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2011 COUNTY SCREENING BOARD DATA

Anoka County

CSAH 14
Centerville/Lino Lakes

OCTOBER 2011

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.

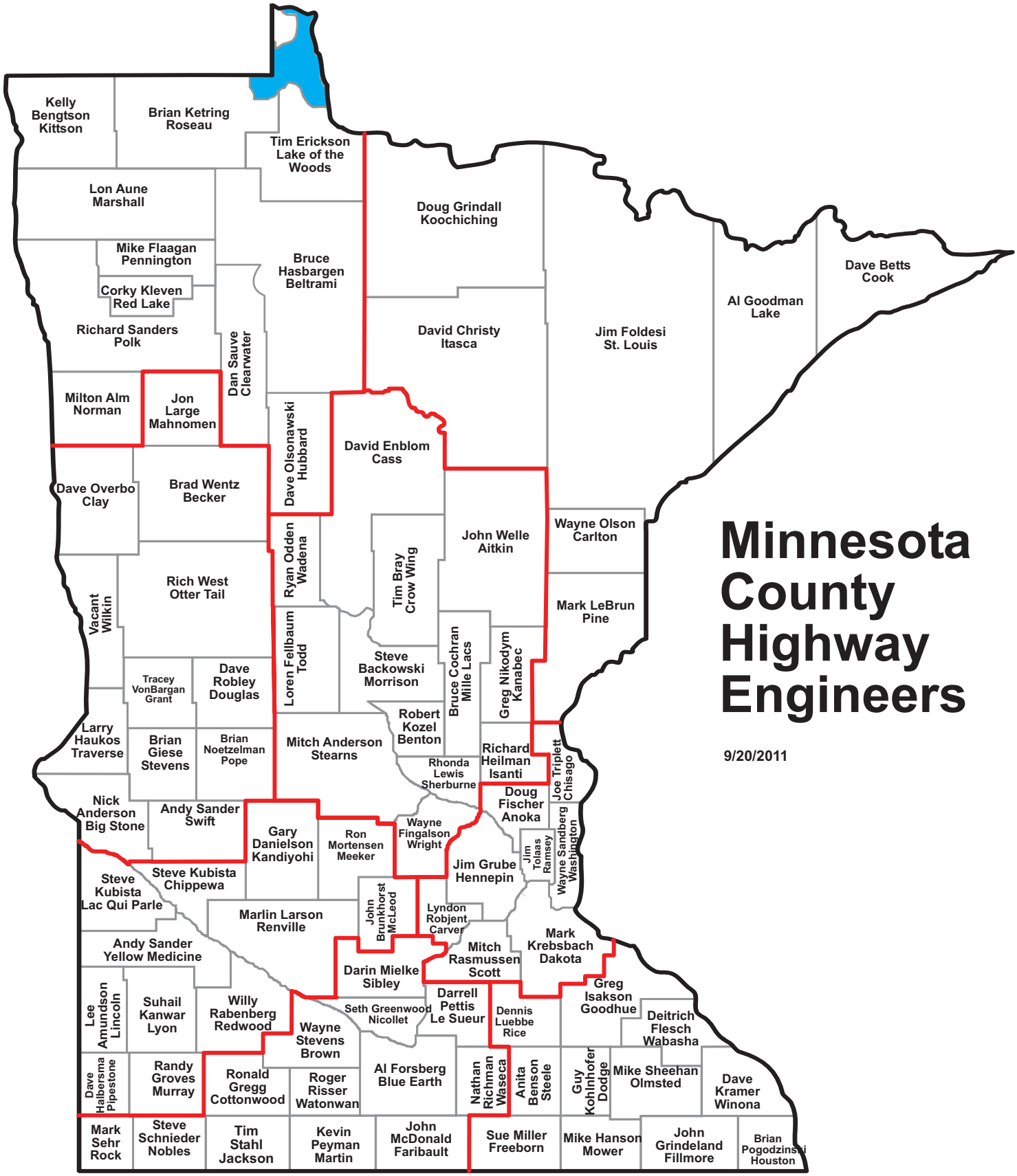
The function of a road may change over time requiring periodic revisions to the state-aid highway and street network.

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.

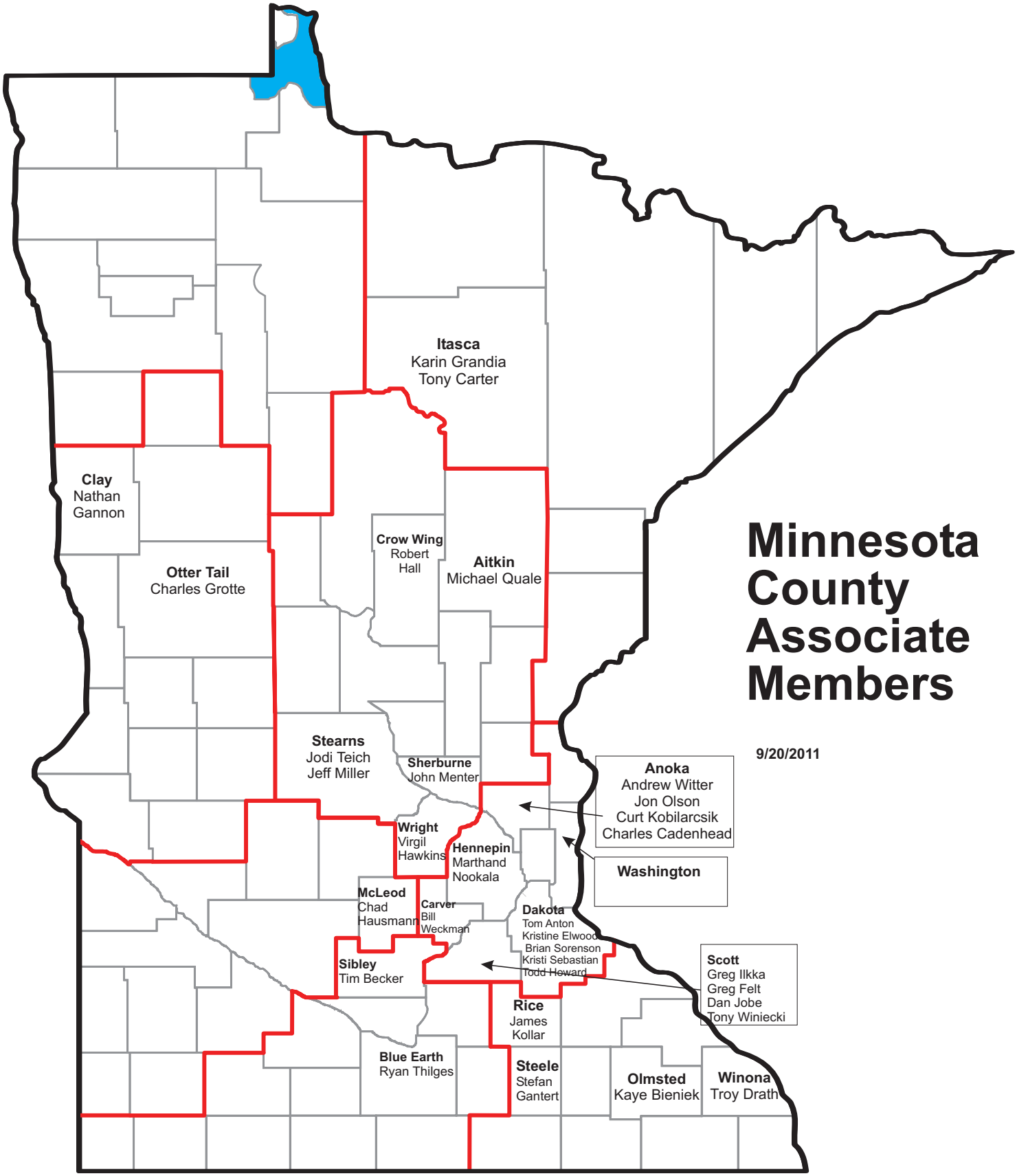
Minnesota County Highway Engineers

9/20/2011



Minnesota County Associate Members

9/20/2011



2011 COUNTY SCREENING BOARD

Doug Grindall	(10-12)	Koochiching County	District 1
Mike Flaagan	(10-11)	Pennington County	District 2
Rhonda Lewis	(11-12)	Sherburne County	District 3
Brian Giese	(10-11)	Stevens County	District 4
Lyndon Robjent	(10-12)	Carver County	Metro
Joe Triplett	(08-11)	Chisago County	Metro
Dietrich Flesch	(10-11)	Wabasha County	District 6
Kevin Peyman	(11-12)	Martin County	District 7
Ronald Mortenson, Chair	(10-11)	Meeker County	District 8
Doug Fischer	Permanent	Anoka County	Urban
Mark Krebsbach	Permanent	Dakota County	Urban
Jim Grube	Permanent	Hennepin County	Urban
Jim Tolaas	Permanent	Ramsey County	Urban
Jim Foldesi	Permanent	St. Louis County	Urban
Wayne Sandberg	Permanent	Washington County	Urban
John Welle, Secretary		Aitkin County	

2011 SCREENING BOARD ALTERNATES

Dave Betts	Cook County	District 1
Brian Ketring	Roseau County	District 2
Loren Felbaum	Todd County	District 3
Jon Large	Mahnomen County	District 4
Mitch Rasmussen	Scott County	Metro
Mike Hanson	Mower County	District 6
Roger Risser	Watonwan County	District 7
Lee Amundson	Lincoln County	District 8

2011 CSAH GENERAL SUBCOMMITTEE

Roger Risser	June 2012	Watonwan County
Mark Krebsbach	June 2013	Dakota County
Lon Aune	June 2014	Marshall County

2011 CSAH MILEAGE SUBCOMMITTEE

Dave Enblom	October 2011	Cass County
Anita Benson	October 2012	Steele County
Wayne Sandberg	October 2013	Washington

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

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GENERAL INFORMATION

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BASIC NEEDS DATA

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CSAH Mileage, Needs and Distribution 1958 through 2012

October 2011

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

Since 1958, the first year of state aid apportionment, county state aid mileage has increased more than 1,587 miles of which almost 1,069 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 2012 is estimated to be approximately $441 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.

