH 32	5.20	402.73	407.93
8/1/2007	Designate CSAH 18	1.98	407.93	409.91
8/1/2007	Designate CSAH 22	0.83	409.91	410.74
8/1/2007	Designate CSAH 35	0.58	410.74	411.32

These revocations need to be completed:

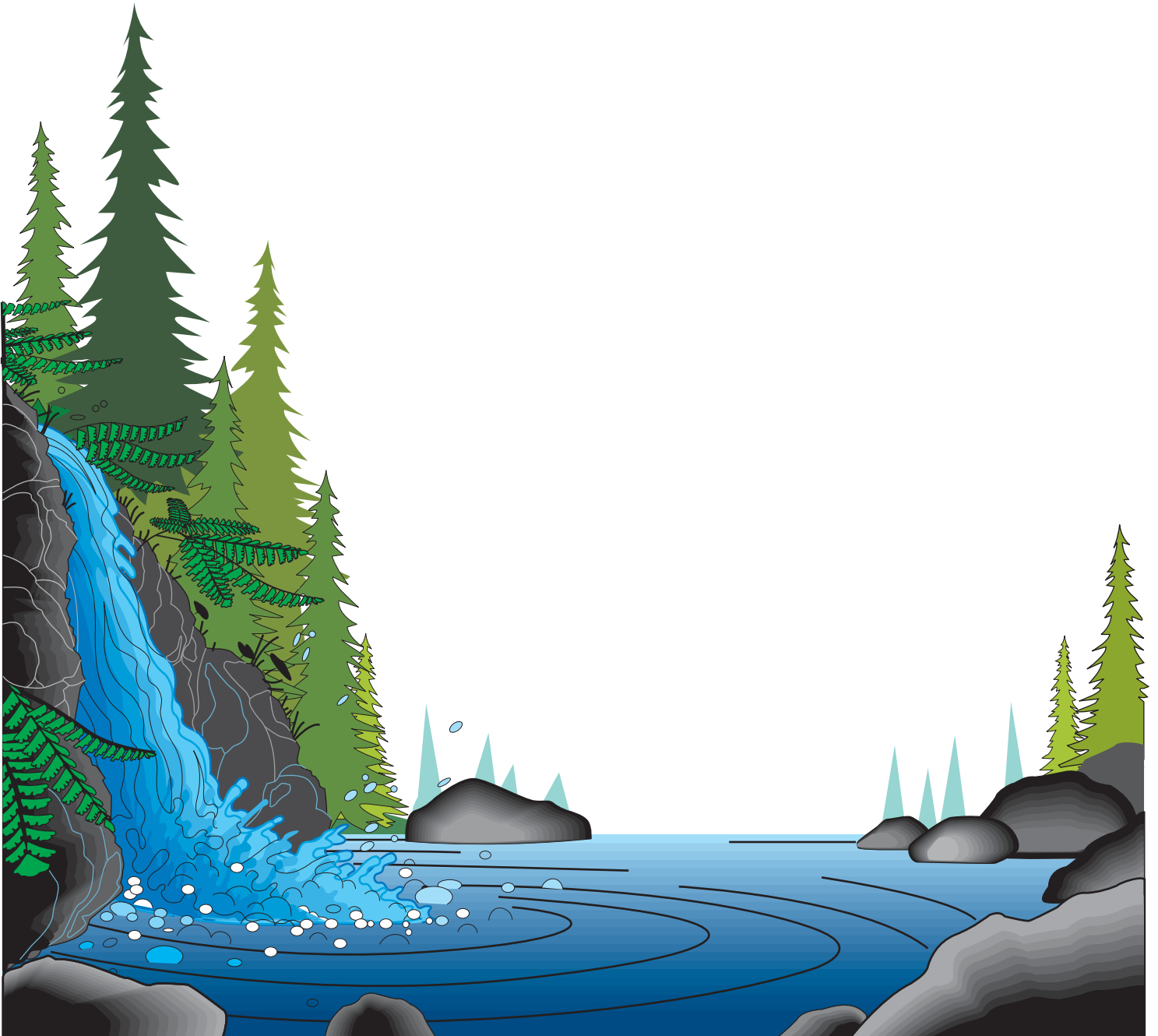
CSAH 37 (CSAH 19 to 70th St NE)	(4.10)
CSAH 19 (CSAH 34 to CSAH 39)	(8.75)
CSAH 37 (Kadler/Jaber int to CSAH 19)	(1.50)
	(14.35)

These designations are left to be completed:

70th St NE (CSAH 37 to CSAH 19)	3.00
70th St NE (Kadler Ave NE to CSAH 19)	1.00
Kadler Ave NE (CSAH 39 to 70th St NE)	2.48
Kalder Ave NE (CSAH 33 to 70th St NE)	7.80
	14.28

[illegible]

STATE PARK ROAD ACCOUNT



State Park Road Account

October 2012

Legislation passed in 2009 amended Minnesota Statutes 1986, section 162.06, subdivision 5, to read as follows:

Subd. 5. (STATE PARK ROAD ACCOUNT.) After deducting for administrative costs and for the disaster account and research account as heretofore provided from the remainder of the total sum provided for in subdivision 1, there shall be deducted a sum equal to the three-quarters of one percent of the remainder. The sum so deducted shall be set aside in a separate account and shall be used for (1) the establishment, location, relocation, construction, reconstruction, and improvement of those roads included in the county state-aid highway system under Minnesota Statutes 1961, section 162.02, subdivision 6 which border and provide substantial access to an outdoor recreation unit as defined in section 86A.04 or which provide access to the headquarters of or the principal parking lot located within such a unit, and (2) the reconstruction, improvement, repair, and maintenance of county roads, city streets, and town roads that provide access to public lakes, rivers, state parks, and state campgrounds. Roads described in clause (2) are not required to meet county state-aid highway standards. At the request of the commissioner of natural resources the counties wherein such roads are located shall do such work as requested in the same manner as on any county state-aid highway and shall be reimbursed for such construction, reconstruction or improvements from the amount set aside by this subdivision. Before requesting a county to do work on a county state-aid highway as provided in this subdivision, the commissioner of natural resources must obtain approval for the project from the county state-aid screening board. The screening board, before giving its approval, must obtain a written comment on the project from the county engineer of the county requested to undertake the project. Before requesting a county to do work on a county road, city street, or a town road that provides access to a public lake, a river, a state park, or a state campground, the commissioner of natural resources shall obtain a written comment on the project from the county engineer of the county requested to undertake the project. Any balance of the amount so set aside, at the end of each year shall be transferred to the county state-aid highway fund.

Pursuant to this legislation, the following information has been submitted by the Department of Natural Resources and the county involved.

State Aid Contact: Joe MacPherson (651) 366-3832

DNR Contact: Dave Sobania (218) 828-2620

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Historical Review of 2010 State Park Road Account

October 2012

2010 Allotment \$3,075,448

2010 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR \$ Allocated
Clay		014-600-007	CSAH	State Park Entrance	Access	131,253
Kittson		035-600-001	Park Rd.	Access to DNR Boat Landing of JCT CSAH 16	Access	200,000
Lake of Woods		039-600-004	Twp. Rd.	CSAH 17 North from Roosevelt, MN	Road Improvement	100,000
Pine		058-600-013	Cty. Rd.	CSAH 18 in city of Hinckley	Road Improvement	232,500
St. Louis		069-600-039	Cty Rd.	Entr. Of Soudan Underground St. Mine Park	Access	570,202
St. Louis		069-600-040	Twp. Rd.	St. Underground Mine Park to Boundary end	Road Improvement	250,000
St. Louis		069-600-042	Park Rd.	To Lake Vermillion	Access	100,000
St. Louis		069-600-041	Twp	TH 169 to Th 169 1.5 Mi E from Soudan	Road Improvement	2,394,114

