

2014 COUNTY SCREENING BOARD DATA



St. Louis County

**2013 MCEA Project of the Year
Haines Road (CSAH 91) Reconstruction
SP 069-691-020**

October 2014

About the Cover:

Originally, the redesign began in 2005 along 2.25 total project miles with 7,000 ADT.

This project features rugged and scenic terrain with a 620 feet of rise of elevation along project.

Haines Road (CSAH 91) serves as a connection between Interstate 35 and the Miller Hill commercial district within the City of Duluth and City of Hermantown.

The project purpose and needs stem from flood damage, poor geometrics, uphill lane congestion, limited intersection sight distance, uncontrolled storm water, narrow shoulders, failing retaining walls and failing roadway in-slopes as well as no multimodal accommodations.



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.

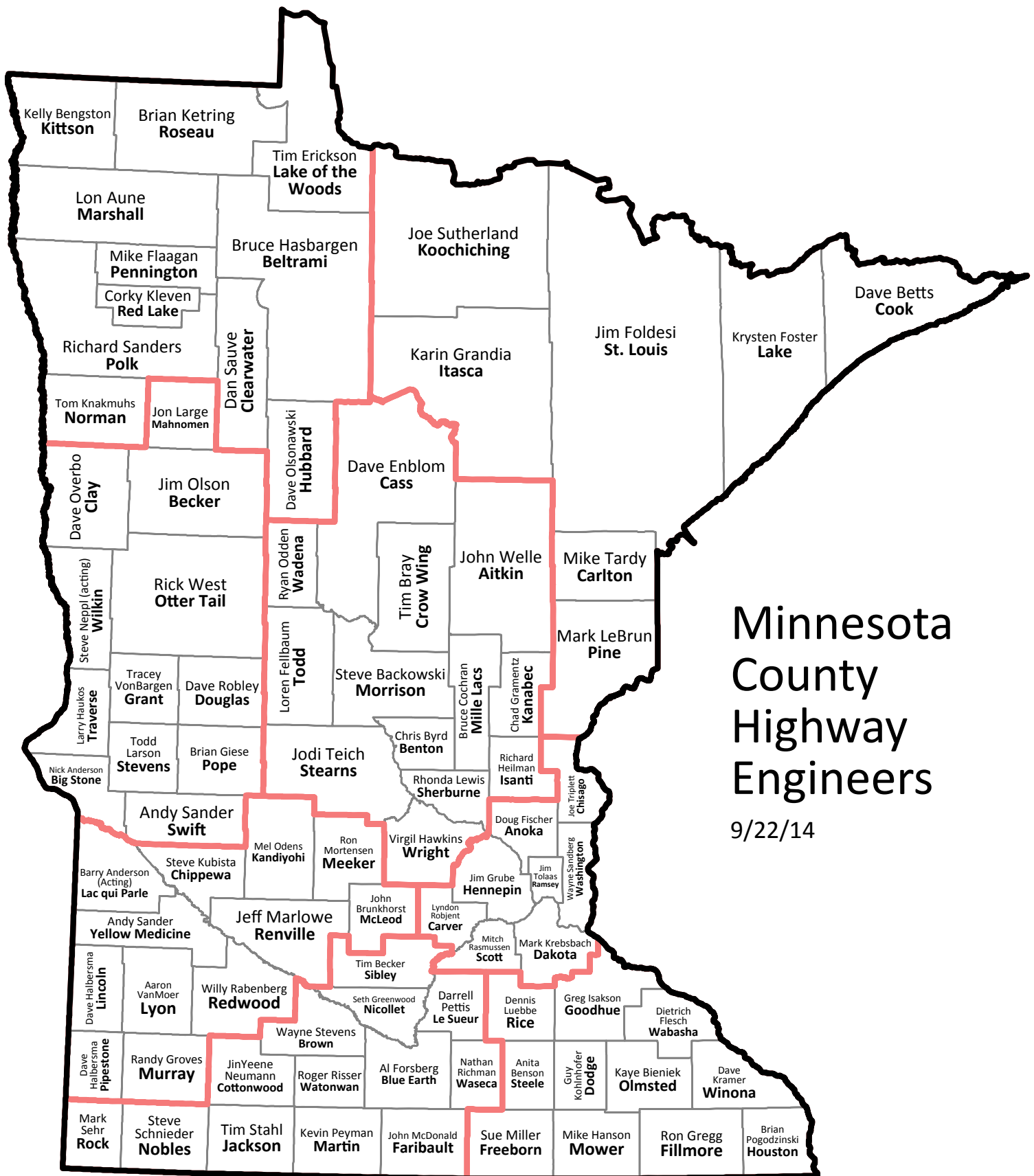
A community interest highway or street may be selected for the state-aid system if it:

- 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.

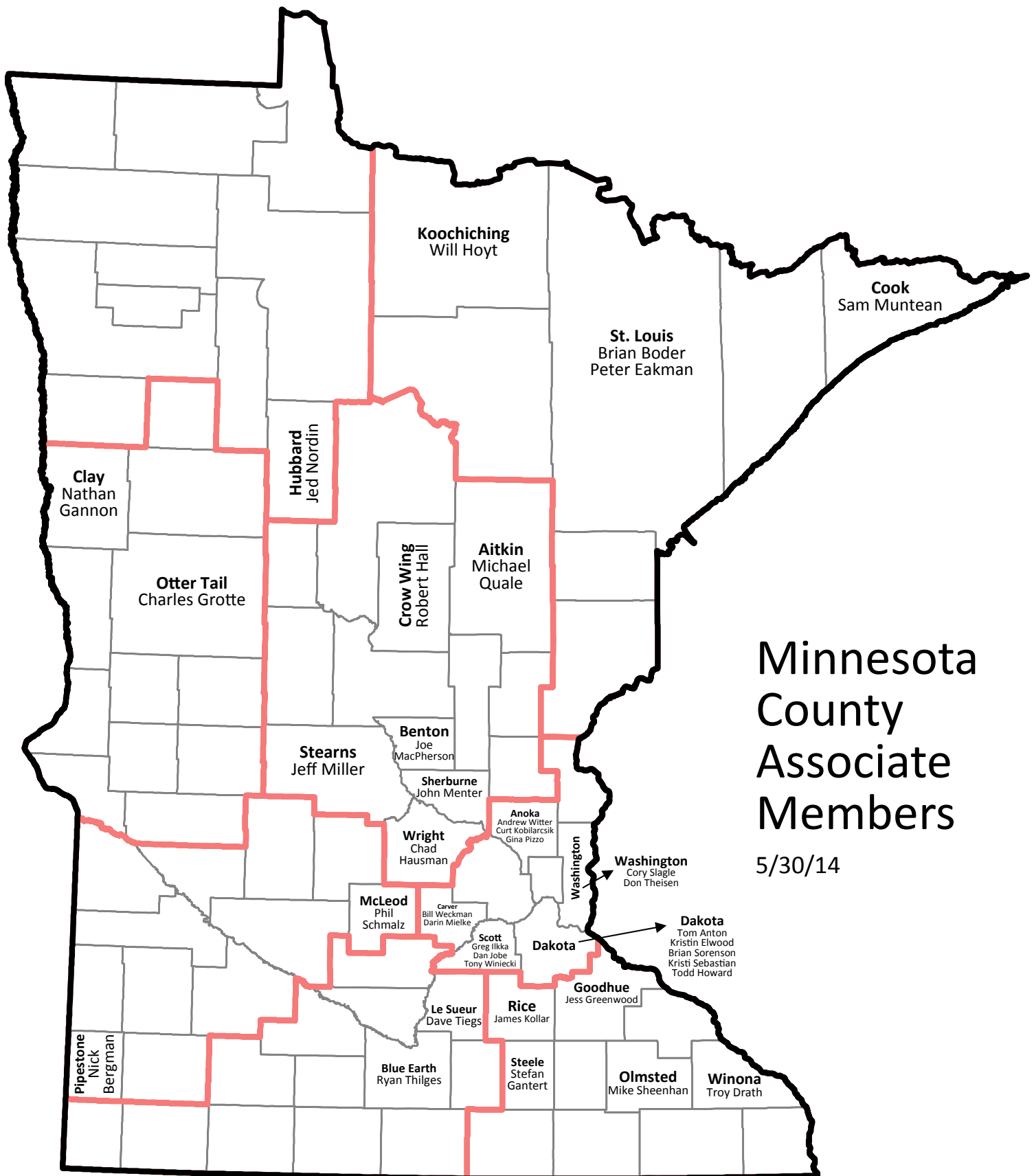
State-aid funds are the funds collected by the state according to the constitution and law, distributed from the Highway Users Tax Distribution Fund, apportioned among the counties and cities, and used by the counties and cities for aid in the construction, improvement and maintenance of county state-aid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

9/22/14



Minnesota County Associate Members

5/30/14

2014 COUNTY SCREENING BOARD

Mike Tardy	(14-15)	Carlton County	District 1
Lon Aune	(14-15)	Marshall County	District 2
Loren Fellbaum	(13-14)	Todd County	District 3
David Overbo	(14-15)	Clay County	District 4
Joe Triplett	(14-17)	Chisago County	Metro
Mitch Rasmussen	(12-15)	Scott County	Metro
David Kramer	(14-15)	Winona County	District 6
Roger Risser, Chair	(13-14)	Watsonwan County	District 7
Andy Sander	(13-14)	Yellow Medicine 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
Nick Anderson, Secretary		Big Stone County	

2014 SCREENING BOARD ALTERNATES

Krysten Foster	Lake County	District 1
Rich Sanders	Polk County	District 2
Bruce Cochran	Mille Lacs County	District 3
Tracey Von Bargaen	Grant County	District 4
Lyndon Robjert	Carver County	Metro
Kaye Bieniek	Olmsted County	District 6
Seth Greenwood	Nicollet County	District 7
Willy Rabenberg	Redwood County	District 8

2014 CSAH MILEAGE SUBCOMMITTEE

Karin Grandia	October 2014	Itasca County
Nathan Richman	October 2015	Waseca County
Mark Krebsbach	October 2015	Dakota County

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CSAH Mileage, Needs and Distribution 1958 through 2015

October 2014

The following information is presented as historical data for the 55 years of county state aid distribution and preliminary data for the 56th year.

Since 1958, the first year of state aid apportionment, county state aid mileage has increased more than 1,697 miles of which almost 1,168 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 2015 is estimated to be approximately \$500 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 2015

October 2014

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	483,075,941	13,621,117,681	254,926,487	18.72
2014	30,621.33	10,932,386,139	499,850,198	13,618,759,197	264,840,208	19.45
2015	30,700.95	* \$10,932,386,139	\$499,850,198	\$13,618,759,197	\$264,840,208	\$19.45

Estimated

* Does not include 2014 Trunk Highway Turn Back Mileage

3-year Revised Average Basic Needs

October 2014

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 "Revised Average Basic Needs" to calculate the needs distribution for 2013. This was 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.

Rich Sanders offered the following resolution, seconded by Dave Kramer and passed unanimously.

Be it Resolved that the Screening Board discontinues the processing of data used in the calculation of the "adjusted 25-year needs".

Be it Further Resolved, that the three-year calculated average of the "adjusted 25-year needs" from the 2009, 2010, and 2011 money needs apportionment be used to determine the money needs apportionment for the future Highway User Tax Distribution Fund distributions until the new needs calculating software is developed and adopted.

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

3 year Average Basic Needs

October 2014

County	2009 Revised Basic CSAH Needs	2010 Revised Basic CSAH Needs	2011 Total Revised Basic CSAH Needs	2013 Average 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 Basic Needs

October 2014

County	2009 Revised Basic CSAH Needs	2010 Revised Basic CSAH Needs	2011 Total Revised Basic CSAH Needs	2013 Average 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 2014

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 0%, thereby limiting any individual counties needs change to a range from a -5.0% to a +20.0%.

Restriction of the 25 Year Construction Needs Changes

October 2014

COUNTY	RESTRICTED 2013 25 YEAR CONSTRUCTION NEEDS	AVG 3 YEAR REVISED BASIC 25-YEAR CONSTRUCTION NEEDS	THTB ACTIVITY IN 2012&2013	AVG 3 YEAR REVISED BASIC 25 YEAR CONST. NEEDS WITH THTB ACTIVITY	CHANGE FROM RESTRICTED 2013 NEEDS	% CHANGE FROM RESTRICTED 2013 NEEDS	RESTRICTED 2014 25 YEAR CONSTRUCTION NEEDS	2014 SCREENING BOARD RESTRICTION	COUNTY
Carlton	\$112,464,168	\$112,464,168		\$112,464,168	\$0	0.0%			Carlton
Cook	78,148,844	78,148,844		78,148,844	0	0.0%			Cook
Itasca	203,849,353	203,849,353		203,849,353	0	0.0%			Itasca
Koochiching	51,952,513	51,952,513		51,952,513	0	0.0%			Koochiching
Lake	88,430,930	88,430,930		88,430,930	0	0.0%			Lake
Pine	184,184,557	184,184,557		184,184,557	0	0.0%			Pine
St. Louis	624,639,395	624,639,395		624,639,395	0	0.0%			St. Louis
District 1 Totals	\$1,343,669,760	\$1,343,669,760	\$0	\$1,343,669,760	\$0	0.0%			District 1 Totals
Beltrami	\$140,310,050	\$140,310,050		\$140,310,050	\$0	0.0%			Beltrami
Clearwater	68,364,059	68,364,059		68,364,059	0	0.0%			Clearwater
Hubbard	80,369,745	80,369,745		80,369,745	0	0.0%			Hubbard
Kittson	67,433,072	67,433,072		67,433,072	0	0.0%			Kittson
Lake of 'Woods	39,081,318	39,081,318		39,081,318	0	0.0%			Lake of 'Woods
Marshall	93,658,394	93,658,394		93,658,394	0	0.0%			Marshall
Norman	80,416,843	80,416,843		80,416,843	0	0.0%			Norman
Pennington	55,295,376	55,295,376		55,295,376	0	0.0%			Pennington
Polk	171,690,485	171,690,485		171,690,485	0	0.0%			Polk
Red Lake	34,020,599	34,020,599		34,020,599	0	0.0%			Red Lake
Roseau	116,602,838	116,602,838		116,602,838	0	0.0%			Roseau
District 2 Totals	\$947,242,779	\$947,242,779	\$0	\$947,242,779	\$0	0.0%			District 2 Totals
Aitkin	\$98,103,788	\$97,346,883	\$756,905	\$98,103,788	\$0	0.0%			Aitkin
Benton	77,032,012	77,032,012		77,032,012	0	0.0%			Benton
Cass	119,811,082	119,780,659	30,423	119,811,082	0	0.0%			Cass
Crow Wing	156,207,962	156,207,962		156,207,962	0	0.0%			Crow Wing
Isanti	69,680,030	69,680,030		69,680,030	0	0.0%			Isanti
Kanabec	49,802,277	49,802,277		49,802,277	0	0.0%			Kanabec
Mille Lacs	95,096,235	95,096,235		95,096,235	0	0.0%			Mille Lacs
Morrison	137,342,384	137,342,384		137,342,384	0	0.0%			Morrison
Sherburne	91,782,076	91,782,076		91,782,076	0	0.0%			Sherburne
Stearns	275,849,998	275,849,998		275,849,998	0	0.0%			Stearns
Todd	67,596,410	67,596,410		67,596,410	0	0.0%			Todd
Wadena	51,599,765	51,599,765		51,599,765	0	0.0%			Wadena
Wright	217,507,226	217,507,226		217,507,226	0	0.0%			Wright
District 3 Totals	\$1,507,411,245	\$1,506,623,917	\$787,328	\$1,507,411,245	\$0	0.0%			District 3 Totals

Restriction of the 25 Year Construction Needs Changes

October 2014

COUNTY	RESTRICTED 2013 25 YEAR CONSTRUCTION NEEDS	AVG 3 YEAR REVISED BASIC 25-YEAR CONSTRUCTION NEEDS	THTB ACTIVITY IN 2012&2013	AVG 3 YEAR REVISED BASIC 25 YEAR CONST. NEEDS WITH THTB ACTIVITY	CHANGE FROM RESTRICTED 2013 NEEDS	% CHANGE FROM RESTRICTED 2013 NEEDS	RESTRICTED 2014 25 YEAR CONSTRUCTION NEEDS	2014 SCREENING BOARD RESTRICTION	COUNTY
Becker	\$109,620,768	\$109,620,768		\$109,620,768	\$0	0.0%			Becker
Big Stone	36,259,674	36,259,674		36,259,674	0	0.0%			Big Stone
Clay	97,623,260	97,623,260		97,623,260	0	0.0%			Clay
Douglas	110,005,126	108,833,562	1,171,564	110,005,126	0	0.0%			Douglas
Grant	34,418,748	34,418,748		34,418,748	0	0.0%			Grant
Mahnomen	32,563,876	32,563,876		32,563,876	0	0.0%			Mahnomen
Otter Tail	275,826,012	275,826,012		275,826,012	0	0.0%			Otter Tail
Pope	58,843,825	58,843,825		58,843,825	0	0.0%			Pope
Stevens	41,416,975	41,416,975		41,416,975	0	0.0%			Stevens
Swift	59,963,953	59,963,953		59,963,953	0	0.0%			Swift
Traverse	41,700,945	41,700,945		41,700,945	0	0.0%			Traverse
Wilkin	74,164,940	74,164,940		74,164,940	0	0.0%			Wilkin
District 4 Totals	\$972,408,102	\$971,236,538	\$1,171,564	\$972,408,102	\$0	0.0%			District 4 Totals
Anoka	\$333,088,160	\$333,088,160		\$333,088,160	\$0	0.0%			Anoka
Carver	132,837,672	132,837,672		132,837,672	0	0.0%			Carver
Hennepin	823,312,471	823,312,471		823,312,471	0	0.0%			Hennepin
Scott	152,597,408	152,597,408		152,597,408	0	0.0%			Scott
Metro Totals	\$1,441,835,711	\$1,441,835,711	\$0	\$1,441,835,711	\$0	0.0%			Metro Totals
Dodge	\$94,088,042	\$94,088,042		\$94,088,042	\$0	0.0%			Dodge
Fillmore	155,560,914	155,560,914		155,560,914	0	0.0%			Fillmore
Freeborn	126,137,501	126,137,501		126,137,501	0	0.0%			Freeborn
Goodhue	139,154,732	139,154,732		139,154,732	0	0.0%			Goodhue
Houston	109,219,079	109,219,079		109,219,079	0	0.0%			Houston
Mower	119,091,993	119,091,993		119,091,993	0	0.0%			Mower
Olmsted	190,494,710	190,494,710		190,494,710	0	0.0%			Olmsted
Rice	114,882,773	114,882,773		114,882,773	0	0.0%			Rice
Steele	110,440,916	110,440,916		110,440,916	0	0.0%			Steele
Wabasha	110,298,268	110,298,268		110,298,268	0	0.0%			Wabasha
Winona	149,320,508	149,320,508		149,320,508	0	0.0%			Winona
District 6 Totals	\$1,418,689,436	\$1,418,689,436	\$0	\$1,418,689,436	\$0	0.0%			District 6 Totals

Restriction of the 25 Year Construction Needs Changes

October 2014

COUNTY	RESTRICTED 2013 25 YEAR CONSTRUCTION NEEDS	AVG 3 YEAR REVISED BASIC 25-YEAR CONSTRUCTION NEEDS	THTB ACTIVITY IN 2012&2013	AVG 3 YEAR REVISED BASIC 25 YEAR CONST. NEEDS WITH THTB ACTIVITY	CHANGE FROM RESTRICTED 2013 NEEDS	% CHANGE FROM RESTRICTED 2013 NEEDS	RESTRICTED 2014 25 YEAR CONSTRUCTION NEEDS	2014 SCREENING BOARD RESTRICTION	COUNTY
Blue Earth	\$201,799,121	\$201,799,121		\$201,799,121	\$0	0.0%			Blue Earth
Brown	93,876,151	92,911,068	965,083	93,876,151	0	0.0%			Brown
Cottonwood	65,094,884	65,094,884		65,094,884	0	0.0%			Cottonwood
Faribault	112,715,384	112,715,384		112,715,384	0	0.0%			Faribault
Jackson	122,421,023	122,421,023		122,421,023	0	0.0%			Jackson
Le Sueur	119,483,730	119,483,730		119,483,730	0	0.0%			Le Sueur
Martin	124,118,319	124,118,319		124,118,319	0	0.0%			Martin
Nicollet	98,776,388	98,776,388		98,776,388	0	0.0%			Nicollet
Nobles	106,983,390	106,888,768	94,622	106,983,390	0	0.0%			Nobles
Rock	70,132,920	70,132,920		70,132,920	0	0.0%			Rock
Sibley	66,520,137	66,520,137		66,520,137	0	0.0%			Sibley
Waseca	72,556,620	72,556,620		72,556,620	0	0.0%			Waseca
Watsonwan	74,363,454	74,363,454		74,363,454	0	0.0%			Watsonwan
District 7 Totals	\$1,328,841,521	\$1,327,781,816	\$1,059,705	\$1,328,841,521	\$0	0.0%			District 7 Totals
Chippewa	\$58,116,575	\$58,116,575		\$58,116,575	\$0	0.0%			Chippewa
Kandiyohi	129,811,322	129,811,322		129,811,322	0	0.0%			Kandiyohi
Lac Qui Parle	61,763,321	61,763,321		61,763,321	0	0.0%			Lac Qui Parle
Lincoln	50,255,304	50,255,304		50,255,304	0	0.0%			Lincoln
Lyon	85,614,438	85,614,438		85,614,438	0	0.0%			Lyon
Mc Leod	86,076,346	86,076,346		86,076,346	0	0.0%			Mc Leod
Meeker	67,645,773	67,645,773		67,645,773	0	0.0%			Meeker
Murray	73,185,202	73,185,202		73,185,202	0	0.0%			Murray
Pipestone	61,495,201	61,495,201		61,495,201	0	0.0%			Pipestone
Redwood	118,076,185	118,076,185		118,076,185	0	0.0%			Redwood
Renville	129,339,549	129,339,549		129,339,549	0	0.0%			Renville
Yellow Medicine	71,374,261	71,374,261		71,374,261	0	0.0%			Yellow Medicine
District 8 Totals	\$992,753,477	\$992,753,477	\$0	\$992,753,477	\$0	0.0%			District 8 Totals
Chisago	\$108,906,202	\$108,906,202		\$108,906,202	\$0	0.0%			Chisago
Dakota	280,168,733	280,168,733		280,168,733	0	0.0%			Dakota
Ramsey	382,245,294	382,245,294		382,245,294	0	0.0%			Ramsey
Washington	208,213,879	208,213,879		208,213,879	0	0.0%			Washington
Metro Totals	\$979,534,108	\$979,534,108	\$0	\$979,534,108	\$0	0.0%			Metro Totals
STATE TOTALS	\$10,932,386,139	\$10,929,367,542	\$3,018,597	\$10,932,386,139	\$0	0.0%	\$0	\$0	STATE TOTALS

County State Aid Construction Fund Balance Needs Deductions

October 2014

The resolution below was originally adopted by the Screening Board at its May 1975 meeting. The latest revision was made at the October 2006 Screening Board 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 2014 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 2015 CSAH Distribution.

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County State Aid Construction Fund Balance Needs Deductions

October 2014

	Regular Account			Municipal Account			Total	
	Unencumbered	Maximum	2015	Unencumbered	Maximum Balance	2015	Total 2015 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	2013-2014 Const.	"Needs"	As of	2012-2014	"Needs"		
9/1/2014	Apportionment	Deduction	9/1/2014	Const. Apport.	Deduction			
Carlton	\$7,465,281	\$4,991,544	\$2,473,737	\$768,159	\$893,254	\$0	\$2,473,737	Carlton
Cook	1,047,724	3,331,845	0	273,815	500,000	0	0	Cook
Itasca	978,417	9,643,879	0	1,125,636	1,643,298	0	0	Itasca
Koochiching	6,554,262	5,172,056	1,382,206	0	500,000	0	1,382,206	Koochiching
Lake	2,476,632	4,220,897	0	607,437	706,097	0	0	Lake
Pine	0	7,219,409	0	0	2,060,184	0	0	Pine
St. Louis	0	29,222,427	0	333,529	3,300,341	0	0	St. Louis
District 1 Totals	\$18,522,316	\$63,802,057	\$3,855,943	\$3,108,576	\$9,603,174	\$0	\$3,855,943	District 1 Totals
Beltrami	2,686,444	\$6,933,110	\$0	275,210	\$500,000	\$0	\$0	Beltrami
Clearwater	1,620,293	3,511,098	0	244,106	535,755	0	0	Clearwater
Hubbard	0	4,093,629	0	103,231	500,000	0	0	Hubbard
Kittson	712,945	3,415,874	0	620,779	609,705	11,074	11,074	Kittson
Lake of the Woods	4,644,701	3,455,780	1,188,921	348,835	500,000	0	1,188,921	Lake of the Woods
Marshall	0	5,131,343	0	787,412	800,497	0	0	Marshall
Norman	1,613,110	3,929,724	0	439,834	529,722	0	0	Norman
Pennington	554,498	3,174,452	0	335,661	500,000	0	0	Pennington
Polk	0	8,419,944	0	0	924,087	0	0	Polk
Red Lake	1,278,647	3,029,134	0	696,328	500,000	196,328	196,328	Red Lake
Roseau	561,302	5,087,808	0	1,091,707	977,188	114,519	114,519	Roseau
District 2 Totals	\$13,671,940	\$50,181,896	\$1,188,921	\$4,943,103	\$6,876,954	\$321,921	\$1,510,842	District 2 Totals
Aitkin	\$1,529,363	\$5,097,874	\$0	\$28,236	\$500,000	\$0	\$0	Aitkin
Benton	1,064,014	4,013,530	0	670,591	632,213	38,378	38,378	Benton
Cass	0	5,634,996	0	742,394	896,571	0	0	Cass
Crow Wing	373,796	5,724,661	0	12,272	2,255,554	0	0	Crow Wing
Isanti	1,067,481	4,115,358	0	203,046	500,000	0	0	Isanti
Kanabec	0	2,850,070	0	379,983	500,000	0	0	Kanabec
Mille Lacs	1,870,988	4,613,135	0	451,224	639,159	0	0	Mille Lacs
Morrison	0	6,310,006	0	277,239	1,095,208	0	0	Morrison
Sherburne	1,298,837	5,368,067	0	184,758	541,276	0	0	Sherburne
Stearns	2,667,057	11,807,249	0	561,958	2,711,226	0	0	Stearns
Todd	416,381	3,767,567	0	1,121,553	923,492	198,061	198,061	Todd
Wadena	0	2,752,132	0	603,779	679,817	0	0	Wadena
Wright	0	10,868,931	0	918,272	1,017,338	0	0	Wright
District 3 Totals	\$10,287,917	\$72,923,576	\$0	\$6,155,305	\$12,891,854	\$236,439	\$236,439	District 3 Totals

County State Aid Construction Fund Balance Needs Deductions

October 2014

	Regular Account			Municipal Account			Total		
	Unencumbered	Maximum	2015	Unencumbered	Maximum Balance	2015	Total	2015	
	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	2013-2014 Const.	"Needs"	As of	2012-2014	"Needs"		"Needs"	
	9/1/2014	Apportionment	Deduction	9/1/2014	Const. Apport.	Deduction		Deduction	
Becker	\$231,201	\$5,492,159	\$0	\$760,767	\$633,534	\$127,233	\$127,233		Becker
Big Stone	2,179,442	2,895,536	0	51,913	500,000	0	0		Big Stone
Clay	0	5,421,228	0	103,681	691,516	0	0		Clay
Douglas	406,597	5,170,614	0	551,533	870,024	0	0		Douglas
Grant	616,520	2,889,796	0	268,310	500,000	0	0		Grant
Mahnomen	1,951,982	3,063,956	0	556,289	500,000	56,289	56,289		Mahnomen
Otter Tail	2,388,447	12,517,901	0	11,405	1,192,893	0	0		Otter Tail
Pope	413,757	3,452,775	0	279,988	500,000	0	0		Pope
Stevens	241,497	3,041,070	0	28,702	500,000	0	0		Stevens
Swift	365,770	3,380,619	0	757,874	500,000	257,874	257,874		Swift
Traverse	2,363,126	2,856,744	0	336,411	500,000	0	0		Traverse
Wilkin	1,917,569	3,441,105	0	682,829	738,601	0	0		Wilkin
District 4 Totals	\$13,075,908	\$53,623,503	\$0	\$4,389,702	\$7,626,568	\$441,396	\$441,396		District 4 Totals
Anoka	\$0	\$18,716,906	\$0	\$0	\$2,624,748	\$0	\$0		Anoka
Carver	10,123,968	6,657,473	3,466,495	1,002,637	990,073	12,564	3,479,059		Carver
Hennepin	8,671,264	42,167,192	0	4,608,062	4,904,002	0	0		Hennepin
Scott	2,446,658	10,314,690	0	375,518	500,000	0	0		Scott
Metro Totals	\$21,241,890	\$77,856,261	\$3,466,495	\$5,986,217	\$9,018,823	\$12,564	\$3,479,059		Metro Totals
Dodge	\$1,581,236	\$4,025,179	\$0	\$468,288	\$541,286	\$0	\$0		Dodge
Fillmore	3,173,214	5,750,461	0	1,364,801	1,735,105	0	0		Fillmore
Freeborn	0	5,774,804	0	393,621	764,416	0	0		Freeborn
Goodhue	0	6,322,259	0	248,080	1,062,138	0	0		Goodhue
Houston	1,055,303	4,857,868	0	3,206	500,000	0	0		Houston
Mower	1,787,718	5,412,462	0	187,817	577,871	0	0		Mower
Olmsted	4,298,982	8,544,809	0	352,750	509,509	0	0		Olmsted
Rice	133,909	5,693,630	0	271,103	500,000	0	0		Rice
Steele	0	5,464,170	0	9,344	500,000	0	0		Steele
Wabasha	0	4,454,419	0	0	985,781	0	0		Wabasha
Winona	0	5,764,837	0	789,040	789,040	0	0		Winona
District 6 Totals	\$12,030,362	\$62,064,898	\$0	\$4,088,050	\$8,465,146	\$0	\$0		District 6 Totals

County State Aid Construction Fund Balance Needs Deductions

October 2014

	Regular Account			Municipal Account			Total		
	Unencumbered	Maximum	2015	Unencumbered	Maximum Balance	2015	Total 2015 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	2013-2014	Const.	"Needs"	As of	2012-2014	"Needs"			
9/1/2014	Apportionment		Deduction	9/1/2014	Const. Apport.	Deduction			
Blue Earth	\$790,151	\$8,830,469	\$0	\$189,844	\$952,699	\$0	\$0	Blue Earth	
Brown	94,267	4,556,239	0	402,832	518,916	0	0	Brown	
Cottonwood	1,788,789	3,131,327	0	494,040	727,464	0	0	Cottonwood	
Faribault	0	4,506,395	0	0	1,108,551	0	0	Faribault	
Jackson	4,480,652	4,677,108	0	776,158	804,621	0	0	Jackson	
Le Sueur	0	4,317,196	0	192,005	1,659,486	0	0	Le Sueur	
Martin	1,948,131	5,143,040	0	278,051	708,437	0	0	Martin	
Nicollet	606,724	4,545,347	0	758,943	680,834	78,109	78,109	Nicollet	
Nobles	478,989	4,795,346	0	324,467	500,000	0	0	Nobles	
Rock	301,093	2,929,112	0	0	849,485	0	0	Rock	
Sibley	3,944,167	3,284,666	659,501	1,258,212	531,581	726,631	1,386,132	Sibley	
Waseca	2,578,889	3,326,178	0	500,316	500,000	316	316	Waseca	
Watonwan	1,899,411	3,014,769	0	1,025,874	886,705	139,169	139,169	Watonwan	
District 7 Totals	\$18,911,263	\$57,057,192	\$659,501	\$6,200,742	\$10,428,779	\$944,225	\$1,603,726	District 7 Totals	
Chippewa	\$699,956	\$2,864,626	\$0	\$526,074	\$500,000	\$26,074	\$26,074	Chippewa	
Kandiyohi	982,277	6,707,942	0	497,607	651,978	0	0	Kandiyohi	
Lac Qui Parle	0	3,279,767	0	394,957	516,524	0	0	Lac Qui Parle	
Lincoln	2,078,086	2,815,428	0	442,834	539,735	0	0	Lincoln	
Lyon	1,520,000	3,754,874	0	1,065,993	938,958	127,035	127,035	Lyon	
Mc Leod	2,653,901	4,401,733	0	62,432	613,527	0	0	Mc Leod	
Meeker	0	3,934,444	0	166,902	500,000	0	0	Meeker	
Murray	275,224	3,581,502	0	448,170	599,914	0	0	Murray	
Pipestone	2,082,064	2,478,020	0	743,104	1,120,629	0	0	Pipestone	
Redwood	1,676,914	4,664,303	0	381,093	1,043,783	0	0	Redwood	
Renville	703,829	5,977,138	0	150,937	500,000	0	0	Renville	
Yellow Medicine	710,487	3,500,273	0	0	753,176	0	0	Yellow Medicine	
District 8 Totals	\$13,382,738	\$47,960,050	\$0	\$4,880,103	\$8,278,224	\$153,109	\$153,109	District 8 Totals	
Chisago	\$0	\$5,960,436	\$0	\$86,476	\$1,361,588	\$0	\$0	Chisago	
Dakota	16,574,156	\$17,589,047	0	452,322	505,384	0	0	Dakota	
Ramsey	14,972,415	\$20,169,592	0	633,561	500,000	133,561	133,561	Ramsey	
Washington	10,637,599	\$9,804,345	833,254	2,624,426	2,967,322	0	833,254	Washington	
Metro Totals	\$42,184,170	\$53,523,420	\$833,254	\$3,796,785	\$5,334,294	\$133,561	\$966,815	Metro Totals	
STATE TOTALS	\$163,308,504	\$538,992,853	\$10,004,114	\$43,548,583	\$78,523,816	\$2,243,215	\$12,247,329	STATE TOTALS	

Mill Levy Deduction

October 2014

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.