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CSAH Mileage, Needs and Distribution - 1958 through 2012

October 2011

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	* $11,116,780,454	**$441,394,374**	**$13,751,285,996**	**$229,873,841**	**$16.72**	**Estimated**

*** Does not include 2011 Trunk Highway Turn Back Mileage**

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Comparison of the Basic 2010 to the Basic 2011 25-Year Construction Needs

October 2011

The following tabulation indicates the various stages of the 2010 update of the CSAH Needs Study and shows the needs effect each phase produced.

Normal Update -- Reflects the needs changes due to 2010 construction, system revisions and any other necessary corrections. Also, under the Screening Board resolution dealing with construction accomplishments, any segments graded in 1985 or earlier are eligible for complete needs. Also, any bridges built prior to 1975 are eligible for reconstruction needs. This changes several counties' needs considerably.

2010 Traffic & Factor Update -- Shows the effect of the traffic and traffic projection factor update for those counties which were counted in 2010 and for which the needs unit has received updated traffic counts. A map showing the new traffic projection factors is included in the reference material portion of this report.

The counties involved are:

Beltrami	Brown	Carlton	Cook
Douglas	Grant	Kanabec	Kandiyohi
Lake	Lyon	Marshall	Martin
Mille Lacs	Olmsted	Red Lake	Rock
Sherburne	Sibley	Todd	Wabasha
Wilkin			

2011 Unit Price Update -- Shows the needs impact of the unit prices approved at the April 21, 2011 meeting.

2011 Structure -- Reflects the needs cost revisions on bridges and box culverts.

Comparison of the Basic 2010 to the Basic 2011 25-Year Construction Needs

October 2011

County	Revised Basic 2010 25-Year Const. Needs	Effect of Normal Update	% Change	Effect of Traffic Update	% Change	Effect of Unit Price Update	% Change	Effect of Structure Update	% Change	Basic 2011 25-Year Const. Needs	Total Change From 2010 Needs	Total % Change	County
Carlton	$113,773,195	$1,460,528	1.3%	($14,661)	0.0%	($1,050,992)	-0.9%	($1,463)	0.0%	$114,166,607	$393,412	0.3%	Carlton
Cook	82,830,324	(1,385,332)	-1.7%	948,227	1.2%	(12,741,966)	-15.5%	$93,623	0.1%	69,744,876	(13,085,448)	-15.8%	Cook
Itasca	202,720,108	1,839,179	0.9%	0	0.0%	91,687	0.0%	$454,030	0.2%	205,105,004	2,384,896	1.2%	Itasca
Koochiching	53,387,947	417,695	0.8%	0	0.0%	(257,350)	-0.5%	$124,008	0.2%	53,672,300	284,353	0.5%	Koochiching
Lake	88,364,767	904,884	1.0%	(1,991,041)	-2.2%	172,540	0.2%	$180,763	0.2%	87,631,913	(732,854)	-0.8%	Lake
Pine	185,710,686	5,848,338	3.1%	0	0.0%	2,536,551	1.3%	$255,843	0.1%	194,351,418	8,640,732	4.7%	Pine
St. Louis	626,494,380	5,926,628	0.9%	0	0.0%	6,536,649	1.0%	$973,091	0.2%	639,930,748	13,436,368	2.1%	St. Louis
District 1 Totals	**1,353,281,407**	**15,011,920**	**1.1%**	**(1,057,475)**	**-0.1%**	**(4,712,881)**	**-0.3%**	**2,079,895**	**0.2%**	**1,364,602,866**	**11,321,459**	**0.8%**	**District 1 Totals**
Beltrami	139,337,233	3,153,207	2.3%	841,513	0.6%	5,965,812	4.2%	180,370	0.1%	149,478,135	10,140,902	7.3%	Beltrami
Clearwater	68,764,113	(78,149)	-0.1%	0	0.0%	2,393,916	3.5%	191,522	0.3%	71,271,402	2,507,289	3.6%	Clearwater
Hubbard	79,768,301	(443,232)	-0.6%	0	0.0%	3,313,732	4.2%	113,254	0.1%	82,752,055	2,983,754	3.7%	Hubbard
Kittson	67,866,474	(538,161)	-0.8%	0	0.0%	(1,150,848)	-1.7%	155,865	0.2%	66,333,330	(1,533,144)	-2.3%	Kittson
Lake of the Woods	41,443,409	589,473	1.4%	0	0.0%	(326,329)	-0.8%	56,310	0.1%	41,762,863	319,454	0.8%	Lake of the Woods
Marshall	93,170,967	(2,854,719)	-3.1%	1,374,342	1.5%	3,284,658	3.6%	349,088	0.4%	95,324,336	2,153,369	2.3%	Marshall
Norman	85,471,495	162,130	0.2%	0	0.0%	(2,385,086)	-2.8%	183,196	0.2%	83,431,735	(2,039,760)	-2.4%	Norman
Pennington	55,218,902	(181,492)	-0.3%	0	0.0%	1,598,202	2.9%	(16,599)	0.0%	56,619,013	1,400,111	2.5%	Pennington
Polk	173,858,518	(678,988)	-0.4%	0	0.0%	(2,752,297)	-1.6%	425,054	0.2%	170,852,287	(3,006,231)	-1.7%	Polk
Red Lake	34,093,807	440,640	1.3%	(789,429)	-2.3%	1,093,713	3.2%	50,800	0.1%	34,889,531	795,724	2.3%	Red Lake
Roseau	117,915,993	2,191,060	1.9%	0	0.0%	1,922,203	1.6%	366,652	0.3%	122,395,908	4,479,915	3.8%	Roseau
District 2 Totals	**956,909,212**	**1,761,769**	**0.2%**	**1,426,426**	**0.1%**	**12,957,676**	**1.3%**	**2,055,512**	**0.2%**	**975,110,595**	**18,201,383**	**1.9%**	**District 2 Totals**
Aitkin	95,039,815	3,824,077	4.0%	0	0.0%	1,196,218	1.2%	264,382	0.3%	100,324,492	5,284,677	5.6%	Atkin
Benton	77,933,315	1,355,406	1.7%	0	0.0%	(3,211,409)	-4.1%	418,172	0.5%	76,495,484	(1,437,831)	-1.8%	Benton
Cass	119,220,727	543,974	0.5%	0	0.0%	(481,820)	-0.4%	134,632	0.1%	119,417,513	196,786	0.2%	Cass
Crow Wing	152,848,912	(34,638)	0.0%	0	0.0%	4,606,873	3.0%	161,727	0.1%	157,582,874	4,733,962	3.1%	Crow Wing
Isanti	69,278,721	1,177,918	1.7%	0	0.0%	1,663,496	2.4%	79,782	0.1%	72,199,917	2,921,196	4.2%	Isanti
Kanabec	51,201,296	1,165,167	2.3%	(1,688,458)	-3.2%	353,058	0.7%	161,522	0.3%	51,192,585	(8,711)	0.0%	Kanabec
Mille Lacs	97,062,883	(13,582)	0.0%	(5,643,347)	-5.8%	3,276,999	3.6%	207,574	0.2%	94,890,527	(2,172,356)	-2.2%	Mille Lacs
Morrison	136,010,807	2,933,515	2.2%	0	0.0%	5,685,884	4.1%	262,492	0.2%	144,892,698	8,881,891	6.5%	Morrison
Sherburne	95,459,387	(738,349)	-0.8%	1,343,324	1.4%	(990,649)	-1.0%	303,240	0.3%	95,376,953	(82,434)	-0.1%	Sherburne
Stearns	278,601,177	1,745,886	0.6%	0	0.0%	(4,688,791)	-1.7%	342,289	0.1%	276,000,561	(2,600,616)	-0.9%	Stearns
Todd	67,798,160	(1,371,227)	-2.0%	(1,605,224)	-2.4%	4,357,226	6.7%	144,286	0.2%	69,323,221	1,525,061	2.2%	Todd
Wadena	51,452,486	898,704	1.7%	0	0.0%	260,533	0.5%	230,172	0.4%	52,841,895	1,389,409	2.7%	Wadena
Wright	218,289,461	1,634,932	0.7%	0	0.0%	(927,147)	-0.4%	104,402	0.0%	219,101,648	812,187	0.4%	Wright
District 3 Totals	**1,510,197,147**	**13,121,783**	**0.9%**	**(7,593,705)**	**-0.5%**	**11,100,471**	**0.7%**	**2,814,672**	**0.2%**	**1,529,640,368**	**19,443,221**	**1.3%**	**District 3 Totals**
Becker	109,509,161	1,071,903	1.0%	0	0.0%	3,444,968	3.1%	38,219	0.0%	114,064,251	4,555,090	4.2%	Becker
Big Stone	35,688,134	88,030	0.2%	0	0.0%	1,297,844	3.6%	(7,402)	0.0%	37,066,606	1,378,472	3.9%	Big Stone
Clay	96,536,541	728,398	0.8%	0	0.0%	9,605,594	9.9%	202,323	0.2%	107,072,856	10,536,315	10.9%	Clay
Douglas	108,422,777	721,089	0.7%	(564,817)	-0.5%	8,421,327	7.8%	25,372	0.0%	117,025,748	8,602,971	7.9%	Douglas
Grant	35,526,670	(117,703)	-0.3%	(2,509,845)	-7.1%	327,097	1.0%	(1,812)	0.0%	33,224,407	(2,302,263)	-6.5%	Grant
Mahnomen	33,284,581	(908,423)	-2.7%	0	0.0%	160,543	0.5%	42,058	0.1%	32,578,759	(705,822)	-2.1%	Mahnomen
Otter Tail	274,903,931	216,991	0.1%	0	0.0%	5,729,542	2.1%	253,223	0.1%	281,103,687	6,199,756	2.3%	Otter Tail
Pope	57,833,101	151,567	0.3%	0	0.0%	3,041,051	5.2%	(15,660)	0.0%	61,010,059	3,176,958	5.5%	Pope
Stevens	41,104,003	473,466	1.2%	0	0.0%	1,547,424	3.7%	41,782	0.1%	43,166,675	2,062,672	5.0%	Stevens
Swift	62,452,286	(1,078,475)	-1.7%	0	0.0%	(4,820,676)	-7.9%	(3,378)	0.0%	56,549,757	(5,902,529)	-9.5%	Swift
Traverse	41,759,027	2,481,874	5.9%	0	0.0%	(1,430,934)	-3.2%	127,474	0.3%	42,937,441	1,178,414	2.8%	Traverse
Wilkin	76,888,369	936,005	1.2%	(2,055,856)	-2.6%	(2,606,879)	-3.4%	188,329	0.3%	73,349,968	(3,538,401)	-4.6%	Wilkin
District 4 Totals	**973,908,581**	**4,764,722**	**0.5%**	**(5,130,518)**	**-0.5%**	**24,716,901**	**2.5%**	**890,528**	**0.1%**	**999,150,214**	**25,241,633**	**2.6%**	**District 4 Totals**