TOTAL: \$3,978,069

* Supplement to a previous allocation

**State Park Road Account Allocation 2011
2011 Distribution \$3,335,474**

	DISCIPLINE	REG	COUNTY/FILE #	PROJECT	COST
1	Parks & Trails	3	Wabasha/SAU 604 SP 79-604- 044	CSAH 4, access to Carley State Park	\$45,000.
2	Parks & Trails	3	Chisago/SAU 602 SAP 13-612-010	CSAH 12 (Park Trail), access to Wild River State Park. Rd from town of Almelund to Park is often used by bicyclist.	\$1,000,000.
3	Forestry	2	Carlton/SAU 618 SAP 9-600-004	Kettle Lake Rd. Corona Township, access to the Kettle Lake WMA and Fond du Lac State Forest Area.	\$249,000.
4	Parks & Trails	4	Waseca/SAU 591 81-600-005	10 th Street NW, serving the only public access and boat ramp on Loon Lake.	\$26,000.
5	Fisheries	4	LeSueur/SAU 570 SAP 40-614-009	CSAH 14, Waterville Township, Lake Tetonka public water access and fishing piers	\$500,000.
6	Parks & Trails	2	Lake/SAU 594 SAP 38-620-008 SAP 38-621-003	First Ave., City of Two Harbors, access site and future marina in Two Harbors & Lake Superior	\$100,000.
7	Wildlife	3	Morrison/SAU 598 SAP 49-600-030	113 th Street, Agram Township, Rice-Skunk WMA access	\$15,400.
8	Parks & Trails	1	Cass/SAU 515 SAP 11-600-017	25 th Ave. S.W., Sylvan Township, access to Wilder Landing on the Crow Wing River	\$60,000.
9	Wildlife	3	Morrison/SAU 596 SAP 49-600-028	Kettle Road, Agram & Bellevue Towhships, Craine Meadows WMA access	\$32,900.
10	Parks & Trails	2	Itasca/SAU 615 SAP 31-600-009	CR 551 (Thistledew Rd), access to Thistledew Lake Forrest Campground, Togo Horse camp administered by McCarthy Beach State Park, and Thistledew Lake Public Access	\$350,000.
11	Parks & Trails	3	Morrison/SAU 595 SAP 49-600-029	68 th St. and Garland Road, Bellevue Township, access to Mississippi River above the Blanchard Dam and access below the Blanchard Dam	\$8,400.
12	Parks & Trails	1	Hubbard/SAU 619 SAP 29-600-010	210 th Street, Todd Township, access to Portage Lake	\$370,000.
13	Park & Trails	4	Big Stone/SAU 610 SAP 6-600-004	Rearing Pond Road (T-13), Big Stone Lakes year Round lake accesses and boat landing located Within Big Stone State Park	\$215,000
14	Parks & Trails	2	St. Louis/SAU 483 SAP 69-600-035	County Rd 275 (Island Lake Dam Rd), Access to Island Lake	\$250,000
					\$3,221,700

State Park Road Account Allocation 2012
2012 Distribution \$3,547,641

	COUNTY	ROAD SYSTEM	PROJECT #	WORK DESCRIPTION & LOCATION	COST
1	Kittson	Park Road	SAP 035-600-001	Access to DNR Boat Landing	\$44,325
2	St. Louis	Twp Road	SAP 069-600-040	From South State Underground Mine Park boundary to end - Lake Vermilion	\$216,194
3	St. Louis	Park Road	SAP 069-600-042	Access to Lake Vermilion, .5 miles North from tower	\$121,566
4	Big Stone	Park Road	SAP 006-600-005 Previously SAP 006-600-004	Access to Big Stone Lake State Park	\$25,817
5	Crow Wing	Twp Road	SAP 18-600-029	Access to White Pine Road to Camp Lake	\$235,000
6	Dakota	Cty Road	SAP 019-600-021	Access to Miesville Ravine Park and Cannon River	\$101,400
7	Isanti	Twp Road	SAP 030-600-006	Access to Becklin Homestead Park	\$565,790
8	Kanabec	Park Road	SAP 033-600-003	Access to Kroschel WMA, Bean Dam WMA and Snake River State Forest	\$600,000
9	Lyon	Park Road	SAP 042-600-003	Access to Camden State Park	\$850,000
10	Lake	Cty Road	SAP 038-596-003	Access to Split Rock lighthouse State Park	\$175,000
11	Lake	Cty Road	SAP 038-596-004	Access to Gooseberry State Park	\$160,000
12	Wabahsa	Cty Road	SAP 079-598-024	Bridge No. 79509 over Old Channel of Zumbro River on CR 84	\$100,000
				Total	\$3,195,092

Projects Approved by Screening Board
October 2012

Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR \$ Allocated
Chippewa	6/07	012-632-002	CSAH	Main access to Lac Qui Parle State Park	Access	1,125,000
Rice	6/07	066-629-011	CSAH	Nerstrand State Park Entrance	Road Improvements	291,000
Roseau	6/07	068-613-016	CSAH	Access to Lake of the Woods	Access	450,000
Rock	6/07	067-620-012	CSAH	Access to Blue Mounds State Park	Access	250,000
Pope	6/07	061-628-025	CSAH	Access to Villard City Park	Road Improvements	600,000
Becker	6/08	003-635-006	CSAH	From Whaley's Rd. to Rat Lake Trail	Road Improvements	150,000
Winona	10/08	085-603-003	CSAH	Park Access	Road Improvements	1,018,000
Pipestone	6/09	059-620-003	CSAH	Access to Split Rock Creek State Park	Access	83,000
LeSueur	10/09	040-614-009	CSAH	Waterville Area Fisheries	Road Improvements	500,000
Chisago	6/10	013-601-009	CSAH	East Lake Public Water Access	Road Improvements	1,445,587
Chisago	6/10	013-612-009	CSAH	Access to St. Croix Wild River State Park	Road Improvements	1,537,789
Chisago	6/10	013-619-xxx	CSAH	Access to Carlos Avery Wildlife Area	Road Improvements	1,951,000
Chisago	6/10	013-636-xxx	CSAH	Sunrise Unit of the Carlos Avery Wildlife Area	Road Improvements	1,071,807
Clay	6/10	014-600-007	CSAH	Buffalo River State Park Access	Access	133,000
Lake	6/10	038-620-008	CSAH	Access to Agate Bay Boat Launch to Lk Sup.	Access	100,000
Pope	6/10	061-627-004	CSAH	Public Access to Lake Leven	Access	200,000
Winona	6/10	085-603-004	CSAH	Park Access	Access	240,000
Blue Earth	10/10	007-626-xxx	CSAH	Improved access to Eagle Lake County Park	Access	700,000
Crow Wing	10/10	018-631-xxx	CSAH	Bridge - DNR access to Rabbit Lake	Access	75,000

TOTAL: \$11,921,183

* Supplement to a previous allocation



Maintenance Facilities

October 2012

Under Minnesota Statute, 162.08, Subd. 9, it allows the use of State Aid bond money to be used for the construction of maintenance facilities.

State Aid Rules 8820.1500, Subp. 11. **County or municipal bond account.** With regard to a county or municipal bond account, a county or urban municipality that resolves to issue bonds payable from the appropriate state-aid fund in accordance with law for the purpose of establishing, locating, relocating, constructing, reconstructing, or improving state-aid streets or highways and, for a county only, constructing buildings and other facilities for maintaining a county state-aid highway under its jurisdiction, shall certify to the commissioner within 30 days following issuance of the bond, the amount of the total obligation and the amount of principal and interest that will be required annually to liquidate the bonded debt. The commissioner shall set up a bond account, itemizing the total amount of principal and interest involved and shall annually certify to the commissioner of finance the amount needed from the appropriate state-aid construction fund to pay the principal due on the obligation, and the amount needed from the appropriate state-aid maintenance fund to pay the current interest. The total maximum annual repayment of funds loaned from the transportation revolving loan fund and state-aid bond funds that may be paid with state-aid funds is limited to 50 percent of the amount of the county's or urban municipality's last annual construction allotment preceding the bond issue. Proceeds from bond sales are to be expended only on approved state-aid projects and for items determined to be eligible for state-aid reimbursement. A county or urban municipality that intends to expend bond funds on a specific state-aid project shall notify the commissioner of this intent without delay upon awarding a contract or executing a force account agreement. Upon completion of each such project, a statement of final construction costs must be furnished to the commissioner by the county or the urban municipality. **Counties may only fund the portion of maintenance buildings and structures related to state-aid transportation maintenance operations.** If a building or structure or any portion of it is used for other than state-aid maintenance purposes during its useful life, the commissioner may determine an amount the county shall pay back to the county's maintenance account.