The enactment of the "Homestead Exclusion" (MS 273.13, subd. 35) by the 2011 Legislature will be effective for the CSAH distribution in 2013. The effect will be to reduce the taxable market values provided to you by the Dept. of Revenue to compute the mill levy deduction and thus the mill levy deduction itself from what they would have otherwise been before the enactment of the homestead exclusion. The reduction will be relatively greater in those largely rural counties with lower home values than it will be for the urbanized counties with higher home values.

Mill Levy Deduction

October 2014

County	County Total Real & Personal Market Value (Taxes Payable 2014)	Mill Levy Deduction
Carlton	2,418,278,500	\$385,957
Cook	1,600,173,400	255,388
Itasca	5,224,920,700	833,897
Koochiching	967,394,327	154,396
Lake	1,633,919,600	260,774
Pine	2,285,987,200	364,844
St. Louis*	14,488,302,620	1,401,019
District 1 Totals	28,618,976,347	\$3,656,275
Beltrami	2,815,414,400	\$449,340
Clearwater	862,151,000	137,599
Hubbard	3,106,340,650	495,772
Kittson	1,121,354,100	178,968
Lake of the Woods	490,362,100	78,262
Marshall	2,292,240,700	365,842
Norman	1,540,066,400	245,795
Pennington	1,045,411,200	166,848
Polk	4,187,680,700	668,354
Red Lake	485,315,600	77,456
Roseau	1,134,577,100	181,079
District 2 Totals	19,080,913,950	\$3,045,315
Aitkin	2,752,863,100	\$439,357
Benton	2,465,881,000	393,555
Cass	6,034,008,000	963,028
Crow Wing	9,121,465,700	1,455,786
Isanti	2,390,287,300	381,490
Kanabec	1,016,657,400	162,259
Mille Lacs	1,705,266,900	272,161
Morrison	2,999,614,000	478,738
Sherburne	6,336,284,800	1,011,271
Stearns	11,552,896,100	1,843,842
Todd	2,132,934,000	340,416
Wadena	864,524,300	137,978
Wright	10,504,923,500	1,676,586
District 3 Totals	59,877,606,100	\$9,556,467
Becker	4,519,505,800	\$721,313
Big Stone	1,311,961,200	209,389
Clay	4,997,460,600	797,595
Douglas	4,645,544,800	741,429
Grant	1,425,314,100	227,480
Mahnomen	603,430,700	96,308
Otter Tail	8,233,821,750	1,314,118
Pope	2,061,514,900	329,018
Stevens	1,825,489,900	291,348
Swift	2,560,771,800	408,699
Traverse	1,632,972,300	260,622
Wilkin	1,960,953,100	312,968
District 4 Totals	35,778,740,950	\$5,710,287

Mill Levy Deduction

October 2014

County	County Total Real & Personal Market Value (Taxes Payable 2014)	Mill Levy Deduction
Anoka*	21,583,951,833	\$2,087,168
Carver	9,991,168,600	1,594,591
Hennepin*	119,027,889,660	11,509,997
Scott	12,779,506,200	2,039,609
Metro Totals	163,382,516,293	\$17,231,365
Dodge	2,861,634,700	\$456,717
Fillmore	3,446,941,000	550,132
Freeborn	4,185,546,100	668,013
Goodhue	6,032,526,800	962,791
Houston	1,965,736,000	313,731
Mower	4,664,216,800	744,409
Olmsted	12,996,083,000	2,074,175
Rice	4,998,716,600	797,795
Steele	3,422,667,800	546,258
Wabasha	2,741,988,400	437,621
Winona	4,045,226,500	645,618
District 6 Totals	51,361,283,700	\$8,197,260
Blue Earth	7,134,594,540	\$1,138,681
Brown	3,656,022,500	583,501
Cottonwood	3,409,075,600	544,088
Faribault	3,627,254,200	578,910
Jackson	3,796,836,700	605,975
Le Sueur	3,577,852,850	571,025
Martin	4,502,590,450	718,613
Nicollet	3,711,844,200	592,410
Nobles	4,186,955,900	668,238
Rock	2,838,781,100	453,069
Sibley	2,976,403,700	475,034
Waseca	2,632,341,250	420,122
Watonwan	2,326,445,300	371,301
District 7 Totals	48,376,998,290	\$7,720,967
Chippewa	2,514,411,200	\$401,300
Kandiyohi	5,124,210,000	817,824
Lac Qui Parle	2,277,618,700	363,508
Lincoln	1,773,722,800	283,086
Lyon	4,098,452,500	654,113
Mc Leod	3,428,866,600	547,247
Meeker	2,936,066,300	468,596
Murray	3,393,481,900	541,600
Pipestone	2,050,412,500	327,246
Redwood	4,699,201,600	749,993
Renville	5,551,456,900	886,013
Yellow Medicine	3,123,004,500	498,432
District 8 Totals	40,970,905,500	\$6,538,958
Chisago	3,771,872,400	\$601,991
Dakota*	34,555,359,868	3,341,503
Ramsey*	37,006,806,900	3,578,558
Washington*	23,176,814,700	2,241,198
Metro Totals	98,510,853,868	\$9,763,250
STATE TOTALS	545,958,794,998	\$71,420,144

* Denotes Urban County.

Minimum County Apportionments

October 2014

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	2014 Apportionment Sum	Apportionment Percentage	Minimum Apportionment	2014 Apportionment Sum
Big Stone		0.00586782	\$2,057,839	\$2,057,839
Koochiching		0.01099800	\$3,856,989	\$3,856,989
	\$350,699,113			
Lake of the Woods		0.00749425	\$2,628,227	\$2,628,227
Mahnomen		0.00586782	\$2,057,839	\$2,057,839
Red Lake		0.00586782	\$2,057,839	\$2,057,839

Minimum County Adjustment

October 2014

KOOCHICHING	-	EQUALIZATION	-	\$403,102	\$3,856,989
-----		MOTOR VEHICLE	-	125,936	1,379,553 *
		LANE MILEAGE	-	850,515	-----
				-----	2,477,436
				\$1,379,553 *	817,523 FIG. A MONEY NEEDS

					\$1,659,913 = ADJUSTMENT

LAKE OF THE WOOD	-	EQUALIZATION	-	\$403,102	\$2,628,227
-----		MOTOR VEHICLE	-	42,259	1,095,347 *
		LANE MILEAGE	-	649,986	-----
				-----	1,532,880
				\$1,095,347 *	552,222 FIG. A MONEY NEEDS

					\$980,658 = ADJUSTMENT

RED LAKE	-	EQUALIZATION	-	\$403,102	\$2,057,839
-----		MOTOR VEHICLE	-	41,909	1,065,117 *
		LANE MILEAGE	-	620,106	-----
				-----	992,722
				\$1,065,117	477,065 FIG. A MONEY NEEDS

					\$515,657 = ADJUSTMENT

BIG STONE	-	EQUALIZATION	-	\$403,102	\$2,057,839
-----		MOTOR VEHICLE	-	53,692	1,160,858 *
		LANE MILEAGE	-	704,064	-----
				-----	896,981
				\$1,160,858 *	564,161 FIG. A MONEY NEEDS

					\$332,820 = ADJUSTMENT

MAHNOMEN	-	EQUALIZATION	-	\$403,102	\$2,057,839
-----		MOTOR VEHICLE	-	34,369	1,086,720 *
		LANE MILEAGE	-	649,249	-----
				-----	971,119
				\$1,086,720 *	552,671 FIG. A MONEY NEEDS

					\$418,448 = ADJUSTMENT

TOTAL ADJUSTMENTS FOR ALL COUNTIES
\$3,907,496

Development of the Tentative 2015 CSAH Money Needs Distribution

October 2014

This chart was prepared in order to determine the annual money needs figure for each county. These figures, along with each county's mileage and lane miles, must be presented to the Commissioner of Transportation on or before November 1, for him in distributing the 2015 County State Aid Highway Fund. This tabulation also indicates a TENTATIVE 2015 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 2014 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 2015 distribution.

Adjustments must be made for any turnback activity in 2014, construction fund balances as of 12/31/14, and possibly for any action taken by this board.



This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There is no text or other markings on the paper.

October 23, 2014

Charlie Zelle
Minnesota Department of Transportation
MS 100, Transportation Building
St. Paul, Minnesota 55155

Dear Commissioner Zelle:

We, the undersigned, as members of the 2014 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 2014; construction fund balances as of December 31, 2014; and any action taken by this Screening Board, adjustments to the mileage, lane miles and money needs may be necessary before January 1, 2015.

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 2015 Distribution provided in Minnesota Statutes, Chapter 162.07, Subdivision 5.

Respectfully submitted,

Nick Anderson, Secretary
County Screening Board

APPROVED

Mike Tardy, District 1

Mitch Rasmussen, Metro

Mark Krebsbach, Urban

Lon Aune, District 2

David Kramer, District 6

Jim Grube, Urban

Loren Felbaum, District 3

Roger Risser, District 7

Jim Tolaas, Urban

David Overbo, District 4

Andy Sander, District 8

Jim Foldesi, Urban

Joe Triplett, Metro

Doug Fischer, Urban

Wayne Sandberg, Urban

Enclosures: Mileage, Lane Miles and Annual Money Needs Listing

Annual County State Aid Highway Money Needs

October 2014

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 2015 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	\$4,582,762	\$4,708,626
Cook	178.88	359.86	3,229,759	3,318,459
Itasca	648.45	1,295.50	9,864,570	10,135,493
Koochiching	254.84	509.28	6,681,638	2,214,061
Lake	231.34	455.68	4,622,300	4,749,248
Pine	482.06	964.03	8,313,853	8,542,185
St. Louis	1,386.45	2,788.45	32,009,663	32,888,781
District 1 Totals	3,474.13	6,967.94	\$69,304,545	\$66,556,853
Beltrami	465.66	931.32	\$6,028,811	\$6,194,388
Clearwater	326.27	652.54	2,765,633	2,841,589
Hubbard	324.02	648.04	3,036,145	3,119,528
Kittson	373.46	746.92	2,579,457	2,650,299
Lake of the Woods	194.61	389.22	4,134,173	1,495,560
Marshall	639.65	1,279.30	3,455,495	3,550,400
Norman	390.89	783.02	3,076,287	3,160,776
Pennington	260.04	520.08	2,228,621	2,289,828
Polk	805.84	1,611.68	6,867,998	7,056,620
Red Lake	185.66	371.32	2,677,369	1,292,013
Roseau	481.92	963.84	4,364,988	4,484,868
District 2 Totals	4,448.02	8,897.28	\$41,214,977	\$38,135,869
Aitkin	383.15	766.90	\$4,257,790	\$4,374,728
Benton	225.20	454.52	3,416,971	3,510,813
Cass	531.80	1,062.02	4,396,931	4,517,688
Crow Wing	376.80	756.57	5,487,259	5,637,965
Isanti	226.78	454.76	2,892,236	2,971,671
Kanabec	211.40	422.80	2,101,937	2,159,668
Mille Lacs	256.83	513.66	4,258,033	4,374,979
Morrison	450.25	906.30	5,801,514	5,946,367
Sherburne	242.22	491.32	3,458,022	3,552,995
Stearns	642.77	1,330.18	10,888,506	11,008,340
Todd	412.32	824.64	2,491,821	2,560,255
Wadena	235.80	471.60	2,248,654	2,201,482
Wright	408.11	834.10	10,028,989	10,304,427
District 3 Totals	4,603.43	9,289.37	\$61,728,663	\$63,121,378
Becker	470.41	940.96	\$4,099,064	\$4,211,642
Big Stone	210.80	421.60	2,419,155	1,527,892
Clay	403.19	806.50	3,916,172	4,023,728
Douglas	397.52	795.04	4,084,818	4,197,006
Grant	228.65	457.30	1,493,516	1,534,538
Mahnomen	194.37	388.74	2,619,105	1,496,776
Otter Tail	926.56	1,853.12	11,703,477	11,919,306
Pope	298.70	596.82	2,593,006	2,664,222
Stevens	244.39	488.78	1,534,497	1,576,642
Swift	329.11	659.96	2,274,758	2,337,234
Traverse	245.32	490.64	1,460,796	1,500,916
Wilkin	312.26	625.68	2,990,876	3,073,016
District 4 Totals	4,261.28	8,525.14	\$41,189,240	\$40,062,918

Annual County State Aid Highway Money Needs

October 2014

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	312.44	821.63	\$18,472,864	\$18,919,566
Carver	227.09	481.14	6,616,295	6,468,735
Hennepin	531.28	1,585.98	35,879,889	36,498,283
Scott	231.63	576.12	9,868,882	9,983,613
Metro Totals	1,302.44	3,464.87	\$70,837,930	\$71,870,197
Dodge	256.67	513.84	\$3,567,628	\$3,665,611
Fillmore	411.74	823.48	6,352,532	6,526,999
Freeborn	446.55	894.74	4,836,636	4,969,471
Goodhue	325.97	654.80	6,128,268	6,296,575
Houston	249.59	499.62	4,664,980	4,793,104
Mower	373.79	750.84	4,312,879	4,431,328
Olmsted	313.56	682.84	6,578,901	6,759,586
Rice	282.23	566.74	4,675,986	4,804,410
Steele	300.54	606.96	4,982,638	5,119,480
Wabasha	273.04	546.08	4,437,569	4,559,441
Winona	315.38	630.82	5,454,685	5,604,495
District 6 Totals	3,549.06	7,170.76	\$55,992,702	\$57,530,500
Blue Earth	427.85	875.30	\$9,050,068	\$9,243,497
Brown	328.21	657.42	3,511,401	3,607,838
Cottonwood	317.57	635.14	2,196,529	2,256,858
Faribault	349.03	698.70	4,337,856	4,456,992
Jackson	370.91	741.82	4,336,451	4,455,549
Le Sueur	266.94	534.38	4,652,029	4,779,795
Martin	380.04	761.32	4,483,291	4,606,423
Nicollet	245.77	491.36	4,343,708	4,463,007
Nobles	359.47	721.00	4,050,591	4,036,027
Rock	261.60	523.20	2,486,084	2,554,362
Sibley	288.77	579.84	2,312,109	2,375,609
Waseca	267.68	535.36	2,450,842	2,518,151
Watsonwan	234.19	468.38	2,792,808	2,869,509
District 7 Totals	4,098.03	8,223.22	\$51,003,767	\$52,223,617
Chippewa	243.95	487.90	\$2,003,049	\$2,058,059
Kandiyohi	432.91	875.93	5,785,771	5,944,673
Lac Qui Parle	362.91	725.82	2,157,509	2,216,764
Lincoln	254.01	508.02	1,967,330	2,021,364
Lyon	318.93	637.46	2,920,953	3,001,174
Mc Leod	254.47	510.10	3,562,585	3,660,425
Meeker	273.54	547.08	2,907,163	2,987,009
Murray	354.20	708.40	2,615,170	2,686,993
Pipestone	241.23	482.46	2,180,765	2,240,659
Redwood	390.54	781.56	4,136,031	4,249,624
Renville	445.87	891.74	5,004,260	5,141,698
Yellow Medicine	345.79	691.58	2,656,567	2,729,529
District 8 Totals	3,918.35	7,848.05	\$37,897,153	\$38,937,971
Chisago	238.40	477.00	\$6,092,344	\$6,259,667
Dakota	336.25	906.66	12,753,195	13,103,449
Ramsey	262.34	752.81	16,249,803	16,252,315
Washington	209.22	476.38	8,652,958	8,862,543
Metro Totals	1,046.21	2,612.85	\$43,748,300	\$44,477,974
STATE TOTALS	30,700.95	62,999.48	\$472,917,277	\$472,917,277

Preliminary Components of the Tentative 2015 Distribution

October 2014

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	Total Apportionment Sum	40% Motor Vehicle Excess Sum	60% Money Needs Excess Sum	Total Excess Sum	Preliminay 2015 Distribution
Carlton	\$403,102	\$275,895	\$993,916	\$1,699,209	\$3,372,122	\$469,349	\$891,018	\$1,360,367	\$4,732,489
Cook	403,102	48,642	600,958	1,197,539	2,250,241	82,749	627,956	710,705	2,960,946
Itasca	403,102	400,919	2,163,533	3,657,612	6,625,166	682,038	1,917,950	2,599,988	9,225,154
Koochiching	403,102	125,936	850,515	2,477,436	3,856,989	214,241	418,969	633,210	4,490,199
Lake	403,102	92,690	760,982	1,713,869	2,970,643	157,683	898,705	1,056,388	4,027,031
Pine	403,102	236,511	1,609,919	3,082,633	5,332,165	402,350	1,616,447	2,018,797	7,350,962
St. Louis	403,102	1,403,708	4,656,688	11,868,630	18,332,128	2,387,969	6,223,580	8,611,549	26,943,677
District 1 Totals	\$2,821,714	\$2,584,301	\$11,636,511	\$25,696,928	\$42,739,454	\$4,396,379	\$12,594,625	\$16,991,004	\$59,730,458
Beltrami	\$403,102	\$304,302	\$1,555,315	\$2,235,379	4,498,098	\$517,674	\$1,172,171	1,689,845	6,187,943
Clearwater	403,102	87,394	1,089,762	1,025,449	2,605,707	148,674	537,717	686,391	3,292,098
Hubbard	403,102	176,542	1,082,187	1,125,750	2,787,581	300,331	590,312	890,643	3,678,224
Kittson	403,102	47,099	1,247,367	956,418	2,653,986	80,124	501,519	581,643	3,235,629
Lake of the Woods	403,102	42,259	649,986	1,532,880	2,628,227	71,891	283,006	354,897	2,983,124
Marshall	403,102	97,354	2,136,494	1,281,238	3,918,188	165,617	671,846	837,463	4,755,651
Norman	403,102	64,038	1,307,652	1,140,634	2,915,426	108,940	598,117	707,057	3,622,483
Pennington	403,102	116,116	868,506	826,334	2,214,058	197,536	433,307	630,843	2,844,901
Polk	403,102	252,714	2,691,475	2,546,535	5,893,826	429,913	1,335,332	1,765,245	7,659,071
Red Lake	403,102	41,909	620,106	992,722	2,057,839	71,294	244,489	315,783	2,373,622
Roseau	403,102	152,940	1,609,604	1,618,462	3,784,108	260,179	848,677	1,108,856	4,892,964
District 2 Totals	\$4,434,122	\$1,382,667	\$14,858,454	\$15,281,801	\$35,957,044	\$2,352,173	\$7,216,493	\$9,568,666	\$45,525,710
Aitkin	\$403,102	\$160,024	\$1,280,718	\$1,578,715	3,422,559	\$272,231	\$827,834	1,100,065	4,522,624
Benton	403,102	265,655	759,088	1,266,954	2,694,799	451,928	664,355	1,116,283	3,811,082
Cass	403,102	249,207	1,773,626	1,630,306	4,056,241	423,947	854,887	1,278,834	5,335,075
Crow Wing	403,102	548,949	1,263,464	2,034,581	4,250,096	933,865	1,066,878	2,000,743	6,250,839
Isanti	403,102	288,590	759,404	1,072,391	2,523,487	490,946	562,332	1,053,278	3,576,765
Kanabec	403,102	128,461	706,063	779,362	2,016,988	218,536	408,676	627,212	2,644,200
Mille Lacs	403,102	241,141	857,775	1,578,805	3,080,823	410,225	827,882	1,238,107	4,318,930
Morrison	403,102	303,986	1,513,547	2,151,101	4,371,736	517,137	1,125,238	1,642,375	6,014,111
Sherburne	403,102	663,908	820,531	1,282,175	3,169,716	1,129,432	672,337	1,801,769	4,971,485
Stearns	403,102	1,123,149	2,221,398	4,037,270	7,784,919	1,910,685	2,083,120	3,993,805	11,778,724
Todd	403,102	199,583	1,377,195	923,924	2,903,804	339,528	484,480	824,008	3,727,812
Wadena	403,102	130,881	787,600	833,762	2,155,345	222,653	416,589	639,242	2,794,587
Wright	403,102	922,724	1,392,977	3,718,576	6,437,379	1,569,726	1,949,918	3,519,644	9,957,023
District 3 Totals	\$5,240,326	\$5,226,258	\$15,513,386	\$22,887,922	\$48,867,892	\$8,890,839	\$11,944,526	\$20,835,365	\$69,703,257
Becker	\$403,102	\$281,576	\$1,571,413	\$1,519,862	3,775,953	\$479,014	\$796,973	1,275,987	5,051,940
Big Stone	403,102	53,692	704,064	896,981	2,057,839	91,340	289,125	380,465	2,438,304
Clay	403,102	367,533	1,346,895	1,452,049	3,569,579	625,241	761,414	1,386,655	4,956,234
Douglas	403,102	329,201	1,327,747	1,514,580	3,574,630	560,032	794,204	1,354,236	4,928,866
Grant	403,102	63,968	763,717	553,770	1,784,557	108,821	290,382	399,203	2,183,760
Mahnomen	403,102	34,369	649,249	971,119	2,057,839	58,467	283,236	341,703	2,399,542
Otter Tail	403,102	509,075	3,094,744	4,339,447	8,346,368	866,031	2,255,504	3,121,535	11,467,903
Pope	403,102	103,912	996,652	961,442	2,465,108	176,774	504,154	680,928	3,146,036
Stevens	403,102	83,642	816,217	568,965	1,871,926	142,290	298,349	440,639	2,312,565
Swift	403,102	98,511	1,102,177	843,441	2,447,231	167,586	442,277	609,863	3,057,094
Traverse	403,102	38,121	819,373	541,638	1,802,234	64,851	284,020	348,871	2,151,105
Wilkin	403,102	66,563	1,044,943	1,108,965	2,623,573	113,236	581,510	694,746	3,318,319
District 4 Totals	\$4,837,224	\$2,030,163	\$14,237,191	\$15,272,259	\$36,376,837	\$3,453,683	\$7,581,148	\$11,034,831	\$47,411,668

Preliminary Components of the Tentative 2015 Distribution

October 2014

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	Total Apportionment Sum	40% Motor Vehicle Excess Sum	60% Money Needs Excess Sum	Total Excess Sum	Preliminary 2015 Distribution
Anoka	\$403,102	\$2,074,771	\$1,372,145	\$6,849,419	10,699,437	\$3,529,571	\$3,580,170	7,109,741	17,809,178
Carver	403,102	547,301	803,487	2,453,208	4,207,098	931,061	1,224,085	2,155,146	6,362,244
Hennepin	403,102	5,974,475	2,648,550	13,303,643	22,329,770	10,163,692	6,906,610	17,070,302	39,400,072
Scott	403,102	799,699	962,143	3,659,211	5,824,155	1,360,437	1,889,210	3,249,647	9,073,802
Metro Totals	\$1,612,408	\$9,396,246	\$5,786,325	\$26,265,481	\$43,060,460	\$15,984,761	\$13,600,075	\$29,584,836	\$72,645,296
Dodge	\$403,102	\$159,147	\$858,091	\$1,322,815	2,743,155	\$270,739	\$693,647	964,386	3,707,541
Fillmore	403,102	187,203	1,375,196	2,355,409	4,320,910	318,467	1,235,111	1,553,578	5,874,488
Freeborn	403,103	237,178	1,494,189	1,793,341	3,927,811	403,484	940,378	1,343,862	5,271,673
Goodhue	403,103	375,774	1,093,550	2,272,256	4,144,683	639,262	1,191,508	1,830,770	5,975,453
Houston	403,103	155,219	834,418	1,729,694	3,122,434	264,057	907,004	1,171,061	4,293,495
Mower	403,103	276,456	1,253,890	1,599,141	3,532,590	470,303	838,545	1,308,848	4,841,438
Olmsted	403,102	850,866	1,140,368	2,439,343	4,833,679	1,447,481	1,279,124	2,726,605	7,560,284
Rice	403,103	418,349	946,467	1,733,775	3,501,694	711,689	909,144	1,620,833	5,122,527
Steele	403,103	260,990	1,013,591	1,847,476	3,525,160	443,993	968,765	1,412,758	4,937,918
Wabasha	403,103	196,707	911,958	1,645,374	3,157,142	334,635	862,788	1,197,423	4,354,565
Winona	403,103	304,793	1,053,465	2,022,503	3,783,864	518,509	1,060,545	1,579,054	5,362,918
District 6 Totals	\$4,434,130	\$3,422,682	\$11,975,183	\$20,761,127	\$40,593,122	\$5,822,619	\$10,886,559	\$16,709,178	\$57,302,300
Blue Earth	\$403,103	\$400,884	\$1,461,784	\$3,355,609	5,621,380	\$681,978	\$1,749,157	2,431,135	8,052,515
Brown	403,103	244,928	1,097,864	1,301,967	3,047,862	416,668	682,715	1,099,383	4,147,245
Cottonwood	403,103	104,649	1,060,725	814,435	2,382,912	178,027	427,067	605,094	2,988,006
Faribault	403,103	135,159	1,166,881	1,608,402	3,313,545	229,931	843,401	1,073,332	4,386,877
Jackson	403,103	95,881	1,238,845	1,607,881	3,345,710	163,112	843,128	1,006,240	4,351,950
Le Sueur	403,103	260,078	892,389	1,724,892	3,280,462	442,442	904,486	1,346,928	4,627,390
Martin	403,103	179,207	1,271,460	1,662,327	3,516,097	304,865	871,678	1,176,543	4,692,640
Nicollet	403,103	203,651	820,531	1,610,572	3,037,857	346,448	844,539	1,190,987	4,228,844
Nobles	403,103	161,357	1,204,125	1,501,889	3,270,474	274,498	763,742	1,038,240	4,308,714
Rock	403,103	79,539	873,767	921,797	2,278,206	135,310	483,365	618,675	2,896,881
Sibley	403,103	126,111	968,350	857,290	2,354,854	214,539	449,539	664,078	3,018,932
Waseca	403,103	148,170	894,072	908,730	2,354,075	252,065	476,513	728,578	3,082,653
Watsonwan	403,103	94,198	782,234	1,035,525	2,315,060	160,248	543,001	703,249	3,018,309
District 7 Totals	\$5,240,339	\$2,233,812	\$13,733,027	\$18,911,316	\$40,118,494	\$3,800,131	\$9,882,331	\$13,682,462	\$53,800,956
Chippewa	\$403,103	\$110,996	\$814,849	\$742,696	2,071,644	\$188,825	\$389,449	578,274	2,649,918
Kandiyohi	403,103	344,457	1,462,836	2,145,264	4,355,660	585,985	1,124,917	1,710,902	6,066,562
Lac Qui Parle	403,103	72,419	1,212,121	799,967	2,487,610	123,199	419,480	542,679	3,030,289
Lincoln	403,103	59,829	848,411	729,452	2,040,795	101,781	382,505	484,286	2,525,081
Lyon	403,103	201,231	1,064,512	1,083,039	2,751,885	342,332	567,916	910,248	3,662,133
Mc Leod	403,103	304,722	851,883	1,320,945	2,880,653	518,390	692,667	1,211,057	4,091,710
Meeker	403,103	197,198	913,641	1,077,926	2,591,868	335,471	565,235	900,706	3,492,574
Murray	403,103	86,728	1,183,083	969,660	2,642,574	147,540	508,463	656,003	3,298,577
Pipestone	403,103	90,515	805,696	808,590	2,107,904	153,983	424,002	577,985	2,685,889
Redwood	403,103	148,907	1,305,232	1,533,569	3,390,811	253,317	804,161	1,057,478	4,448,289
Renville	403,103	154,343	1,489,244	1,855,493	3,902,183	262,565	972,969	1,235,534	5,137,717
Yellow Medicine	403,103	99,318	1,154,992	985,009	2,642,422	168,957	516,511	685,468	3,327,890
District 8 Totals	\$4,837,236	\$1,870,663	\$13,106,500	\$14,051,610	\$33,866,009	\$3,182,345	\$7,368,275	\$10,550,620	\$44,416,629
Chisago	\$403,103	\$464,080	\$796,544	\$2,258,936	3,922,663	\$789,486	\$1,184,523	1,974,009	5,896,672
Dakota	403,103	2,344,144	1,514,074	4,728,664	8,989,985	3,987,822	2,479,581	6,467,403	15,457,388
Ramsey	403,103	2,593,772	1,257,047	6,025,146	10,279,068	4,412,485	3,075,445	7,487,930	17,766,998
Washington	403,103	1,521,123	795,492	3,208,367	5,928,085	2,587,711	1,677,070	4,264,781	10,192,866
Metro Totals	\$1,612,412	\$6,923,119	\$4,363,157	\$16,221,113	\$29,119,801	\$11,777,504	\$8,416,619	\$20,194,123	\$49,313,924
STATE TOTALS	\$35,069,911	\$35,069,911	\$105,209,734	\$175,349,557	\$350,699,113	\$59,660,434	\$89,490,651	\$149,151,085	\$499,850,198