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Comparison of the Basic 2010 to the Basic 2011 25-Year Construction Needs

October 2011

County	Revised Basic 2010 25-Year Const. Needs	Effect of Normal Update	% Change	Effect of Traffic Update	% Change	Effect of Unit Price Update	% Change	Effect of Structure Update	% Change	Basic 2011 25-Year Const. Needs	Total Change From 2010 Needs	Total % Change	County
Anoka	$336,754,135	$735,567	0.2%	$0	0.0%	794,494	0.2%	296,078	0.1%	338,580,274	$1,826,139	0.5%	Anoka
Carver	132,276,364	1,318,729	1.0%	0	0.0%	1,979,487	1.5%	242,238	0.2%	135,816,818	3,540,454	2.7%	Carver
Hennepin	823,340,984	(74,294)	0.0%	0	0.0%	(14,648,071)	-1.8%	2,134,442	0.3%	810,753,061	(12,587,923)	-1.5%	Hennepin
Scott	153,732,532	(204,740)	-0.1%	0	0.0%	(1,649,184)	-1.1%	(8,579)	0.0%	151,870,029	(1,862,503)	-1.2%	Scott
Metro Totals	**1,446,104,015**	**1,775,262**	**0.1%**	**0**	**0.0%**	**(13,523,274)**	**-0.9%**	**2,664,179**	**0.2%**	**1,437,020,182**	**(9,083,833)**	**-0.6%**	**Metro Totals**
Dodge	94,124,548	3,910,519	4.2%	0	0.0%	1,570,199	1.6%	198,882	0.2%	99,804,148	5,679,600	6.0%	Dodge
Fillmore	155,469,490	(2,943,847)	-1.9%	0	0.0%	(1,287,562)	-0.8%	678,076	0.4%	151,916,157	(3,553,333)	-2.3%	Fillmore
Freeborn	121,871,730	2,265,699	1.9%	0	0.0%	11,104,143	8.9%	155,118	0.1%	135,396,690	13,524,960	11.1%	Freeborn
Goodhue	137,446,671	7,649,813	5.6%	0	0.0%	895,944	0.6%	639,381	0.4%	146,631,809	9,185,138	6.7%	Goodhue
Houston	112,688,025	(1,634,649)	-1.5%	0	0.0%	(3,790,381)	-3.4%	150,625	0.1%	107,413,620	(5,274,405)	-4.7%	Houston
Mower	117,516,614	1,045,514	0.9%	0	0.0%	4,153,743	3.5%	788,666	0.6%	123,504,537	5,987,923	5.1%	Mower
Olmsted	191,725,151	5,347,760	2.8%	(6,964,513)	-3.5%	3,210,056	1.7%	171,267	0.1%	193,489,721	1,764,570	0.9%	Olmsted
Rice	116,292,520	(1,522,753)	-1.3%	0	0.0%	13,969	0.0%	38,948	0.0%	114,822,684	(1,469,836)	-1.3%	Rice
Steele	112,602,706	(1,310,099)	-1.2%	0	0.0%	(8,145,192)	-7.3%	222,964	0.2%	103,370,379	(9,232,327)	-8.2%	Steele
Wabasha	110,826,033	(1,774,380)	-1.6%	(3,902,123)	-3.6%	2,250,018	2.1%	230,930	0.2%	107,630,478	(3,195,555)	-2.9%	Wabasha
Winona	149,981,918	884,388	0.6%	0	0.0%	(5,643,834)	-3.7%	241,584	0.2%	145,464,056	(4,517,862)	-3.0%	Winona
District 6 Totals	**1,420,545,406**	**11,917,965**	**0.8%**	**(10,866,636)**	**-0.8%**	**4,331,103**	**0.3%**	**3,516,441**	**0.2%**	**1,429,444,279**	**8,898,873**	**0.6%**	**District 6 Totals**
Blue Earth	208,474,882	8,015,556	3.8%	0	0.0%	(3,521,719)	-1.6%	877,258	0.4%	213,845,977	5,371,095	2.6%	Blue Earth
Brown	90,871,906	3,886,253	4.3%	(3,878,373)	-4.1%	6,147,165	6.8%	294,687	0.3%	97,321,638	6,449,732	7.1%	Brown
Cottonwood	63,981,133	415,254	0.6%	0	0.0%	75,035	0.1%	476,390	0.7%	64,947,812	966,679	1.5%	Cottonwood
Faribault	117,665,716	(868,233)	-0.7%	0	0.0%	590,753	0.5%	506,258	0.4%	117,894,494	228,778	0.2%	Faribault
Jackson	122,761,693	246,996	0.2%	0	0.0%	4,856,005	3.9%	506,815	0.4%	128,371,509	5,609,816	4.6%	Jackson
Le Sueur	122,296,603	(491,211)	-0.4%	0	0.0%	(3,933,403)	-3.2%	106,120	0.1%	117,978,109	(4,318,494)	-3.5%	Le Sueur
Martin	124,639,458	2,148,933	1.7%	4,032,317	3.2%	(763,232)	-0.6%	227,255	0.2%	130,284,731	5,645,273	4.5%	Martin
Nicollet	99,423,345	818,697	0.8%	0	0.0%	2,142,928	2.1%	78,720	0.1%	102,463,690	3,040,345	3.1%	Nicollet
Nobles	106,879,780	2,181,555	2.0%	0	0.0%	1,986,283	1.8%	69,384	0.1%	111,117,002	4,237,222	4.0%	Nobles
Rock	69,042,131	1,000,564	1.4%	141,762	0.2%	1,244,034	1.8%	280,432	0.4%	71,708,923	2,666,792	3.9%	Rock
Sibley	68,066,100	745,371	1.1%	(4,046,544)	-5.9%	1,274,274	2.0%	190,674	0.3%	66,229,875	(1,836,225)	-2.7%	Sibley
Waseca	71,403,238	507,332	0.7%	0	0.0%	2,638,532	3.7%	215,204	0.3%	74,764,306	3,361,068	4.7%	Waseca
Watonwan	76,801,133	(604,554)	-0.8%	0	0.0%	(2,979,290)	-3.9%	175,509	0.2%	73,392,798	(3,408,335)	-4.4%	Watonwan
District 7 Totals	**1,342,307,118**	**18,002,513**	**1.3%**	**(3,750,838)**	**-0.3%**	**9,757,365**	**0.7%**	**4,004,706**	**0.3%**	**1,370,320,864**	**28,013,746**	**2.1%**	**District 7 Totals**
Chippewa	55,945,487	1,062,156	1.9%	0	0.0%	1,912,764	3.4%	201,604	0.3%	59,122,011	3,176,524	5.7%	Chippewa
Kandiyohi	132,669,828	2,622,378	2.0%	(15,009,984)	-11.1%	3,583,523	3.0%	77,794	0.1%	123,943,539	(8,726,289)	-6.6%	Kandiyohi
Lac Qui Parle	59,186,092	190,171	0.3%	0	0.0%	1,504,420	2.5%	307,401	0.5%	61,188,084	2,001,992	3.4%	Lac Qui Parle
Lincoln	49,531,740	1,524,536	3.1%	0	0.0%	1,985,612	3.9%	217,789	0.4%	53,259,677	3,727,937	7.5%	Lincoln
Lyon	84,148,621	467,016	0.6%	2,678,366	3.2%	3,953,655	4.5%	486,408	0.5%	91,734,066	7,585,445	9.0%	Lyon
Mc Leod	85,785,694	1,677,923	2.0%	0	0.0%	2,090,335	2.4%	140,690	0.2%	89,694,642	3,908,948	4.6%	Mc Leod
Meeker	67,043,460	1,003,065	1.5%	0	0.0%	3,724,681	5.5%	17,366	0.0%	71,788,572	4,745,112	7.1%	Meeker
Murray	73,485,530	(455,329)	-0.6%	0	0.0%	1,809,650	2.5%	263,861	0.4%	75,103,712	1,618,182	2.2%	Murray
Pipestone	59,391,448	(74,343)	-0.1%	0	0.0%	4,401,863	7.4%	380,332	0.6%	64,099,300	4,707,852	7.9%	Pipestone
Redwood	118,977,935	1,288,138	1.1%	0	0.0%	449,899	0.4%	676,352	0.6%	121,392,324	2,414,389	2.0%	Redwood
Renville	130,332,860	(418,224)	-0.3%	0	0.0%	1,182,100	0.9%	547,518	0.4%	131,644,254	1,311,394	1.0%	Renville
Yellow Medicine	69,041,016	629,757	0.9%	0	0.0%	3,055,109	4.4%	248,406	0.3%	72,974,288	3,933,272	5.7%	Yellow Medicine
District 8 Totals	**985,539,711**	**9,517,244**	**1.0%**	**(12,331,618)**	**-1.2%**	**29,653,611**	**3.0%**	**3,565,521**	**0.4%**	**1,015,944,469**	**30,404,758**	**3.1%**	**District 8 Totals**
Chisago	109,520,197	3,469,082	3.2%	0	0.0%	(67,092)	-0.1%	25,444	0.0%	112,947,631	3,427,434	3.1%	Chisago
Dakota	275,754,149	6,009,494	2.2%	0	0.0%	5,938,029	2.1%	369,165	0.1%	288,070,837	12,316,688	4.5%	Dakota
Ramsey	371,551,732	3,699,589	1.0%	0	0.0%	11,825,888	3.2%	823,161	0.2%	387,900,370	16,348,638	4.4%	Ramsey
Washington	210,031,186	4,738,711	2.3%	0	0.0%	(8,188,008)	-3.8%	45,890	0.0%	206,627,779	(3,403,407)	-1.6%	Washington
Metro Totals	**966,857,264**	**17,916,876**	**1.9%**	**0**	**0.0%**	**9,508,817**	**1.0%**	**1,263,660**	**0.1%**	**995,546,617**	**28,689,353**	**3.0%**	**Metro Totals**
STATE TOTALS	**10,955,649,861**	**93,790,054**	**0.9%**	**(39,304,364)**	**-0.4%**	**83,789,789**	**0.8%**	**22,855,114**	**0.2%**	**11,116,780,454**	**161,130,593**	**1.5%**	**STATE TOTALS**