CY 1997

Cook	\$665,000.00	* Original Bond \$650,000-added 15,000 when refinanced
Rice	108,004.47	Computerized Fuel System
	\$773,004.47	

CY 1998

Koochiching	\$118,543.41	International Falls Storage Shed
Lake of the Woods	300,872.29	Maintenance Facility
Pipestone	31,131.16	Fueling System & Remodeling
	\$450,546.86	

CY 1999

Morrison	\$33,590.98	2 salt storage buildings
Waseca	1,800,000.00	* Maintenance Facility
	\$1,833,590.98	

CY 2000

Carver	\$343,632.04	Public Work Bldg
Mahnomen	422,867.00	Maintenance Facility
Pine	363,848.03	Sandstone Bldg Addition
	\$1,130,347.07	

CY 2001

Carver	\$500,000.00	Public Work Bldg
Nobles	500,000.00	Maintenance Facility
	\$1,000,000.00	

Maintenance Facilities

October 2012

CY 2002			
Carver	\$168,398.26	Public Work Bldg	
Dodge	109,816.45	Access to maintenance facility	
Hennepin	260,000.00	Salt/Sand storage facility-Orono	
	\$538,214.71		
CY 2003			
Cottonwood	\$90,458.55	Salt shed	
	\$90,458.55		
CY 2004			
Carlton	\$550,000.00	Maintenance Facility	
Cottonwood	147,429.02	Windom addition	
	\$697,429.02		
CY 2005			
Dodge	\$160,000.00	Maintenance Facility	
Morrison	1,134,368.89	Public Works Bldg	
Swift	417,102.00	Admin office & Outshops	
	\$1,711,470.89		
CY 2006			
Hubbard	\$280,000.00	Maintenance Facility	
Kandiyohi	1,164,576.40	Maintenance Facility	
Meeker	1,000,000.00	Maintenance Facility	
Pennington	66,811.40	Hwy Facility Upgrade	
Renville	313,500.00	Franklin Facility	
	\$2,824,887.80		
CY 2007			
Lake of the Woods	\$97,464.00	Salt/Sand Storage	
	\$97,464.00		
CY 2008			
Martin	\$85,410.00	Maintenance Facility	
	\$85,410.00		
Total to Date	\$11,232,824.35		

* - Projects funded with bonds

MAINTENANCE FACILITIES – CURRENT PROCESS

Maintenance Facilities are eligible for State Aid funds when approved by the District State Aid Engineer (DSAE) and the State Aid for Local Transportation (SALT) Engineer.

- A resolution is required.
- Facilities may be financed with State Aid Bonds per Mn Statute 162.181, Subd. 1.
- Annual depreciation for this facility should not be charged to the CSAH system.

Approval Process

1. A request for approval must be sent to the DSAE and include the following:
 - Information regarding the use of the facility
 - Total estimated cost of the facility
 - What percent of the cost of the facility is attributable to State Aid
 1. This can be justified by:
 1. Percent of CSAH mileage to total mileage, or by
 2. Percent of CSAH expenditures to total cost

Lump sum payment requests may be approved. If a lump sum payment is preferred, it must be equal to or less than the amount approved based on the % method. Identify payment as a "lump sum" on the request.

2. DSAE reviews request, makes recommendation for reimbursement and forwards to SALT Engineer for review and final approval.
3. SALT Engineer notifies county of the approved percent or lump sum and forwards copy of county request and approval letter to State Aid Finance (SAF).

Partial Payment Process

1. County obtains State Aid Project number from SALT.
2. County submits State Aid Payment Request identifying the costs as Maintenance Facility in the "Other Costs" section of the form, for up to 95% of the estimated cost of the facility.
 - The amount requested should use the same percentage of total cost or lump sum amount as approved by SALT.
 - DSAE is not required to approve State Aid Payment Request for Maintenance Facilities. Payment request may be sent directly to SALT.
3. If the facility is being funded with State Aid Bonds
 - The county must submit a bond schedule to SAF.
 - A State Aid Payment Request is required to be applied against the bond.
 - If the final cost is less than bond principal, excess funds must be repaid to the county or municipalities state aid account or bond principal payments reduced to total cost and remaining principal paid from local funds.

Final Payment Process

1. Once the facility has been constructed, a final payment request must be submitted to SALT.
 - If total cost exceeds 20% of the original approved amount, SAF will forward to SALT for approval.
 - DSAE is not required to approve State Aid Payment Request for Maintenance Facilities.

9/26/2012

Hardship Transfers

October 2012

State Aid Rules 8820.1800 TRANSFER FOR HARDSHIP CONDITION OR LOCAL OTHER USE.

Subpart 1. **Hardship.** When the county board or governing body of an urban municipality desires to use a part of its state-aid allocation off an approved state-aid system, it shall certify to the commissioner that it is experiencing a hardship condition in regard to financing its local roads or streets while holding its current road and bridge levy or budget equal to or greater than the levy or budget for previous years. Approval may be granted only if the county board or governing body of an urban municipality demonstrates to the commissioner that the request is made for good cause. If the requested transfer is approved, the commissioner, without requiring progress reports and within 30 days, shall authorize either immediate payment of at least 50 percent of the total amount authorized, with the balance to be paid within 90 days, or schedule immediate payment of the entire amount authorized on determining that sufficient funds are available.

Hardship Transfers		
<u>CY 1997</u>		
Big Stone	\$600,000	Abnormal winter conditions
Grant	500,000	Abnormal winter conditions
Mahnomen	250,000	Abnormal winter conditions
Pennington	150,000	Snow & spring flooding
Pope	250,000	Abnormal winter conditions
Stevens	500,000	Abnormal winter conditions
Swift	100,000	Abnormal winter conditions
Traverse	480,000	Abnormal 1997 winter conditions
Traverse	420,000	Spring 1997 flood damage
	\$3,250,000	
<u>CY 2001</u>		
Pennington	<u>\$296,000</u>	#24 & #27 County Road System
	\$296,000	
<u>CY 2003</u>		
Traverse	<u>\$268,915</u>	Disastrous fire destroying
	\$268,915	Wheaton Hwy shop
<u>CY 2004</u>		
Kittson	<u>\$100,000</u>	wet weather, poor drying &
	\$100,000	heavy comm truck damage
<u>CY 2005</u>		
Kittson	\$125,000	Heavy rain 7/3/2005 weekend
Otter Tail	<u>500,000</u>	High water, CSAH 12 & 10
	\$625,000	
Total	\$4,539,915	

**COUNTY STATE AID CONSTRUCTION ACCOUNT
ADVANCE GUIDELINES
Regular & Municipal Accounts**

State Aid Advances

M.S. 162.08, Subd 5, 6 and 7 provide for counties to make advances from future year's allocations for the purpose of expediting construction. This process not only helps reduce the construction fund balance, but also allows counties to fund projects that may have been delayed due to funding shortages.

The formula used to determine if advances will be available is based on the current fund balance, expenditure trends, repayments and a \$40,000,000 recommended threshold. The threshold can be administratively adjusted by the State Aid Engineer and reported to the Screening Board at the next Screening Board meeting.

The process used for advancing is dependent on the code levels which are listed below. Code levels for the current year can be obtained from the SAF website.

State Aid Advance Code Levels

Guidelines for advances are determined by the following codes.

SEVERE	Code RED - SEVERE - Fund Balances too low. NO ADVANCES - NO EXCEPTIONS
HIGH	Code ORANGE - HIGH - Fund Balance below acceptable levels. Priority system in use. Advances approved thru DSAE and State Aid Engineer only. Resolution required. Approved projects automatically reserved.
GUARDED	Code BLUE- GUARDED - Fund balance low; balances reviewed monthly. Advances on first-come, first-serve basis. Resolution required. Reserve option available only prior to bid advertisement.
LOW	Code GREEN - LOW - Fund Balance acceptable level. Advances approved on first-come, first-serve basis while funds are available. Resolution required. High priority projects reserved; others optional.

General Guidelines for State Aid & Federal Aid Advance Construction

Advancing occurs once a counties account balance is zero. A County Board Resolution must be received by State Aid Finance before any funds will be advanced. Once the resolution is received by SAF, the approved amount will appear in the "Available to Advance" column on the counties Status Report in the State Aid Accounting System (SAAS).