Screening Board Minimum County Adjustment

October 2014

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 0.53391%	Apportionment Sum Adjustment	Excess Sum Adjustment	Final Apportionment Sum Distribution	Final Excess Sum Distribution	Final Total Distribution
Carlton	\$3,372,122	\$1,360,367	\$4,732,489	\$2,668,745	(16,963)	(6,542)	\$3,355,159	\$1,353,825	\$4,708,984
Cook	2,250,241	710,705	2,960,946	2,668,745	(11,320)	(3,418)	2,238,921	707,287	2,946,208
Itasca	6,625,166	2,599,988	9,225,154	2,668,745	(33,327)	(12,503)	6,591,839	2,587,485	9,179,324
Koochiching	3,856,989	633,210	4,490,199	2,668,745	-	(3,045)	3,856,989	630,165	4,487,154
Lake	2,970,643	1,056,388	4,027,031	2,668,745	(14,944)	(5,080)	2,955,699	1,051,308	4,007,007
Pine	5,332,165	2,018,797	7,350,962	2,668,745	(26,823)	(9,708)	5,305,342	2,009,089	7,314,431
St. Louis	18,332,128	8,611,549	26,943,677	2,668,745	(92,218)	(41,412)	18,239,910	8,570,137	26,810,047
District 1 Totals	\$42,739,454	\$16,991,004	\$59,730,458				\$42,543,859	\$16,909,296	\$59,453,155
Beltrami	\$4,498,098	\$1,689,845	\$6,187,943	\$2,668,745	(22,627)	(8,126)	\$4,475,471	\$1,681,719	\$6,157,190
Clearwater	2,605,707	686,391	3,292,098	2,668,745	(13,108)	(3,301)	2,592,599	683,090	3,275,689
Hubbard	2,787,581	890,643	3,678,224	2,668,745	(14,023)	(4,283)	2,773,558	886,360	3,659,918
Kittson	2,653,986	581,643	3,235,629	2,668,745	(13,351)	(2,797)	2,640,635	578,846	3,219,481
Lake of the Woods	2,628,227	354,897	2,983,124	2,668,745	-	(1,707)	2,628,227	353,190	2,981,417
Marshall	3,918,188	837,463	4,755,651	2,668,745	(19,710)	(4,027)	3,898,478	833,436	4,731,914
Norman	2,915,426	707,057	3,622,483	2,668,745	(14,666)	(3,400)	2,900,760	703,657	3,604,417
Pennington	2,214,058	630,843	2,844,901	2,668,745	(11,138)	(3,034)	2,202,920	627,809	2,830,729
Polk	5,893,826	1,765,245	7,659,071	2,668,745	(29,648)	(8,489)	5,864,178	1,756,756	7,620,934
Red Lake	2,057,839	315,783	2,373,622	2,668,745	207,061	88,062	2,264,900	403,845	2,668,745
Roseau	3,784,108	1,108,856	4,892,964	2,668,745	(19,036)	(5,332)	3,765,072	1,103,524	4,868,596
District 2 Totals	\$35,957,044	\$9,568,666	\$45,525,710				\$36,006,798	\$9,612,232	\$45,619,030
Aitkin	\$3,422,559	\$1,100,065	\$4,522,624	\$2,668,745	(17,217)	(5,290)	\$3,405,342	\$1,094,775	\$4,500,117
Benton	2,694,799	1,116,283	3,811,082	2,668,745	(13,556)	(5,368)	2,681,243	1,110,915	3,792,158
Cass	4,056,241	1,278,834	5,335,075	2,668,745	(20,405)	(6,150)	4,035,836	1,272,684	5,308,520
Crow Wing	4,250,096	2,000,743	6,250,839	2,668,745	(21,380)	(9,621)	4,228,716	1,991,122	6,219,838
Isanti	2,523,487	1,053,278	3,576,765	2,668,745	(12,694)	(5,065)	2,510,793	1,048,213	3,559,006
Kanabec	2,016,988	627,212	2,644,200	2,668,745	17,221	7,324	2,034,209	634,536	2,668,745
Mille Lacs	3,080,823	1,238,107	4,318,930	2,668,745	(15,498)	(5,954)	3,065,325	1,232,153	4,297,478
Morrison	4,371,736	1,642,375	6,014,111	2,668,745	(21,992)	(7,898)	4,349,744	1,634,477	5,984,221
Sherburne	3,169,716	1,801,769	4,971,485	2,668,745	(15,945)	(8,665)	3,153,771	1,793,104	4,946,875
Stearns	7,784,919	3,993,805	11,778,724	2,668,745	(39,161)	(19,206)	7,745,758	3,974,599	11,720,357
Todd	2,903,804	824,008	3,727,812	2,668,745	(14,607)	(3,963)	2,889,197	820,045	3,709,242
Wadena	2,155,345	639,242	2,794,587	2,668,745	(10,842)	(3,074)	2,144,503	636,168	2,780,671
Wright	6,437,379	3,519,644	9,957,023	2,668,745	(32,383)	(16,926)	6,404,996	3,502,718	9,907,714
District 3 Totals	\$48,867,892	\$20,835,365	\$69,703,257				\$48,649,433	\$20,745,509	\$69,394,942

Screening Board Minimum County Adjustment

October 2014

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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

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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 0.53391%	Apportionment Sum Adjustment	Excess Sum Adjustment	Final Apportionment Sum Distribution	Final Excess Sum Distribution	Final Total Distribution
Becker	\$3,775,953	\$1,275,987	\$5,051,940	\$2,668,745	(18,995)	(6,136)	\$3,756,958	\$1,269,851	\$5,026,809
Big Stone	2,057,839	380,465	2,438,304	2,668,745	161,679	68,762	2,219,518	449,227	2,668,745
Clay	3,569,579	1,386,655	4,956,234	2,668,745	(17,956)	(6,668)	3,551,623	1,379,987	4,931,610
Douglas	3,574,630	1,354,236	4,928,866	2,668,745	(17,982)	(6,512)	3,556,648	1,347,724	4,904,372
Grant	1,784,557	399,203	2,183,760	2,668,745	340,270	144,715	2,124,827	543,918	2,668,745
Mahnomen	2,057,839	341,703	2,399,542	2,668,745	188,875	80,328	2,246,714	422,031	2,668,745
Otter Tail	8,346,368	3,121,535	11,467,903	2,668,745	(41,986)	(15,011)	8,304,382	3,106,524	11,410,906
Pope	2,465,108	680,928	3,146,036	2,668,745	(12,401)	(3,275)	2,452,707	677,653	3,130,360
Stevens	1,871,926	440,639	2,312,565	2,668,745	249,899	106,281	2,121,825	546,920	2,668,745
Swift	2,447,231	609,863	3,057,094	2,668,745	(12,311)	(2,933)	2,434,920	606,930	3,041,850
Traverse	1,802,234	348,871	2,151,105	2,668,745	363,181	154,459	2,165,415	503,330	2,668,745
Wilkin	2,623,573	694,746	3,318,319	2,668,745	(13,198)	(3,342)	2,610,375	691,404	3,301,779
District 4 Totals	\$36,376,837	\$11,034,831	\$47,411,668				\$37,545,912	\$11,545,499	\$49,091,411
Anoka	\$10,699,437	\$7,109,741	\$17,809,178	\$2,668,745	(53,823)	(34,190)	\$10,645,614	\$7,075,551	\$17,721,165
Carver	4,207,098	2,155,146	6,362,244	2,668,745	(21,163)	(10,364)	4,185,935	2,144,782	6,330,717
Hennepin	22,329,770	17,070,302	39,400,072	2,668,745	(112,328)	(82,089)	22,217,442	16,988,213	39,205,655
Scott	5,824,155	3,249,647	9,073,802	2,668,745	(29,298)	(15,627)	5,794,857	3,234,020	9,028,877
Metro Totals	\$43,060,460	\$29,584,836	\$72,645,296				\$42,843,848	\$29,442,566	\$72,286,414
Dodge	\$2,743,155	\$964,386	\$3,707,541	\$2,668,745	(13,799)	(4,638)	\$2,729,356	\$959,748	\$3,689,104
Fillmore	4,320,910	1,553,578	5,874,488	2,668,745	(21,736)	(7,471)	4,299,174	1,546,107	5,845,281
Freeborn	3,927,811	1,343,862	5,271,673	2,668,745	(19,759)	(6,462)	3,908,052	1,337,400	5,245,452
Goodhue	4,144,683	1,830,770	5,975,453	2,668,745	(20,849)	(8,804)	4,123,834	1,821,966	5,945,800
Houston	3,122,434	1,171,061	4,293,495	2,668,745	(15,707)	(5,632)	3,106,727	1,165,429	4,272,156
Mower	3,532,590	1,308,848	4,841,438	2,668,745	(17,770)	(6,294)	3,514,820	1,302,554	4,817,374
Olmsted	4,833,679	2,726,605	7,560,284	2,668,745	(24,315)	(13,112)	4,809,364	2,713,493	7,522,857
Rice	3,501,694	1,620,833	5,122,527	2,668,745	(17,615)	(7,794)	3,484,079	1,613,039	5,097,118
Steele	3,525,160	1,412,758	4,937,918	2,668,745	(17,733)	(6,794)	3,507,427	1,405,964	4,913,391
Wabasha	3,157,142	1,197,423	4,354,565	2,668,745	(15,882)	(5,758)	3,141,260	1,191,665	4,332,925
Winona	3,783,864	1,579,054	5,362,918	2,668,745	(19,034)	(7,594)	3,764,830	1,571,460	5,336,290
District 6 Totals	\$40,593,122	\$16,709,178	\$57,302,300				\$40,388,923	\$16,628,825	\$57,017,748

Screening Board Minimum County Adjustment

October 2014

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 0.53391%	Apportionment Sum Adjustment	Excess Sum Adjustment	Final Apportionment Sum Distribution	Final Excess Sum Distribution	Final Total Distribution
Blue Earth	\$5,621,380	\$2,431,135	\$8,052,515	\$2,668,745	(28,278)	(11,691)	\$5,593,102	\$2,419,444	\$8,012,546
Brown	3,047,862	1,099,383	4,147,245	2,668,745	(15,332)	(5,287)	3,032,530	1,094,096	4,126,626
Cottonwood	2,382,912	605,094	2,988,006	2,668,745	(11,987)	(2,910)	2,370,925	602,184	2,973,109
Faribault	3,313,545	1,073,332	4,386,877	2,668,745	(16,669)	(5,162)	3,296,876	1,068,170	4,365,046
Jackson	3,345,710	1,006,240	4,351,950	2,668,745	(16,830)	(4,839)	3,328,880	1,001,401	4,330,281
Le Sueur	3,280,462	1,346,928	4,627,390	2,668,745	(16,502)	(6,477)	3,263,960	1,340,451	4,604,411
Martin	3,516,097	1,176,543	4,692,640	2,668,745	(17,687)	(5,658)	3,498,410	1,170,885	4,669,295
Nicollet	3,037,857	1,190,987	4,228,844	2,668,745	(15,282)	(5,727)	3,022,575	1,185,260	4,207,835
Nobles	3,270,474	1,038,240	4,308,714	2,668,745	(16,452)	(4,993)	3,254,022	1,033,247	4,287,269
Rock	2,278,206	618,675	2,896,881	2,668,745	(11,460)	(2,975)	2,266,746	615,700	2,882,446
Sibley	2,354,854	664,078	3,018,932	2,668,745	(11,846)	(3,193)	2,343,008	660,885	3,003,893
Waseca	2,354,075	728,578	3,082,653	2,668,745	(11,842)	(3,504)	2,342,233	725,074	3,067,307
Watonwan	2,315,060	703,249	3,018,309	2,668,745	(11,646)	(3,382)	2,303,414	699,867	3,003,281
District 7 Totals	\$40,118,494	\$13,682,462	\$53,800,956				\$39,916,681	\$13,616,664	\$53,533,345
Chippewa	\$2,071,644	\$578,274	\$2,649,918	\$2,668,745	13,209	5,618	\$2,084,853	\$583,892	\$2,668,745
Kandiyohi	4,355,660	1,710,902	6,066,562	2,668,745	(21,911)	(8,228)	4,333,749	1,702,674	6,036,423
Lac Qui Parle	2,487,610	542,679	3,030,289	2,668,745	(12,514)	(2,610)	2,475,096	540,069	3,015,165
Lincoln	2,040,795	484,286	2,525,081	2,668,745	100,796	42,868	2,141,591	527,154	2,668,745
Lyon	2,751,885	910,248	3,662,133	2,668,745	(13,843)	(4,377)	2,738,042	905,871	3,643,913
Mc Leod	2,880,653	1,211,057	4,091,710	2,668,745	(14,491)	(5,824)	2,866,162	1,205,233	4,071,395
Meeker	2,591,868	900,706	3,492,574	2,668,745	(13,038)	(4,331)	2,578,830	896,375	3,475,205
Murray	2,642,574	656,003	3,298,577	2,668,745	(13,293)	(3,155)	2,629,281	652,848	3,282,129
Pipestone	2,107,904	577,985	2,685,889	2,668,745	(10,604)	(2,779)	2,097,300	575,206	2,672,506
Redwood	3,390,811	1,057,478	4,448,289	2,668,745	(17,057)	(5,085)	3,373,754	1,052,393	4,426,147
Renville	3,902,183	1,235,534	5,137,717	2,668,745	(19,630)	(5,942)	3,882,553	1,229,592	5,112,145
Yellow Medicine	2,642,422	685,468	3,327,890	2,668,745	(13,292)	(3,296)	2,629,130	682,172	3,311,302
District 8 Totals	\$33,866,009	\$10,550,620	\$44,416,629				\$33,830,341	\$10,553,479	\$44,383,820
Chisago	\$3,922,663	\$1,974,009	\$5,896,672	\$2,668,745	(19,732)	(9,492)	\$3,902,931	\$1,964,517	\$5,867,448
Dakota	8,989,985	6,467,403	15,457,388	2,668,745	(45,222)	(31,100)	8,944,763	6,436,303	15,381,066
Ramsey	10,279,068	7,487,930	17,766,998	2,668,745	(51,708)	(36,008)	10,227,360	7,451,922	17,679,282
Washington	5,928,085	4,264,781	10,192,866	2,668,745	(29,821)	(20,508)	5,898,264	4,244,273	10,142,537
Metro Totals	\$29,119,801	\$20,194,123	\$49,313,924				\$28,973,318	\$20,097,015	\$49,070,333
STATE TOTALS	\$350,699,113	\$149,151,085	\$499,850,198		-	-	\$350,699,113	\$149,151,085	\$499,850,198

Maximum redistribution 1.25% \$6,248,127
 Total redistributed \$6,248,106

Final Components of the Tentative 2015 Distribution

October 2014

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	Money Needs Minimum Adjustment	Final Money Needs Apportionment	Total Apportionment Sum	40% Motor Vehicle Excess Sum	60% Money Needs Excess Sum	Money Needs Minimum Adjustment	60% Money Needs Excess Sum	Total Excess Sum	Tentative 2015 Distribution
Carlton	\$403,102	\$275,895	\$993,916	\$1,699,209	(\$16,963)	\$1,682,246	\$3,355,159	\$469,349	\$891,018	(\$6,542)	\$884,476	\$1,353,825	\$4,708,984
Cook	403,102	48,642	600,958	1,197,539	(11,320)	1,186,219	2,238,921	82,749	627,956	(3,418)	624,538	707,287	2,946,208
Itasca	403,102	400,919	2,163,533	3,657,612	(33,327)	3,624,285	6,591,839	682,038	1,917,950	(12,503)	1,905,447	2,587,485	9,179,324
Koochiching	403,102	125,936	850,515	2,477,436	0	2,477,436	3,856,989	214,241	418,969	(3,045)	415,924	630,165	4,487,154
Lake	403,102	92,690	760,982	1,713,869	(14,944)	1,698,925	2,955,699	157,683	898,705	(5,080)	893,625	1,051,308	4,007,007
Pine	403,102	236,511	1,609,919	3,082,633	(26,823)	3,055,810	5,305,342	402,350	1,616,447	(9,708)	1,606,739	2,009,089	7,314,431
St. Louis	403,102	1,403,708	4,656,688	11,868,630	(92,218)	11,776,412	18,239,910	2,387,969	6,223,580	(41,412)	6,182,168	8,570,137	26,810,047
District 1 Totals	\$2,821,714	\$2,584,301	\$11,636,511	\$25,696,928	(\$195,595)	\$25,501,333	\$42,543,859	\$4,396,379	\$12,594,625	(\$81,708)	\$12,512,917	\$16,909,296	\$59,453,155
Beltrami	\$403,102	\$304,302	\$1,555,315	\$2,235,379	(\$22,627)	\$2,212,752	\$4,475,471	\$517,674	\$1,172,171	(\$8,126)	\$1,164,045	\$1,681,719	6,157,190
Clearwater	403,102	87,394	1,089,762	1,025,449	(13,108)	1,012,341	2,592,599	148,674	537,717	(3,301)	534,416	683,090	3,275,689
Hubbard	403,102	176,542	1,082,187	1,125,750	(14,023)	1,111,727	2,773,558	300,331	590,312	(4,283)	586,029	886,360	3,659,918
Kittson	403,102	47,099	1,247,367	956,418	(13,351)	943,067	2,640,635	80,124	501,519	(2,797)	498,722	578,846	3,219,481
Lake of the Woods	403,102	42,259	649,986	1,532,880	0	1,532,880	2,628,227	71,891	283,006	(1,707)	281,299	353,190	2,981,417
Marshall	403,102	97,354	2,136,494	1,281,238	(19,710)	1,261,528	3,898,478	165,617	671,846	(4,027)	667,819	833,436	4,731,914
Norman	403,102	64,038	1,307,652	1,140,634	(14,666)	1,125,968	2,900,760	108,940	598,117	(3,400)	594,717	703,657	3,604,417
Pennington	403,102	116,116	868,506	826,334	(11,138)	815,196	2,202,920	197,536	433,307	(3,034)	430,273	627,809	2,830,729
Polk	403,102	252,714	2,691,475	2,546,535	(29,648)	2,516,887	5,864,178	429,913	1,335,332	(8,489)	1,326,843	1,756,756	7,620,934
Red Lake	403,102	41,909	620,106	992,722	207,061	1,199,783	2,264,900	71,294	244,489	88,062	332,551	403,845	2,668,745
Roseau	403,102	152,940	1,609,604	1,618,462	(19,036)	1,599,426	3,765,072	260,179	848,677	(5,332)	843,345	1,103,524	4,868,596
District 2 Totals	\$4,434,122	\$1,382,667	\$14,858,454	\$15,281,801	\$49,754	\$15,331,555	\$36,006,798	\$2,352,173	\$7,216,493	\$43,566	\$7,260,059	\$9,612,232	\$45,619,030
Aitkin	\$403,102	\$160,024	\$1,280,718	\$1,578,715	(\$17,217)	\$1,561,498	\$3,405,342	\$272,231	\$827,834	(\$5,290)	\$822,544	\$1,094,775	4,500,117
Benton	403,102	265,655	759,088	1,266,954	(13,556)	1,253,398	2,681,243	451,928	664,355	(5,368)	658,987	1,110,915	3,792,158
Cass	403,102	249,207	1,773,626	1,630,306	(20,405)	1,609,901	4,035,836	423,947	854,887	(6,150)	848,737	1,272,684	5,308,520
Crow Wing	403,102	548,949	1,263,464	2,034,581	(21,380)	2,013,201	4,228,716	933,865	1,066,878	(6,621)	1,057,257	1,991,122	6,219,838
Isanti	403,102	288,590	759,404	1,072,391	(12,694)	1,059,697	2,510,793	490,946	562,332	(5,065)	557,267	1,048,213	3,559,006
Kanabec	403,102	128,461	706,063	779,362	17,221	796,583	2,034,209	218,536	408,676	7,324	416,000	634,536	2,668,745
Millie Lacs	403,102	241,141	857,775	1,578,805	(15,498)	1,563,307	3,065,325	410,225	1,066,878	(5,954)	821,928	1,232,153	4,297,478
Morrison	403,102	303,986	1,513,547	2,151,101	(21,992)	2,129,109	4,349,744	517,137	1,125,238	(7,898)	1,117,340	1,634,477	5,984,221
Sherburne	403,102	663,908	820,531	1,282,175	(15,945)	1,266,230	3,153,771	1,129,432	672,337	(8,665)	663,672	1,793,104	4,946,875
Stearns	403,102	1,123,149	2,221,398	4,037,270	(39,161)	3,998,109	7,745,758	1,910,685	2,083,120	(19,206)	2,063,914	3,974,599	11,720,357
Todd	403,102	199,583	1,377,195	923,924	(14,607)	909,317	2,889,197	339,528	484,480	(3,963)	480,517	820,045	3,709,242
Wadena	403,102	130,881	787,600	833,762	(10,842)	822,920	2,144,503	222,653	416,589	(3,074)	413,515	636,168	2,780,671
Wright	403,102	922,724	1,392,977	3,718,576	(32,383)	3,686,193	6,404,996	1,569,726	1,949,918	(16,926)	1,932,992	3,502,718	9,907,714
District 3 Totals	\$5,240,326	\$5,226,258	\$15,513,386	\$22,887,922	(\$218,459)	\$22,669,463	\$48,649,433	\$8,890,839	\$11,944,526	(\$89,856)	\$11,854,670	\$20,745,509	\$69,394,942
Becker	\$403,102	\$281,576	\$1,571,413	\$1,519,862	(\$18,995)	\$1,500,867	\$3,756,958	\$479,014	\$796,973	(\$6,136)	\$790,837	\$1,269,851	5,026,809
Big Stone	403,102	53,692	704,064	896,981	161,679	1,058,660	2,219,518	91,340	289,125	68,762	357,887	449,227	2,668,745
Clay	403,102	367,533	1,346,895	1,452,049	(17,956)	1,434,093	3,551,623	625,241	761,414	(6,668)	754,746	1,379,987	4,931,610
Douglas	403,102	329,201	1,327,747	1,514,580	(17,982)	1,496,598	3,556,648	560,032	794,204	(6,512)	787,692	1,347,724	4,904,372
Grant	403,102	63,968	763,717	553,770	340,270	894,040	2,124,827	108,821	290,382	144,715	435,097	543,918	2,668,745
Mahnomen	403,102	34,369	649,249	971,119	188,875	1,159,994	2,246,714	58,467	283,236	80,328	363,564	422,031	2,668,745
Otter Tail	403,102	509,075	3,094,744	4,339,447	(41,986)	4,297,461	8,304,382	866,031	2,255,504	(15,011)	2,240,493	3,106,524	11,410,906
Pope	403,102	103,912	996,652	961,442	(12,401)	949,041	2,452,707	176,774	504,154	(3,275)	500,879	677,653	3,130,360
Stevens	403,102	83,642	816,217	568,965	249,899	818,864	2,121,825	142,290	298,349	106,281	404,630	546,920	2,668,745
Swift	403,102	98,511	1,102,177	843,441	(12,311)	831,130	2,434,920	167,586	442,277	(2,933)	439,344	606,930	3,041,850
Traverse	403,102	38,121	819,373	541,638	363,181	904,819	2,165,415	64,851	284,020	154,459	438,479	503,330	2,668,745
Wilkin	403,102	66,563	1,044,943	1,108,965	(13,198)	1,095,767	2,610,375	113,236	581,510	(3,342)	578,168	691,404	3,301,779
District 4 Totals	\$4,837,224	\$2,030,163	\$14,237,191	\$15,272,259	\$1,169,075	\$16,441,334	\$37,545,912	\$3,453,683	\$7,581,148	\$510,668	\$8,091,816	\$11,545,499	\$49,091,411
Anoka	\$403,102	\$2,074,771	\$1,372,145	\$6,849,419	(\$53,823)	\$6,795,596	\$10,645,614	\$3,529,571	\$3,580,170	(\$34,190)	\$3,545,980	\$7,075,551	\$17,721,165
Carver	403,102	547,301	803,487	2,453,208	(21,163)	2,432,045	4,185,935	931,061	1,224,085	(10,364)	1,213,721	2,144,782	6,330,717
Hennepin	403,102	5,974,475	2,648,550	13,303,643	(112,328)	13,191,315	22,217,442	10,163,692	6,906,610	(82,089)	6,824,521	16,988,213	39,205,655
Scott	403,102	799,699	962,143	3,659,211	(29,298)	3,629,913	5,794,857	1,360,437	1,889,210	(15,627)	1,873,583	3,234,020	9,028,877
Metro Totals	\$1,612,408	\$9,396,246	\$5,786,325	\$26,265,481	(\$216,612)	\$26,048,869	\$42,843,848	\$15,984,761	\$13,600,075	(\$142,270)	\$13,457,805	\$29,442,566	\$72,286,414

Final Components of the Tentative 2015 Distribution

October 2014

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	Money Needs Minimum Adjustment	Final Money Needs Apportionment	Total Apportionment Sum	40% Motor Vehicle Excess Sum	60% Money Needs Excess Sum	Money Needs Minimum Adjustment	60% Money Needs Excess Sum	Total Excess Sum	Tentative 2015 Distribution
Dodge	\$403,102	\$159,147	\$858,091	\$1,322,815	(\$13,799)	\$1,309,016	\$2,729,356	\$270,739	\$693,647	(\$4,638)	\$689,009	\$959,748	3,689,104
Fillmore	403,102	187,203	1,375,196	2,355,409	(21,736)	2,333,673	4,299,174	318,467	1,235,111	(7,471)	1,227,640	1,546,107	5,845,281
Freeborn	403,103	237,178	1,494,189	1,793,341	(19,759)	1,773,582	3,908,052	403,484	940,378	(6,462)	933,916	1,337,400	5,245,452
Goodhue	403,103	375,774	1,093,550	2,272,256	(20,849)	2,251,407	4,123,834	639,262	1,191,508	(8,804)	1,182,704	1,821,966	5,945,800
Houston	403,103	155,219	834,418	1,729,694	(15,707)	1,713,987	3,106,727	264,057	907,004	(5,632)	901,372	1,165,429	4,272,156
Mower	403,103	276,456	1,253,890	1,599,141	(17,770)	1,581,371	3,514,820	470,303	838,545	(6,294)	832,251	1,302,554	4,817,374
Olmsted	403,102	850,866	1,140,368	2,439,343	(24,315)	2,415,028	4,809,364	1,447,481	1,279,124	(13,112)	1,266,012	2,713,493	7,522,857
Rice	403,103	418,349	946,467	1,733,775	(17,615)	1,716,160	3,484,079	711,689	909,144	(7,794)	901,350	1,613,039	5,097,118
Steele	403,103	260,990	1,013,591	1,847,476	(17,733)	1,829,743	3,507,427	443,993	968,765	(6,794)	961,971	1,405,964	4,913,391
Wabasha	403,103	196,707	911,958	1,645,374	(15,882)	1,629,492	3,141,260	334,635	862,788	(5,758)	857,030	1,191,665	4,332,925
Winona	403,103	304,793	1,053,465	2,022,503	(19,034)	2,003,469	3,764,830	518,509	1,060,545	(7,594)	1,052,951	1,571,460	5,336,290
District 6 Totals	\$4,434,130	\$3,422,682	\$11,975,183	\$20,761,127	(\$204,199)	\$20,556,928	\$40,388,923	\$5,822,619	\$10,886,559	(\$80,353)	\$10,806,206	\$16,628,825	\$57,017,748
Blue Earth	\$403,103	\$400,884	\$1,461,784	\$3,355,609	(\$28,278)	\$3,327,331	\$5,593,102	\$681,978	\$1,749,157	(\$11,691)	\$1,737,466	\$2,419,444	8,012,546
Brown	403,103	244,928	1,097,864	1,301,967	(15,332)	1,286,635	3,032,530	416,668	682,715	(5,287)	677,428	1,094,096	4,126,626
Cottonwood	403,102	104,649	1,060,725	814,435	(11,987)	802,448	2,370,925	178,027	427,067	(2,910)	424,157	602,184	2,973,109
Faribault	403,103	135,159	1,166,881	1,608,402	(16,669)	1,591,733	3,296,876	229,931	843,401	(5,162)	838,239	1,068,170	4,365,046
Jackson	403,103	95,881	1,238,845	1,607,881	(16,830)	1,591,051	3,328,880	163,112	843,128	(4,839)	838,289	1,001,401	4,330,281
Le Sueur	403,103	260,078	892,389	1,724,892	(16,502)	1,708,390	3,263,960	442,442	904,486	(6,477)	898,009	1,340,451	4,604,411
Martin	403,103	179,207	1,271,460	1,662,327	(17,687)	1,644,640	3,498,410	304,865	871,678	(5,658)	866,020	1,170,885	4,669,295
Nicollet	403,103	203,651	820,531	1,610,572	(15,282)	1,595,290	3,022,575	346,448	844,539	(5,727)	838,812	1,185,260	4,207,835
Nobles	403,103	161,357	1,204,125	1,501,889	(16,452)	1,485,437	3,254,022	274,498	763,742	(4,993)	758,749	1,033,247	4,287,269
Rock	403,103	79,539	873,767	921,797	(11,460)	910,337	2,266,746	135,310	483,365	(2,975)	480,390	615,700	2,882,446
Sibley	403,103	126,111	968,350	857,290	(11,846)	845,444	2,343,008	214,539	449,539	(3,193)	446,346	660,885	3,003,893
Waseca	403,103	148,170	894,072	908,730	(11,842)	896,888	2,342,233	252,065	476,513	(3,504)	473,009	725,074	3,067,307
Watonwan	403,103	94,198	782,234	1,035,525	(11,646)	1,023,879	2,303,414	160,248	543,001	(3,382)	539,619	699,867	3,003,281
District 7 Totals	\$5,240,339	\$2,233,812	\$13,733,027	\$18,911,316	(\$201,813)	\$18,709,503	\$39,916,681	\$3,800,131	\$9,882,331	(\$65,798)	\$9,816,533	\$13,616,664	\$53,533,345
Chippewa	\$403,103	\$110,996	\$814,849	\$742,696	\$13,209	\$755,905	\$2,084,853	\$188,825	\$389,449	\$5,618	\$395,067	\$583,892	2,668,745
Kandiyohi	403,103	344,457	1,462,836	2,145,264	(21,911)	2,123,353	4,333,749	585,985	1,124,917	(8,228)	1,116,689	1,702,674	6,036,423
Lac Qui Parle	403,103	72,419	1,212,121	799,967	(12,514)	787,453	2,475,096	123,199	419,480	(2,610)	416,870	540,069	3,015,165
Lincoln	403,103	59,829	848,411	729,452	100,796	830,248	2,141,591	101,781	382,505	42,868	425,373	527,154	2,668,745
Lyon	403,103	201,231	1,064,512	1,083,039	(13,843)	1,069,196	2,738,042	342,332	567,916	(4,377)	563,539	905,871	3,643,913
Mc Leod	403,103	304,722	851,883	1,320,945	(14,491)	1,306,454	2,866,162	518,390	692,667	(5,824)	686,843	1,205,233	4,071,395
Meeker	403,103	197,198	913,641	1,077,926	(13,038)	1,064,888	2,578,830	335,471	565,235	(4,331)	560,904	896,375	3,475,205
Murray	403,103	86,728	1,183,083	969,660	(13,293)	956,367	2,629,281	147,540	508,463	(3,155)	505,308	652,848	3,282,129
Pipestone	403,103	90,515	805,696	808,590	(10,604)	797,986	2,097,300	153,983	424,002	(2,779)	421,223	575,206	2,672,506
Redwood	403,103	148,907	1,305,232	1,533,569	(17,057)	1,516,512	3,373,754	253,317	804,161	(5,085)	799,076	1,052,393	4,426,147
Renville	403,103	154,343	1,489,244	1,855,493	(19,630)	1,835,863	3,882,553	262,565	972,969	(5,942)	967,027	1,229,592	5,112,145
Yellow Medicine	403,103	99,318	1,154,992	985,009	(13,292)	971,717	2,629,130	168,957	516,511	(3,296)	513,215	682,172	3,311,302
District 8 Totals	\$4,837,236	\$1,870,663	\$13,106,500	\$14,051,610	(\$35,668)	\$14,015,942	\$33,830,341	\$3,182,345	\$7,368,275	\$2,859	\$7,371,134	\$10,553,479	\$44,383,820
Chisago	\$403,103	\$464,080	\$796,544	\$2,258,936	(\$19,732)	\$2,239,204	\$3,902,931	\$789,486	\$1,184,523	(\$9,492)	\$1,175,031	\$1,964,517	5,867,448
Dakota	403,103	2,344,144	1,514,074	4,728,664	(45,222)	4,683,442	8,944,763	3,987,822	2,479,581	(31,100)	2,448,481	6,436,303	15,381,066
Ramsey	403,103	2,593,772	1,257,047	6,025,146	(51,708)	5,973,438	10,227,360	4,412,485	3,075,445	(36,008)	3,039,437	7,451,922	17,679,282
Washington	403,103	1,521,123	795,492	3,208,367	(29,821)	3,178,546	5,898,264	2,587,711	1,677,070	(20,508)	1,656,562	4,244,273	10,142,537
Metro Totals	\$1,612,412	\$6,923,119	\$4,363,157	\$16,221,113	(\$146,483)	\$16,074,630	\$28,973,318	\$11,777,504	\$8,416,619	(\$97,108)	\$8,319,511	\$20,097,015	\$49,070,333
STATE TOTALS	\$35,069,911	\$35,069,911	\$105,209,734	\$175,349,557	\$0	\$175,349,557	\$350,699,113	\$59,660,434	\$89,490,651	\$0	\$89,490,651	\$149,151,085	\$499,850,198

Comparison of the Actual 2014 to the TENTATIVE 2015 CSAH Distribution

October 2014

The following two pages indicate a comparison between the actual 2014 CSAH distribution and what each county's 2015 county state aid distribution would be if all mileage, needs and adjustments remained as published in this booklet and if the 2015 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 2015 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 2014 to the Tentative 2015 CSAH Distribution