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NEEDS

ADJUSTMENTS

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Restriction of 25-Year Construction Needs Changes

October 2011

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 increased +1.3%, thereby limiting any individual counties needs change to a range from a -3.7% to a plus 21.3%. As you can see, eight counties required a needs restriction.

Restriction of the 25 Year Construction Needs Changes

October 2011

COUNTY	RESTRICTED 2010 25 YEAR CONSTRUCTION NEEDS	BASIC 2011 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 2010 NEEDS	% CHANGE FROM RESTRICTED 2010 NEEDS	RESTRICTED % CHANGE	RESTRICTED 2011 25 YEAR CONSTRUCTION NEEDS	2011 SCREENING BOARD RESTRICTION	COUNTY
Carlton	$113,773,195	$114,166,607	$393,412	0.4%				**Carlton**
Cook	82,830,324	69,744,876	(13,085,448)	-15.8%	-3.7%	79,765,602	10,020,726	**Cook**
Itasca	202,720,108	205,105,004	2,384,896	1.2%				**Itasca**
Koochiching	53,387,947	53,672,300	284,353	0.5%				**Koochiching**
Lake	88,364,767	87,631,913	(732,854)	-0.8%				**Lake**
Pine	185,710,686	194,351,418	8,640,732	4.7%				**Pine**
St. Louis	626,494,380	639,930,748	13,436,368	2.1%				**St. Louis**
District 1 Totals	**$1,353,281,407**	**$1,364,602,866**	**$11,321,459**	**0.8%**				**District 1 Totals**
Beltrami	$139,337,233	$149,478,135	$10,140,902	7.3%				**Beltrami**
Clearwater	68,764,113	71,271,402	2,507,289	3.7%				**Clearwater**
Hubbard	79,768,301	82,752,055	2,983,754	3.7%				**Hubbard**
Kittson	67,866,474	66,333,330	(1,533,144)	-2.3%				**Kittson**
Lake of 'Woods	41,443,409	41,762,863	319,454	0.8%				**Lake of 'Woods**
Marshall	93,170,967	95,324,336	2,153,369	2.3%				**Marshall**
Norman	85,471,495	83,431,735	(2,039,760)	-2.4%				**Norman**
Pennington	55,218,902	56,619,013	1,400,111	2.5%				**Pennington**
Polk	173,858,518	170,852,287	(3,006,231)	-1.7%				**Polk**
Red Lake	34,093,807	34,889,531	795,724	2.3%				**Red Lake**
Roseau	117,915,993	122,395,908	4,479,915	3.8%				**Roseau**
District 2 Totals	**$956,909,212**	**$975,110,595**	**$18,201,383**	**1.9%**				**District 2 Totals**
Aitkin	$95,039,815	$100,324,492	$5,284,677	5.6%				**Aitkin**
Benton	77,933,315	76,495,484	(1,437,831)	-1.8%				**Benton**
Cass	119,220,727	119,417,513	196,786	0.2%				**Cass**
Crow Wing	158,035,830	157,582,874	(452,956)	-0.3%				**Crow Wing**
Isanti	69,278,721	72,199,917	2,921,196	4.2%				**Isanti**
Kanabec	51,201,296	51,192,585	(8,711)	0.0%				**Kanabec**
Mille Lacs	97,062,883	94,890,527	(2,172,356)	-2.2%				**Mille Lacs**
Morrison	136,010,807	144,892,698	8,881,891	6.5%				**Morrison**
Sherburne	95,459,387	95,376,953	(82,434)	-0.1%				**Sherburne**
Stearns	278,601,177	276,000,561	(2,600,616)	-0.9%				**Stearns**
Todd	67,798,160	69,323,221	1,525,061	2.3%				**Todd**
Wadena	51,452,486	52,841,895	1,389,409	2.7%				**Wadena**
Wright	218,289,461	219,101,648	812,187	0.4%				**Wright**
District 3 Totals	**$1,515,384,065**	**$1,529,640,368**	**$14,256,303**	**0.9%**				**District 3 Totals**