Advances are not limited to the projects listed on the resolution. Project payments are processed in the order received by SAF until the maximum advance amount is reached. Resolutions are

good for year of submission only and can not be submitted for multiple years. Advances are repaid from next year's allocation until fully repaid.

Advance funding is not guaranteed. A 'Request to Reserve' funding form can be submitted to ensure funds will be available for your project. Once approved, a signed copy will be returned to the County.

A Sample Resolution and a Request to Reserve Funding form can be obtained from SAF website - <http://www.dot.state.mn.us/safinance>. Mail completed forms to Sandra Martinez in State Aid Finance. Check with your DSAE to see if they want a copy of the forms.

Questions related to advance funding can be directed to Sandra Martinez at 651-366-4880.

Priority System

A Priority System can be required if the fund balances drop below an acceptable level (Red & Orange Level). This process starts the fall proceeding the advance year. Each county will be required to submit projects to their DSAE for prioritization within the district. The DSAE will submit the prioritized list to SALT for final prioritization.

Requests should include a negative impact statement if project had to be delayed or advance funding was not available. In addition, include the significance of the project.

Priority projects include, but are not limited to projects where agreements have mandated the county's participation, or projects with advanced federal aid. Small over-runs and funding shortfalls may be funded, but require State Aid approval.

Advance Limitations

Statutory - None

Reference: M.S.162.08, Supd 5, 6 & 7.

State Aid Rules - None

Reference: State Aid Rules 8820.1500, Subp 5 & 8 thru 9

State Aid Guidelines

Advance is limited to counties last "construction" allotment. Advance amount will be reduced by any similar outstanding obligations and/or bond principle payments due. The limit can be administratively adjusted by the State Aid Engineer.

Limitation may be exceeded due to federal aid advance construction projects programmed by the ATP in the STIP where State Aid funds are used in lieu of federal funds. Repayment will be made at the time federal funds are converted. Should federal funds fail to be programmed, or the project (or a portion of the project) be declared federally ineligible, the local agency is required to pay back the advance under a payment plan mutually agreed to between State Aid and the County.

Variances Requested

October 2012

Request	Agency	Hearing or Admin. Process Date	Request: Rule Number Standard Proposed/Lieu of Standard Required	Approval Date and Status ("Full approval or **Pend HH")	Denial Date	Project Number Route Name, Number, Location, Termini, Tied to Project Numbers
2008-03	Fillmore County	6/25/2008	8820.9920 , 30 MPH horizontal curves in lieu of the 40 MPH.	7/11/2008		SAP 23-615-12, Bridge #23J86
2008-05	Winona County	9/24/2008	8820.9922 , 20 MPH horz curves in lieu of 30 MPH: Contingent on the County working with the DSAE with respect to approach tapers.	10/10/2008		SAP 85-599-64, (Inplace) Bridge #L1489
2008-06	Hennepin Cty	9/24/2008	8820.9995 , CSAH 19 in Loretto, so as to allow surface width of 6.0' in lieu of 8.0'.	10/10/2008		SP 27-090-15; Multi-use trail along CSAH 19 in the City of Loretto
2008-10	Kandiyohi Cty.	12/20/2008	8820.9920 , design speed of 30 MPH sag vertical curve from station 14+00 to 19+75 in lieu of the minimum 40 MPH.	1/8/2009		SAP 34-639-04, proposed reconstr/bridge replacement of CSAH 39 between 0.26 miles S and 0.23 miles S of CSAH 39's intersection with CR 105 in section 36, to 122N, Range 33W.
2008-11	Houston Cty.	12/20/2008	8820.9922 , design speed of 20 MPH sag vertical curve on Elm Drive and a 15 MPH crest and sag vertical curve design speed on Crystal Creek Road in lieu of the minimum 30 MPH.	1/8/2009		SAP 28-599-64, (Twp. Rd 88) House Cty/Spring Grove township, MN. Reconstruction / br. Replace of Elm Dr. and Crystal Cr Rd between CSAH 8 and 0.1 miles N of the jctn with CSAH 8 in Spring Grove Township in Houston County.
2009-02	Lyon County	3/19/2009	8820.9936 ; 20 MPH vertical sag curve in lieu of the required minimum 30 MPH design.	3/25/2009		SAP 42-627-003; CSAH 27 between TH 14 and County Road 63 in the City of Balaton.
2009-10	Hennepin Cty.	9/17/2009	8820.2800 - Plan approval after bid opening.	9/17/2009		SP 27-701-10/sap 27-605-24; Street ligh installation.
2010-06	Ramsey Cty.	6/24/2010	8820.9936 - to allow a 20 mph horizontal curve in lieu of the 30 mph horizontal curve.			Central Corridor Light Rail Transit: Robert Street and University Avenue intersection.
2010-10	St. Louis Cty.	9/16/2010	8820.9936 , to allow a 25 MPH horizontal curve in lieu of	9/22/2010		SP 69-691-020, CSAH 91 (Haines Road) located in Duluth, MN
2010-19	Chisago Cty.	12/16/2010	8820.9936 , to allow a 25 MPH horizontal design curve	12/29/2010		SAP 13-609-30, CSAH 9 Summit Ave in Center City
2010-20	Mower Cty.	12/16/2010	8820.9936 , to allow a 23 MPH vertical curve design curve	12/29/2010		SP 50-629-001, 4th St. (CSAH 29) over Cedar River rehab of bridge no. 5368
2010-21	Winona Cty.	12/16/2010	8820.9936 , to allow 11 foot lanes in lieu of 12 foot lanes	12/29/2010		SP 85-617-22, CSAH 17 & CSAH 15 Roadway improvements.
2011-06	Fillmore Cty.	5/31/2011	8820.9920 , to allow a 30 mph vertical curve in lieu of a 40 mph vertical curve.	5/31/2011 Full Approval		SAP 23-612-35, CSAH 12, approx. 0.6 miles w of CSAH 14
2011-09	Washington Cty	9/22/2011	8820.9936 - to allow 11 ft. lanes in lieu of 12 ft. lanes			CSAH 19 between CSAH 18 and Lake Rd.
2012-06	Hennepin County	6/28/2012	8820.9936 , Requesting the following: 1. A lane width of 10 ft. in lieu of 11 ft. as required by law between Lake Road North and the South approach of Indiana Avenue North. 2. A parking lane width of 8.97 ft in lieu of 10 ft as required by law between Lake Road North and the South approach of Indiana Ave. North	6/28/2012 (Full Approval)		Reconstruction of CSAH 9 from approximately 200 ft. West of Lake Road, North to Xerxes Ave. North
2012-10	Washington County	6/28/2012	8820.9946 - To allow a total street width (face-to-face of curbs) of 40 ft. with parking on both sides in lieu of 42 ft. as required by law	6/28/2012 (Full Approval)		Reconditioning of CSAH 23 (Third Street) from Orleans Street to 423 ft. North of Willard Street



Transportation Revolving Loan Fund

(TRLF) Program Summary

The Transportation Revolving Loan Fund provides financing to state, local and other government entities for transportation projects approved by the Minnesota department of Transportation (Mn/DOT). Administered jointly by the Public Facilities Authority (PFA) and Mn/DOT, the program provides below-market-rate loans. When the loans are repaid, the funds are returned to the TRLF and used to finance additional projects.

Eligibility:

To be eligible for TRLF financing, a project must be eligible under Title 23 (Highways) or Title 49 (Transit Capital) of the U.S. Code, and Minnesota Statutes, Section 446A.085, Subdivision 2. However, the SAFETEA-LU Technical Corrections Bill (HR 1195) enacted on June 6, 2008 extended this eligibility to roads functionally classified as minor collectors. Eligible projects include, but are not limited to, pre-design studies; acquisition of right-of-way; road and bridge maintenance, repair, improvement, or construction; enhancement items; rail and air safety projects; and transit capital projects.

Minimum Requirements:

Applicants must demonstrate the financial ability to repay the loan and have complete financing for the project. Borrowers must issue a general obligation or revenue bond to the PFA as security for the loan. Loans can be amortized up to a maximum of 30 years but cannot exceed the useful life of the project. Financing options include conventional loans, loan guarantees, lines of credit, credit enhancements, equipment financing leases, bond insurance, and other forms of financial assistance.