October 2014

County	Actual 2014 CSAH Distribution	Tentative 2015 CSAH Distribution	Increase or Decrease	% + or -
Carlton	\$4,732,598	\$4,708,984	(\$23,614)	-0.5%
Cook	2,926,208	2,946,208	20,000	0.7%
Itasca	9,088,600	9,179,324	90,724	1.0%
Koochiching	4,495,225	4,487,154	(8,071)	-0.2%
Lake	3,974,546	4,007,007	32,461	0.8%
Pine	7,260,939	7,314,431	53,492	0.7%
St. Louis	26,655,665	26,810,047	154,382	0.6%
District 1 Totals	\$59,133,781	\$59,453,155	\$319,374	0.5%
Beltrami	\$6,113,968	\$6,157,190	\$43,222	0.7%
Clearwater	3,259,039	3,275,689	16,650	0.5%
Hubbard	3,637,466	3,659,918	22,452	0.6%
Kittson	3,219,055	3,219,481	426	0.0%
Lake of the Woods	2,988,222	2,981,417	(6,805)	-0.2%
Marshall	4,763,610	4,731,914	(31,696)	-0.7%
Norman	3,602,738	3,604,417	1,679	0.1%
Pennington	2,824,934	2,830,729	5,795	0.2%
Polk	7,617,921	7,620,934	3,013	0.0%
Red Lake	2,680,497	2,668,745	(11,752)	-0.4%
Roseau	4,848,545	4,868,596	20,051	0.4%
District 2 Totals	\$45,555,995	\$45,619,030	\$63,035	0.1%
Aitkin	\$4,465,320	\$4,500,117	\$34,797	0.8%
Benton	3,770,824	3,792,158	21,334	0.6%
Cass	5,263,223	5,308,520	45,297	0.9%
Crow Wing	6,163,026	6,219,838	56,812	0.9%
Isanti	3,528,687	3,559,006	30,319	0.9%
Kanabec	2,680,497	2,668,745	(11,752)	-0.4%
Mille Lacs	4,279,558	4,297,478	17,920	0.4%
Morrison	5,959,344	5,984,221	24,877	0.4%
Sherburne	4,897,202	4,946,875	49,673	1.0%
Stearns	11,677,852	11,720,357	42,505	0.4%
Todd	3,709,152	3,709,242	90	0.0%
Wadena	2,781,532	2,780,671	(861)	0.0%
Wright	9,843,257	9,907,714	64,457	0.7%
District 3 Totals	\$69,019,474	\$69,394,942	\$375,468	0.5%
Becker	\$5,006,237	\$5,026,809	\$20,572	0.4%
Big Stone	2,680,497	2,668,745	(11,752)	-0.4%
Clay	4,942,777	4,931,610	(11,167)	-0.2%
Douglas	4,888,392	4,904,372	15,980	0.3%
Grant	2,680,497	2,668,745	(11,752)	-0.4%
Mahnomen	2,680,497	2,668,745	(11,752)	-0.4%
Otter Tail	11,360,187	11,410,906	50,719	0.5%
Pope	3,136,453	3,130,360	(6,093)	-0.2%
Stevens	2,680,497	2,668,745	(11,752)	-0.4%
Swift	3,076,063	3,041,850	(34,213)	-1.1%
Traverse	2,680,497	2,668,745	(11,752)	-0.4%
Wilkin	3,320,398	3,301,779	(18,619)	-0.6%
District 4 Totals	\$49,132,992	\$49,091,411	(\$41,581)	-0.1%

Comparison of the Actual 2014 to the Tentative 2015 CSAH Distribution

October 2014

County	Actual 2014 CSAH Distribution	Tentative 2015 CSAH Distribution	Increase or Decrease	% + or -
Anoka	\$17,563,670	\$17,721,165	\$157,495	0.9%
Carver	6,391,779	6,330,717	(61,062)	-1.0%
Hennepin	39,093,590	39,205,655	112,065	0.3%
Scott	8,982,416	9,028,877	46,461	0.5%
Metro Totals	\$72,031,455	\$72,286,414	\$254,959	0.4%
Dodge	\$3,702,824	\$3,689,104	(\$13,720)	-0.4%
Fillmore	5,836,587	5,845,281	8,694	0.2%
Freeborn	5,293,416	5,245,452	(47,964)	-0.9%
Goodhue	5,949,348	5,945,800	(3,548)	-0.1%
Houston	4,257,376	4,272,156	14,780	0.4%
Mower	4,875,831	4,817,374	(58,457)	-1.2%
Olmsted	7,554,358	7,522,857	(31,501)	-0.4%
Rice	5,074,210	5,097,118	22,908	0.5%
Steele	4,913,446	4,913,391	(55)	0.0%
Wabasha	4,325,942	4,332,925	6,983	0.2%
Winona	5,334,571	5,336,290	1,719	0.0%
District 6 Totals	\$57,117,909	\$57,017,748	(\$100,161)	-0.2%
Blue Earth	\$8,043,741	\$8,012,546	(\$31,195)	-0.4%
Brown	4,158,418	4,126,626	(31,792)	-0.8%
Cottonwood	3,034,902	2,973,109	(61,793)	-2.0%
Faribault	4,422,486	4,365,046	(57,440)	-1.3%
Jackson	4,385,740	4,330,281	(55,459)	-1.3%
Le Sueur	4,605,284	4,604,411	(873)	0.0%
Martin	4,731,129	4,669,295	(61,834)	-1.3%
Nicollet	4,223,486	4,207,835	(15,651)	-0.4%
Nobles	4,339,206	4,287,269	(51,937)	-1.2%
Rock	2,927,232	2,882,446	(44,786)	-1.5%
Sibley	3,062,036	3,003,893	(58,143)	-1.9%
Waseca	3,090,158	3,067,307	(22,851)	-0.7%
Watsonwan	3,041,088	3,003,281	(37,807)	-1.2%
District 7 Totals	\$54,064,906	\$53,533,345	(\$531,561)	-1.0%
Chippewa	\$2,680,497	\$2,668,745	(\$11,752)	-0.4%
Kandiyohi	6,030,375	6,036,423	6,048	0.1%
Lac Qui Parle	3,056,758	3,015,165	(41,593)	-1.4%
Lincoln	2,680,497	2,668,745	(11,752)	-0.4%
Lyon	3,689,458	3,643,913	(45,545)	-1.2%
Mc Leod	4,078,205	4,071,395	(6,810)	-0.2%
Meeker	3,480,521	3,475,205	(5,316)	-0.2%
Murray	3,349,183	3,282,129	(67,054)	-2.0%
Pipestone	2,701,194	2,672,506	(28,688)	-1.1%
Redwood	4,510,408	4,426,147	(84,261)	-1.9%
Renville	5,213,935	5,112,145	(101,790)	-2.0%
Yellow Medicine	3,359,435	3,311,302	(48,133)	-1.4%
District 8 Totals	\$44,830,466	\$44,383,820	(\$446,646)	-1.0%
Chisago	\$5,837,548	\$5,867,448	\$29,900	0.5%
Dakota	15,329,043	15,381,066	52,023	0.3%
Ramsey	17,666,803	17,679,282	12,479	0.1%
Washington	10,129,826	10,142,537	12,711	0.1%
Metro Totals	\$48,963,220	\$49,070,333	\$107,113	0.2%
STATE TOTALS	\$499,850,198	\$499,850,198	\$0	0.0%

[illegible]

MILEAGE REQUESTS





OTES and COMMENTS

[illegible]

Criteria Necessary For County State Aid Highway Designation

June 2014

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.*



STATE AID FOR LOCAL TRANSPORTATION
MSAS/CSAH System Revision Request

Updated Dec. 2013

DATE: August 1, 2014

TO: Manager, State Aid Needs Unit

FROM: Julie Dresel for, District State Aid Engineer

SUBJECT: Request for Approval of a System Revision
(Municipality) (County) of Carver

Attached is a request and supporting data for a revision to the State Aid System. The proposed route meets the following criteria (indicated by an "X") necessary for designation or is a proposed revocation.

CSAH Criteria - select one of the following from each section below

<input checked="" type="checkbox"/>	Projected to carry a relatively heavier traffic volume,
<input checked="" type="checkbox"/>	or is functionally classified as collector or arterial.
<input checked="" type="checkbox"/>	Connects towns, communities, shipping points and markets within a county or in adjacent counties,
<input type="checkbox"/>	or provides access to rural churches, schools, community meeting halls, industrial areas, state institutions and recreational areas,
<input checked="" type="checkbox"/>	or serves as a principal rural mail route and school bus route
<input checked="" type="checkbox"/>	Provides an integrated and coordinated highway system affording, within practical limits, a State Aid highway network consistent with projected traffic demands
<input checked="" type="checkbox"/>	Revocation

MSAS Criteria - select one of the following from each section below

<input type="checkbox"/>	Project to carry a relatively heavier traffic volume,
<input type="checkbox"/>	or is functionally classified as collector or arterial
<input type="checkbox"/>	Connects the points of major traffic interest within an urban municipality
<input type="checkbox"/>	Provides an integrated and coordinated highway system affording, within practical limits, a State Aid highway network consistent with projected traffic demands
<input type="checkbox"/>	Revocation

Miles Available _____
+ Revoked _____
- Requested _____
= Balance _____

Comments:

--

Recommended Approval or Denial:

for Julie Dresel
District State Aid Engineer

Aug. 1, 2014
Date

Recommended Approval or Denial:

Manager, State Aid Needs Unit

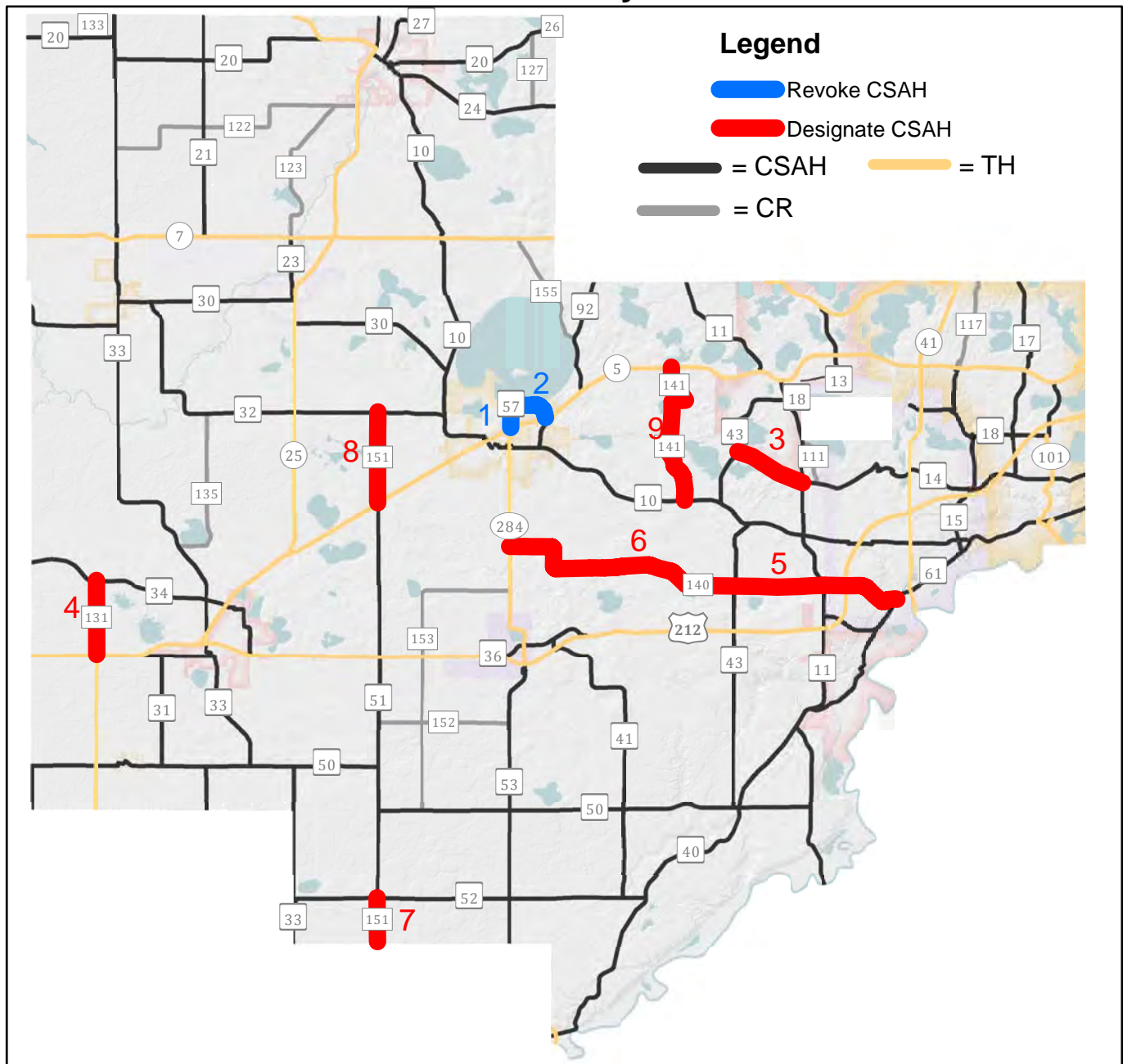
Date

Approval or Denial:

State Aid Engineer

Date

Map 1: Summary of Proposed CSAH Systems Revisions Carver County 2014



0 2.5 5 7.5 10
Miles

This map was created using a compilation of information and data from various City, County, State, and Federal offices. It is not a surveyed or legally recorded map and is intended to be used as a reference. Carver County is not responsible for any inaccuracies contained herein.

Public Works Division
11360 Hwy 212, Suite 1
Cologne, MN 55322
(952) 466-5200

Created: 7/30/2014



STATE AID FOR LOCAL TRANSPORTATION MSAS/CSAH System Revision Request

Updated Dec. 2013

DATE: 8/14/2014

TO: Manager, State Aid Needs Unit

FROM: Gordon Regenscheid, District State Aid Engineer

SUBJECT: Request for Approval of a System Revision
(Municipality) (County) of Sibley

Attached is a request and supporting data for a revision to the State Aid System. The proposed route meets the following criteria (indicated by an "X") necessary for designation or is a proposed revocation.

CSAH Criteria - select one of the following from each section below

<input checked="" type="checkbox"/>	Projected to carry a relatively heavier traffic volume,
<input checked="" type="checkbox"/>	<u>or</u> is functionally classified as collector or arterial.
<input checked="" type="checkbox"/>	Connects towns, communities, shipping points and markets within a county or in adjacent counties,
<input checked="" type="checkbox"/>	<u>or</u> provides access to rural churches, schools, community meeting halls, industrial areas, state institutions and recreational areas,
<input checked="" type="checkbox"/>	<u>or</u> serves as a principal rural mail route and school bus route
<input checked="" type="checkbox"/>	Provides an integrated and coordinated highway system affording, within practical limits, a State Aid highway network consistent with projected traffic demands
<input type="checkbox"/>	Revocation

MSAS Criteria - select one of the following from each section below

<input type="checkbox"/>	Project to carry a relatively heavier traffic volume,
<input type="checkbox"/>	<u>or</u> is functionally classified as collector or arterial
<input type="checkbox"/>	Connects the points of major traffic interest within an urban municipality
<input type="checkbox"/>	Provides an integrated and coordinated highway system affording, within practical limits, a State Aid highway network consistent with projected traffic demands
<input type="checkbox"/>	Revocation

Miles Available	0.50
+ Revoked	0.00
- Requested	1.82
= Balance	-1.32

Comments:

Coordinated with Carver County request

Recommended Approval or Denial: gordon.regenscheid@state.mn.us

Digitally signed by gordon.regenscheid@state.mn.us
DN: cn=gordon.regenscheid@state.mn.us
Date: 2014.08.14 11:37:31 -05'00'

8/14/2014

District State Aid Engineer

Date

Recommended Approval or Denial:

Manager, State Aid Needs Unit

Date

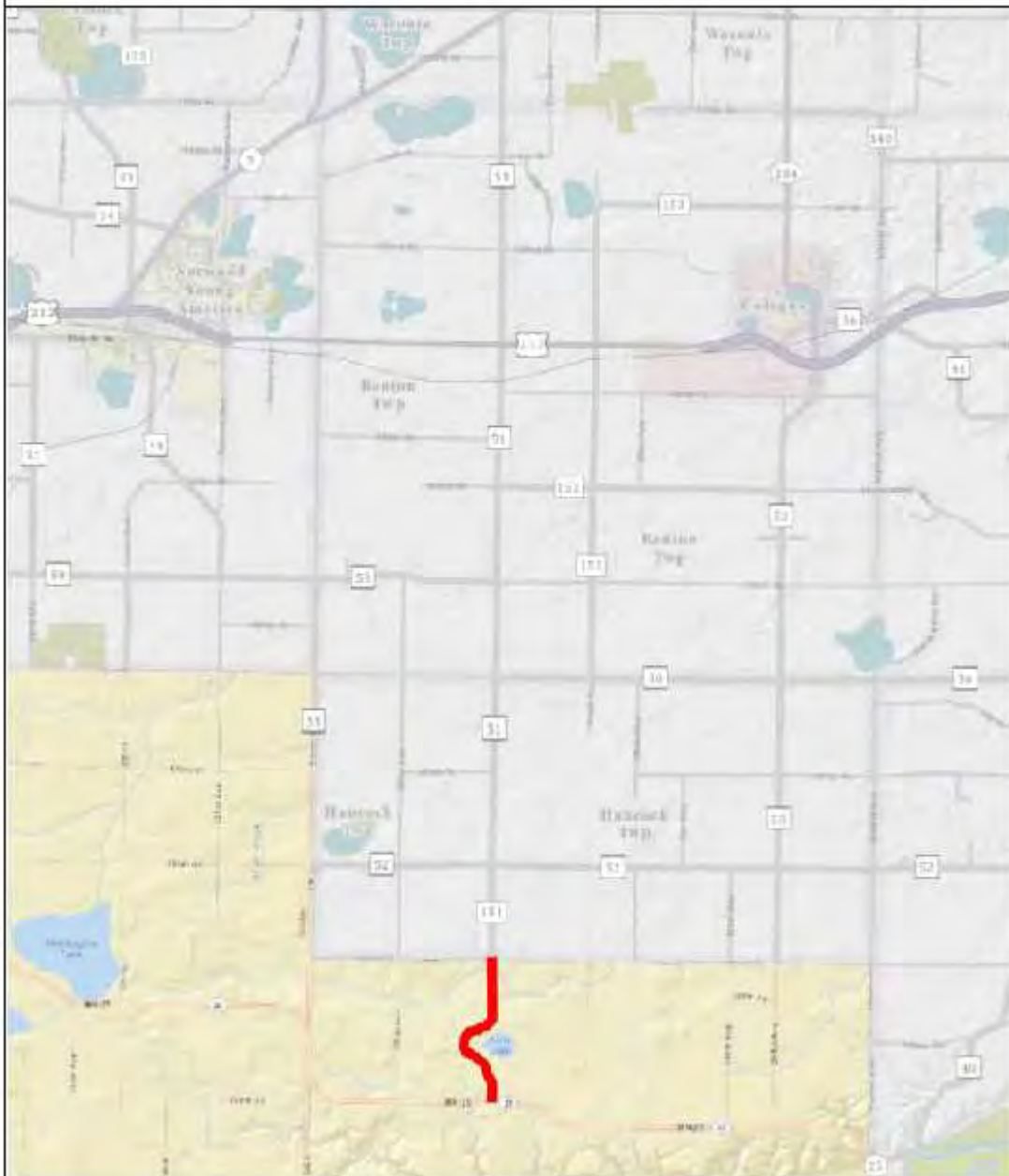
Approval or Denial:

State Aid Engineer

Date

Sibley County CR 160

TH 25 to Carver County Line



Report of the CSAH Mileage Subcommittee

Carver/Sibley Mileage Request

September, 2014

Committee Members: Nathan Richman, Waseca County
Karin Grandia, Itasca County
Mark Krebsbach, Dakota County

Others Attending: Darin Mielke, Carver County
Lyndon Robjent, Carver County
Aaron Wiesen, Carver County
Tim Becker, Sibley County
Julie Dresel, Metro State Aid
Dan Erickson, Metro State Aid
Gordy Regenscheid, DSAE, Dist. 7
Kim DeLaRosa, CSAH Needs Manager
John Pantelis, CSAH Needs

Requested:

Carver County Request:

Bank Miles Used	1.32
Revocation Mileage Total	-1.47
Designation Mileage Requested	<u>19.52</u>
Net Mileage Increase	16.73

Sibley County

Bank Miles Used	.5
Revocation Mileage Total	0
Designation Mileage Requested	<u>1.82</u>
Net Mileage Increase	1.32

The CSAH Mileage Subcommittee and others in attendance met at the Carver County Office on September 15, 2014 at 9:00am to tour the mileage request submitted by Carver and Sibley Counties with the meeting concluding at 3:30pm. The meeting began with a review of the requests and questions followed by a tour of all of the requested miles.

A conference call of the subcommittee members; Nathan Richman, Mark Krebsbach and Karin Grandia, State Aid staff Kim DeLaRosa and John Pantelis was held on September 22, 2014 1:30-3:40pm, and the mileage subcommittee agreed on the following:

As a committee decisions were based on the criteria necessary for county state aid highway designation and the appropriate route on the right system:

- Projected to carry a relatively heavier traffic volume, or is functionally classified as collector or arterial.

- Connects towns, communities, shipping points, and markets within a county or in adjacent counties, or provides access to rural churches, schools, community meeting halls, industrial areas, state institutions and recreational areas, or serves as a principal rural mail route and school bus route.
- Provides an integrated and coordinated highway system affording, within practical limits, a State Aid highway network consistent with projected traffic demands.

The subcommittee agreed on the methodology that these recommendations would be based on the request and conditions at hand. Karin clarified their responsibility was not to determine the financial impacts of any mileage additions or denials, or how decisions effect the statewide CSAH system. These recommendations must meet the above criteria, allowing the continuity of the current network and to support a connected CSAH system.

COMMITTEE RECOMMENDATION:

The committee would like to acknowledge the effort put forth by Sibley and Carver Counties for this request.

The Mileage Subcommittee does recommend approval of **8.59** miles of the Carver County request. However, Carver County is required to utilize banked mileage and revoke **1.47** miles. An addition of **5.8** miles to the Carver County system is recommended.

The subcommittee recommends denial of the Sibley County request for **1.32** miles. There are other routes within the county that could be exchanged for County Road 160 if the county sees that as a high priority road. The county currently has low volume, local roads on the CSAH system.

The Mileage Subcommittee wishes to thank Lyndon Robjert, Tim Becker and their staff for their professional work in providing detailed information that was necessary to review the mileage requests and for spending the day providing answers to our questions as we viewed the routes.

The full version of Carver and Sibley County's mileage request and documentation is available in our Fall 2014 online book at:

<http://www.dot.state.mn.us/stateaid/csah-fallbooks.html>

2014 Carver County Mileage Request

Segment	Description	Total Miles	Candidate Change	Designated Mileage	Banked Mileage	New Mileage		Existing Traffic	Projected ADT	Functional Class		Existing Surface	Existing Surface
	Carver County Mileage (2/24/2014)	226.35		225.03	1.32	0							

Revocation of Existing CSAH Designations

Revocation of Existing CSAH Designations	Total Miles	Candidate Change	Designated Mileage	Banked Mileage	New Mileage	Approved Mileage	Exist Traffic	Projected ADT	Current Functional Class	Future Functional Class	Existing Surface	Existing Surface	Comments
Map ID													
1	Revoke designation on CSAH 57 from TH 5 to CSAH 59 to MSAS	226.35	-0.5	224.53	1.82	-0.5	3500	6,500	B Minor	B Minor	Urban, two-lane	Urban, two-lane	approved
2	Revoke designation on CSAH 59 from TH 5 to CSAH 57 to MSAS	226.35	-0.97	223.56	2.79	-0.97	3,300	4,200	B Minor	B Minor	Urban, two-lane	Urban, two-lane	approved

Designation of New State Aid Mileage	Total Miles	Candidate Change	Designated Mileage	Banked Mileage	New Mileage	Approved Mileage	Exist Traffic	Projected ADT	Current Functional Class	Future Functional Class	Existing Surface	Existing Surface	
Map ID													
3	Marsh Lake Road from CSAH 43 to CSAH 11	226.35	1.67	225.23	1.12	1.67	500	14,500	Local	A Minor Arterial	Rural, two-lane	Urban, two-lane divided	approved when built and functionally classified, serving a CSAH function
4	CR 131 from US 212 to CSAH 34	226.91	1.68	226.91	0	0.56	170	2,700	Minor Collector	A Minor Arterial	Rural, two-lane	Rural, two-lane	denied
5	CR 140 from CSAH 43 to CSAH 61	230.77	3.86	230.77	0	4.42	3.86	1,150 / 770	A Minor Arterial	Major Collector	Rural, twolane	Urban, two-lane	approved
6	CR 140 from TH 284 to CSAH 43	236.49	5.72	236.49	0	10.14		650	Major Collector	Major Collector	Rural, twolane	Rural, two-lane	denied - too early for this route
7	CR 151 from Sibley County Line to CSAH 52	237.49	1	237.49	0	11.14	1	125	Major Collector	Major Collector	Rural, twolane	Rural, two-lane	approved - makes a good north south route to get through the couty
8	CR 151 from TH 5 to CSAH 32	239.55	2.06	239.55	0	13.2	2.06	720	Major Collector	Major Collector	Rural, twolane	Rural, two-lane	approved - will only happen if Sibley can designate their section
9	CR 141 from CSAH 10 to TH 5	243.08	3.53	243.08	0	16.73		1,000	Local	A Minor Arterial	Rural, twolane	Rural, two-lane	denied

The proposed system designation changes would add approximately 16.73 miles to Carver County's State Aid system. This translates to an increase of 7.4 percent in state Aid mileage, from 226.35 miles to 243.08 miles. These system changes would require some additional documentation and approval by Mn/DOT's Division of State Aid For Local Transportation and the County Screening Board.

Bank Miles Used	1.32	1.32
Revocation Mileage Total	-1.47	-1.47
Designation Mileage Requested	19.52	8.59
Net Mileage Increase	16.73	Approved Mileage 5.8

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

History of CSAH Additional Mileage Requests

October 2014

Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983-1987	1988-1992	1993-1998	2001	2002	2003	2004	2005	2006	2009	2012	2013-2014	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	14.90	0.00	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	29.24	0.00	26.68	0.00	7.77	0.00	0.00	0.00	130.71	District 3 Totals

History of CSAH Additional Mileage Requests

October 2014

Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983-1987	1988-1992	1993-1998	2001	2002	2003	2004	2005	2006	2009	2012	2013-2014	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	11.70	0.00	0.00	0.00	22.13	0.00	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	5.35	0.00	0.00	0.00	49.38	District 6 Totals

History of CSAH Additional Mileage Requests

October 2014

Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983-1987	1988-1992	1993-1998	2001	2002	2003	2004	2005	2006	2009	2012	2013-2014	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	3.46	0.00	0.00	0.54	0.00	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								39.60		81.61	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	54.15	0.00	0.00	0.00	0.00	0.00	0.00	-7.41	39.60		122.46	District 9 Totals

Totals	339.03	25.65	11.39	7.49	26.41	156.69	26.60	29.24	0.54	26.68	22.13	13.12	-7.41	39.60	0.00	720.98	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 2014

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
Aitkin	0.00
Anoka	0.68
Becker	0.11
Beltrami	1.50
Benton	0.28
Big Stone	0.05
Blue Earth	0.40
Brown	0.61
Carlton	0.88
Carver	1.32
Cass	0.85
Chippewa	0.32
Chisago	0.01
Clay	0.87
Clearwater	0.01
Cook	0.01
Cottonwood	0.00
Crow Wing	0.23
Dakota	0.00
Dodge	0.76
Douglas	2.11
Faribault	0.49
Fillmore	0.06
Freeborn	0.00
Goodhue	0.47
Grant	0.00
Hennepin	5.68
Houston	0.00
Hubbard	0.20
Isanti	0.88
Itasca	1.00
Jackson	0.12
Kanabec	0.60
Kandiyohi	2.26
Kittson	0.00
Koochiching	0.09
Lac Qui Parle	0.00
Lake	0.00
Lake of the Woods	0.20
Le Sueur	0.25
Lincoln	0.20
Lyon	0.00
McLeod	1.51
Mahnomen	0.44

County	Banked Mileage Available
Marshall	0.03
Martin	0.00
Meeker	0.02
Mille Lacs	0.00
Morrison	0.25
Mower	0.00
Murray	0.00
Nicollet	0.22
Nobles	0.82
Norman	2.26
Olmsted	0.65
Otter Tail	0.06
Pennington	0.35
Pine	0.66
Pipestone	0.09
Polk	1.50
Pope	0.03
Ramsey	0.90
Red Lake	0.50
Redwood	2.22
Renville	2.47
Rice	0.20
Rock	1.30
Roseau	0.30
St. Louis	1.99
Scott	0.75
Sherburne	0.00
Sibley	0.50
Stearns	1.06
Steele	0.45
Stevens	0.68
Swift	0.30
Todd	0.24
Traverse	0.00
Wabasha	0.81
Wadena	3.47
Waseca	0.32
Washington	6.31
Watonwan	0.79
Wilkin	0.00
Winona	0.00
Wright	0.10
Yellow Medicine	0.24
Total Banked Mileage	58.29

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 2014

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 Dakota County CSAH Mileage Request

October 2014

Dakota County CSAH mileage (09/12)	321.82
Approved Revocations	(11.62)
Requested Additions (10/12)	53.04
Banked Mileage	(1.82)
TOTAL	361.42

Date	Type of Transaction	Mileage Change	Starting Mileage	Ending Mileage
11/1/2012	Beginning Balance		321.82	321.82
9/23/2013	K - CR 79 - CSAH 47 to TH 50	5.93	321.82	327.75
9/23/2013	L - revoked portion CSAH 80	(2.00)	327.75	325.75
9/23/2013	L - CR 78 - from CSAH 23 to CSAH 80	7.00	325.75	332.75
9/23/2013	M - CR 80 from CSAH 80 to CSAH 47	3.50	332.75	336.25

These revocations need to be completed:

	Miles
P - CSAH 5 from TH 13 to CR 80S	1.35
D - CSAH 71 From TH 149 to TH 3	0.90
B - CSAH 9 from Dodd Blvd to CSAH 31	2.87
N - CSAH 23 from CR 96 to county line	2.00
F - CSAH 31 from CSAH 74 to CSAH 50	0.75
J - CSAH 50 from CSAH 23 to TH 3 (TH (THTB)	4.25
O - CSAH 47	1.75

These designations are left to be completed:

	Miles
A - CoRd 28 from TH 149 to CSAH 73	2.61
E - Co Rd 73 from TH 50 to CSAH 32	3.50
G - Co Rd 33 from new Co Rd 9 to CSAH 42	1.01
K - Co Rd 79 from TH 50 to CSAH 66	2.00
I - Co Rd 64 from CSAH 23 to Co Rd 73	2.60
B - Co Rd 9 from Highview Ave to CR 73	4.00
C - 117th St. from CSAH 71 to TH 52	1.50
N - new CSAH 23 from CSAH 23 to TH 19	1.10
K - Co Rd 79 from CSAH 47 to CSAH 42	4.60
F - Pilot Knob Rd from 220th St to CSAH 50	0.75
G - Co Rd 33 from CR 9 to CSAH 46	1.80
H - Co Rd 60 from CSAH 9 to CR 64	1.75
I - Co Rd 64 from CSAH 23 to CR 73	1.64
J - Co Rd 70 from CSAH 23 to CR 31	3.50
M - CR 80s from CSAH 80 to CSAH 47	1.25
O - new road from CSAH 47 to TH 55	3.00

* See October 2012 County Screening Board Data Book, pp. 59-68 for details

Historical Documentation for the Olmsted County CSAH Mileage Request

October 2014

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 2014

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

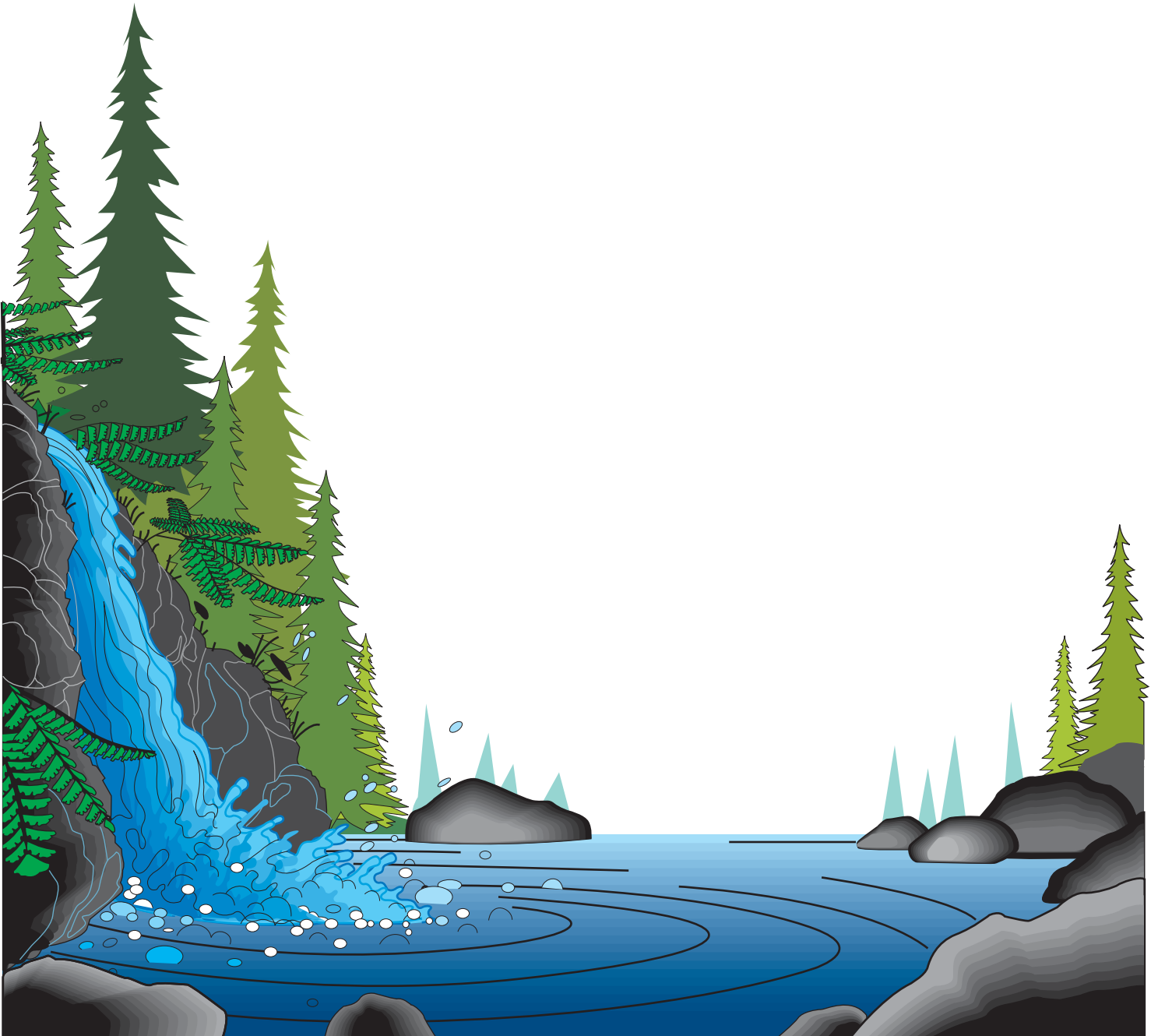
These revocations need to be completed:

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

STATE PARK ROAD ACCOUNT



State Park Road Account

October 2014

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.