Restriction of the 25 Year Construction Needs Changes

October 2011

COUNTY	RESTRICTED 2010 25 YEAR CONSTRUCTION NEEDS	BASIC 2011 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 2010 NEEDS	% CHANGE FROM RESTRICTED 2010 NEEDS	RESTRICTED % CHANGE	RESTRICTED 2011 25 YEAR CONSTRUCTION NEEDS	2011 SCREENING BOARD RESTRICTION	COUNTY
Becker	$109,509,161	$114,064,251	$4,555,090	4.2%				**Becker**
Big Stone	35,688,134	37,066,606	1,378,472	3.9%				**Big Stone**
Clay	96,536,541	107,072,856	10,536,315	10.9%				**Clay**
Douglas	108,422,777	117,025,748	8,602,971	7.9%				**Douglas**
Grant	35,526,670	33,224,407	(2,302,263)	-6.5%	-3.7%	34,212,183	987,776	**Grant**
Mahnomen	33,284,581	32,578,759	(705,822)	-2.1%				**Mahnomen**
Otter Tail	274,903,931	281,103,687	6,199,756	2.3%				**Otter Tail**
Pope	57,833,101	61,010,059	3,176,958	5.5%				**Pope**
Stevens	41,104,003	43,166,675	2,062,672	5.0%				**Stevens**
Swift	62,452,286	56,549,757	(5,902,529)	-9.5%	-3.7%	60,141,551	3,591,794	**Swift**
Traverse	41,759,027	42,937,441	1,178,414	2.8%				**Traverse**
Wilkin	76,888,369	73,349,968	(3,538,401)	-4.6%	-3.7%	74,043,499	693,531	**Wilkin**
District 4 Totals	**$973,908,581**	**$999,150,214**	**$25,241,633**	**2.6%**				**District 4 Totals**
Anoka	$336,754,135	$338,580,274	$1,826,139	0.5%				**Anoka**
Carver	132,276,364	135,816,818	3,540,454	2.7%				**Carver**
Hennepin	823,340,984	810,753,061	(12,587,923)	-1.5%				**Hennepin**
Scott	153,732,532	151,870,029	(1,862,503)	-1.2%				**Scott**
Metro Totals	**$1,446,104,015**	**$1,437,020,182**	**($9,083,833)**	**-0.6%**				**Metro Totals**
Dodge	$94,124,548	$99,804,148	$5,679,600	6.0%				**Dodge**
Fillmore	157,507,263	151,916,157	(5,591,106)	-3.6%				**Fillmore**
Freeborn	121,871,730	135,396,690	13,524,960	11.1%				**Freeborn**
Goodhue	137,446,671	146,631,809	9,185,138	6.7%				**Goodhue**
Houston	112,688,025	107,413,620	(5,274,405)	-4.7%	-3.7%	108,518,568	1,104,948	**Houston**
Mower	121,773,005	123,504,537	1,731,532	1.4%				**Mower**
Olmsted	191,725,151	193,489,721	1,764,570	0.9%				**Olmsted**
Rice	116,292,520	114,822,684	(1,469,836)	-1.3%				**Rice**
Steele	112,602,706	103,370,379	(9,232,327)	-8.2%	-3.7%	108,436,406	5,066,027	**Steele**
Wabasha	110,826,033	107,630,478	(3,195,555)	-2.9%				**Wabasha**
Winona	149,981,918	145,464,056	(4,517,862)	-3.0%				**Winona**
District 6 Totals	**$1,426,839,570**	**$1,429,444,279**	**$2,604,709**	**0.2%**				**District 6 Totals**

Restriction of the 25 Year Construction Needs Changes

October 2011

COUNTY	RESTRICTED 2010 25 YEAR CONSTRUCTION NEEDS	BASIC 2011 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 2010 NEEDS	% CHANGE FROM RESTRICTED 2010 NEEDS	RESTRICTED % CHANGE	RESTRICTED 2011 25 YEAR CONSTRUCTION NEEDS	2011 SCREENING BOARD RESTRICTION	COUNTY
Blue Earth	$208,474,882	$213,845,977	$5,371,095	2.6%				**Blue Earth**
Brown	90,871,906	97,321,638	6,449,732	7.1%				**Brown**
Cottonwood	64,232,325	64,947,812	715,487	1.1%				**Cottonwood**
Faribault	117,665,716	117,894,494	228,778	0.2%				**Faribault**
Jackson	122,761,693	128,371,509	5,609,816	4.6%				**Jackson**
Le Sueur	122,296,603	117,978,109	(4,318,494)	-3.5%				**Le Sueur**
Martin	124,639,458	130,284,731	5,645,273	4.5%				**Martin**
Nicollet	99,423,345	102,463,690	3,040,345	3.1%				**Nicollet**
Nobles	106,879,780	111,117,002	4,237,222	4.0%				**Nobles**
Rock	69,042,131	71,708,923	2,666,792	3.9%				**Rock**
Sibley	68,066,100	66,229,875	(1,836,225)	-2.7%				**Sibley**
Waseca	71,967,076	74,764,306	2,797,230	3.9%				**Waseca**
Watonwan	76,801,133	73,392,798	(3,408,335)	-4.4%	-3.7%	73,959,491	566,693	**Watonwan**
District 7 Totals	**$1,343,122,148**	**$1,370,320,864**	**$27,198,716**	**2.0%**				**District 7 Totals**
Chippewa	$57,385,196	$59,122,011	$1,736,815	3.0%				**Chippewa**
Kandiyohi	132,669,828	123,943,539	(8,726,289)	-6.6%	-3.7%	127,761,044	3,817,505	**Kandiyohi**
Lac Qui Parle	62,838,481	61,188,084	(1,650,397)	-2.6%				**Lac Qui Parle**
Lincoln	49,531,740	53,259,677	3,727,937	7.5%				**Lincoln**
Lyon	84,148,621	91,734,066	7,585,445	9.0%				**Lyon**
Mc Leod	85,785,694	89,694,642	3,908,948	4.6%				**Mc Leod**
Meeker	67,043,460	71,788,572	4,745,112	7.1%				**Meeker**
Murray	73,485,530	75,103,712	1,618,182	2.2%				**Murray**
Pipestone	59,391,448	64,099,300	4,707,852	7.9%				**Pipestone**
Redwood	118,977,935	121,392,324	2,414,389	2.0%				**Redwood**
Renville	130,332,860	131,644,254	1,311,394	1.0%				**Renville**
Yellow Medicine	69,800,038	72,974,288	3,174,250	4.6%				**Yellow Medicine**
District 8 Totals	**$991,390,831**	**$1,015,944,469**	**$24,553,638**	**2.5%**				**District 8 Totals**
Chisago	$109,520,197	$112,947,631	$3,427,434	3.1%				**Chisago**
Dakota	275,754,149	288,070,837	12,316,688	4.5%				**Dakota**
Ramsey	374,890,699	387,900,370	13,009,671	3.5%				**Ramsey**
Washington	210,031,186	206,627,779	(3,403,407)	-1.6%				**Washington**
Metro Totals	**$970,196,231**	**$995,546,617**	**$25,350,386**	**2.6%**				**Metro Totals**
STATE TOTALS	**$10,977,136,060**	**$11,116,780,454**	**$139,644,394**	**1.3%**		**$666,838,344**	**$25,849,000**	**STATE TOTALS**

Comparison of 1984-2010 Rural Design Grading Construction Costs to Needs Study Costs

October 2011

In order to partially offset the expected rapid rate of inflation without reviewing all rural design complete grading costs each year, the 1968 County Screening Board adopted the resolution below.

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

The original adjustment procedure established that if a county had 30% or more of its rural design mileage in the grading study, then 100% of the rural grading cost factor was used to adjust the remaining rural design complete grading needs.

This procedure was revised in 1984 so that the entire Rural Grading Cost Factor would be applied if the mileage in the grading comparison equaled 10% or more of that county's rural design system that had complete grading remaining in the needs study.

All rural complete grading costs in the needs study were updated in 1984. Because of this, it was necessary to begin the grading comparison over again starting with the 1984 projects.

Below is an example showing St. Louis County's rural design grading cost adjustment computation for the 2012 distribution.

1) 208.2 miles of CSAH's which had rural design complete grading needs were graded in St. Louis County in 1984-2010. This represents 20% of the 1,044.67 miles of CSAH's which still have rural design complete grading required in their needs study.

2) The Rural Grading Cost Factor of 88% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs cost/mile.

$$\frac{\$363{,}070 - \$192{,}731}{\$192{,}731} = 88\%$$

3) Since the % of system indicated in 1) above is over 10%, the entire rural grading cost factor will be used to adjust the remaining complete needs.
   If the % in 1) above is less than 10%, only a proportional part of the grading cost factor would be applied.

4) Then by multiplying the Adjusted Factor (88%) times the complete rural design grading needs remaining in the 2011 study ($179,154,425) an adjustment (+$157,695,894) to the 2011 needs is computed.

5) In the last column we have shown what each county is actually receiving per mile of complete rural grading needs after the adjustment is applied.

The next ten pages show the results of this study by individual counties by district. These adjustments (effect on 2011 25-year construction needs) have been used in calculating the 2011 annual County State Aid Highway money needs.