Loan Replacement Sources:

Possible loan replacement sources are property tax levies, special assessments, tax increment financing, local government option sales taxes, future federal funds, future state funds, and customer fees from revenue-generating projects such as parking ramps, park and ride lots, and intermodal facilities.

Interest Rates and Fund Disbursement:

The PFA sets a discount interest rate from a municipal bond index. An additional discount of one percent is provided for borrowers with population less than 5,000. Loan funds are disbursed on a monthly basis as costs are incurred.

Application and Approval Process:

Applications are submitted to the appropriate Mn/DOT district for initial review and approval by the Area Transportation partnership (ATP). Applications that are approved by the ATP, certified by Mn/DOT and approved by the PFA will receive funding.

Please contact Trang Chu at Mn/DOT 651-366-3782 for additional information.

Updated May 2011



Transportation Revolving Loan Fund

(TRLF) Program Origination

In November 1995, the federal government established the State Infrastructure Bank (SIB) program through the National Highway System Designation Act to finance transportation projects by eligible borrowers. The purpose of the SIB program is to attract new funding into transportation, encourage innovative approaches to financing transportation projects, and help build needed transportation infrastructure.

SIB operates much like a commercial bank by offering loans and other types of financial assistance to eligible borrowers to finance transportation projects. When the loans are repaid, the funds are returned to the SIB and used to finance additional projects, creating a continually expanding pool of money for transportation projects.

During the 1997 legislative session, the Minnesota Department of transportation (Mn/DOT) created and signed into law a SIB for Minnesota, known as the Transportation Revolving Loan Fund (TRLF) Act. The TRLF Act authorized Mn/DOT, the Minnesota Department of Trade and Economic Development (DTED), and the Minnesota Public Facilities Authority (PFA) to jointly develop and administer a SIB program. Mn/DOT is responsible for evaluating and certifying transportation projects to the PFA for TRLF financing. The PFA is responsible for conducting a financial evaluation of the certified project applications and setting the terms and conditions for the TRLF loans.

In June of 1997, the federal government authorized Minnesota to create a SIB program and appropriated the state \$4 million in federal incentive funds to capitalize the TRLF. All federal funds deposited into the TRLF require the concurrent deposit of a non-federal match of 25% of the federal contribution. Since its inception in 1997, the TRLF has been capitalized with approximately \$58.5 million which includes:

- \$4 million Federal General Fund SEED (1998-2005)
- \$31 million Federal Formula (1998-2000)
- \$7 million State Trunk Highway (1999-2000)
- \$16.5 million State General Fund (1998-2000)

\$8.2 million of the State General Fund was taken back in 2003 to help balance the state budget. Over the life of the program, \$50.3 million in the TRLF has leveraged over \$156 million in loans to date.

TRLF Project History as of May 2011

68 total project applications (33 city, 18 county, 15 Mn/DOT, and 2 Metropolitan Council)

27 total projects funded (14 city, 7 county, 4 Mn/DOT, and 2 Metropolitan Council)

Updated May 2011

MINUTES OF THE COUNTY ENGINEER'S
SCREENING BOARD MEETING
June 13, 2012
ARROWWOOD RESORT
ALEXANDRIA, MN

The spring meeting of the County Engineer's 2012 Screening Board was called to order by Chairman Lyndon Robjent, Carver County Engineer, at 8:40 am, June 13, 2012.

Attendance

A roll call of the Screening Board members by Secretary John Welle, Aitkin County Engineer, indicated the following members present:

Dave Betts, Cook County	District 1
Rhonda Lewis, Sherburne County	District 3
Jon Large, Mahnommen County	District 4
Lyndon Robjent, Carver County	Metro
Mitch Rasmussen, Scott County	Metro
Kevin Peyman, Martin County	District 7
Wayne Sandberg, Washington County	Urban
Doug Fischer, Anoka County	Urban
Mark Krebsbach, Dakota County	Urban
Jim Grube, Hennepin County	Urban
Jim Foldesi, St. Louis County	Urban

Approval of Screening Board Minutes

Chairman Lyndon Robjent requested a motion to approve minutes of the October 26-27, 2011 Screening Board meeting and the January 20, 2012 special Screening Board Meeting. Motion was made by Jim Foldesi, seconded by Jim Grube, and passed unanimously.

Others in Attendance

A roll call of the alternate Screening Board members by Secretary John Welle recognized the following alternates in attendance:

Lon Aune, Marshall County	District 2
Loren Fellbaum, Todd County	District 3
Dave Overbo, Clay County	District 4
Roger Risser, Watonwan County	District 7
Andy Sander, Yellow Medicine County	District 8

It was noted that Lon Aune would be acting as the District 2 Screening Board member in the absence of Brian Ketrang. It was also noted that Guy Kolnhofer would be acting as the District 6 Screening Board member in the absence of both Mike Hanson and David Kramer.

The attached attendance sheet will reflect others in attendance including county engineers and MnDOT personnel.

Election of Vice-Chairman

Chairman Lyndon Robjert asked for nominations for a vice-chairman. Motion was made by Wayne Sandberg, seconded by Jim Grube to nominate and elect Jon Large as vice-chairman. Motion passed unanimously.

Julie Skallman mentioned that the four-year term of Screening Board Secretary John Welle will end in 2012. Anyone interested in serving for the next four-year term should contact Julie or Kim DeLaRosa.

Review of Screening Board Report

Chairman Lyndon Robjert asked County State-Aid Needs Manager Kim DeLaRosa to review the 2012 County Screening Board Data dated June 2012. Kim noted that no action would be required on this year's needs update information based on action taken at the January 20, 2012 special Screening Board Meeting.

A. Mileage Requests – Pages 1-9

Although there are no mileage requests for the Screening Board to consider, historical information of approved mileage requests, banked state-aid mileage, and historical documentation of approved mileage requests is shown on pages 1-9.

B. State Park Road Account – Pages 11-16

Kim reported that there are no state park road account projects that require Screening Board approval at this time. 2012 State Park Road Account projects have been selected but a list has not yet been published.

C. Reference Material – Pages 17-55

Kim reviewed the various reference materials that are contained on pages 17-55.

After the Fact Update

Kim reviewed the decision from the January 20, 2012 special Screening Board Meeting to discontinue updating of the current needs calculation system while implementation of the new needs program takes place. As part of that decision, each county's past three-year average of needs percentage would be used, with continuing adjustments for the mill levy deduction and minimum county. Counties were given the opportunity to submit after the fact needs and credit for local effort until March 30, 2012 for projects awarded prior to December 31, 2010. Kim reported that approximately \$17 million of miscellaneous after the fact needs, \$22 million of after the fact right of way needs, and \$17 million of credit for local effort were submitted.

Needs Task Force

A. Contract Update

Rick Kjonaas gave an update on the contract with Technosoft, Inc. for writing of the new needs software program. The contract will be in place by the end of June, 2012 and will include two phases. The first phase will involve computation the individual needs for each county, with the second phase being the calculation of the entire state-aid apportionment including equalization, lane miles, and motor vehicle registration. Beginning in early July,

2012 the first phase of work will begin with five programmers working with state-aid staff for five weeks to gain an understanding of the needs computation program. Programming of the actual software will then begin with an anticipated completion of the first phase in mid November, 2012 for consideration by the counties at the January, 2013 annual conference. Upon acceptance by the counties, the second phase of the programming will begin.

B. Rick Arnebeck Report

Rick Kjonaas reviewed the first draft of a report that is being written by Rick Arnebeck to document the process of transitioning from the old needs calculation system to the proposed new needs system. The intent of this report is to document the decisions made by the needs Task Force throughout the development of the new needs calculation system.

C. Progress Report

Mitch Rasmussen gave an update of Needs Task Force progress, including proposed revised methods for calculation of box and arch culvert costs, railroad crossings, traffic signals, and loops and ramps. Brian Giese talked about the proposed establishment of a minimum state-aid allotment percentage for each county to prevent against potential significant decreases in an individual county's allocation percentage when the new needs system is implemented. Discussion on these items followed.

D. Statistician Update

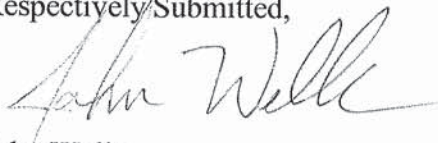
Kim DeLaRosa updated the Screening Board on the statistical analysis that is currently being performed by a consultant to determine the statistical accuracy and reliability of the proposed needs system. Kim noted that several of the design categories in the proposed needs system have a relatively few number of projects, thereby raising concerns about sample sizes and reliability of data.