DNR website for more information:

<http://www.dnr.state.mn.us/grants/recreation/parkroads.html>

State Aid Contact: Paul Stine (651) 366-3830

DNR Contact: Dave Sobania (218) 828-2620



Susan G. Miller, County Engineer
3300 Bridge Avenue, Albert Lea, Minnesota 56007

507 / 377-5188
Fax 507 / 377-5189
E-mail: sue.miller@co.freeborn.mn.us

September 29, 2014

Mr. David B. Sobania, P.E.
Principal Engineer
Minnesota Department of Natural Resources - Management Resources
1601 Minnesota Drive
Brainerd, MN 56401

Subject: 2015 State Park Road Account Funding
Freeborn County State Aid Highway 38 (CSAH 38) Rehabilitation to Myre-Big Island State Park

Dear Mr. Sobania:

Please accept this letter and the attached supporting information as Freeborn County's application for 2015 State Park Road Account funding for the rehabilitation of Freeborn County CSAH 38 accessing Myre-Big Island State Park.

This route serves as the only paved access road into Myre-Big Island State Park and the 1987 bituminous overlay has well exceeded the 20 year design life and is now in need of rehabilitation. The majority of the traffic on this route is for access to this State Park. Park Manager Jerry Katzenmeyer's letter of support for the project is also attached for your reference.

The project will consist of the milling and overlaying of the existing bituminous pavement in order to maintain traffic as this is the only way in and out of Myre-Big Island State Park. Freeborn County CSAH 38 begins within the State Park in Section 24, T102N, R21W and terminates at CSAH 46 in Section 11, T102N, R21W, approximately a 2.6 mile segment. The project will include enhanced pavement markings and the safety edge will be installed as added measures of safety for the travelling public.

Freeborn County is seeking full funding of the preliminary construction cost estimate of \$690,000. Several drainage repair and improvements will be made yet this fall at Freeborn County's cost not included in the estimate.

Please contact me with any questions you have concerning this application. Freeborn County appreciates the consideration for these critical funds in making repairs to the State Park access road.

Sincerely,

Susan G. Miller, P.E.
Freeborn County Engineer

Enclosures

cc: Jerry Katzenmeyer, MN DNR Myre-Big Island Park Manager
Fausto Cabral, MN DOT District 6 State Aid Engineer
Kim DeLeRosa, MN DOT CSAH Needs Manager

Map to Project SAP 024-638-004

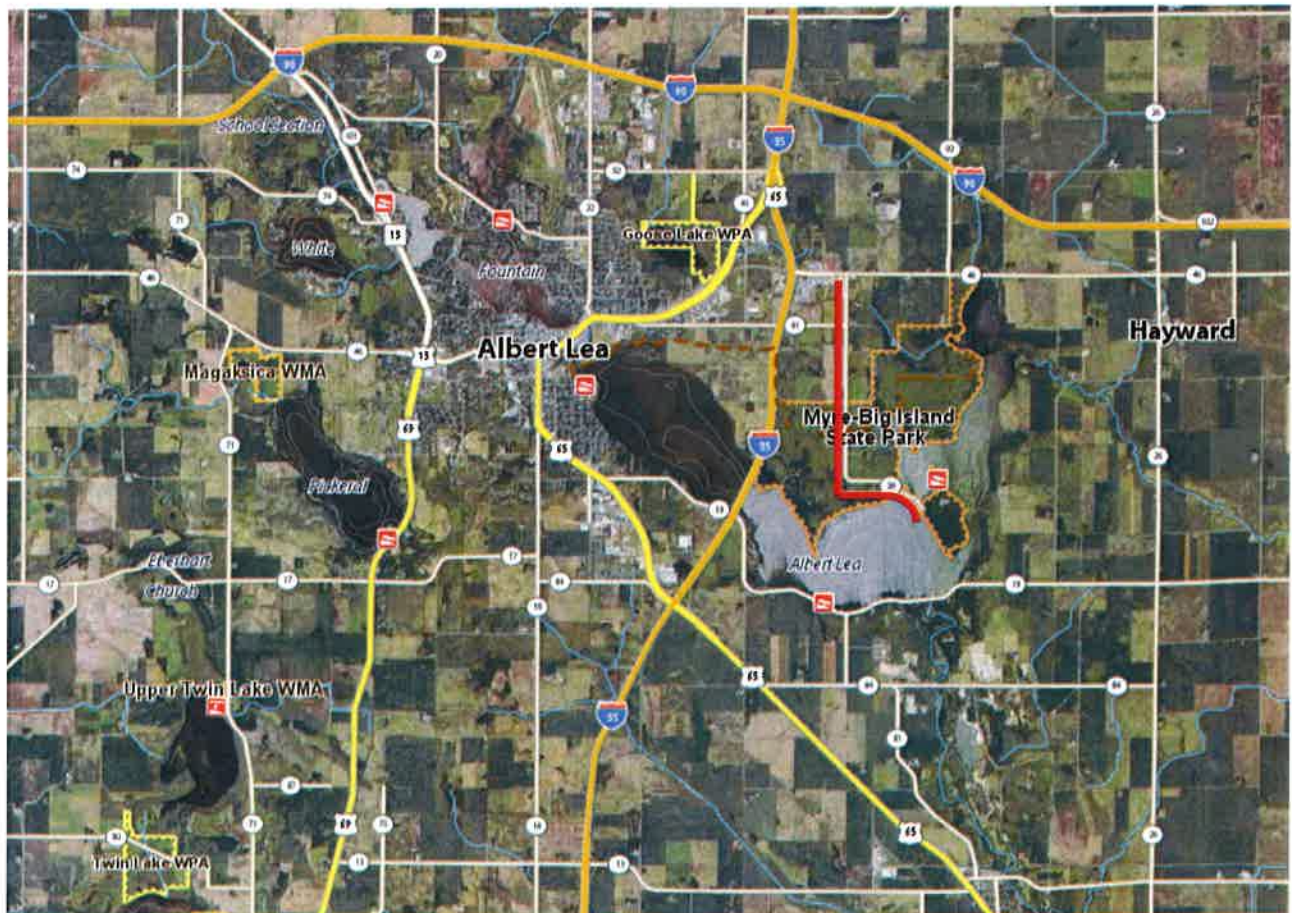
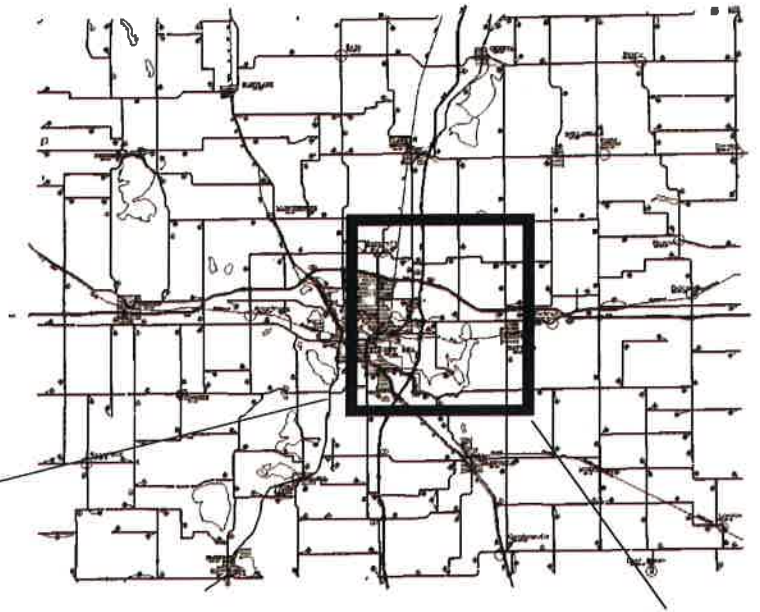
PROJECT LOCATION

Outline Map of Minnesota showing location of the County within the State.



FREEBORN COUNTY

FREEBORN COUNTY, MINNESOTA



State Park Road Funded Projects 2013-2014

October 2014

Projects Initiated in 2014:

Project No.	File# / SAU	County	State Aid District	Recreational Area	Improvement to:	Allocation Amount	Allocation Date	Additional Allocation Amount	Additional Allocation Date	Total Allocation
067-600-002		Rock	8	Blue Mounds State Park	150th St	\$72,500	5/12/2014			\$72,500
004-600-016		Beltrami	2	Black Duck Lake	Hines TWP Rd (Creek Court NE)	\$69,000	4/29/2014			\$69,000
069-600-044		St. Louis	1	Wild Rice Lake	Rice Lake Dam Road	\$600,000	4/30/2014			\$600,000
082-600-015		Washington	Metro	Log House Landing - Ramp	205th Street N, Scandia	\$200,000	4/29/2014			\$200,000
004-600-015		Beltrami	2	Lake Beltrami	Lake Beltrami Road NE	\$49,000	4/29/2014			\$49,000
027-600-009 /027-804-001		Hennepin	Metro	Fort Snelling State Park	County Roads 204 & 205	\$1,250,000	7/18/2014			\$1,250,000
076-600-003		Swift	4	Lac Qui Parle Wildlife Management Area	County Road 51	\$700,000	4/29/2014			\$700,000

Total Allocation of 2014 SPRA funds to new projects \$2,940,500

Projects initiated prior to 2014, but with additional SPRA funds allocated from 2014:

Project No.	File# / SAU	County	State Aid District	Recreational Area	Improvement to:	Allocation Amount	Allocation Date	Additional Allocation Amount	Additional Allocation Date	Total Allocation
029-600-011	637	Hubbard	2	Potato Lake Public Water Access	Haakon Drive	\$130,000	5/14/2013	\$30,000	5/2/2014	\$160,000
079-600-012	641	Wabasha	6	Lake Zumbro Water Access Site	CR 90	\$270,000	6/4/2013	\$88,701	4/9/2014	\$358,701
042-600-003		Lyon	8	Camden State Park	CR 83	\$904,708	12/16/2013	\$496,692	4/9/2014	\$1,401,400
059-600-002	646	Pipestone	8	Pipestone Wildlife Management Area	TH 267	\$500,000	6/4/2013	\$87,500	9/4/2014	\$587,500
								\$702,893		

Grand Total for 2014 \$3,643,393

**Actual 2014 Allocation \$3,777,205
\$133,812**

State Park Road Funded Projects 2013-2014

October 2014

Projects Initiated in 2013:

Project No.	File# / SAU	County	State Aid District	Recreational Area	Improvement to:	Allocation Amount	Allocation Date	Additional Allocation Amount	Additional Allocation Date	Total Allocation
029-600-011	637	Hubbard	2	Potato Lake Public Water Access	Haakon Drive	\$130,000	5/14/2013			\$130,000
004-600-013	651	Beltrami	2	Lake Bemidji State Park	CR 414	\$150,000	6/4/2013	\$258,722	8/5/2013	\$408,722
004-600-014	649	Beltrami	2	Tamarack River Public Water Access Site	Waskish Township Rd	\$63,000	6/4/2013	\$53,790	8/5/2013	\$116,790
001-600-017	636	Aitkin	3	Mallard Lake Public Water Access	420th Ave and 265th Lane	\$286,000	6/4/2013			\$286,000
021-600-019	640	Douglas	4	Lake Miltona Public Water Access Site	North Lake Miltona Drive	\$65,000	6/4/2013			\$65,000
079-600-012	641	Wabasha	6	Lake Zumbro Water Access Site	CR 90	\$270,000	6/4/2013			\$270,000
085-600-004	642	Winona	6	Whitewater Wildlife Management Area	Fairwater Rd	\$415,000	6/4/2013			\$415,000
050-600-001	648	Mower	6	Cedar River and Ramsey Mill Pond State Wildlife Area	T-141A	\$17,000	6/4/2013			\$17,000
042-600-004	638	Lyon	8	Camden State Park	CR 83	\$440,000	10/3/2013			\$440,000
059-600-002	646	Pipestone	8	Pipestone Wildlife Management Area	TH 267	\$500,000	6/4/2013			\$500,000
010-600-004	650	Carver	Metro	Lake Minnewashta Regional Park	Scenic Drive Rd	\$562,419	6/12/2013			\$562,419

Total Allocation of 2013 SPRA funds to new projects \$3,210,931

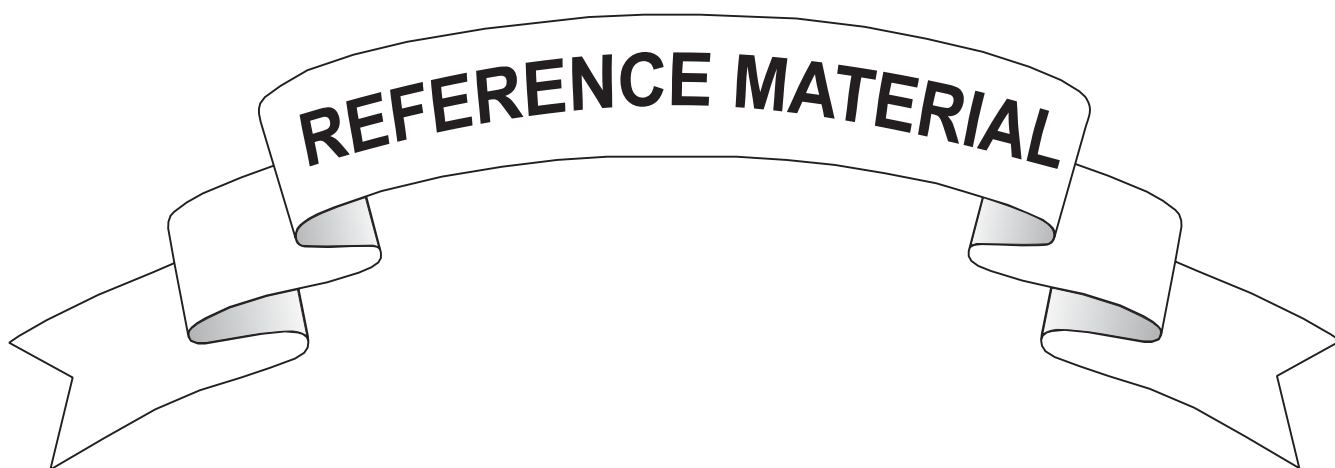
Projects initiated prior to 2013, but with additional SPRA funds allocated from 2013:

Project No.	File# / SAU	County	State Aid District	Recreational Area	Improvement to:	Previous total Allocation Amount	Last Allocation Date	Additional Allocation Amount	Additional Allocation Date	Total Allocation
069-600-041		St Louis	1		Lake Vermilion Park Drive	\$2,641,000	11/16/2012	\$346,000	6/4/2013	\$2,987,000
069-600-040		St Louis	1		Stuntz Bay Rd	\$466,194	7/31/2012	\$23,504	10/9/2013	\$489,698
069-600-042		St Louis	1	Lake Vermillion & Soudan Underground State Park	McKinley Park Acres Rd	\$221,566	?	\$18,233	10/10/2013	\$239,799
022-600-002		Faribault	7		Walnut Lake Bridge	\$300,000	?	\$24,381	9/25/2013	\$324,381
042-600-003		Lyon	8	Camden State Park	CR 83	\$850,000	5/1/2012	\$54,708	12/13/2013	\$904,708
018-600-029		Crow Wing	3	Camp Lake	White Pine Rd	\$235,000	12/17/2012	\$70,800	5/21/2013	\$305,800
								\$537,626		

Grand Total for 2013 \$3,748,556

Actual 2013 Allocation \$3,650,448

(\$98,108)



Maintenance Facilities

October 2014

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	Project #	
Cook	\$665,000.00	Bond	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	Maintenance	International Falls Storage Shed
Lake of the Woods	\$300,872.29	C to M	Maintenance Facility
Pipestone	31,131.16	Maintenance	Fueling System & Remodeling
	450,546.86		
	CY 1999		
Morrison	33,590.98	C to M	2 salt storage buildings
Waseca	\$1,800,000.00	Bond	Maintenance Facility
	1,833,590.98		
	CY 2000		
Carver	\$343,632.04	C to M	Public Work Bldg
Mahnomen	\$422,867.00	C to M	Maintenance Facility
Pine	363,848.03	Maintenance	Sandstone Bldg Addition
	1,130,347.07		
	CY 2001		
Carver	\$500,000.00	C to M	Public Work Bldg
Nobles	\$500,000.00	C to M	Maintenance Facility
	1,000,000.00		
	CY 2002		
Carver	\$168,398.26	Maintenance	Public Work Bldg
Dodge	\$109,816.45	020-625-001	Access to maintenance facility
Hennepin	260,000.00	C to M	Salt/Sand storage facility-Orono
	538,214.71		

Maintenance Facilities

October 2014

CY 2003			
Cottonwood	\$90,458.55 C to M		Salt shed
Watowan	\$56,808.83 083-040-001		St James Shop
	\$56,808.83		
CY 2004			
Carlton	\$550,000.00 C to M		Maintenance Facility
Cottonwood	147,429.02 017-040-001		Windom Addition
	\$697,429.02		
CY 2005			
Dodge	\$160,000.00 020-040-001		Maintenance Facility
Morrison	1,134,368.89 C to M		Public Works Bldg
Swift	417,102.00 C to M		Admin office & outshops
	\$1,711,470.89		
CY 2006			
Hubbard	\$280,000.00 029-040-001		Maintenance Facility
Kandiyohi	1,164,576.40 034-040-001		Maintenance Facility
Meeker	1,000,000.00 047-040-001		Maintenance Facility
Pennington	66,811.40 057-040-001		Hwy Fac Upgrade
Renville	313,500.00		Franklin Facility
	\$2,824,887.80		
CY 2007			
Lake of the Woods	\$95,943.50 039-040-001		Salt/Sand Storage
	\$95,943.50		
CY 2008			
Pope Co.	\$900,000.00 061-040-001		Glenwood Maint. Bldg.
	\$900,000.00		
CY 2009			
Martin Co.	85,410.08 046-040-001		Maint. Bldg.
	85,410.08		
Total to date	\$12,097,654.21		

* - Projects funded with bonds

C to M - Construction allocation was reduced and Maintenance allocation was increased & then paid from their Maintenance account

Hardship Transfers

October 2014

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	\$296,000	#24 & #27 County Road System
	\$296,000	
<u>CY 2003</u>		
Traverse	\$268,915	Disastrous fire destroying
	\$268,915	Wheaton Hwy shop
<u>CY 2004</u>		
Kittson	\$100,000	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	500,000	High water, CSAH 12 & 10
	\$625,000	
Total	\$4,539,915	

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

ADVANCE STATUS IS CURRENTLY CODE GREEN

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 cash 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 construction cash balance, expenditure trends, repayments and a \$50,000,000 recommended threshold in CSAH Regular and Municipal construction. The threshold can be administratively adjusted by the Chief Financial Officer 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 - <http://www.dot.state.mn.us/safinance/advances/advances.html>.

State Aid Advance Code Levels

Guidelines for advances are determined by the following codes.

SEVERE

Code RED - SEVERE – Construction cash balance too low. NO MORE ADVANCES - NO EXCEPTIONS

GUARDED

Code YELLOW - GUARDED – Construction cash balance low; balances reviewed monthly. Advancing money may not meet the anticipated needs. Priority system will be used. Resolution required. Reserve option is available only prior to bid advertisement.

LOW

Code GREEN - LOW – Construction cash balance at acceptable level to approve anticipated advances. Advances approved on first-come, first-serve basis while funds are available. Resolution required. High priority projects are reserved; others optional.

General Guidelines for State Aid & Federal Aid Advance Construction

If a County requests an advance on future allotments they need to submit an Advance Resolution authorizing the advance by the board. This will “earmark” the funding for that County, but it will NOT hold the funds. Advanced funds will be paid out on a first come first serve basis as the regular construction accounts are spent down to zero. The correct resolution must be used for each advance type and there is a sample resolution for each on the State Aid Finance webpage.

Requests are good only for the year requested (cannot be summited for multiple years) and void at 12/31 of that year.

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. Advances are repaid from next year’s allocation until fully repaid.

Advance funding is not guaranteed. If the County finds they need a guarantee that the funds will be held specifically for them they can submit a “Request to Reserve Funds” to ensure funds will be available for their project. Once approved, a signed copy will be returned to the County.

Requests are good only for the year requested (cannot be summited for multiple years) and void at 12/31 of that year.

Sample Advance Resolutions and a Request to Reserve Funds can be obtained from SAF website - <http://www.dot.state.mn.us/safinance/formsandresolutions.html>.

E-mail completed forms to Sandra Martinez in State Aid Finance and your DSAE for review.

Priority System

A Priority System will be required if the construction cash balance drops below an acceptable level which is Code Yellow. This process starts in early October 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, Subd 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 Chief Financial Officer.

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.

MINUTES OF THE COUNTY ENGINEER'S
SCREENING BOARD MEETING
JUNE 12, 2014
ARROWWOOD RESORT
ALEXANDRIA, MN

The Spring meeting of the County Engineer's Screening Board was called to order by Chairman Roger Risser, Watonwan County Engineer, at 2:09 p.m., June 12, 2014. Chariman Risser called for any additions to the agenda and hearing none he declared the agenda complete.

Attendance

A roll call of the Screening Board members by Secretary Nick Anderson, Big Stone County Engineer, indicated the following members present:

Mike Tardy, Carlton County	District 1
Lon Aune, Marshall County	District 2
Loren Fellbaum, Todd County	District 3
David Overbo, Clay County	District 4 - Absent
Joe Triplett, Chisago County	Metro
Mitch Rasmussen, Scott County	Metro
David Kramer, Winona County	District 6
Roger Risser, Chair - Watonwan County	District 7
Andy Sander, Yellow Medicine County	District 8
Andy Witter, Anoka County	Urban
Mark Krebsbach, Dakota County	Urban
Jim Grube, Hennepin County	Urban - Absent
Jim Tolaas, Ramsey County	Urban
Jim Foldesi, St. Louis County	Urban
Wayne Sandberg, Washington County	Urban - Absent

Alternates in Attendance

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

Krysten Foster, Lake County	District 1
Rich Sanders, Polk County	District 2
Bruce Cochran, Mille Lacs County	District 3
Tracey Von Bargaen, Grant County	District 4
Lyndon Robjent, Carver County	Metro - Absent
Kaye Bieniek, Olmsted County	District 6
Seth Greenwood, Nicollet County	District 7
Willy Rabenberg, Redwood County	District 8 - Absent

Chairman Risser called Tracey Von Bargaen, Grant County to the head table to sit in for David Overbo, Clay County who was absent.

Department of Transportation personnel were not included in the roll call. Chairman Risser took a moment to welcome them and bring special attention to Julie Skallman, State Aid Engineer, Ted Schoenecker, Assistant State Aid Engineer, and Kim DeLaRosa, State Aid Needs Unit who were in attendance. Then Chairman Risser welcomed all District State Aid Engineers and other State Aid personnel in attendance.

The attached attendance sheet will reflect all others in attendance.

Approval of Screening Board Minutes

Chairman Risser requested a motion to approve minutes of the October 2013 Screening Board meeting. Motion by Jim Foldesi, St. Louis County, seconded by Mark Krebsbach, Dakota County to approve the minutes. The motion passed unanimously.

Election of Screening Board Vice Chair

Chairman Risser asked if there were any nominations for Vice Chair of the Screening Board. There were no nominations from the floor so Chairman Risser asked if there were any volunteers? Kim DeLaRosa pointed out that it is an Urban County's turn to be vice Chair. Joe Triplett, Chisago County then volunteered to be Vice Chair. Motion by Rich Sanders, Polk County, seconded by Andy Sander, Yellow Medicine County to approve Joe Triplett, Chisago County as Vice Chair of the Screening Board. The motion passed unanimously.

Screening Board Book

Chairman Risser called upon Kim DeLaRosa, State Aid Needs Unit to go over any aspects of the book she wanted to review with those present. Kim pointed out that the minutes in the book had been updated because the first print of the book had draft minutes in it and there is a new listing for State Park Road projects in the book. Kim briefly went through the mileage request process and the different mileage listings in the book on pages 3-8. Kim then reviewed the mileage issue in Yellow Medicine County involving a State Highway turn back and access to the casino owned by the Upper Sioux Community of Yellow Medicine County. Kim pointed out that no action is required, but there has been special action by the Legislature to allow Yellow Medicine County to designate a portion of CSAH 44, a previous State Highway Turnback, elsewhere in the county in the future.

Kim reviewed Hennepin County's request for State Park Road Account funds and directed everyone's attention to the letter by Larry Peterson, Fort Snelling State Park Manager, to the Minnesota DNR requesting State Park Road funds to improve CSAH 204 & CoR.d. 205 and informed the Board that action will need to be taken on the request.

Motion by Joe Triplett, Chisago County, Second by Andy Sander, Yellow Medicine County to approve Hennepin County's State Park Road request. The motion passed unanimously.

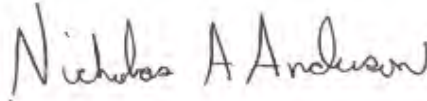
Kim then briefly reviewed the remainder of the book.

In closing, Kim announced that this year's Fall Screening Board meeting will be held at Breezy Point on October 22 & 23, 2014.

Adjourn

At 2:25 pm Mike Tardy, Carlton County Engineer moved to adjourn, seconded by Jim Foldesi, St. Louis County Engineer. The motion to adjourn passed unanimously.

Respectively Submitted,

A handwritten signature in dark ink that reads "Nicholas A. Anderson". The signature is written in a cursive, slightly slanted style.

Nicholas A. Anderson
Screening Board Secretary
Big Stone 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-Oct. 1997 (Latest Rev. Oct. 2012)

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, mileage approved by the Screening Board through a mileage request will not become transferable mileage unless approved by the Screening Board.

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:

Feet of Widening

Needs Cost/Mile

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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County Engineers

- | | | | |
|------------|---|------------|---|
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| | Fax: 320-634-4388 | | Fax: 651-266-7110 |
|
 | | | |
| 063 | Corky Kleven | 064 | Willy Rabenberg |
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| | Fax: 218-253-2954 | | Email: willy_r@co.redwood.mn.us |
| | | | Fax: 507-637-4068 |
|
 | | | |
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| | Fax: 320-523-3755 | | Fax: 507-332-8335 |
|
 | | | |
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|
 | | | |
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—— = direct reports
----- = report to others

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Phone TBD

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**State Aid for
Local Transportation**
September 4, 2014

FIGURE A

02-Oct-14

2014 Money Needs
October 2014

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.