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Comparison of 1984-2010 Rural Design Grading Construction Costs to Needs Study Costs

October 2011

County	1984-2010 Rural Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Construction Col.2 / Col.8	Average Construction Cost/Mile	Average Needs Cost/Mile	Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2011 Needs Study: (Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	Rural Grading Cost Adjustment To The 2011 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Carlton	28	70.1	37%	$200,680	$116,981	72%	72.0%	191.85	71.9%	$24,525,479	$127,837	$17,658,345	$219,879
Cook	14	34.4	26%	255,414	163,269	56%	56.0%	134.60	79.0%	21,760,297	161,666	12,185,766	252,200
Itasca	46	153.8	33%	205,601	94,539	117%	117.0%	473.00	77.2%	53,658,888	113,444	62,780,899	246,173
Koochiching	27	84.1	56%	159,549	90,367	77%	77.0%	151.41	64.1%	11,545,100	76,251	8,889,727	134,964
Lake	31	75.0	56%	358,993	180,906	98%	98.0%	134.23	61.1%	27,594,779	205,578	27,042,883	407,045
Pine	56	120.7	36%	219,348	133,395	64%	64.0%	331.79	73.3%	51,074,189	153,935	32,687,481	252,454
St. Louis	91	208.2	20%	363,070	192,731	88%	88.0%	1,044.67	81.9%	179,154,425	171,494	157,655,894	322,408
District 1 Totals	293	746.3	30%	$263,816	$141,704	86%		2,461.55	76.1%	$369,313,157	$150,033	$318,900,995	$279,586

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Comparison of 1984-2010 Rural Design Grading Construction Costs to Needs Study Costs

October 2011

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Beltrami	32	115.5	35%	$152,695	$91,794	66%	66.0%	331.44	74.7%	$28,327,825	$85,469	$18,696,365	$141,878
Clearwater	36	100.0	44%	90,575	68,849	32%	32.0%	225.09	70.9%	16,023,287	71,186	5,127,452	93,966
Hubbard	24	70.4	29%	118,244	79,337	49%	49.0%	244.96	78.2%	17,661,775	72,101	8,654,270	107,430
Kittson	41	141.7	67%	76,965	65,760	17%	17.0%	211.23	57.4%	14,075,100	66,634	2,392,767	77,962
Lake of the Woods	17	48.8	36%	89,249	63,255	41%	41.0%	136.35	71.8%	9,234,723	67,728	3,786,236	95,497
Marshall	59	293.8	88%	63,101	57,617	10%	10.0%	335.61	53.1%	20,199,295	60,187	2,019,930	66,205
Norman	35	106.3	38%	74,855	59,867	25%	25.0%	281.24	73.4%	15,950,719	56,716	3,987,680	70,895
Pennington	18	76.5	43%	84,339	52,382	61%	61.0%	177.11	68.8%	9,518,867	53,746	5,806,509	86,530
Polk	75	358.4	85%	85,024	73,858	15%	15.0%	419.56	53.2%	29,749,476	70,906	4,462,421	81,542
Red Lake	12	37.4	26%	89,007	79,706	12%	12.0%	143.27	78.6%	9,804,768	68,436	1,176,572	76,648
Roseau	32	125.2	39%	53,703	58,311	-8%	-8.0%	322.87	69.2%	18,176,704	56,297	(1,454,136)	51,794
District 2 Totals	381	1,474.0	52%	$83,957	$67,523	24%		2,828.73	65.1%	$188,722,539	$66,716	$54,656,066	$86,038

Comparison of 1984-2010 Rural Design Grading Construction Costs to Needs Study Costs

October 2011

County	1984-2010 Rural Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Construction Col.2 / Col.8	Average Construction Cost/Mile	Average Needs Cost/Mile	Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2011 Needs Study: (Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	Rural Grading Cost Adjustment To The 2011 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Aitkin	27	103.5	37%	$150,829	$79,848	89%	89.0%	279.88	75.7%	$21,364,099	$76,333	$19,014,048	$144,269
Benton	40	82.3	61%	161,827	50,488	221%	221.0%	135.64	64.7%	7,870,710	58,026	17,394,269	186,265
Cass	37	138.3	39%	140,583	86,404	63%	63.0%	350.76	67.9%	25,020,462	71,332	15,762,891	116,271
Crow Wing	37	117.1	54%	99,716	65,461	52%	52.0%	215.21	64.5%	16,692,985	77,566	8,680,352	117,900
Isanti	31	69.1	46%	167,618	81,379	106%	106.0%	151.67	68.6%	13,026,063	85,884	13,807,627	176,922
Kanabec	34	100.2	92%	139,385	82,754	68%	68.0%	108.63	52.7%	8,697,150	80,062	5,914,062	134,504
Mille Lacs	20	45.2	26%	178,369	77,994	129%	129.0%	172.95	75.8%	14,830,160	85,748	19,130,906	196,363
Morrison	15	60.9	17%	113,716	62,555	82%	82.0%	348.37	81.4%	24,108,429	69,204	19,768,912	125,950
Sherburne	29	77.3	53%	106,497	40,053	166%	166.0%	145.48	64.1%	10,300,319	70,802	17,098,530	188,334
Stearns	28	78.7	16%	163,248	80,783	102%	102.0%	486.38	84.8%	38,880,294	79,938	39,657,900	161,475
Todd	22	91.4	73%	86,116	65,207	32%	32.0%	124.40	31.2%	8,302,527	66,741	2,656,809	88,098
Wadena	16	54.8	40%	113,084	61,835	83%	83.0%	138.48	64.1%	7,294,563	52,676	6,054,487	96,397
Wright	34	80.2	27%	288,825	93,927	207%	207.0%	300.15	80.8%	32,434,041	108,059	67,138,465	331,742
District 3 Totals	370	1,098.9	37%	$144,585	$72,448	100%		2,958.00	68.8%	$228,821,802	$77,357	$252,079,258	$162,576

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Comparison of 1984-2010 Rural Design Grading Construction Costs to Needs Study Costs

October 2011

County	1984-2010 Rural Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Construction Col.2 / Col.8	Average Construction Cost/Mile	Average Needs Cost/Mile	Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2011 Needs Study: (Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	Rural Grading Cost Adjustment To The 2011 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Becker	36	129.6	37%	$69,863	$45,221	54%	54.0%	354.72	78.2%	$19,794,265	$55,803	$10,688,903	$85,936
Big Stone	20	44.9	28%	91,012	43,463	109%	109.0%	157.69	77.9%	7,915,180	50,195	8,627,546	104,907
Clay	36	136.7	51%	97,263	44,470	119%	119.0%	267.22	68.5%	15,814,951	59,183	18,819,792	129,611
Douglas	26	79.9	29%	111,343	62,525	78%	78.0%	277.19	78.8%	14,719,300	53,102	11,481,054	94,521
Grant	9	39.8	22%	94,770	43,288	119%	119.0%	184.39	82.2%	8,252,319	44,755	9,820,260	98,013
Mahnomen	15	65.9	52%	112,103	48,825	130%	130.0%	127.79	66.5%	6,106,996	47,789	7,939,095	109,915
Otter Tail	46	121.6	16%	138,700	77,694	79%	79.0%	736.92	84.3%	63,107,568	85,637	49,854,979	153,290
Pope	27	74.1	35%	143,409	73,026	96%	96.0%	208.84	72.4%	16,954,069	81,182	16,275,906	159,117
Stevens	13	57.3	33%	84,850	54,020	57%	57.0%	173.99	72.5%	9,438,000	54,244	5,379,660	85,164
Swift	37	104.9	48%	70,899	43,044	65%	65.0%	219.67	67.6%	12,657,666	57,621	8,227,483	95,075
Traverse	9	37.0	19%	54,357	43,378	25%	25.0%	198.02	82.5%	11,857,071	59,878	2,964,268	74,848
Wilkin	18	61.8	27%	87,392	46,536	88%	88.0%	225.35	74.6%	10,980,798	48,728	9,663,102	91,608
District 4 Totals	292	953.4	30%	$98,263	$53,253	85%		3,131.79	76.7%	$197,598,183	$63,094	$159,742,048	$114,101

Comparison of 1984-2010 Rural Design Grading Construction Costs to Needs Study Costs

October 2011

County	1984-2010 Rural Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Construction Col.2 / Col.8	Average Construction Cost/Mile	Average Needs Cost/Mile	Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2011 Needs Study: (Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	Rural Grading Cost Adjustment To The 2011 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Anoka	22	36.0	31%	$354,574	$152,166	133%	133.0%	116.74	72.4%	$24,917,522	$213,445	$33,140,304	$497,326
Carver	21	34.8	25%	312,654	114,195	175%	175.0%	136.75	80.3%	15,459,741	113,051	27,054,547	310,891
Hennepin	18	47.5	47%	666,248	372,459	79%	79.0%	101.21	74.5%	27,186,389	268,614	21,477,247	480,818
Scott	16	19.1	14%	398,000	86,150	362%	362.0%	135.83	86.2%	13,986,918	102,974	50,632,643	475,739
Metro Totals	77	137.3	28%	$457,721	$209,501	118%		490.53	78.5%	$81,550,570	$166,250	$132,304,741	$435,968

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Comparison of 1984-2010 Rural Design Grading Construction Costs to Needs Study Costs