Chairman Lyndon Robjent thanked Roger Risser for his three years of service on the General Subcommittee. A General Subcommittee member will be appointed in the near future to represent the southern counties.

Chairman Lyndon Robjent announced that the 2012 Fall Screening Board will be held October 24-25, 2012 at Chase on the Lake in Walker.

A motion was made by Mitch Rasmussen, seconded by Doug Fischer to adjourn the spring meeting of the County Engineer's 2012 Screening Board at 10:25 a.m. Motion passed unanimously.

Respectively Submitted,



John Welle
Screening Board Secretary
Aitkin County Engineer

CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD

BE IT RESOLVED:

ADMINISTRATIVE

Improper Needs Report - Oct. 1961 (Rev. Jan. 1969)

That the Office of State Aid and the District State Aid Engineer be requested to recommend an adjustment in the needs reporting whenever there is reason to believe that said reports have deviated from accepted standards and to submit their recommendations to the Screening Board with a copy to the county engineer involved.

Type of Needs Study - Oct. 1961 (Rev. June 1965)

That the Screening Board shall, from time to time, make recommendations to the Commissioner of Transportation as to the extent and type of needs study to be subsequently made on the County State Aid Highway System consistent with the requirements of law.

Appearance at Screening Board - Oct. 1962

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

Construction Cut Off Date - Oct. 1962- June 1983(Latest Rev. June 2007)

That for the purpose of measuring the needs of the County State Aid Highway System, the annual cut off date for recording construction accomplishments based upon the project award date shall be December 31.

Screening Board Vice-chairman - June 1968

That at the first County Screening Board meeting held each year, a Vice-chairman shall be elected and he shall serve in that capacity until the following year when he shall succeed to the chairmanship.

Screening Board Meeting Dates and Locations - June, 1996

That the Screening Board Chairman, with the assistance of State Aid personnel, determines the dates and the locations for that year's Screening Board meetings.

Screening Board Secretary - Oct. 1961

That, annually, the Commissioner of Transportation may be requested to appoint a secretary, upon recommendation of the County Highway Engineers' Association, as a non-voting member of the County Screening Board for the purpose of recording all Screening Board actions.

Research Account - Oct. 1961

That the Screening Board annually consider setting aside a reasonable amount of County State Aid Highway Funds for the Research Account to continue local road research activity.

Annual District Meeting - Oct. 1963 (Rev. June 1985)

That the District State Aid Engineer call a minimum of one district meeting annually at the request of the District Screening Board Representative to review needs for consistency of reporting.

General Subcommittee - Oct. 1986 (Rev. June, 1996)

That the Screening Board Chairman appoints a Subcommittee to annually study all unit prices and variations thereof, and to make recommendations to the Screening Board. The Subcommittee will consist of three members with initial terms of one, two and three years, and representing the north (Districts 1, 2, 3 and 4), the south (Districts 6, 7 and 8) and the metro area of the state. Subsequent terms will be for three years.

Mileage Subcommittee - Jan. 1989(Rev. June, 1996)

That the Screening Board Chairman appoints a Subcommittee to review all additional mileage requests submitted and to make recommendations on these requests to the County Screening Board. The Subcommittee will consist of three members with initial terms of one, two and three years and representing the metro, the north (Districts 1, 2, 3 and 4) and the south area (Districts 6, 7 and 8) of the state respectively. Subsequent terms will be for three years and appointments will be made after each year's Fall Screening Board Meeting. Mileage requests must be in the District State Aid Engineer's Office by April 1 to be considered at the spring meeting and by August 1 to be considered at the fall meeting.

Guidelines For Advancement of County State Aid Construction Funds From The General CSAH Construction Account - October, 1995 (Latest Rev. October, 2002)

- 1) The maximum County State Aid construction dollars which can be advanced in any one year shall be the difference between the County State Aid construction fund balance at the end of the preceding calendar year plus any repayment due from the previous years advancing and \$40 million. Advanced funding will be granted on a first come-first served basis.
- 1a) In order to allow for some flexibility in the advancement limits previously stated, the \$40 million target value can be administratively adjusted by the State Aid Engineer and reported to the Screening Board at their next meeting.

- 2) Total advances to the Regular Account shall be limited to the counties last regular construction allotment, and will be reduced by any scheduled regular bond principal obligations and advance encumbrance repayments. Any advances must be repaid by deducting that amount from the next years CSAH regular construction allotment.
- 3) Total advances to the Municipal Account shall be limited to the counties last municipal construction allotment, and will be reduced by any scheduled municipal bond principal obligations and advance encumbrance repayments. Any advances must be repaid by deducting that amount from the next years CSAH municipal construction allotment.
- 4) In addition to the total advances allowed under 2) and 3) above, a county may request an advance in an amount equal to the Federal Funds formally programmed by an Area Transportation Partnership (ATP) in any future programmed year for a State Aid Project and for items that are State Aid eligible. Should Federal Funds fail to be programmed or the project or a portion of the project be declared federally ineligible, the local agency shall be required to pay back the advance under a payment plan agreed to between State Aid and the County.
- 5) Advanced State Aid funding must be requested by County Board Resolution. This resolution need not be project specific, but describes the maximum amount of advances the County Board authorizes for financing of approved County State Aid Highway projects in that year. This resolution must be submitted with, or prior to, the first project specific request. Once the resolution is received by SALT Division, payments will be made to the County for approved County State Aid Highway projects up to the amount requested in the resolution, after that Counties construction account balance reaches zero, and subject to the other provisions of these guidelines. The resolution does not reserve funds nor establish the "first come - first served" basis. First come - first served is established by payment requests and/or by the process describe in (5).
- 6) Prior to entering into a contract where advanced funding will be required, the County Engineer must submit a Request Advanced Funding form. SALT will reserve the funds and return the approved form to the County Engineer provided that:
 - a) the amount requested is within the amount authorized by the County Board Resolution,
 - b) the amount requested is consistent with the other provisions of this guideline, and
 - c) the County intends to approve the contract within the next several weeks; or in the case of a construction project, a completed plan has been submitted for State Aid approval.

Upon receiving the approved Request to Reserve Advanced Funding, the County Engineer knows that funds have been reserved for the project.

NEEDS ADJUSTMENTS

Deficiency Adjustment - Oct. 1961 (Rev. June 1965)

That any money needs adjustment made to any county within the deficiency classification pursuant to Minnesota Statutes Chapter 162.07, Subdivision 4, shall be deemed to have such money needs adjustment confined to the rural needs only, and that such adjustment shall be made prior to computing the Municipal Account allocation.

Minimum County Adjustment – Oct. 1961, Dec. 1966, June 2008 (Latest Rev. October 2009)

Be It Resolved, that the following resolution is rescinded, “That any county whose total apportionment percentage falls below 0.586782, which is the minimum percentage permitted for Red Lake, Mahnomen, and Big Stone Counties, shall have its money needs adjusted so that its total apportionment factor shall at least equal the minimum percentage factor”, and

Be It Further Resolved, for minimum county adjustment purposes, the maximum redistribution shall not exceed 1.25% of the total distribution, and

Be It Further Resolved, that any county whose total distribution share falls below 0.55% shall have its money needs adjusted upward such that its total distribution percentage is up to, but not more than 0.55%, and

Be It Further Resolved, that the maximum redistribution ceiling of 1.25% has precedence over the target maximum safety net of 0.55%.

Be It Further Resolved that such adjustments be made to both the apportionment sum and excess sum distribution, based on the prorated share of each sum of the total distribution: and that said adjustments be prorated to each count based on its distribution percentage of the apportionment sum and excess sum, respectively.

Fund to Townships - April 1964 (Rev. June 1965)

That this Screening Board recommend to the Commissioner of Transportation, that he equalize the status of any county allocating County State Aid Highway Funds to the township by deducting the township's total annual allocation from the gross money needs of the county for a period of twenty-five years.