Avg. 2009-2011 BASIC 25 YEAR CONST. NEEDS		SCREENING BOARD RESTRICT.	2013 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 REHAB. "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	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.)	2012 THTB ADJUST.	TENTATIVE MONEY NEEDS APPORT.	ADJUST. TO MINIMUM COUNTIES	MAXIMUM FACTOR FOR OTHER 82 COUNTIES	MINIMUM COUNTY ADJUST. FOR OTHER 82 COUNTIES	Tentative MONEY NEEDS APPORT.	MONEY NEEDS FACTORS	ANNUAL APPORTIONMENT MONEY NEEDS TO THE COMMISSIONER	COUNTY	
COUNTY	NEEDS		NEEDS	ADJUST.	ADJUST.		ADJUST.	ADJUST.	NEEDS	NEEDS	NEEDS	NEEDS		ADJUST.	NEEDS	NEEDS		NEEDS	NEEDS	NEEDS	ADJUST.	ADJUST.	ADJUST.	ADJUST.	ADJUST.	ADJUST.	ADJUST.	ADJUST.	ADJUST.	ADJUST.
Carlton	\$112,464,168	\$0	\$112,464,168	\$17,658,345	\$968,036	(\$2,473,737)		(\$2,486,757)	\$0		\$1,116,446	\$96,530	\$21,550		\$127,364,581	\$5,094,583	(\$385,957)	\$4,708,626	0.995655	\$1,738,619		\$1,738,619		1.008562	(\$39,410)	1,699,209	0.9690	\$4,582,762	Carlton	
Cook	78,148,844	0	78,148,844	12,185,766	305,554	0		(1,869,470)	0		473,551	101,941			89,346,186	3,573,847	(255,388)	3,318,459	0.701700	1,225,313		1,225,313		0.710796	(27,774)	1,197,539	0.6829	3,229,759	Cook	
Itasca	203,849,353	0	203,849,353	62,780,989	9,888,489	0		(4,038,956)	466,914		1,730,261	448,300		(\$890,509)	274,234,751	10,969,390	(633,897)	10,335,493	2.143185	3,742,442		3,742,442		2.170967	(84,830)	3,657,612	2.0859	9,884,570	Itasca	
Koochiching	51,952,513	0	51,952,513	8,889,727	737,164	(1,382,206)	0	(2,557,838)	0		1,572,064	0			50,214,427	2,368,467	(154,396)	2,214,069	0.468871	817,523		817,523	\$1,659,913	1.017264	(39,750)	1,713,869	0.9774	6,681,638	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		1,768,281	776,848	(260,774)	1,507,507	0.200245	1,753,619		1,753,619		1.072660	(71,495)	3,082,633	1.7580	8,313,853	Lake	
Pine	184,184,557	0	184,184,557	32,687,481	10,079,738	0		(6,829,173)	0		17,513,805	8,324,469	0		222,675,732	8,907,029	(364,844)	8,542,185	1.806275	3,154,128		3,154,128		1.829690	(275,267)	11,868,630	6.7686	32,009,663	Pine	
St. Louis	624,639,395	0	624,639,395	166,613,615	55,086,024	0		(14,932,318)	0		17,513,805	8,324,469	0		857,244,990	34,289,800	(1,401,019)	32,888,781	6.954447	12,143,897		12,143,897		7.044599		11,868,630	6.7686	32,009,663	St. Louis	
District 1 Totals	\$1,343,669,760		\$1,343,669,760	\$327,858,716	\$84,099,643	(\$3,855,943)	\$744,976	(\$33,633,324)	\$579,939	\$1,053,364	\$25,409,267	\$10,270,786	\$21,550	(\$890,509)	\$1,755,328,225	\$70,213,128	(\$3,656,275)	\$66,556,853	14.073678	\$24,575,541	\$0	\$24,575,541	\$1,659,913	13.781878	(\$538,526)	\$25,696,928	14.6547	\$69,304,545	District 1 Totals	
Beltrami	\$140,310,050	\$0	\$140,310,050	\$19,546,199	\$4,160,184	\$0		(\$1,187,179)	\$270,771		\$2,253,445	\$79,719	\$0		\$166,093,189	\$6,643,728	(\$449,340)	\$6,194,388	1.309825	\$2,287,224		\$2,287,224		1.326804	(\$51,845)	\$2,235,379	1.2748	\$6,028,811	Beltrami	
Clearwater	68,364,053	0	68,364,053	5,127,452	122,120	0		(736,243)	0		736,175	118,443			69,101,599	2,879,188	(137,599)	2,741,589	0.600864	1,049,232		1,049,232		0.608653	(23,783)	1,025,449	0.5848	\$6,028,811	Clearwater	
Hubbard	80,369,745	0	80,369,745	8,654,270	548,947	0	1,300,000	(2,330,339)	389,464		2,230,339	389,464	267,639		81,669,745	3,615,300	(1,455,772)	3,159,528	0.659635	1,151,859		1,151,859		0.668198	(26,109)	1,125,750	0.6420	3,036,145	Hubbard	
Kitson	67,433,072	0	67,433,072	2,392,767	689,867	(11,074)		(2,076,006)	0		1,753,073	231,584	318,400		70,731,683	2,829,267	(178,968)	2,650,299	0.560415	978,600		978,600		0.567680	(22,182)	956,418	0.5454	2,579,457	Kitson	
Lake of Woods	39,081,318	0	39,081,318	3,786,236	230,522	(1,188,921)		(3,028,444)	0		227,111	237,725	0		39,345,547	1,573,822	(78,262)	1,495,560	0.316241	552,222		552,222	\$980,658	1.434,173	1,532,880	0.8742	4,134,173	Lake of Woods		
Marshall	93,658,394	0	93,658,394	2,019,930	234,685	0		(734,763)	0		2,608,382	119,410	0		97,906,038	3,916,242	(365,842)	3,550,400	0.750744	1,310,954		1,310,954		0.760476	(29,716)	1,281,238	0.7307	3,455,495	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	(245,795)	3,160,776	0.668357	1,167,089		1,167,089		0.677021	(26,455)	1,140,634	0.6505	3,076,287	Norman	
Pennington	55,295,376	0	55,295,376	5,806,509	96,157	0	1,068,875	(1,881,576)	0		692,825	338,724	0		61,416,890	2,456,676	(668,848)	2,289,822	0.484192	845,499		845,499		0.490469	(19,165)	826,334	0.4712	2,228,621	Pennington	
Polk	171,690,465	0	171,690,465	4,462,421	735,587	0	1,735,533	(2,438,838)	0		4,970,058	673,608	11,295,496		193,124,351	7,724,974	(668,354)	7,056,620	1.498147	2,605,596		2,605,596		1.511490	(59,061)	2,546,535	1.4523	6,867,993	Polk	
Red Lake	34,020,599	0	34,020,599	90,732	90,732	(196,328)	0	(77,456)	0		34,020,599	256,722	0		34,277,321	2,292,013	(77,456)	2,214,565	0.477065	477,065		477,065	515,657	1.076382		586,612	0.5661	\$6,028,811	Red Lake	
Roseau	116,602,838	0	116,602,838	(1,454,136)	2,677,074	(114,519)		(2,200,007)	0		893,313	244,117	0		116,648,680	4,665,947	(181,079)	4,484,868	0.948341	1,655,999		1,655,999		0.960635	(37,537)	1,618,462	0.9230	4,364,988	Roseau	
District 2 Totals	\$947,242,779		\$947,242,779	\$55,505,900	\$10,259,414	(\$1,510,842)	\$4,104,408	(\$20,079,633)	\$270,771	\$0	\$17,692,565	\$3,419,033	\$12,625,228	\$0	\$1,029,529,593	\$41,181,184	(\$3,045,315)	\$38,135,869	8.063962	\$14,081,339	\$0	\$14,081,339	\$1,496,315	5.757144	(\$295,853)	\$15,281,801	8.7150	\$41,214,977	District 2 Totals	
Aitkin	\$98,103,788	\$0	\$98,103,788	\$20,509,535	\$25,021	\$0		(\$1,249,590)	\$0		\$1,894,589	\$351,646	\$717,138		\$120,352,127	\$4,814,085	(\$439,357)	\$4,374,728	0.925051	\$1,615,330		\$1,615,330		0.937043	(\$36,615)	\$1,578,715	0.9003	\$4,257,790	Aitkin	
Benton	77,032,012	0	77,032,012	17,394,269	2,556,059	(38,378)	114,552	(1,521,077)	8,007		1,814,802	248,957	0		97,609,203	3,904,368	(393,555)	3,510,813	0.742374	1,296,338		1,296,338		0.751998	(29,384)	1,266,954	0.7225	3,416,971	Benton	
Cass	119,811,082	0	119,811,082	15,762,891	732,750	0		(851,224)	0		1,562,410	0	0		137,017,909	5,480,716	(963,028)	4,517,688	0.955281	1,668,117		1,668,117		0.967664	(37,811)	1,630,306	0.9297	4,396,931	Cass	
Crow Wing	155,207,962	0	155,207,962	8,680,352	8,521,987	(3,907,610)	18,1																							



CARVER COUNTY

2014

**COUNTY STATE AID HIGHWAY
MILEAGE REQUEST**

July 2014



CARVER COUNTY

2014 County State Aid Highway Mileage Request

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CARVER COUNTY

2014 County State Aid Highway Mileage Request

A. INTRODUCTION

Carver County has prepared for review and consideration by the County State Aid Screening Board this mileage request report for the County State Aid Highway System (CSAH) in Carver County. This report summarizes proposed changes to the CSAH system involving a request to add 16.73 miles of County State Aid Highway to the system in Carver County. This includes designation of 19.52 new State Aid miles, revocation of 1.47 miles and utilization of 1.32 banked miles. The proposed changes are based on the consideration of the rules governing designation of State Aid Routes, the 2030 Carver County Road System Plan, and development and traffic growth trends in Carver County.

Carver County adopted the 2030 Road System Plan in 2010 as part of the 2030 County Comprehensive Plan. The Road System Plan (RSP) is a visionary strategic plan that looks at the long term transportation needs of the county. The RSP was ammended in July 2014 to account for changes in population, growth, employment and subsequent traffic projections resulting from the recent economic slowdown.

B. BACKGROUND

❖ 2030 Carver County Road System Plan

➤ Road System Plan Purpose

The Carver County Roadway Systems Plan (RSP) guides transportation decisions to preserve the current roadway system, accommodate future growth and address emerging new transportation issues. The outcome of this strategic planning is intended to provide a safe and efficient transportation system that can be supported by identified fiscal resources. The RSP has four main purposes:

1. Update the 2020 Transportation Plan to meet Metropolitan Council Requirements - The Metropolitan Council requires that counties within the seven county metropolitan region update their comprehensive plans every 10 years to ensure their plans stay consistent with Metropolitan Council's System Plans. The 2030 Roadway System Plan addresses requirements outlined in the Local Planning Handbook for 2008.
2. Enhance the County's Arterial Roadway System - As a product of the population growth in Carver County there has been an increase in weekday commuting into and out of the county, spurred by the higher numbers of jobs in the metropolitan area. The future population growth in the county will increase traffic on the county's roadways. Arterial roadways in Carver County carry the majority of the traffic volume and serve as the main travel corridors for travel throughout the county. It is important that more arterial

roadways are added to the county system to meet the future capacity demands that will be placed on the county's transportation system.

3. Reduce the number of crashes and fatalities within the County - Roadway safety is a key consideration when planning for roadway or intersection improvements. Efforts to improve roadway safety in Carver County include reviewing county roadway geometrics and identifying improvement needs, enforcing speed limits along arterial routes and addressing problems at high-crash locations.
4. Incorporate statewide transportation initiatives - The 2030 Road System Plan incorporates statewide transportation initiatives as much as possible. The main initiative that has been incorporated into the RSP is the State Access Management Guidelines. These are considered one of the most important considerations used to guide development in the county and have also been adopted by Carver County Cities in their transportation plans. The other initiative recognized in the 2030 RSP is the development of the Interregional Corridor System (IRC). In Carver County TH 212 is a High Priority Interregional Corridor.

➤ Road System Plan Goals

▪ **Goal 1: Enhance Safety**

- Develop and maintain a roadway network that promotes safety of its users by:
 - Reducing roadway/intersection crashes and fatalities in the county.
 - Maintaining infrastructure.
 - Encouraging mode separation where possible.
 - Reviewing geometric improvements annually.
 - Evaluating and setting appropriate speeds

▪ **Goal 2: Ensure Efficient Movement**

- Strive to ensure that the roadway network promotes the efficient movement of people and goods by:
 - Establishing a 2030 proposed functional classification system
 - Establishing a county roadway system that meets future capacity demands.
 - Maintaining mobility on arterial routes to minimize through-traffic on neighborhood routes.
 - Encouraging consistency between roadway jurisdiction, designation and functional classification.
 - Managing access.

▪ **Goal 3: Coordinate between Jurisdictions**

- Build cooperation and coordination among jurisdictions by:
 - Coordinating transportation plans and CIPs.
 - Interacting with state and local agencies

➤ Road System Plan Designation

The RSP describes how roads are designated in the county and recognizes the importance of the County State Aid Highway (CSAH) system.

The RSP states that the transportation system should be periodically reviewed to identify additional potential designation changes, based on functional classification changes, jurisdiction changes, proposed new roadway alignments and implementation of major construction projects.

Reviewing the system designation ensures that demographic and transportation changes in the county have been adequately addressed through system designation changes. Route designation, as outlined in Chapter 8820.07 of the State Aid Rules “Selection Criteria,” parallels the functional classification criteria used to designate collector and arterial routes. State Aid criteria are summarized as follows:

- State Aid routes carry heavier traffic volumes or are functionally classified as collector or arterial routes on the county’s functional classification system.
- State Aid routes connect towns, communities, shipping points and markets within a county or in adjacent counties; provide access to churches, schools, community meeting halls, industrial areas, state institutions and recreational areas; or serve as a principal rural mail route and school bus route.
- State Aid routes provide an integrated and coordinated highway system, consistent with projected traffic demands.

➤ 2014 Road System Plan Amendment

Carver County has recently completed an amendment to the 2030 RSP to refine future roadway recommendations, update the functional class system, and revise future right of way needs. The main purpose of the amendment is to provide a more realistic vision of the future roadway network in the county given the changes in growth projections and constraints to transportation funding.

The 2014 amendment contains the following revisions:

- Updated 2030 traffic forecasts using 2010 Census data, 2010 MnDEED data, 2010 Metropolitan Council Travel Behavior Inventory (TBI), current traffic counts, and recent changes in City Comprehensive Plans (most notably in southwest Chaska).
- Refined performance targets/thresholds for county highway capacity by road section type. Road capacities were refined based on access, terrain, traffic peaking, and road function. 2-lane urban planning capacities have been changed from 10,000 ADT to a range between 10,000 and 16,200 ADT range dependent on corridor. 2-lane rural planning capacities have been changed from 15,000 ADT to a range between 15,000 and 20,200 ADT range dependent on corridor.
- Revised right of way widths based on proposed road typical sections.
- Updated existing functional class designation following a 2011 request (See figure 2)
- Updated financial outlooks based on new roadway recommendations and projected funding.

The amended 2030 RSP as depicted in Figure 1 provides a more realistic vision of the future highway system in Carver County and is used to guide our roadway designation revisions as well as development review and CIP planning.

C. Carver County CSAH System Revisions

Carver County has completed an assessment of the county roadway network based on the criteria for state aid designation found in MN Rule 8820.0600, recommendations regarding functional classification, expected changes in urban growth boundaries, and projected levels of future traffic as documented in the 2030 Road System Plan and the 2014 amendment.

In summary, the proposed system changes would result in the following change to the County State Aid System:

- **Current County State Aid Mileage:** **+226.35 miles**
 - **Current banked miles of CSAH** **-1.32 miles**
 - **Revoked miles proposed to CSAH system:** **-1.47 miles**
 - **Designation of new State Aid Mileage to CSAH system:** **+19.52 miles**
- **Net mileage proposed for addition to CSAH system:** **+16.73 miles**
- **Total Miles with proposed changes:** **243.08 miles**

Map 1 on page 8 illustrates the location of the proposed CSAH changes being described in Table 1 below. (Use the Map ID # in the first column to cross reference the table to the map). Beginning on page 10 are detailed summaries of each proposed change.

Table 1

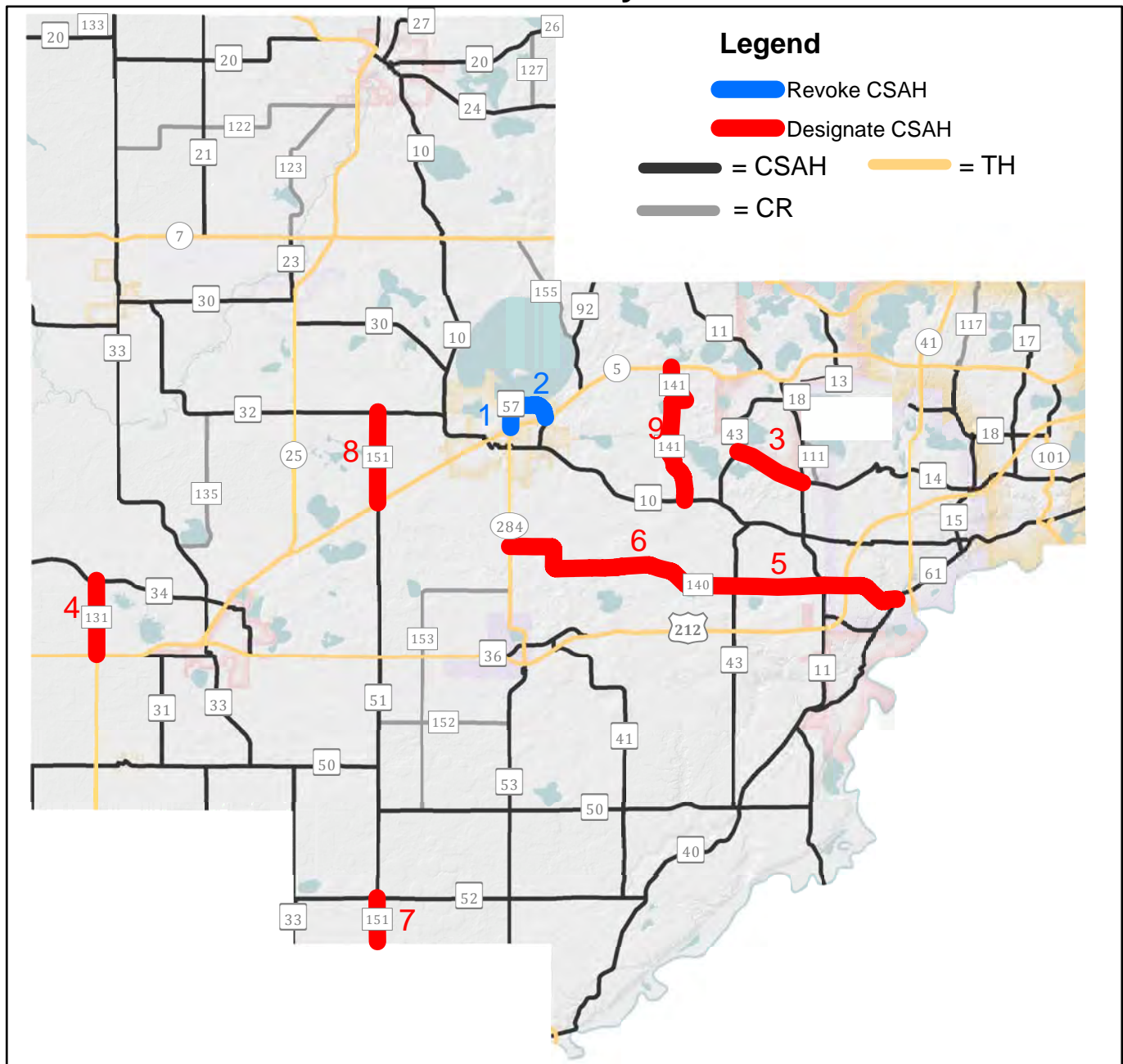
Summary of Proposed CSAH System Revisions for Carver County						
Map ID		Total Mileage	Candidate Change	Designated Mileage	Banked Mileage	New Mileage
	Carver County Mileage (2/24/2014)	226.35		225.03	1.32	0.00
Revocation of Existing CSAH Designations						
1	Revoke designation on CSAH 57 from TH 5 to CSAH 59 to MSAS	226.35	(0.50)	224.53	1.82	
2	Revoke designation on CSAH 59 from TH 5 to CSAH 57 to MSAS	226.35	(0.97)	223.56	2.79	
Designation of New State Aid Mileage						
3	Marsh Lake Road from CSAH 43 to	226.35	1.67	225.23	1.12	

	CSAH 11					
4	CR 131 from US 212 to CSAH 32	226.91	1.68	226.91	0	0.56
5	CR 140 from CSAH 43 to CSAH 61	230.77	3.86	230.77	0	4.42
6	CR 140 from TH 284 to CSAH 43	236.49	5.72	236.49	0	10.14
7	CR 151 from Sibley County Line to CSAH 52	237.49	1.00	237.49	0	11.14
8	CR 151 from TH 5 to CSAH 32	239.55	2.06	239.55	0	13.20
9	CR 141 from CSAH 10 to TH 5	243.08	3.53	243.08	0	16.73

* As cities grow beyond 5,000 in population and become eligible for Municipal State Aid (MSA), it is possible to have these cities accept on to their new MSA system, CSAH roads within their boundaries.

The proposed system designation changes would add approximately 16.73 miles to Carver County's State Aid system. This translates to an increase of 7.4 percent in State Aid mileage, from 226.35 miles to 243.08 miles. These system changes would require some additional documentation and approval by Mn/DOT's Division of State Aid For Local Transportation and the County Screening Board.

Map 1: Summary of Proposed CSAH Systems Revisions Carver County 2014



0 2.5 5 7.5 10
Miles

This map was created using a compilation of information and data from various City, County, State, and Federal offices. It is not a surveyed or legally recorded map and is intended to be used as a reference. Carver County is not responsible for any inaccuracies contained herein.

Public Works Division
11360 Hwy 212, Suite 1
Cologne, MN 55322
(952) 466-5200

Created: 7/30/2014



CARVER COUNTY

2014 County State Aid Highway Mileage Request

SYSTEM DESIGNATION

❖ County State Aid Highway Qualifying Criteria

- X Projected to carry a relatively heavier traffic volume,
X or is functionally classified as collector or arterial.
- X Connects towns, communities, shipping points, and markets within a county or in adjacent counties,
X or provides access to rural churches, schools, community meeting halls, industrial areas, state institutions and recreational areas,
X or serves as a principal rural mail route and school bus route.
- X Provides an integrated and coordinated highway system affording, within practical limits, a State Aid highway network consistent with projected traffic demands.

❖ Carver County Mileage Request

- System Change
 - Current State Aid Mileage 226.35 miles
 - Banked State Aid Mileage (1.32 miles)
 - Proposed Revocations (1.47 miles)
 - From County State Aid Highway to Municipal State Aid Street
 - ◆ CSAH 57 TH 5 to CSAH 59 0.50 miles
 - ◆ CSAH 59 TH 5 to CSAH 57 0.97 miles
 - Proposed Additions 19.52 miles
 - From County Road/Township Road to County State Aid Highway
 - ◆ Marsh Lake Road CSAH 43 to CSAH 11 1.67 miles
 - ◆ CR 131 US 212 to CSAH 34 1.68 miles
 - ◆ CR 140 CSAH 43 to CSAH 61 3.86 miles
 - ◆ CR 140 TH 284 to CSAH 43 5.72 miles
 - ◆ CR 151 Sibley County Line to CSAH 52 1.00 miles
 - ◆ CR 151 TH 5 to CSAH 32 2.06 miles
 - ◆ CR 141 CSAH 10 to TH 5 3.53 miles
 - Total Mileage Increase 16.73 miles
 - Proposed System Mileage 243.08 miles



CARVER COUNTY

2014 County State Aid Highway Mileage Request

CSAH Number:	CSAH 57 Revocation
Segment:	TH 5 to CSAH 59
Length:	0.50 miles
Functional Classification:	B Minor Arterial (Current) B Minor Arterial (Future)
2012 ADT:	3,500
2030 Projected ADT:	6,500 (Based on 2030 Carver County Traffic Demand Model)
CSAH Revocation Source:	Revoke Mileage
CSAH Revocation Year:	2014
Existing Section:	Urban, two-lane
Proposed Section:	Urban, two-lane
Rationale:	From 2030 Road Systems Plan, “As cities grow beyond 5,000 in population and become eligible for Municipal State Aid (MSA), it may be possible to have these cities accept on to their new MSA system, CSAH roads within their boundaries. Appropriately selected, these changes could help cities by increasing their State Aid “needs” while also benefiting the county by freeing-up CSAH mileage that could then be assigned to existing CRs or new route.

Legend

CSAH 57 Revocation From TH 5 to CSAH 59

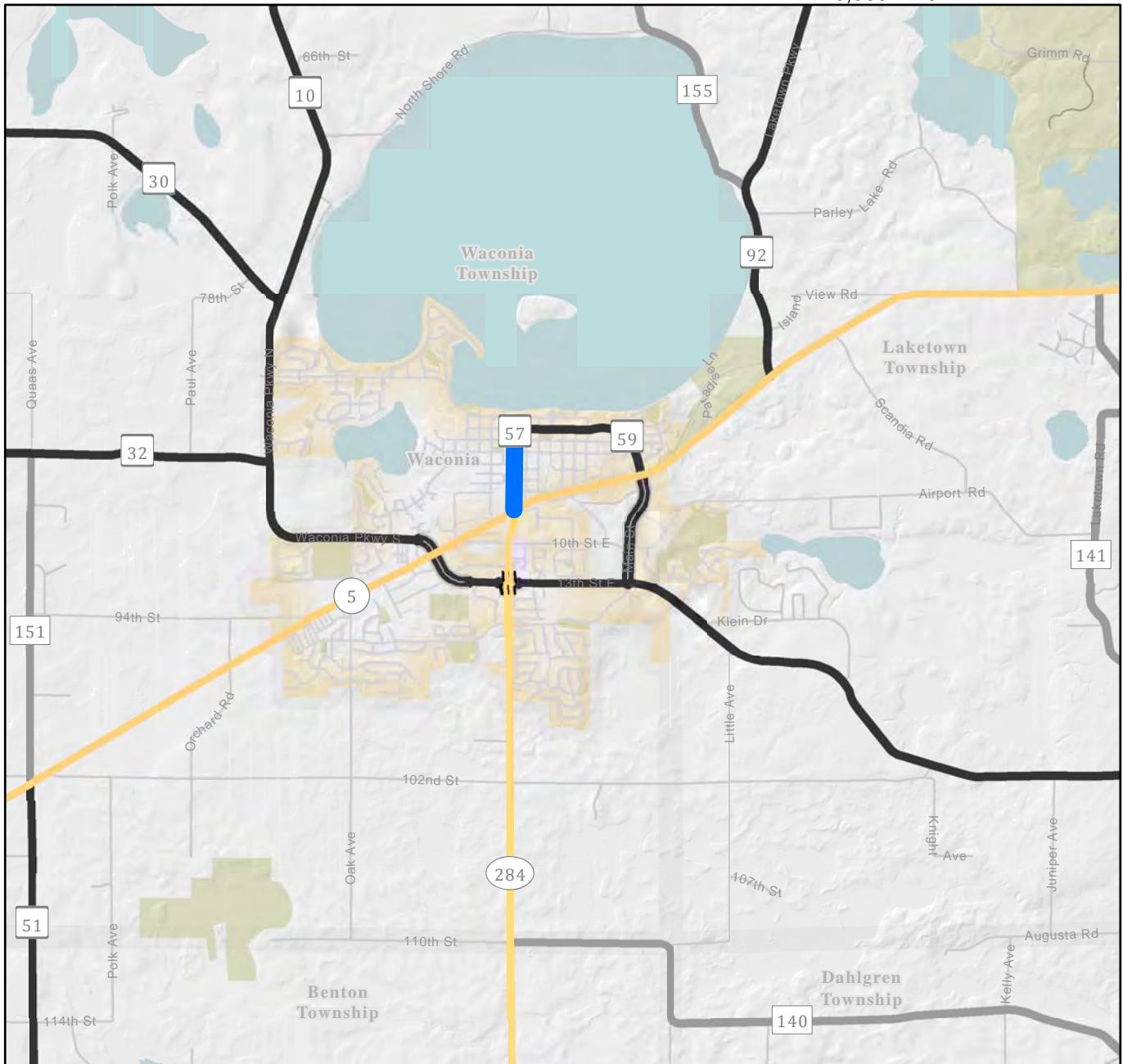
- █ Revoke CSAH
- █ Designate CSAH

█ = CSAH

█ = TH

█ = CR

6,500 = 2030 Projected ADT
3,500 = 2012 ADT



0 0.75 1.5 2.25 3
Miles

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(952) 466-5200

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CARVER COUNTY

2014 County State Aid Highway Mileage Request

CSAH Number:	CSAH 59 Revocation
Segment:	TH 5 to CSAH 57
Length:	0.97 miles
Functional Classification:	B Minor Arterial (Current) B Minor Arterial (Future)
2012 ADT:	3,300
2030 Projected ADT:	4,200 (Based on 2030 Carver County Traffic Demand Model)
CSAH Revocation Source:	Revoke Mileage
CSAH Revocation Year:	2014
Existing Section:	Urban, two-lane
Proposed Section:	Urban, two-lane
Rationale:	From 2030 Road Systems Plan, “As cities grow beyond 5,000 in population and become eligible for Municipal State Aid (MSA), it may be possible to have these cities accept on to their new MSA system, CSAH roads within their boundaries. Appropriately selected, these changes could help cities by increasing their State Aid “needs” while also benefiting the county by freeing-up CSAH mileage that could then be assigned to existing CRs or new route.

Legend

CSAH 59 Revocation From TH 5 to CSAH 57

— Revoke CSAH

— Designate CSAH

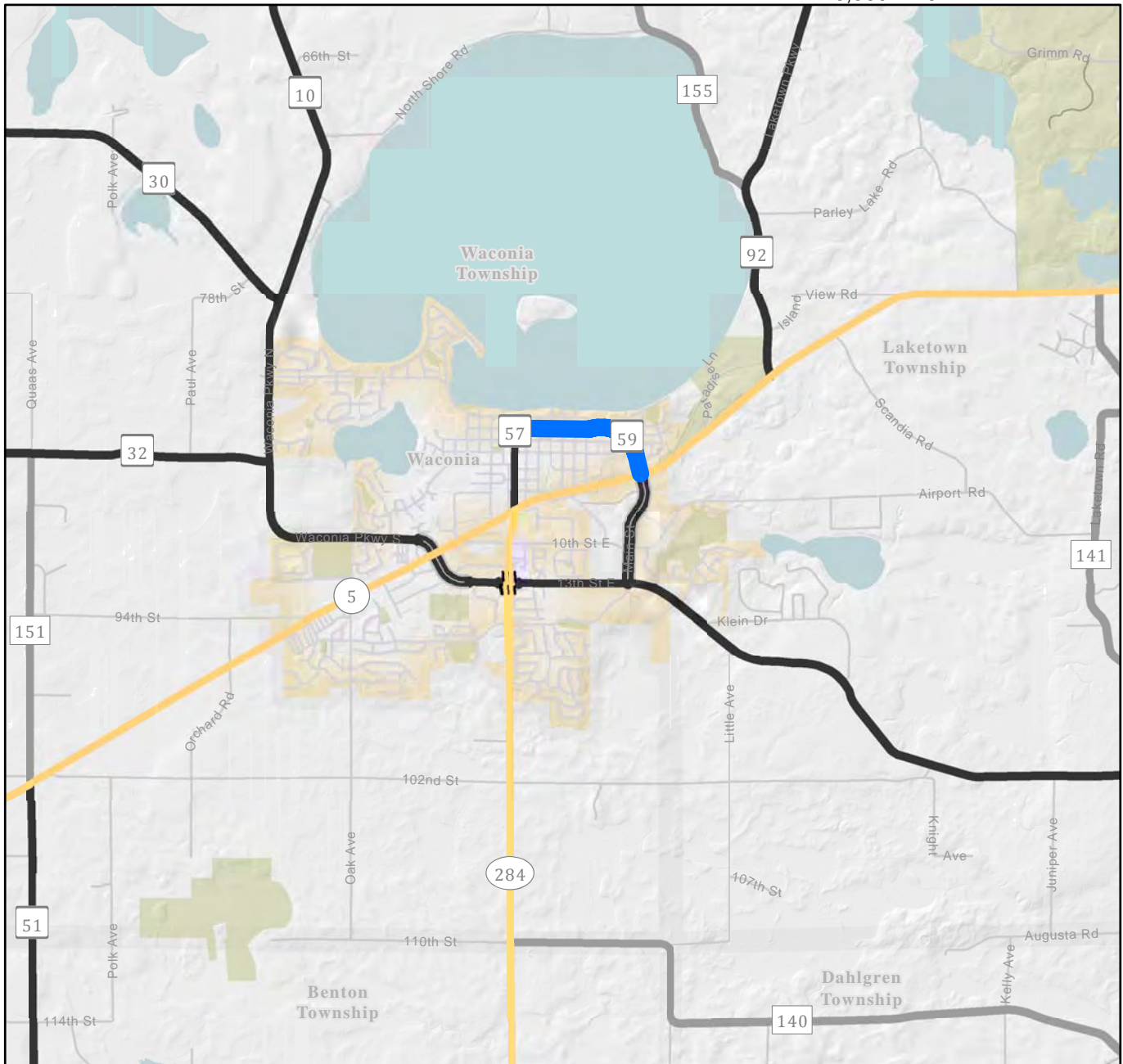
— = CSAH

— = CR

— = TH

4,200 = 2030 Projected ADT

3,300 = 2012 ADT



0 0.75 1.5 2.25 3
Miles

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CARVER COUNTY

2014 County State Aid Highway Mileage Request

CSAH Number:	CSAH 14 (Marsh Lake Road)
Segment:	CSAH 43 to CSAH 11
Length:	1.67 miles
Functional Classification:	Local (Current) A Minor Arterial (Future)
2012 ADT:	500
2030 Projected ADT:	14,500 (Based on 2030 Carver County Traffic Demand Model)
CSAH Designation Source:	Mileage Request
CSAH Designation Year:	2014
Existing Section:	Rural, two-lane
Proposed Section:	Urban, two-lane divided.
Spacing to Parallel CSAH:	1.80 miles
Rationale:	Provides a state aid route connecting CSAH 43 and CSAH 11, which extends CSAH 14 to the west. CSAH 14 east of CSAH 11 is a state aid route that continues in Hennepin County as CSAH 1 (Pioneer Trail) all the way to TH 169. This provides a state aid route connection between TH 169, TH 41 and west connecting Eden Prairie to Chanhassen, Chaska, Victoria, and ultimately Waconia. All these communities have a 2030 projected population of over 25,000. The 2030 Road System Plan shows this route as a future A Minor Arterial route from the east Carver County border to Waconia (see Fig 3). This route provides an east-west regional purpose by serving all day trips between these cities as well as relief for TH 212 and TH 5.