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Dodge	26	56.7	29%	$103,061	$63,675	62%	62.0%	193.25	79.3%	$12,818,995	$66,334	$7,947,777	$107,461
Fillmore	41	114.5	42%	190,570	141,929	34%	34.0%	270.66	69.0%	39,631,647	146,426	13,474,760	196,211
Freeborn	19	54.6	15%	126,693	63,413	100%	100.0%	361.61	85.9%	19,841,686	54,870	19,841,686	109,741
Goodhue	31	89.2	40%	245,820	110,914	122%	122.0%	222.57	73.5%	21,253,540	95,491	25,929,319	211,991
Houston	18	40.4	20%	268,172	175,810	53%	53.0%	203.20	84.6%	34,082,606	167,729	18,063,781	256,626
Mower	32	83.7	31%	111,598	67,369	66%	66.0%	272.40	76.5%	17,888,418	65,670	11,806,356	109,012
Olmsted	28	73.7	35%	178,548	126,667	41%	41.0%	208.82	74.1%	21,074,299	100,921	8,640,463	142,298
Rice	21	50.6	25%	156,820	59,258	165%	165.0%	203.50	80.1%	15,641,946	76,865	25,809,211	203,691
Steele	24	53.8	24%	177,457	61,441	189%	189.0%	219.85	81.4%	14,849,551	67,544	28,065,651	195,202
Wabasha	24	60.6	31%	222,001	138,679	60%	60.0%	194.37	75.9%	25,104,336	129,157	15,062,602	206,652
Winona	36	54.1	22%	187,707	132,802	41%	41.0%	244.64	83.1%	27,172,863	111,073	11,140,874	156,613
District 6 Totals	300	731.9	28%	$178,893	$105,460	70%		2,594.87	78.3%	$249,359,887	$96,097	$185,782,480	$167,693

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Blue Earth	36	95.9	34%	$198,453	$99,878	99%	99.0%	279.17	71.2%	$25,880,709	$92,706	$25,621,902	$184,485
Brown	21	74.4	32%	125,553	88,395	42%	42.0%	231.19	75.8%	16,371,339	70,813	6,875,962	100,555
Cottonwood	25	82.1	41%	101,795	65,920	54%	54.0%	200.50	65.8%	10,751,218	53,622	5,805,658	82,578
Faribault	25	94.8	41%	105,870	60,495	75%	75.0%	228.78	68.8%	12,091,216	52,851	9,068,412	92,489
Jackson	23	69.3	26%	97,386	77,218	26%	26.0%	270.55	75.6%	15,112,894	55,860	3,929,352	70,383
Le Sueur	27	72.9	45%	118,457	66,453	78%	78.0%	162.64	68.7%	12,476,536	76,713	9,731,698	136,548
Martin	20	109.0	41%	104,934	63,108	66%	66.0%	264.72	72.0%	14,170,064	53,528	9,352,242	88,857
Nicollet	33	82.0	61%	148,012	69,148	114%	114.0%	134.25	62.0%	14,265,344	106,260	16,262,492	227,395
Nobles	22	68.6	29%	119,630	69,630	72%	72.0%	237.07	69.1%	15,353,145	64,762	11,054,264	111,391
Rock	13	45.4	24%	87,278	48,855	79%	79.0%	186.97	75.2%	8,999,072	48,131	7,109,267	86,155
Sibley	28	93.4	52%	82,947	57,002	46%	46.0%	179.30	63.7%	10,653,011	59,414	4,900,385	86,745
Waseca	27	68.2	41%	76,386	54,833	39%	39.0%	165.30	70.5%	9,653,224	58,398	3,764,757	81,174
Watonwan	18	52.8	40%	77,457	59,777	30%	30.0%	132.43	60.5%	9,250,147	69,849	2,775,044	90,804
District 7 Totals	318	1,008.7	38%	$113,939	$68,658	66%		2,672.87	69.6%	$175,027,919	$65,483	$116,251,435	$108,976

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Chippewa	17	55.2	32%	$130,748	$100,670	30%	30.0%	174.03	73.5%	$16,488,864	$94,747	$4,946,659	$123,171
Kandiyohi	51	142.9	58%	135,877	75,406	80%	80.0%	244.63	61.3%	21,536,453	88,037	17,229,162	158,466
Lac Qui Parle	24	100.9	37%	68,816	48,160	43%	43.0%	270.37	76.1%	11,611,758	42,948	4,993,056	61,415
Lincoln	27	81.3	47%	83,436	48,770	71%	71.0%	171.41	69.8%	9,893,544	57,719	7,024,416	98,699
Lyon	36	106.5	54%	100,747	59,120	70%	70.0%	196.81	65.4%	11,894,861	60,438	8,326,403	102,745
Mc Leod	31	60.4	43%	151,115	82,375	83%	83.0%	139.03	59.6%	10,837,277	77,949	8,994,940	142,647
Meeker	29	82.6	43%	125,925	57,087	121%	121.0%	190.30	71.8%	12,284,923	64,556	14,864,757	142,668
Murray	29	94.8	37%	83,455	50,334	66%	66.0%	257.99	74.7%	14,079,941	54,576	9,292,761	90,595
Pipestone	32	83.0	58%	74,318	50,462	47%	47.0%	143.90	63.7%	8,214,339	57,084	3,860,739	83,913
Redwood	39	108.0	42%	93,906	57,062	65%	65.0%	254.88	67.8%	13,109,488	51,434	8,521,167	84,866
Renville	24	102.7	33%	108,672	52,976	105%	105.0%	311.56	71.0%	17,655,012	56,666	18,537,763	116,166
Yellow Medicine	40	151.9	90%	75,827	53,954	41%	41.0%	168.45	49.9%	10,793,824	64,077	4,425,468	90,349
District 8 Totals	379	1,170.3	46%	$100,430	$59,737	68%		2,523.36	67.1%	$158,400,284	$62,774	$111,017,291	$106,769

Comparison of 1984-2010 Rural Design Grading Construction Costs to Needs Study Costs

October 2011

County	1984-2010 Rural Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Construction Col.2 / Col.8	Average Construction Cost/Mile	Average Needs Cost/Mile	Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2011 Needs Study: (Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	Rural Grading Cost Adjustment To The 2011 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Chisago	25	49.2	34%	$402,875	$110,505	265%	265.0%	145.87	70.0%	$13,587,778	$93,150	$36,007,612	$339,997
Dakota	17	19.4	18%	285,867	178,434	60%	60.0%	109.30	90.5%	12,561,511	114,927	7,536,907	183,883
Ramsey	5	5.3	97%	723,793	421,056	72%	72.0%	5.47	84.2%	1,756,845	321,178	1,264,928	552,427
Washington	19	26.4	26%	390,894	151,221	158%	158.0%	102.81	78.9%	13,640,489	132,677	21,551,973	342,306
Metro Totals	66	100.3	28%	$394,000	$150,787	161%		363.45	78.0%	$41,546,623	$114,312	$66,361,420	296,899

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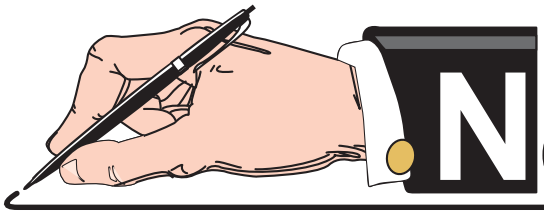
Comparison of 1984-2010 Rural Design Grading Construction Costs to Needs Study Costs

October 2011

County	1984-2010 Rural Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Construction Col.2 / Col.8	Average Construction Cost/Mile	Average Needs Cost/Mile	Rural Grading Cost Factor	Adjusted Rural Grading Cost Factor	Rural Complete Grading Remaining in the 2011 Needs Study: (Col. 8) Miles	% of Total Rural Miles	Total Cost	Average Cost Per Mile	Rural Grading Cost Adjustment To The 2011 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
District 1 Totals	293	746.3	30%	$263,816	$141,704	86%		2,461.55	76.1%	$369,313,157	$150,033	$318,900,995	$279,586
District 2 Totals	381	1,474.0	52%	83,957	67,523	24%		2,828.73	65.1%	188,722,539	66,716	54,656,066	86,038
District 3 Totals	370	1,098.9	37%	144,585	72,448	100%		2,958.00	68.8%	228,821,802	77,357	252,079,258	162,576
District 4 Totals	292	953.4	30%	98,263	53,253	85%		3,131.79	76.7%	197,598,183	63,094	159,742,048	114,101
Metro Totals	77	137.3	28%	457,721	209,501	118%		490.53	78.5%	81,550,570	166,250	132,304,741	435,968
District 6 Totals	300	731.9	28%	178,893	105,460	70%		2,594.87	78.3%	249,359,887	96,097	185,782,480	167,693
District 7 Totals	318	1,008.7	38%	113,939	68,658	66%		2,672.87	69.6%	175,027,919	65,483	116,251,435	108,976
District 8 Totals	379	1,170.3	46%	100,430	59,737	68%		2,523.36	67.1%	158,400,284	62,774	111,017,291	106,769
Metro Totals	66	100.3	28%	394,000	150,787	161%		363.45	78.0%	41,546,623	114,312	66,361,420	296,899
STATE TOTAL	2,476	7,421.0	37%	$140,002	$80,299	74%		20,025.15	71.6%	$1,690,340,964	$84,411	$1,397,095,734	$154,178



NOTES and COMMENTS

Comparison of 1987 - 2010 Urban Design Grading Construction Costs to Needs Study Costs

October 2011

In 1986, all counties estimated their grading costs on all urban design segments requiring complete grading. In order to keep their costs relatively up to date, the Screening Board directed that an adjustment to these costs be applied in the same manner as has been done to the rural design complete grading costs.