Bond Adjustment & Transportation Revolving Loan Fund - Oct. 1962 (Latest Rev. June, 2002)

That a separate annual adjustment shall be made in total money needs of a county that has sold and issued bonds pursuant to Minnesota Statutes, Section 162.181, or has accepted a TRLF loan Pursuant to Minnesota Statutes, Section 162.06 for use on State Aid projects, except bituminous or concrete resurfacing projects, concrete joint repair projects, reconditioning projects or maintenance facility construction projects. That this adjustment, which covers the amortization period, which annually reflects the net

unamortized bonded debt, shall be accomplished by adding said net unamortized bond amount to the computed money needs of the county. For the purpose of this adjustment, the net unamortized bonded debt shall be the total unamortized bonded indebtedness less the unencumbered bond amount as of December 31, of the preceding year.

County State Aid Construction Fund Balances - May 1975 - June 2003
(Latest Rev. October 2006)

That, for the determination of County State Aid Highway needs, the amount of the unencumbered construction fund balance as December 31 of the current year; not including the last two years regular account construction apportionment and not including the last three years of municipal account construction apportionment or \$500,000 whichever is greater; shall be deducted from the 25-year construction needs of each individual county. Also, that for the computation of this deduction, the estimated cost of right-of-way acquisition which is being actively engaged in or Federally-funded projects that have been let but not awarded shall be considered as being encumbered and the construction balances shall be so adjusted.

Needs Credit for Local Effort - Oct. 1989 (Latest Rev. October, 1997)

That annually a needs adjustment for local effort for construction items which reduce State Aid needs shall be made to the CSAH 25 year construction needs.

The adjustment (credit for local effort) shall be the local (not State Aid or Federal Aid) dollars spent on State Aid Construction Projects for items eligible for State Aid participation. This adjustment shall be annually added to the 25 year County State Aid Highway construction needs of the county involved for a period of twenty years beginning with the first apportionment year after the documentation has been submitted.

It shall be the County Engineer's responsibility to submit this data to their District State Aid Engineer. His submittal and approval must be received in the Office of State Aid by July 1 to be included in the following year's apportionment determination.

Grading Cost Adjustment - Oct. 1968 (Latest Rev. June, 1988)

That, annually, a separate adjustment to the rural and the urban complete grading costs in each county be considered by the Screening Board. Such adjustments shall be made to the regular account and shall be based on the relationship of the actual cost of grading to the estimated cost of grading reported in the needs study. The method of determining and the extent of the adjustment shall be approved by the Screening Board. Any "Final" costs used in the comparison must be received by the Needs Section by July 1 of the Needs Study year involved.

Restriction of 25-Year Construction Needs Increase - Oct. 1975 (Latest Rev. June 2003)

The CSAH construction needs change in any one county from the previous year's restricted CSAH needs to the current year's basic 25-year CSAH construction needs shall be restricted to 20 percentage points greater than or 5 percentage points less than the statewide average percent change from the previous year's restricted CSAH needs to the current year's basic 25-year CSAH construction needs. Any needs restriction determined by this Resolution shall be made to the regular account of the county involved.

Trunk Highway Turnback - June 1965 (Latest Rev. June 1996)

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

<u>Existing ADT</u>	<u>Turnback Maintenance/Lane Mile/Lane</u>
0 - 999 VPD	Current lane mileage apportionment/lane
1,000 - 4,999 VPD	2 X current lane mileage apportionment/lane
For every additional 5,000 VPD	Add current lane mileage apportionment/lane

Initial Turnback Maintenance Adjustment - Fractional Year Reimbursement:

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

Turnback Maintenance Adjustment - Full Year, Initial or Subsequent:

To provide an advance payment for the coming year's additional maintenance obligation, a needs adjustment per lane mile shall be added to the annual money needs. This needs adjustment per lane mile shall produce sufficient needs apportionment funds so that when added to the lane mileage apportionment per lane mile, the Turnback maintenance per lane mile prescribed shall be earned for each lane mile of Trunk Highway Turnback on the County State Aid Highway System. Turnback adjustments shall terminate at the end of the calendar year during which a construction contract has been awarded that fulfills the County Turnback Account payment provisions, or at the end of the calendar year during which the period of eligibility for 100 percent construction payment from the County Turnback Account expires. The needs for these roadways shall be included in the needs study for the next apportionment.

That Trunk Highway Turnback maintenance adjustments shall be made prior to the computation of the minimum apportionment county adjustment.

Those Turnbacks not fully eligible for 100 percent reimbursement for reconstruction with County Turnback Account funds are not eligible for maintenance adjustments and shall be included in the needs study in the same manner as normal County State Aid Highways.

MILEAGE

Mileage Limitation - Oct. 1961 (Latest Rev. Oct. 1997)

Mileage made available by an internal revision after July 1, 1990, will be held in abeyance (banked) for future designation.

That any request, after July 1, 1990, by any county for County State Aid Highway designation, other than Trunk Highway Turnbacks, or minor increases due to construction proposed on new alignment, that results in a net increase greater than the total of the county's approved apportionment mileage for the preceding year plus any "banked" mileage shall be submitted to the Screening Board for consideration. Such request should be accompanied by supporting data and be concurred on by the District State Aid Engineer.

Any requested CSAH mileage increase must be reduced by the amount of CSAH mileage being held in abeyance from previous internal revisions (banked mileage).

All mileage requests submitted to the County State Aid Highway Screening Board will be considered as proposed, and no revisions to such mileage requests will be considered by the Screening Board without being resubmitted prior to publication of the Screening Board Report by the Office of State Aid. The Screening Board shall review such requests and make its recommendation to the Commissioner of Transportation. If approved, the needs on mileage additions shall be submitted to the Office of State Aid for inclusion in the subsequent year's study of needs.

Revisions in the County State Aid Highway System not resulting in an increase in mileage do not require Screening Board review.

Mileage made available by reason of shortening a route by construction shall not be considered as designatable mileage elsewhere.

That any additions to a county's State Aid System, required by State Highway construction, shall not be approved unless all mileage made available by revocation of State Aid roads which results from the aforesaid construction has been used in reducing the requested additions.

That in the event a County State Aid Highway designation is revoked because of the proposed designation of a Trunk Highway over the County State Aid Highway alignment, the mileage revoked shall not be considered as eligible for a new County State Aid Highway designation.

That, whereas, Trunk Highway Turnback mileage is allowed in excess of the normal County State Aid Highway mileage limitations, revocation of said Turnbacks designated

after July 1, 1965, shall not create eligible mileage for State Aid designation on other roads in the county, unless approved by the Screening Board.

That, whereas, former Municipal State Aid street mileage located in municipalities which fell below 5,000 population under the 1980 and 1990 Federal census, is allowed in excess of the normal County State Aid Highway mileage limitations, revocation of said former MSAS's shall not create eligible mileage for State Aid Designation on other roads in the county, but may be considered for State Aid designation within that municipality.

That, whereas, the county engineers are sending in many requests for additional mileage to the CSAH system up to the date of the Screening Board meetings, and whereas this creates a burden on the State Aid Staff to prepare the proper data for the Screening Board, be it resolved that the requests for the spring meeting must be in the State Aid Office by April 1 of each year, and the requests for the fall meeting must be in the State Aid Office by August 1 of each year. Requests received after these dates shall carry over to the next meeting.

**Non-existing County State Aid Highway Designations - Oct. 1990 – Oct 1992
(Latest Rev. June 2007)**

Any non-existing CSAH designation not part of a transportation plan adopted by the County and approved by the District State Aid Engineer will have the "Needs" removed from the 25 year CSAH Needs Study after 10 years. Approved non-existing CSAH designations shall draw "Needs" up to a maximum of 25 years.

TRAFFIC

Traffic Projection Factors - Oct. 1961 – Oct. 1992- June 2005(Latest Rev. June 2007)

That new Traffic Projection Factors for the needs study be established for each county using a "least squares" projection of the vehicle miles from the last four traffic counts and in the case of the seven county metro area from the number of latest traffic counts which fall in a minimum of a twelve year period. This normal factor can never fall below 1.0. Also, new traffic factors will be computed whenever an approved traffic count is made. These normal factors may, however, be changed by the county engineer for any specific segments where a traffic count or a traffic study warrant a change, with the approval of the District State Aid Engineer.

Also, the adjustment to traffic projection factors shall be limited to a 0.3 point decrease per traffic count interval.