CSAH 14 Designation (Marsh Lake Rd) From CSAH 43 to CSAH 11

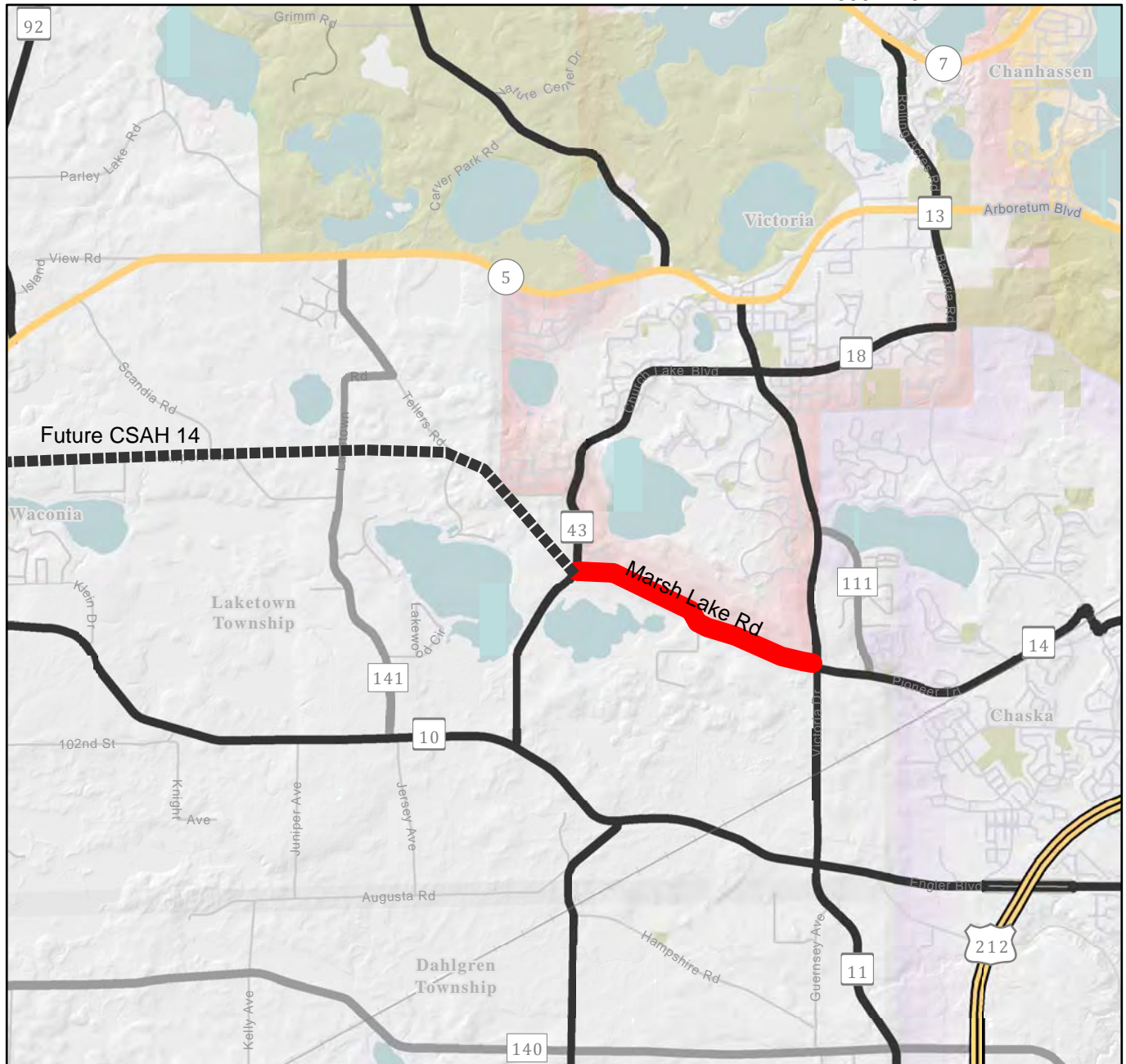
Legend

- Revoke CSAH
- Designate CSAH

- = CSAH
- = CR

— = TH

14,500= 2030 Projected ADT
500 = 2012 ADT



0 0.75 1.5 2.25 3
Miles

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CARVER COUNTY

2014 County State Aid Highway Mileage Request

CSAH Number:	CR 131
Segment:	US 212 to CSAH 34
Length:	1.68 miles
Functional Classification:	Minor Collector (Current) A Minor Arterial (Future)
2012 ADT:	170
2030 Projected ADT:	2,700 (Based on 2030 Carver County Traffic Demand Model)
CSAH Designation Source:	Mileage Request
CSAH Designation Year:	2014
Existing Section:	Rural, two-lane
Proposed Section:	Rural, two-lane
Spacing to Parallel CSAH:	1.25 miles
Rationale:	Provides a state aid route connecting US 212 and CSAH 34. This provides a northern extension to TH 5/25. According to the 2030 Road System Plan, CR 131 (along with CSAH 33) will be a future alignment for TH 25. TH 5/25 to the south connects to communities to the south of Carver County. TH 25 to the north connects to TH 12, TH 55, and I-94. This will provide a continuous north-south route of future TH 25 from US 212 to I-94. The Road System Plan also shows this route as a future A Minor Arterial route.

Legend

CR 131 Designation

From TH 212 to CSAH 34

█ Revoke CSAH

█ Designate CSAH

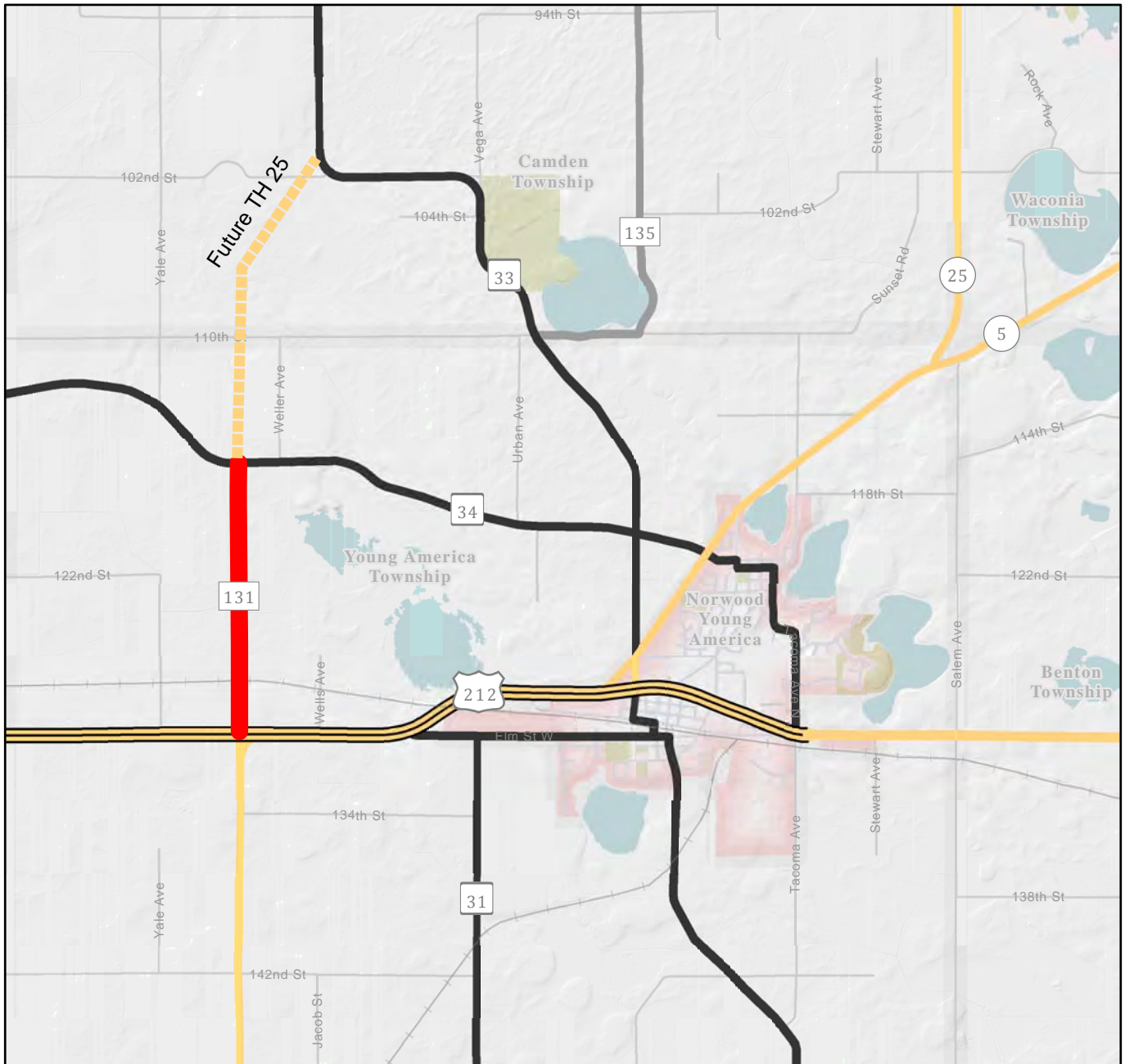
█ = CSAH

█ = CR

█ = TH

2,700 = 2030 Projected ADT

170 = 2012 ADT



0 0.75 1.5 2.25 3
Miles

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Created: 7/30/2014



CARVER COUNTY

2014 County State Aid Highway Mileage Request

CSAH Number: CR 140

Segment: CSAH 43 to CSAH 61

Length: CSAH 61 to CSAH 11: 1.81 miles
CSAH 11 to CSAH 43: 2.05 miles
TOTAL: 3.86 miles

Functional Classification: CSAH 61 to CSAH 11: A Minor Arterial (Current)
CSAH 11 to CSAH 43: Major Collector (Current)

CSAH 61 to CSAH 11: A Minor Arterial (Future)
CSAH 11 to CSAH 43: Major Collector (Future)

2012 ADT: CSAH 61 to CSAH 11: 1,150
CSAH 11 to CSAH 43: 770

2030 Projected ADT: CSAH 61 to CSAH 11: 10,500
CSAH 11 to CSAH 43: 2,100
(Based on 2030 Carver County Traffic Demand Model)

CSAH Designation Source: Mileage Request

CSAH Designation Year: 2014

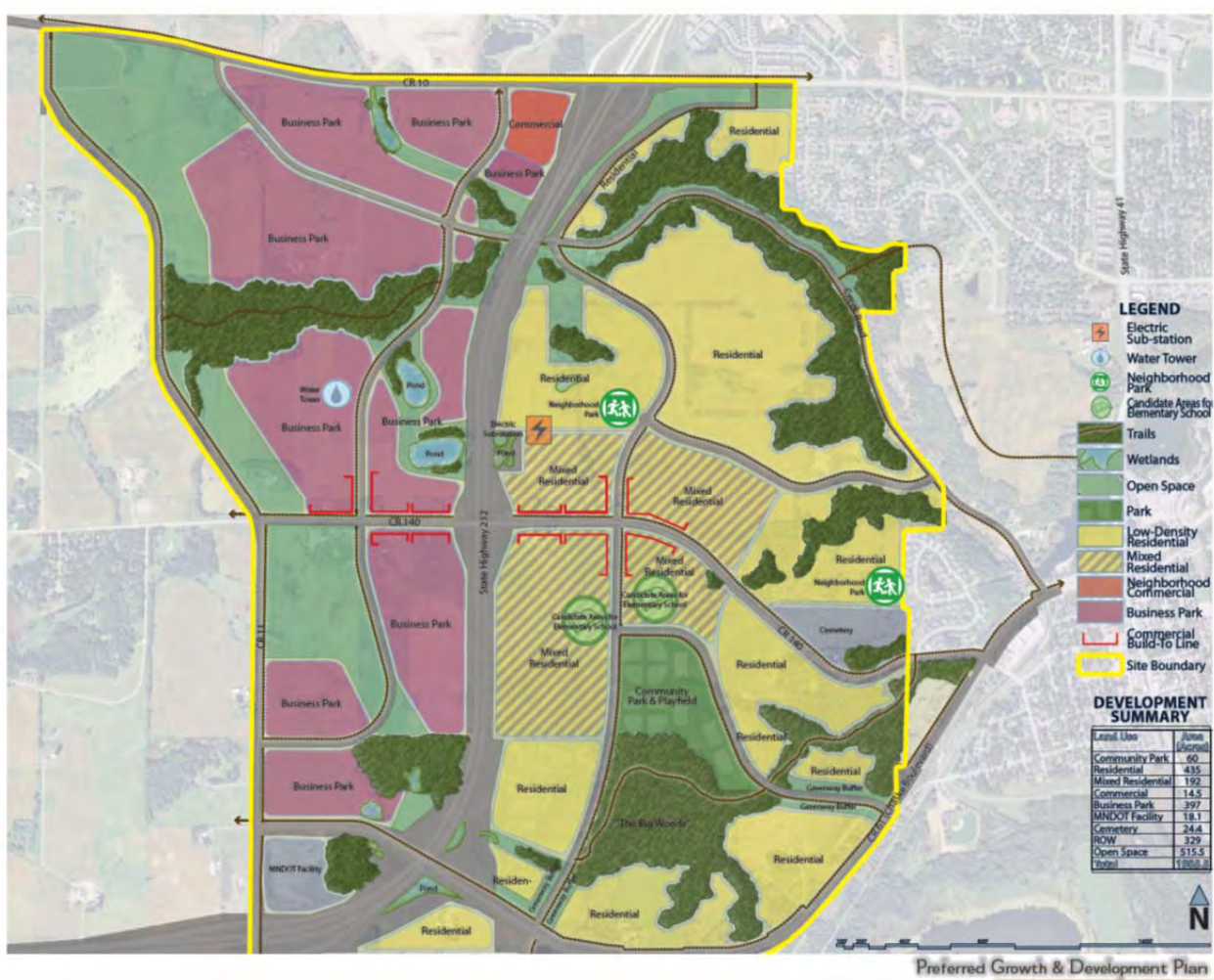
Existing Section: Rural, two-lane

Proposed Section: Urban, two-lane

Spacing to Parallel CSAH: 1.00 miles

Rationale: Provides a state aid route connecting CSAH 43 and CSAH 11 to CSAH 61. This provides a west-east route in and out of Chaska. Chaska has a 2030 project population of 35,700. The City of Chaska has completed the Southwest Chaska Growth and Development Plan which amends their 2030 Comprehensive Plan for the Southwest portion of the City. The plan guides more than 1900 acres for development including 630 acres of housing and 400 acres of business

park. This requires significant roadway investment including the construction of a partial access interchange at CR 140 and TH 212 which has been approved by the Metropolitan Council as well as significant upgrades to CR 140 which is the critical east-west arterial that serves the area. The exhibit below shows the preferred growth and development plan for SW Chaska. CR 140 was reclassified from a Major Collector to an A-Minor Arterial in 2011.



Southwest Chaska Growth and Development Plan

Legend

CR 140 Designation From CSAH 43 to CSAH 61

█ Revoke CSAH

█ Designate CSAH

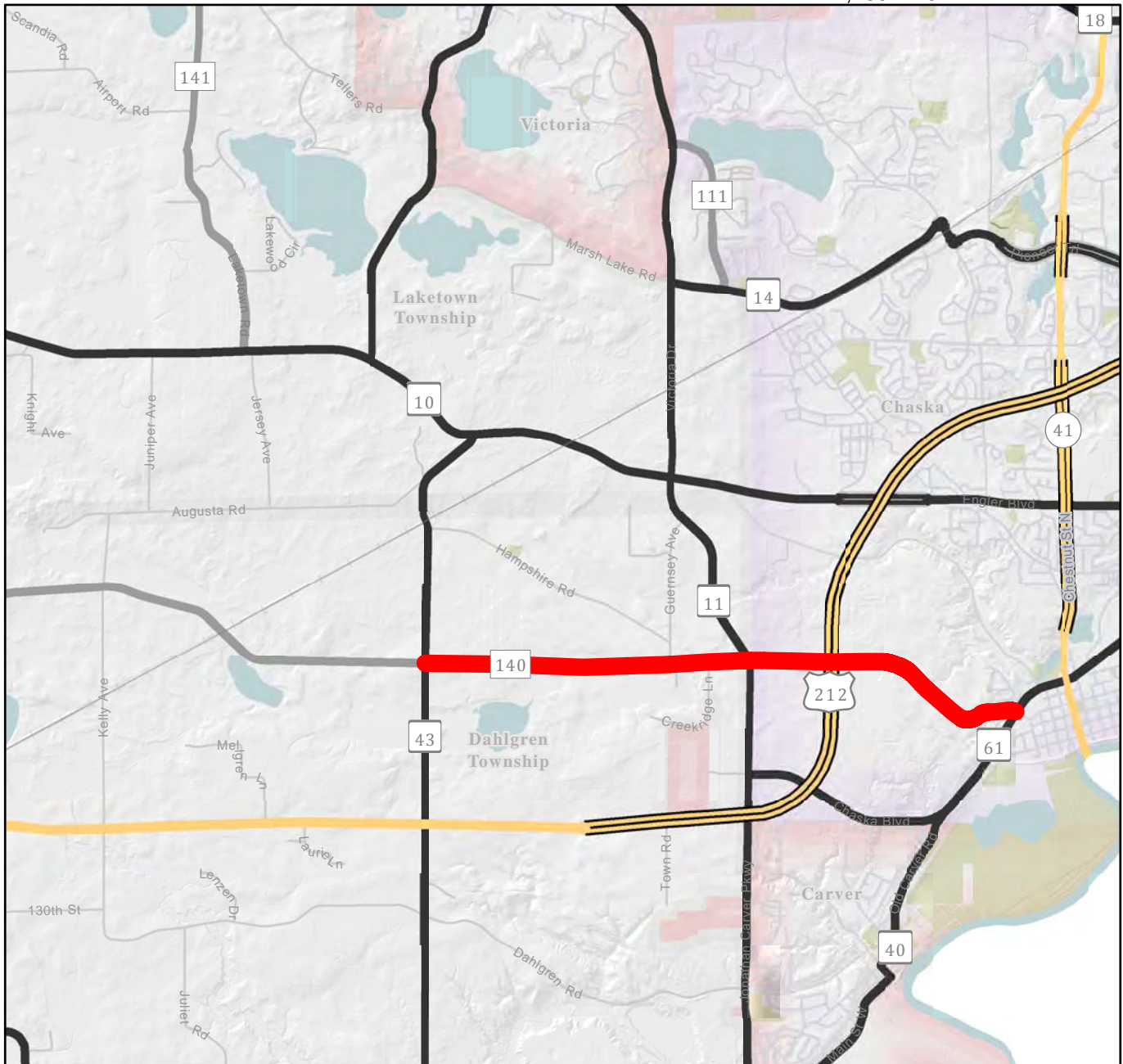
█ = CSAH

█ = CR

█ = TH

10,500 = 2030 Projected ADT

1,150 = 2012 ADT



0 0.75 1.5 2.25 3
Miles

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Public Works Division
11360 Hwy 212, Suite 1
Cologne, MN 55322
(952) 466-5200

Created: 7/30/2014



CARVER COUNTY

2014 County State Aid Highway Mileage Request

CSAH Number:	CR 140
Segment:	TH 284 to CSAH 43
Length:	5.72 miles
Functional Classification:	Major Collector (Current) Major Collector (Future)
2012 ADT:	650
2030 Projected ADT:	2,600 (Based on 2030 Carver County Traffic Demand Model)
CSAH Designation Source:	Mileage Request
CSAH Designation Year:	2014
Existing Section:	Rural, two-lane
Proposed Section:	Rural, two-lane
Spacing to Parallel CSAH:	1.50 miles
Rationale:	Provides a state aid route connecting CSAH 43 to TH 284. This east-west route connects traffic from TH 284 to CSAH 61 in Chaska. Chaska has a 2030 project population of 35,700.

Legend

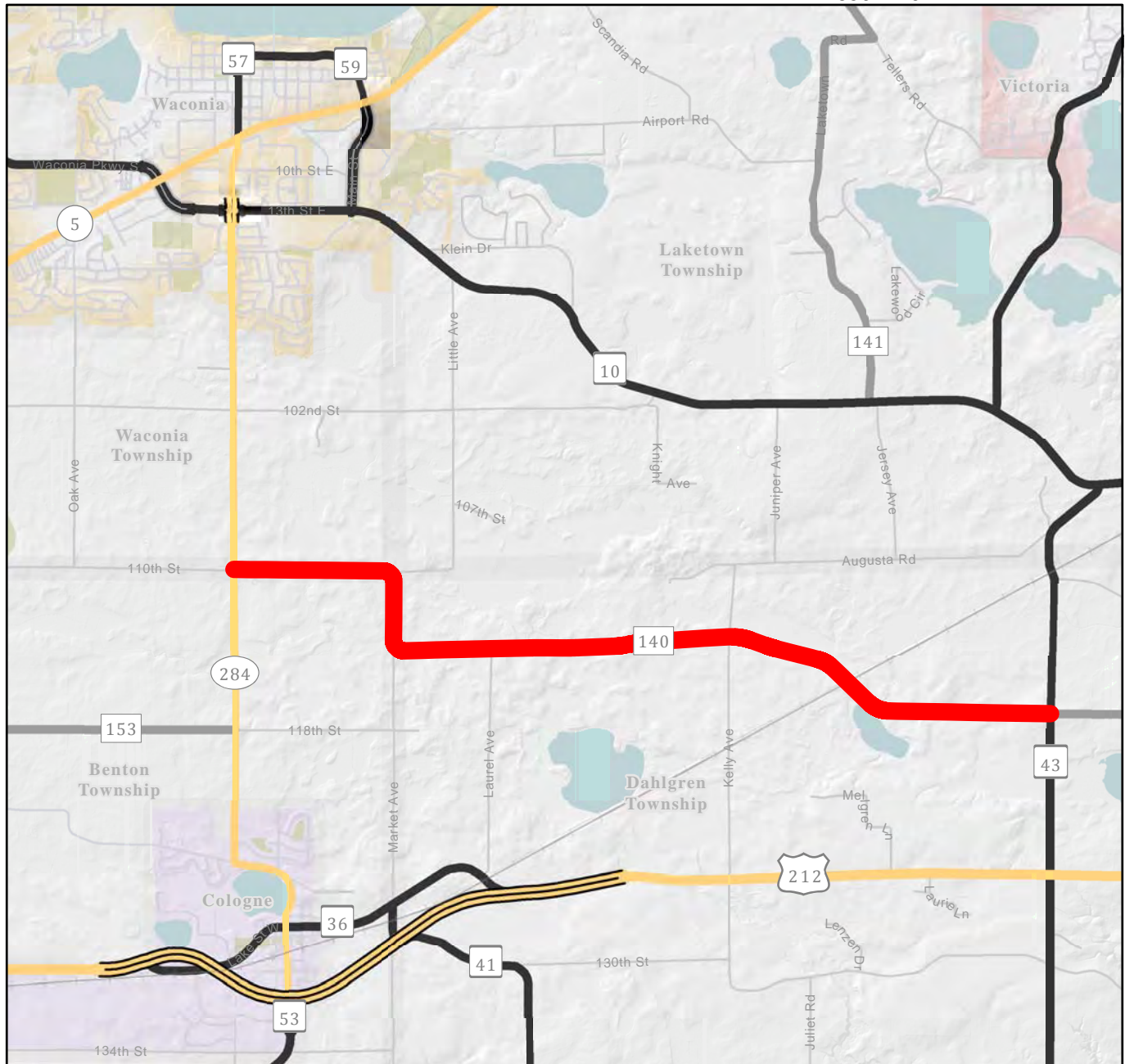
CR 140 Designation From TH 284 to CSAH 43

- Revoke CSAH
- Designate CSAH

- = CSAH
- = CR

— = TH

2,600= 2030 Projected ADT
650 = 2012 ADT



0 0.75 1.5 2.25 3
Miles

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(952) 466-5200

Created: 7/30/2014



CARVER COUNTY

2014 County State Aid Highway Mileage Request

CSAH Number:	CR 151
Segment:	Sibley County Line to CSAH 52
Length:	1.00 miles
Functional Classification:	Major Collector (Current) Major Collector (Future)
2012 ADT:	125
2030 Projected ADT:	500 (Based on 2030 Carver County Traffic Demand Model)
CSAH Designation Source:	Mileage Request
CSAH Designation Year:	2014
Existing Section:	Rural, two-lane
Proposed Section:	Rural, two-lane
Spacing to Parallel CSAH:	1.93 miles
Rationale:	Provides a state aid route connecting a gap between Sibley County CSAH 60 and Carver County CSAH 51. This route is heavily used by the aggregate industry in Sibley County in the movement to the southwest metropolitan area. Sibley County is also requesting that CR 160 to the south of the county border be included in their CSAH system.

CR 151 Designation From Sibley County Line to CSAH 52

Legend

- █ Revoke CSAH
- █ Designate CSAH

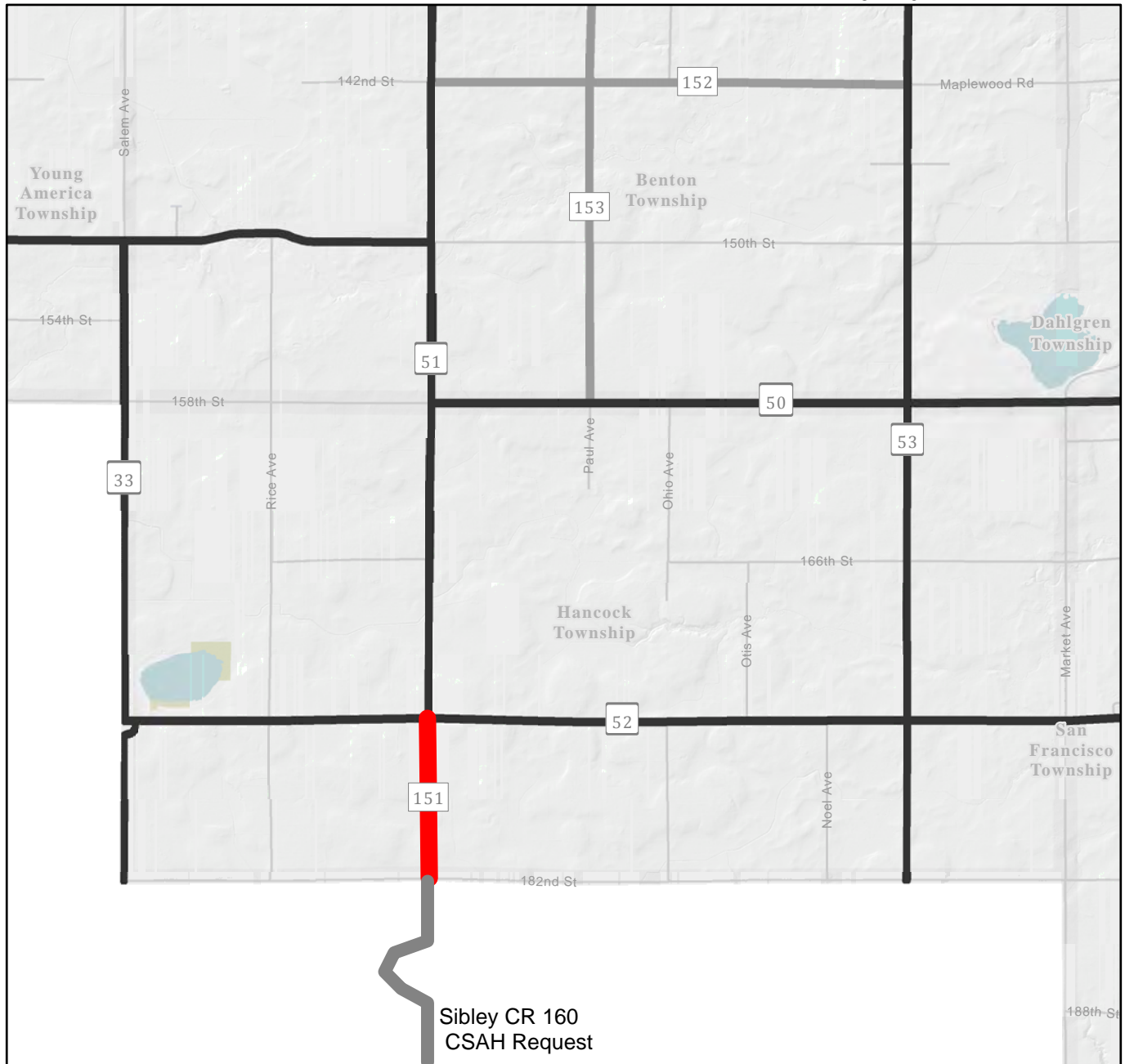
█ = CSAH

█ = TH

█ = CR

500= 2030 Projected ADT

125 = 2012 ADT



0 0.75 1.5 2.25 3
Miles

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CARVER COUNTY

2014 County State Aid Highway Mileage Request

CSAH Number:	CR 151
Segment:	TH 5 to CSAH 32
Length:	2.06 miles
Functional Classification:	Major Collector (Current) Major Collector (Future)
2012 ADT:	720
2030 Projected ADT:	5,800 (Based on 2030 Carver County Traffic Demand Model)
CSAH Designation Source:	Mileage Request
CSAH Designation Year:	2014
Existing Section:	Rural, two-lane
Proposed Section:	Rural, two-lane
Spacing to Parallel CSAH:	3.9 miles (2 miles to TH 25)
Rationale:	Provides a state aid route connecting TH 5 and CSAH 51 to CSAH 32. This would continue CSAH 51 north-south route to CSAH 32. CR 151/CSAH 51 is an important N-S route between 2 state highways (25 and 284). The 2030 RSP shows TH 25 and potentially TH 284 becoming CSAH Routes and current CSAH 33 west of Norwood Young America being a future Trunk Highway. The CSAH 51 corridor will become a key N-S A-minor arterial on the west side of Waconia connecting to CSAH 10. CSAH designation will shift from the current CSAH 51/151 alignment to future CSAH 51 when the City of Waconia expansion dictates the change. (See Figure 3)

CR 151 Designation From TH 5 to CSAH 32

Legend

— Revoke CSAH

— Designate CSAH

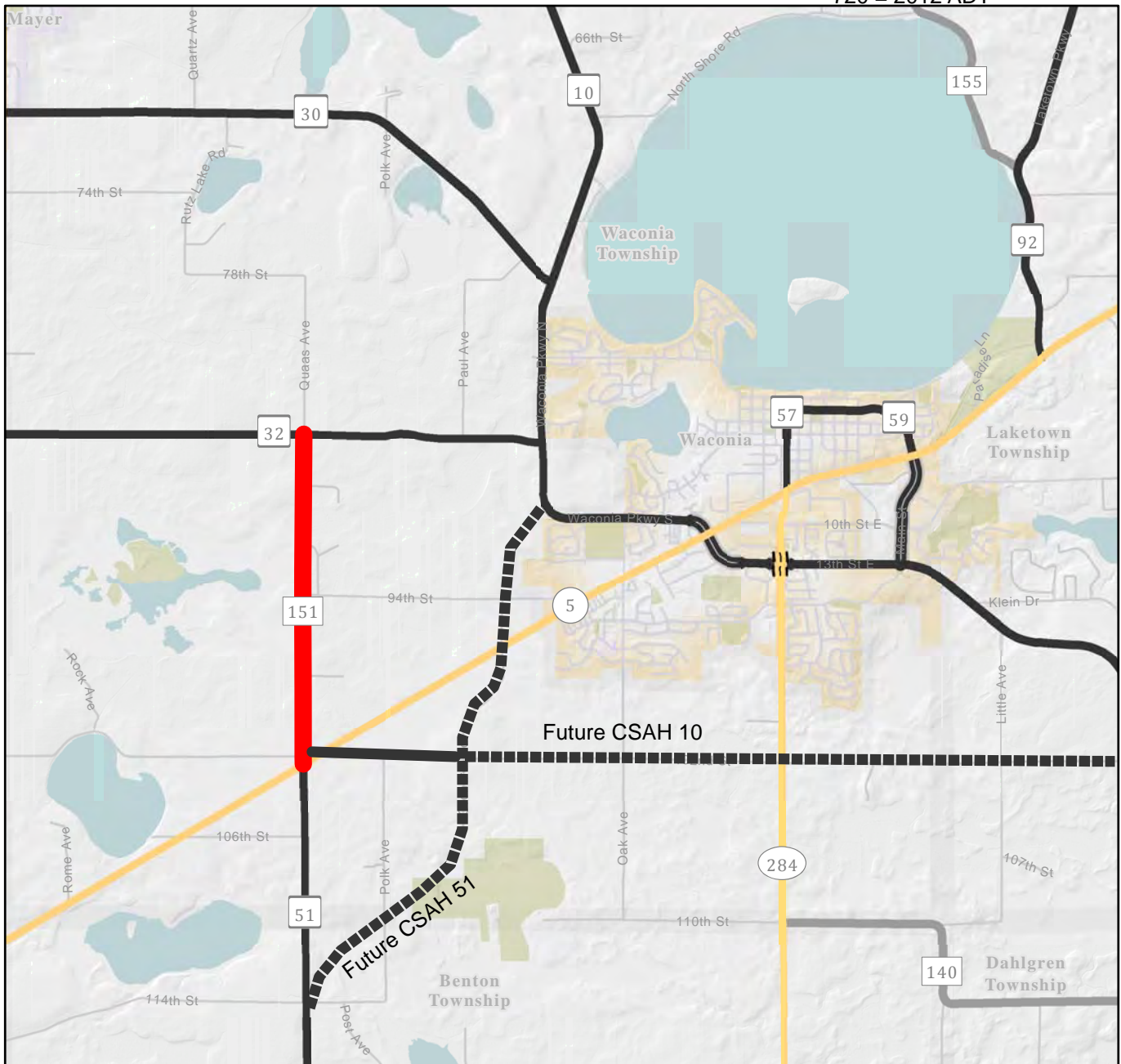
— = CSAH

— = CR

— = TH

5,800= 2030 Projected ADT

720 = 2012 ADT



0 0.75 1.5 2.25 3
Miles

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Created: 7/30/2014



CARVER COUNTY

2014 County State Aid Highway Mileage Request

CSAH Number:	CR 141
Segment:	CSAH 10 to TH 5
Length:	CSAH 10 to Airport Rd: 1.62 miles Airport Rd to TH 5: 1.91 miles TOTAL: 3.53 miles
Functional Classification:	Local (Current) A Minor Arterial (Future)
2012 ADT:	1,000
2030 Projected ADT:	CSAH 10 to Airport Rd: 12,000 Airport Rd to TH 5: 5,400 (Based on 2030 Carver County Traffic Demand Model)
CSAH Designation Source:	Mileage Request
CSAH Designation Year:	2014
Existing Section:	Rural, two-lane
Proposed Section:	Rural, two-lane
Spacing to Parallel CSAH:	0.80 miles
Rationale:	Provides a state aid route that is a direct north-south connection from CSAH 10 to TH 5 serving western Victoria and eastern Waconia. The City of Victoria from the east and Waconia from the west will annex Laketown Township. CR 141 will become CSAH 41 and a key N-S A-minor arterial bordering Waconia and Victoria. (See Figure 3).

Legend

CR 141 Designation From CSAH 10 to TH 5

— Revoke CSAH

— Designate CSAH

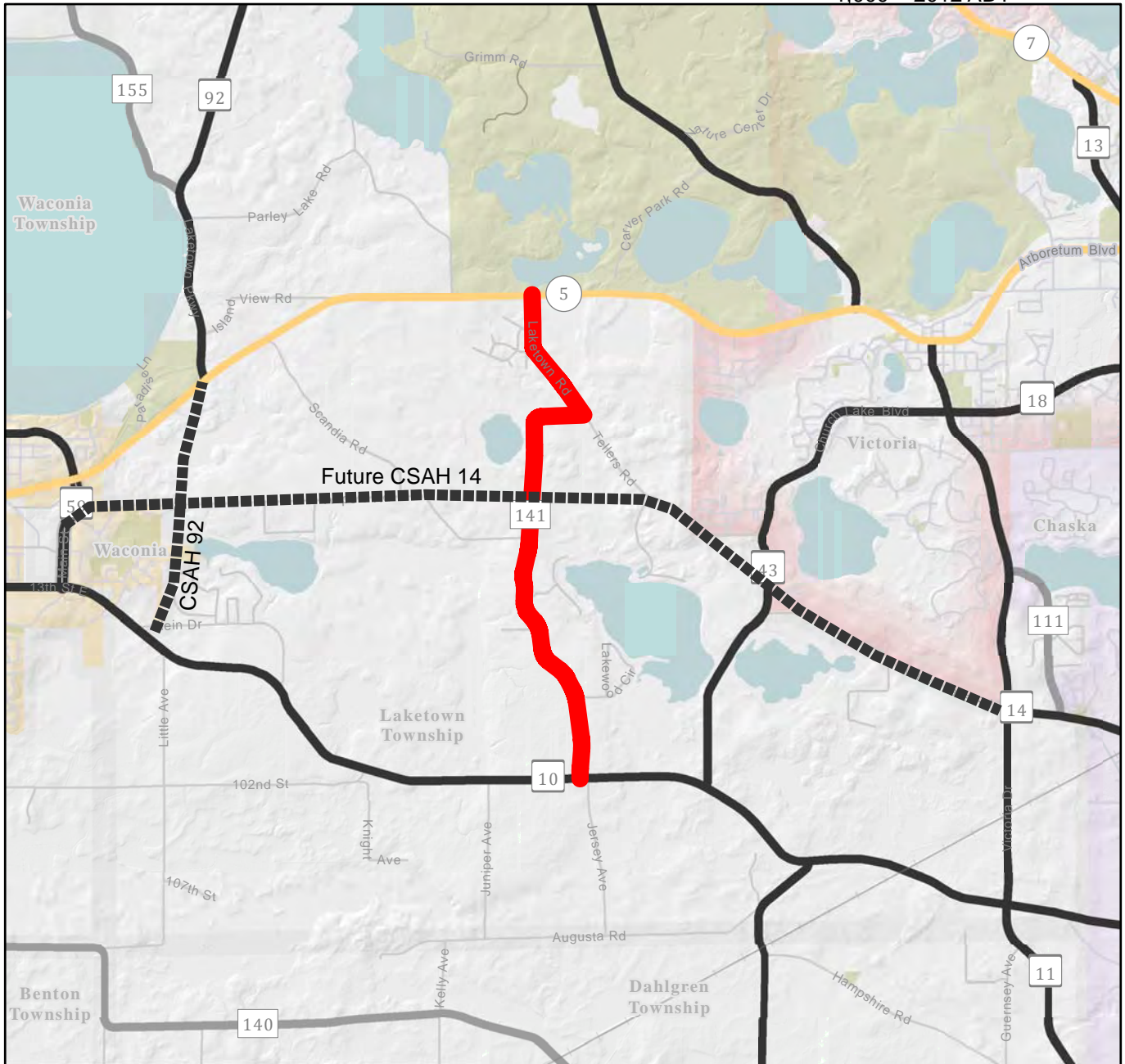
— = CSAH

— = CR

— = TH

12,000= 2030 Projected ADT

1,000 = 2012 ADT



0 0.75 1.5 2.25 3
Miles

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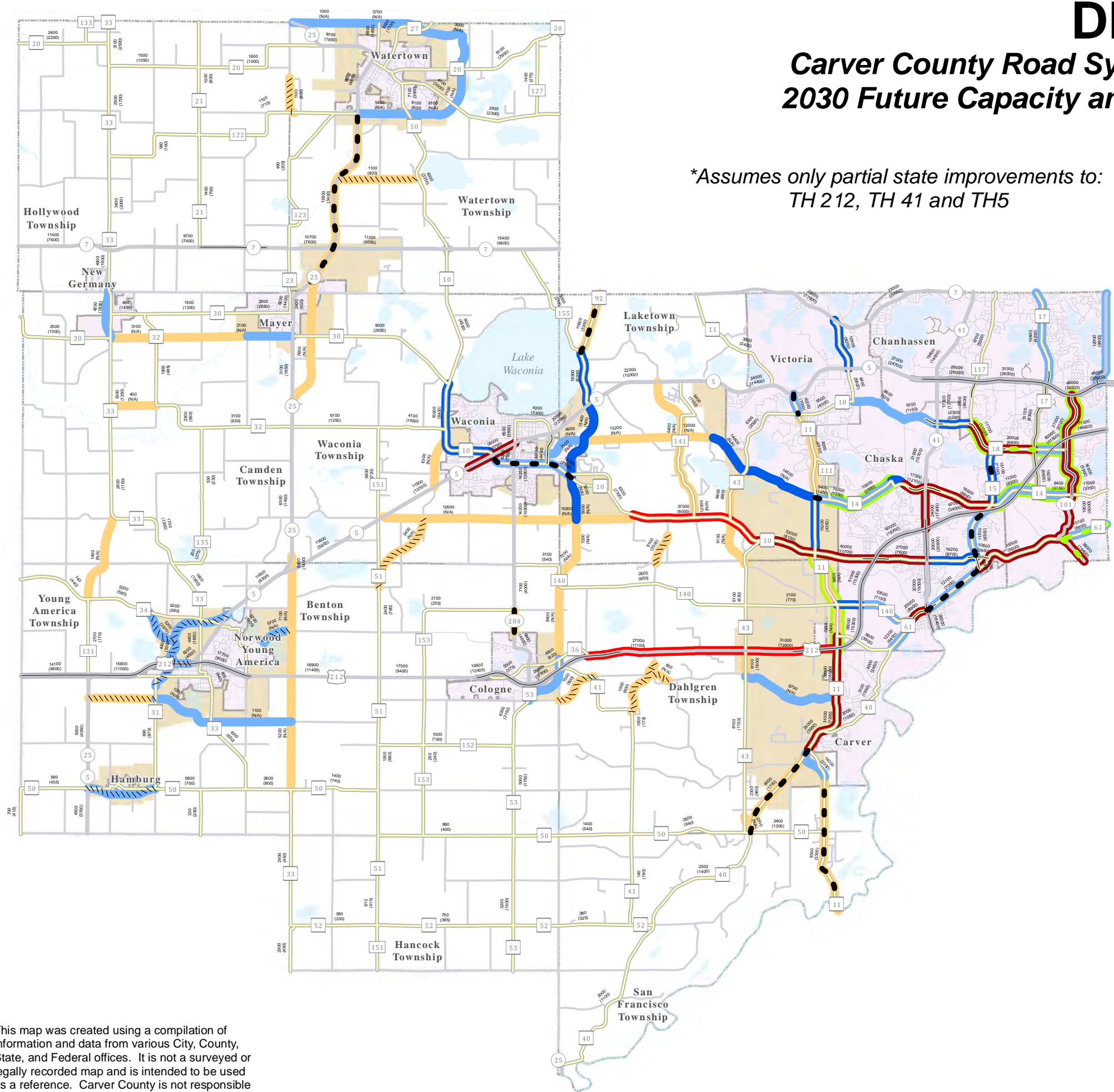
Created: 7/30/2014

Figure 1

DRAFT

Carver County Road System Plan - 2014 Amendment
2030 Future Capacity and Connectivity Improvements

*Assumes only partial state improvements to:
TH 212, TH 41 and TH5



Traffic Information

Traffic Volumes
,### - 2030
(# ,###) - 2011

Existing Roadway Network

- 2 Lane County Road
- 4 Lane County Road
- 2 Lane Trunk Highway
- 4 Lane Trunk Highway

Recommended Roadway Network

- 2-lane rural
- 2-lane divided rural
- 2-lane urban
- 2-lane divided urban
- 4-lane rural
- 4-lane urban

Project Status

- Halo Denotes Completed
- In Progress
- Sufficient
- Post 2030 Project

City/Township Boundary

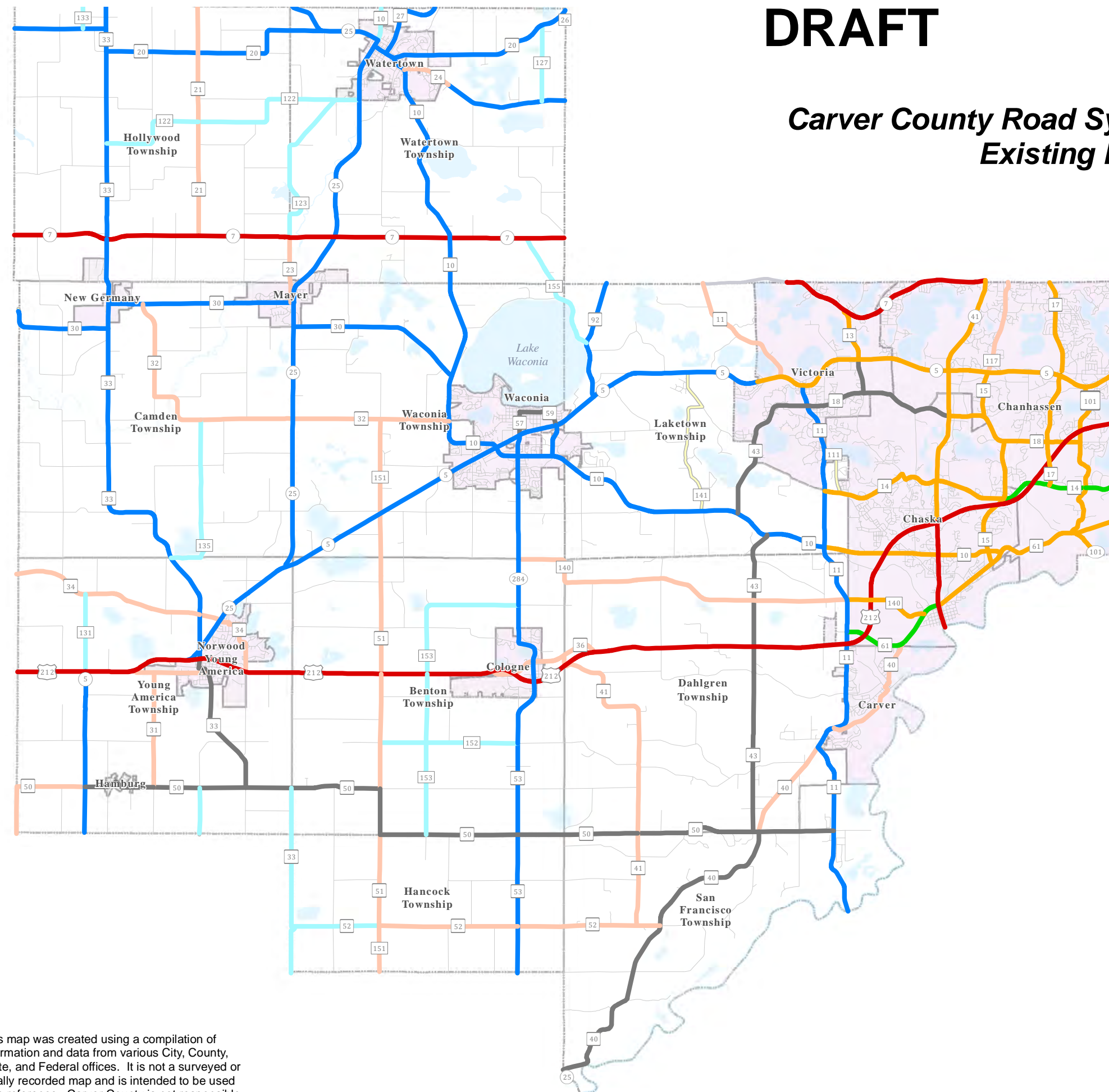
- Existing City
- City/Township Boundary
- City Growth Areas 2030

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Figure 2

DRAFT

Carver County Road System Plan - 2014 Amendment
Existing Functional Class



Legend

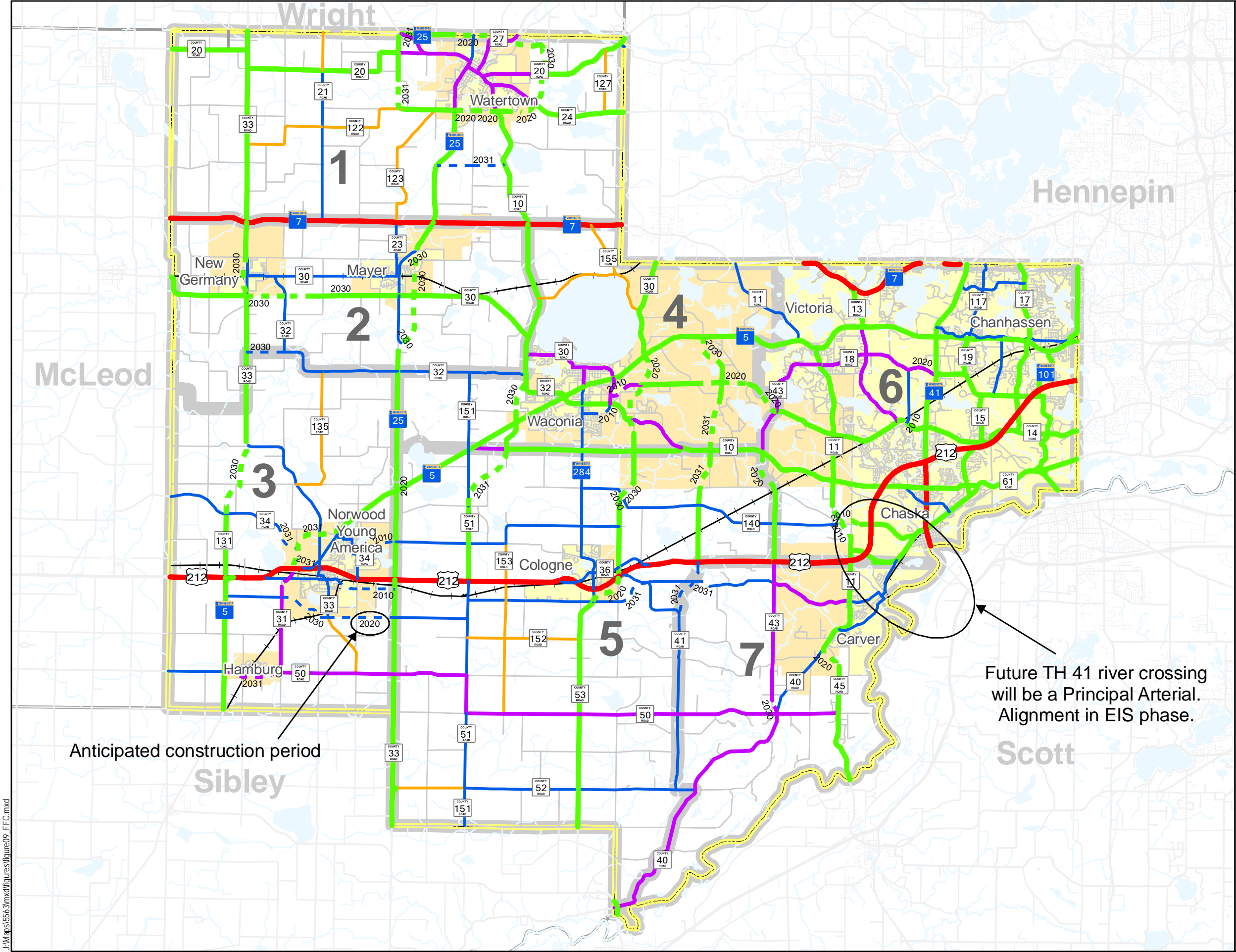
Existing Functional Class

- Principal Arterial
- A Minor Reliever
- A Minor Expander
- A Minor Connector
- B Minor
- Major Collector
- Minor Collector
- Local Roads

City/Township Boundary

- Existing City
- City/Township Boundary

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FUTURE FUNCTIONAL CLASS



FIGURE 3

Future Functional Class

- Principal Arterial
- A Minor Arterial
- B Minor Arterial
- Major Collector
- Minor Collector
- Local

Railroads

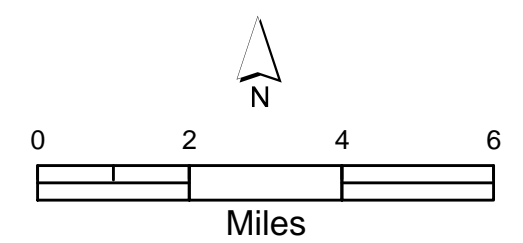
3 Sub-Areas

Carver County

Municipal Boundaries

City Growth Areas 2030

Source: Metropolitan Council, Carver County





2014
COUNTY STATE AID HIGHWAY
MILEAGE REQUEST

August 2014

SIBLEY COUNTY

2014 County State Aid Highway Mileage Request

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SIBLEY COUNTY

2014 County State Aid Highway Mileage Request

INTRODUCTION

Sibley County has prepared for review and consideration by the County State Aid Screening Board this mileage request report for the County State Aid Highway System (CSAH) in Sibley County. The proposed changes are based on the consideration of the rules governing designation of State Aid Routes, the proposed regional County State Aid Highway System changes requested from Carver County, and the Sibley County Comprehensive Transportation Plan.

BACKGROUND

❖ 2009 Sibley County Comprehensive Transportation Plan

➤ Transportation Plan Purpose

The main goals of the Sibley County Roadway Systems Plan are to provide the policy and program guidance needed to make appropriate transportation related decisions when land use changes occur, defines how Sibley County's system of roadway will complement the portion of the state highway system, adjacent county highway system, and local street networks that lie within the county's boundary. Sibley County officials have completed the Plan to help them provide a safe and efficient transportation system. By fulfilling these goals, the Plan provides direction and focus concerning future growth and projected travel needs of the county's residents and businesses into the future.

➤ Transportation Plan Goals

▪ Goal 1: Efficient Movement

- Strive to ensure that the roadway network promotes the efficient movement of people and goods by:
 - Establishing a functional classification system.
 - Establishing a county roadway system that meets future capacity demands.
 - Encouraging consistency between roadway jurisdiction, designation and functional classification.
 - Managing access.

▪ Goal 2: Safety

- Develop and maintain a roadway network that promotes safety of its users by:
 - Evaluating railroad crossings throughout the Minnesota Prairie rail line for potential intersection improvements.
 - Reviewing geometric improvements at roadway intersections to improve sightline.
 - Encouraging mode separation where possible.
 - Develop & maintain a Road Safety Plan.

- Utilize Highway Safety Improvement Program (HSIP) to develop safety projects within the county.
- Promote shoulder widening projects.

▪ **Goal 3: Integrated transportation network.**

- Build cooperation and coordination among jurisdictions by:
 - Coordinating transportation plans
 - Interacting with state and local agencies

➤ System Designation Plan

Sibley County's highway system is divided into two categories, County State Aid Highways (CSAH) and County Roads (CR). The difference in designation relates to the route's function and funding. The CSAH system originated in the mid-1950s to provide an integrated network of secondary roads servicing the state's rural transportation needs. Routes qualifying or designated as CSAHs are eligible to receive state funding for maintenance and construction activities, while CRs are funded with local property tax dollars. Administration of the CSAH system is based on a detailed set of rules administered by the Minnesota Department of Transportation Office of State Aid. These rules outline requirements and responsibilities including designation, maintenance and reconstruction.

Reviewing the system designation ensures that demographic and transportation changes in the county have been adequately addressed through system designation changes. Route designation, as outlined in Chapter 8820.07 of the State Aid Rules "Selection Criteria," parallels the functional classification criteria used to designate collector and arterial routes. State Aid criteria are summarized as follows:

- State Aid routes carry heavier traffic volumes or are functionally classified as collector or arterial routes on the county's functional classification system.
- State Aid routes connect towns, communities, shipping points and markets within a county or in adjacent counties; provide access to churches, schools, community meeting halls, industrial areas, state institutions and recreational areas; or serve as a principal rural mail route and school bus route.
- State Aid routes provide an integrated and coordinated highway system, consistent with projected traffic demands.

Sibley County's transportation system should be periodically reviewed to identify additional potential designation changes, based on functional classification changes, jurisdiction changes, proposed new roadway alignments and major construction projects recommended by the Comprehensive Transportation Plan.

Sibley County CSAH System Revisions

Sibley County has completed an assessment of county roadway network based on recommendations regarding functional classification found in the Sibley County Comprehensive Transportation Plan, the criteria for state aid designation found in MN Rule 8820.0600, and coordination with the Carver County System change request.

In summary, the proposed system changes would result in the following change to the County State Aid System:

- **Current County State Aid Mileage:** **+288.77 miles**
- **Current banked miles of CSAH** **0.50 miles**
- **Net miles proposed for addition to CSAH system:** **+ 1.32 miles**
- **Total Miles with proposed changes:** **+290.09 miles**

Figure 1 on page 8 illustrates the location of the proposed CSAH changes being described in Table 1 below.

Table 1

Summary of Proposed CSAH System Revisions for Sibley County

Map ID		Total Mileage	Canidate Change	Designated Mileage	Banked Mileage	New Mileage
	Sibley County Mileage (10/3/2013)	288.77		288.27	0.50	

Designation of New State Aid Mileage

1	CR 160 from TH 25 to 182 nd Street	290.09	1.82	290.09	0.00	+1.32
---	---	--------	------	--------	------	-------

The proposed system designation changes would add approximately 1.32 miles to Sibley County's State Aid system. This translates to an increase of 0.45 percent in State Aid mileage, from 288.77 miles to 290.09 miles. These system changes would require some additional documentation and approval by Mn/DOT's Division of State Aid For Local Transportation and County Screening Board.

SIBLEY COUNTY

2014 County State Aid Highway Mileage Request

SYSTEM DESIGNATION

❖ County State Aid Highway Qualifying Criteria

- X Projected to carry a relatively heavier traffic volume,
X or is functionally classified as collector or arterial.
- X Connects towns, communities, shipping points, and markets within a county or in adjacent counties,
X or provides access to rural churches, schools, community meeting halls, industrial areas, state institutions and recreational areas,
X or serves as a principal rural mail route and school bus route.
- X Provides an integrated and coordinated highway system affording, within practical limits, a State Aid highway network consistent with projected traffic demands.

❖ Sibley County Mileage Request

- System Change
 - Current State Aid Mileage 288.77miles
 - Banked State Aid Mileage 0.50 miles
 - Proposed Revocations (0.00 miles)
 - Proposed Additions 1.82 miles
- From County Road/Township Road to County State Aid Highway
 - ◆ CR 160 TH 25 to 182nd Street 1.82 miles
- Total Mileage Increase 1.32 miles
- Proposed System Mileage 290.09 miles

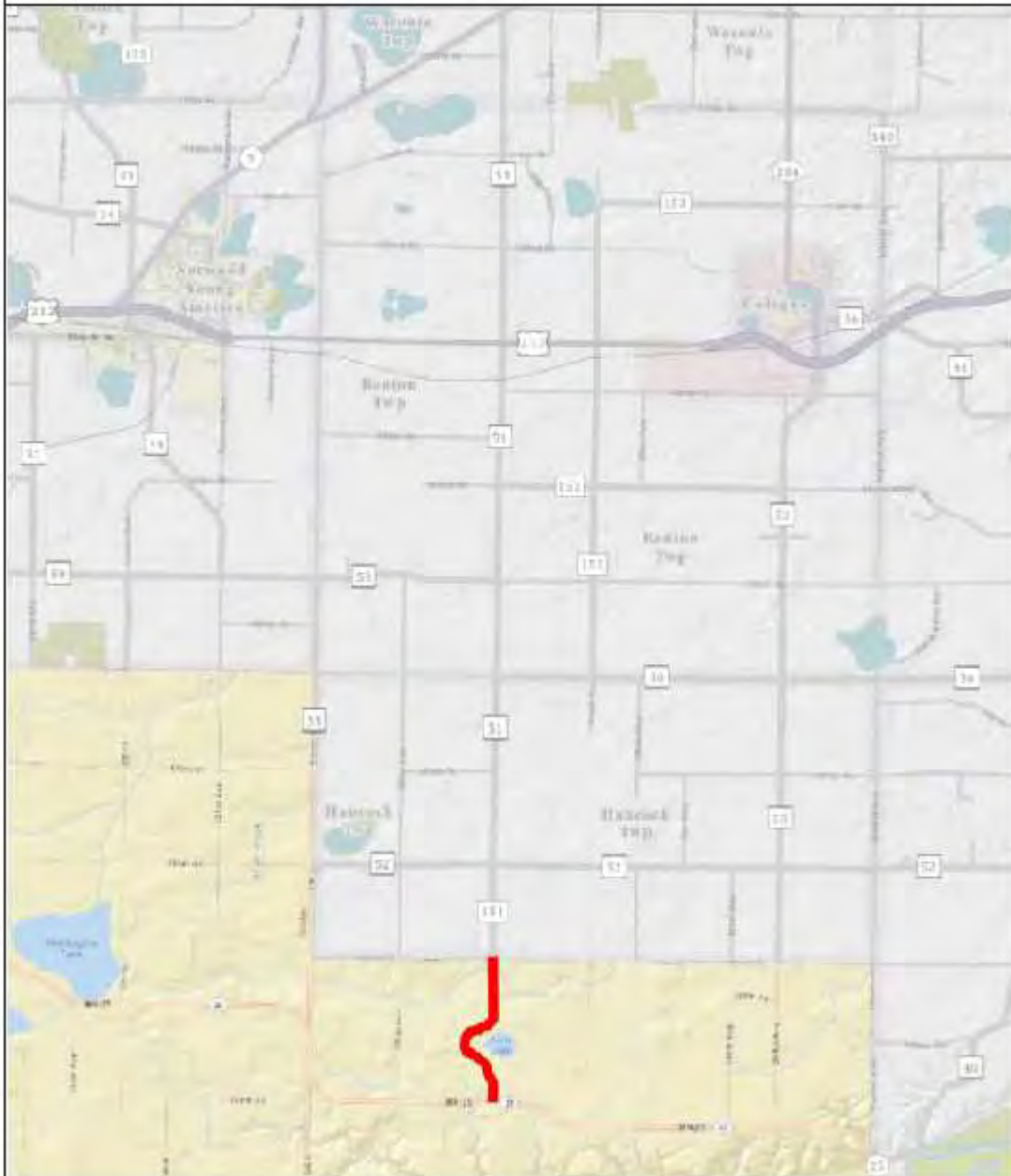
SIBLEY COUNTY

2014 County State Aid Highway Mileage Request

CSAH Number:	CR 160
Segment:	Carver County Line to TH 25
Length:	1.82 miles
Functional Classification:	Minor Collector (Current) Major Collector (Future)
2010 ADT:	175
2030 Projected ADT:	500 (Based on 2013 Carver County Traffic Demand Model)
CSAH Designation Source:	Mileage Request
CSAH Designation Year:	2014
Existing Section:	Rural, two-lane
Proposed Section:	Rural, two-lane
Rationale:	Provides a state aid route connecting a gap between Sibley County CSAH 60 and Carver County CSAH 51. This route is heavily used by the aggregate industry in Sibley County in the movement to the southwest metropolitan area.

Sibley County CR 160

TH 25 to Carver County Line



The following CSAH routes were considered for possible turn backs to county roads but were not approved by the Sibley County board.

Route: CSAH 7 from CSAH 22 to CSAH 22 (2.1 miles)

- This road section is considered a minor collector. It is located 6 miles south of US TH 212 and it is the first paved east/west CSAH route.
- CSAH 10 is the first major collector roadway in this region. It located 4 miles south of CSAH 7 and it has an ADT of 425.
- CSAH 7 Existing ADT – 145

Route: CSAH 3 from CSAH 25 TO TH 19 (2.0 miles)

- This road is a minor collector.
- This is the only north/south CSAH roadway in Cornish Township
- The road provides a straight route to the Cities of Stewart and Hutchinson.
- CSAH 3 is paved with bituminous north of TH 19.
- The nearest major collector or higher roadway to the east is TH 15 (which is located 5 miles to the east).

Route: CSAH 23 from CSAH 8 TO TH 19 (5.1 miles)

- This road is a local road.
- The township roads located east & west of CSAH 23 do not provide access from CSAH 8 to TH 19.
- CSAH 23 Existing ADT – 110

Route: CSAH 16 from CSAH 27 TO TH 25 (3.5 miles)

- This road is a minor collector.
- This road is important for north/south traffic movement on the east end of the county. The county is considering extending CSAH 16 to CSAH 12 to improve north/south traffic movement in the area.
- CSAH 16 Existing ADT – 80

Route: CSAH 22 from CSAH 10 TO CSAH 7 (3.0 miles)

- This road is a minor collector.
- This road is important for north/south traffic movement on the west end of the county. The county is considering a realignment of CSAH 22 at TH 19 to provide a continous route from the southern limit of the county to the northern limit of the county.
- Existing ADT – 55

Possible CSAH Routes to Revoke