Minimum Requirements - Oct. 1963 (Rev. June 2003)

That the minimum requirements for 4 - 12 foot traffic lanes be established as 7,000 projected vehicles per day for rural design and 7,000 for urban design. Traffic projections of over 20,000 vehicles per day for urban design will be the minimum requirements for 6 - 12 foot lanes. The use of these multiple-lane designs in the needs study, however, must be requested by the county engineer and approved by the District State Aid Engineer

ROAD NEEDS

Method of Study - Oct. 1961 (Rev. Nov. 1965)

That, except as otherwise specifically provided, the Manual of Instruction for Completion of Data Sheets shall provide the format for estimating needs on the County State Aid Highway System.

Soil - Oct. 1961 (Latest Rev. June 1985)

Soil classifications established using a U.S. Soil Conservation Service Soil Map must have supporting verification using standard testing procedures; such as soil borings or other approved testing methods. A minimum of ten percent of the mileage requested to be changed must be tested at the rate of ten tests per mile. The mileage to be tested and the method to be used shall be approved by the District State Aid Engineer. Soil classifications established by using standard testing procedures, such as soil borings or other approved testing methods shall have one hundred percent of the mileage requested to be changed tested at the rate of ten tests per mile.

All soil classification determinations must be approved by the District State Aid Engineer.

Unit Costs - Oct. 1961 (Rev. Nov. 1965)

That the unit costs for base, surface and shouldering quantities obtained from the 5-Year Average Construction Cost Study and approved by the Screening Board shall be used for estimating needs.

Design - Oct. 1961 (Latest Rev. June 1982)

That all roads be divided into proper segments and the highest estimated ADT, consistent with adjoining segments, be used in determining the design geometrics for needs study purposes.

Also, that for all roads which qualify for needs in excess of additional surfacing, the proposed needs shall be based solely on projected traffic, regardless of existing surface types or geometrics.

And, that for all roads which are considered adequate in the needs study, additional surfacing and shouldering needs shall be based on existing geometrics but not greater than the widths allowed by the State Aid Design Standards currently in force.

Grading - Oct. 1961 (Rev. June, 1988)

That all grading costs shall be determined by the county engineer's estimated cost per mile.

Rural Design Grade Widening - June 1980

That rural design grade widening needs be limited to the following widths and costs:

<u>Feet of Widening</u>	<u>Needs Cost/Mile</u>
4 - 8 Feet	50% of Average Complete Grading Cost/Mile
9 - 12 Feet	75% of Average Complete Grading Cost/Mile

Any segments which are less than 4 feet deficient in width shall be considered adequate. Any segments which are more than 12 feet deficient in width shall have needs for complete grading.

Storm Sewer - Oct. 1961 (Rev. Nov. 1965)

That storm sewer mains may be located off the County State Aid Highway if, in so doing, it will satisfactorily accommodate the drainage problem of the County State Aid Highway.

Base and Surface - June 1965 (Rev. June 2003)

That base and surface quantities shall be determined by reference to traffic volumes, soil factors, and State Aid standards. Rigid base is not to be used as the basis for estimating needs on County State Aid Highways. Replacement mats shall be 2" bituminous surface over existing bituminous.

Construction Accomplishments - June 1965 (Latest Rev. Oct. 1983)

That any complete grading accomplishments be considered as complete grading construction of the affected roadway and grading needs shall be excluded for a period of 25 years from the project letting date or date of force account agreement. At the end of the 25-year period, needs for complete reconstruction of the roadway will be reinstated in the needs study at the initiative of the County Engineer with costs established and justified by the County Engineer and approved by the State Aid Engineer.

Needs for resurfacing shall be allowed on all county state aid highways at all times.

That any bridge construction project shall cause the needs on the affected bridge to be removed for a period of 35 years from the project letting date or date of force account agreement. At the end of the 35-year period, needs for complete reconstruction of the bridge will be reinstated in the needs study at the initiative of the County Engineer and with approval of the State Aid Engineer.

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

Items Not Eligible For Apportionment Needs - Oct. 1961 (Latest Rev. June 1985)

That Adjustment of Utilities, Miscellaneous Construction, or Maintenance Costs shall not be considered a part of the Study of Apportionment Needs of the County State Aid Highway System.

Loops and Ramps - May 1966 (Latest Rev. October 2008)

For county state aid highway interchanges with non trunk highways; a county may claim loop and ramp construction needs for each intersection that has a 20 year projected traffic of 70,000 daily entering vehicles or greater and is included in the adopted county transportation plan as a future interchange. It shall be the County Engineer's responsibility to submit documentation to justify estimated costs of the loop and ramps to the District State Aid Engineer.

BRIDGE NEEDS

Bridge Widening - April 1964 (Latest Rev. June 1985)

That the minimum bridge widening be 4 feet.

Bridge Cost Limitations - July 1976 (Rev. Oct. 1986)

That the total needs of the Minnesota River bridge between Scott and Hennepin Counties be limited to the estimated cost of a single 2-lane structure of approved length until the contract amount is determined. Also, that the total needs of the Mississippi River bridge between Dakota and Washington Counties be limited to the estimated cost of a 2-lane structure of approved length until the contract amount is determined. In the event the allowable apportionment needs portion (determined by Minnesota Chapter 162.07, Subdivision 2) of the contract amount from normal funds (FAU, FAS, State Aid, Local) exceeds the "apportionment needs cost", the difference shall be added to the 25-year needs of the respective counties for a period of 15 years.

AFTER THE FACT NEEDS

Bridge Deck Rehabilitation - Dec. 1982 (Latest Rev. Oct. 1992)

That needs for bridge deck rehabilitation shall be earned for a period of 15 years after the construction has been completed and the documentation has been submitted and shall consist of only those construction costs actually incurred by the county. It shall be the County Engineer's responsibility to justify any costs incurred and to report said costs to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1 to be included in the following year's apportionment determination.

Right of Way - June 1984 (Latest Rev. June 2000)

That needs for Right-of-Way on County State Aid Highways shall be earned for a period of 25 years after the purchase has been made and the documentation has been submitted and shall be comprised of actual monies paid to property owners with local or State Aid funds. Only those Right of Way costs actually incurred by the County will be eligible. It shall be the County Engineer's responsibility to submit justification to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1 to be included in the following year's apportionment determination.

Traffic Signals, Lighting, Retaining Walls, Sidewalk, Railroad Crossing Surfacing, Wetland Mitigation, Concrete Paving and Railroad Protection - June 1984 – June 2003 (Latest Rev. Oct 2007)

That needs for Traffic Signals, Lighting, Retaining Walls, Sidewalk, Railroad Crossing Surfacing, Wetland Mitigation, Concrete paving (as eligible for State Aid participation) and Railroad Protection on County State Aid Highways shall be earned for a period of 25 years after the construction has been completed and the documentation has been submitted and shall consist of only those construction costs actually incurred by the county. It shall be the County Engineer's responsibility to justify any costs incurred and to report said costs to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1 to be included in the following year's apportionment determination.

Railroad Over Highway Bridges – October 2007

That, Needs for railroad bridge improvements over CSAH routes shall be earned for a period of 35 years after the bridge construction has been completed and the documentation has been submitted and shall be comprised of actual monies paid with local or State Aid funds. Only those bridge improvement costs actually incurred by the County will be eligible. It shall be the County Engineers responsibility to submit justification to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1 to be included in the following year's apportionment determination

Mn/DOT Bridges - June 1997 (Latest Rev. June 2000)

That, Needs for bridge improvements to trunk highway bridges carrying CSAH routes shall be earned for a period of 35 years after the bridge construction has been completed and the documentation has been submitted and shall be comprised of actual monies paid with local or State Aid funds. Only those bridge improvement costs actually incurred by the County will be eligible. It shall be the County Engineers responsibility to submit justification to the District State Aid Engineer. His approval must be received in the Office of State Aid by July 1 to be included in the following year's apportionment determination.

After the Fact Loops & Ramps – October 2008

For county state aid highway interchanges with trunk highways; after the fact needs shall be earned for a period of 25 years after construction has been completed for only those costs actually incurred by the county (state aid or county tax levy funds). It shall be the County Engineer's responsibility to submit documentation to justify the costs incurred and report said costs to the District State Aid Engineer. The DSAE approval must be received in the Office of State Aid by July 1st to be included in the following year's distribution. Projects that have been completed since June 1, 2001 are eligible for these needs.

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