An explanation of Pine County's urban design grading cost adjustments for the 2012 distribution is shown below.

1) 2.5 miles of CSAH's which had urban design complete grading needs were graded in Pine County in 1987-2010. This represents 11% of the 23.18 miles of CSAH's which still have urban design complete grading required in their needs study.

2) The Urban Grading Cost Factor of 198% was computed by dividing the difference between the average construction cost/mile and the average needs cost/mile by the average needs cost/mile.

$$\frac{\$538{,}561 - \$180{,}512}{\$180{,}512} = 198\%$$

3) Since the % of system indicated in 1) above is less than 10%, only a proportional part of the grading cost factor is applied. If the % in 1) above is over 10%, the entire rural grading cost factor would be used to adjust the remaining complete needs.

4) Then, by multiplying the Adjusted Factor (198.0%) times the complete urban design grading needs remaining in the 2010 needs study ($5,090,777) an adjustment (+$10,079,738) to the 2011 needs is computed.

5) In the last column we have shown what each county is actually receiving per mile of complete urban grading needs after the adjustment is applied.

The next 10 pages show the results of this study by individual counties by district. These adjustments (effect on 2010 25-year construction needs) have been used in calculating the 2011 annual County State Aid Highway money needs.

Comparison of 1987-2010 Urban Design Grading Construction Costs to Needs Study Costs

October 2011

County	1987-2010 Urban Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Construction Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2011 Needs Study: (Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	Urban Grading Cost Adjustment To The 2011 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Carlton	4	2.0	10%	$298,585	$244,619	22%	22.0%	20.38	80.4%	$4,400,162	$215,906	$968,036	$263,405
Cook	7	3.2	72%	603,939	433,392	39%	39.0%	4.51	53.3%	783,472	173,719	305,554	241,469
Itasca	16	7.1	28%	320,164	157,978	103%	103.0%	25.69	70.3%	9,600,475	373,705	9,888,489	758,621
Koochiching	10	5.2	51%	212,586	157,785	35%	35.0%	10.08	65.7%	2,106,182	208,947	737,164	282,078
Lake	5	2.1	22%	810,745	241,193	236%	236.0%	9.59	81.9%	2,980,779	310,822	7,034,638	1,044,360
Pine	7	2.5	11%	538,561	180,512	198%	198.0%	23.18	86.0%	5,090,777	219,619	10,079,738	654,466
St. Louis	34	20.4	29%	826,501	291,975	183%	183.0%	70.73	63.9%	29,457,767	416,482	53,907,714	1,178,644
District 1 Totals	83	42.6	26%	$607,507	$252,646	140%		164.16	69.8%	$54,419,614	$331,503	$82,921,333	$836,629

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Comparison of 1987-2010 Urban Design Grading Construction Costs to Needs Study Costs

October 2011

County	1987-2010 Urban Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Construction Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2011 Needs Study: (Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	Urban Grading Cost Adjustment To The 2011 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Beltrami	13	11.8	94%	$310,843	$118,566	162%	162.0%	12.62	60.0%	$2,568,015	$203,488	$4,160,184	$533,138
Clearwater	4	2.2	37%	158,983	139,544	14%	14.0%	5.91	67.2%	900,855	152,429	126,120	173,769
Hubbard	6	3.5	70%	331,293	150,255	120%	120.0%	4.98	47.4%	457,456	91,859	548,947	202,089
Kittson	7	3.1	77%	336,342	177,575	89%	89.0%	3.97	72.8%	775,132	195,247	689,867	369,017
Lake of the Woods	1	0.7	26%	143,151	87,479	64%	64.0%	2.70	57.9%	360,191	133,404	230,522	218,783
Marshall	1	0.3	4%	164,975	105,050	57%	22.8%	6.59	93.1%	1,029,322	156,195	234,685	191,807
Norman	5	1.4	23%	173,427	98,165	77%	77.0%	6.14	80.8%	869,998	141,693	669,898	250,797
Pennington	3	1.2	123%	309,012	134,102	130%	130.0%	0.98	39.8%	73,967	75,477	96,157	173,596
Polk	13	4.2	36%	191,676	138,563	38%	38.0%	11.68	70.2%	1,935,755	165,732	735,587	228,711
Red Lake	3	1.1	85%	228,484	149,842	52%	52.0%	1.32	40.4%	173,795	131,663	90,373	200,127
Roseau	5	2.4	20%	390,263	155,362	151%	151.0%	11.61	74.9%	1,772,897	152,704	2,677,074	383,288
District 2 Totals	61	31.9	47%	$281,135	$134,519	109%		68.50	66.5%	$10,917,383	$159,378	$10,259,414	309,150

Comparison of 1987-2010 Urban Design Grading Construction Costs to Needs Study Costs

October 2011

County	1987-2010 Urban Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Construction Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2011 Needs Study: (Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	Urban Grading Cost Adjustment To The 2011 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Aitkin	3	1.9	102%	$408,193	$385,565	6%	6.0%	1.91	50.1%	$417,017	$218,334	$25,021	$231,434
Benton	8	2.8	25%	438,685	180,099	144%	144.0%	11.38	72.9%	1,775,041	155,979	2,556,059	380,589
Cass	8	4.5	69%	195,545	114,665	71%	71.0%	6.58	43.8%	1,032,042	156,845	732,750	268,205
Crow Wing	9	4.9	16%	309,282	141,422	119%	119.0%	30.03	69.0%	7,161,331	238,473	8,521,984	522,255
Isanti	6	0.9	21%	144,950	295,841	-51%	-51.0%	4.17	75.7%	1,501,190	359,998	(765,607)	176,399
Kanabec	3	1.6	35%	377,010	107,846	250%	250.0%	4.45	79.0%	546,545	122,819	1,366,363	429,867
Mille Lacs	8	5.9	27%	290,917	162,542	79%	79.0%	21.72	75.7%	4,636,740	213,478	3,663,025	382,125
Morrison	12	7.0	51%	309,642	136,357	127%	127.0%	13.76	62.6%	2,210,932	160,678	2,807,884	364,740
Sherburne	1	0.3	4%	193,119	84,194	129%	51.6%	7.36	48.3%	858,344	116,623	442,906	176,800
Stearns	40	17.4	57%	370,678	158,571	134%	134.0%	30.71	48.0%	5,336,592	173,774	7,151,033	406,631
Todd	9	4.2	41%	247,416	117,514	111%	111.0%	10.23	71.1%	1,488,477	145,501	1,652,209	307,007
Wadena	6	2.8	42%	305,548	90,981	236%	236.0%	6.63	58.3%	1,010,024	152,341	2,383,657	511,867
Wright	14	8.9	57%	662,740	237,659	179%	179.0%	15.69	42.9%	4,219,682	268,941	7,553,231	750,345
District 3 Totals	127	63.1	38%	$369,755	$165,740	123%		164.62	58.5%	$32,193,957	$195,565	$38,090,515	$426,950

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Comparison of 1987-2010 Urban Design Grading Construction Costs to Needs Study Costs

October 2011

County	1987-2010 Urban Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Construction Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2011 Needs Study: (Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	Urban Grading Cost Adjustment To The 2011 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Becker	13	5.8	50%	$244,926	$93,430	162%	162.0%	11.72	70.8%	$1,227,760	$104,758	$1,988,971	$274,465
Big Stone	7	1.9	32%	300,189	146,258	105%	105.0%	5.77	68.5%	618,462	107,186	649,385	219,731
Clay	5	2.2	23%	287,810	222,846	29%	29.0%	9.48	72.8%	2,220,495	234,229	643,944	302,156
Douglas	24	12.5	63%	230,371	193,016	19%	19.0%	19.75	61.4%	4,488,664	227,274	852,846	270,456
Grant	6	3.1	169%	254,356	142,775	78%	78.0%	1.86	42.3%	311,027	167,219	242,601	297,649
Mahnomen	3	1.0	54%	221,923	230,440	-4%	-4.0%	1.78	67.2%	236,528	132,881	(9,461)	127,566
Otter Tail	21	9.2	29%	384,739	184,812	108%	108.0%	31.29	73.5%	7,567,673	241,856	8,173,087	503,060
Pope	6	2.6	39%	190,597	142,593	34%	34.0%	6.59	64.6%	1,245,467	188,993	423,459	253,251
Stevens	4	1.0	62%	192,431	161,054	19%	19.0%	1.57	35.2%	327,085	208,334	62,146	247,918
Swift	5	1.7	74%	240,564	208,369	15%	15.0%	2.32	53.5%	485,188	209,133	72,778	240,503
Traverse	7	2.9	131%	260,633	132,715	96%	96.0%	2.24	43.1%	373,785	166,868	358,834	327,062
Wilkin	6	2.4	32%	350,735	220,528	59%	59.0%	7.40	73.3%	1,055,359	142,616	622,662	226,760
District 4 Totals	107	46.3	45%	$275,252	$170,452	61%		101.77	66.0%	$20,157,493	$198,069	$14,081,252	$336,433

Comparison of 1987-2010 Urban Design Grading Construction Costs to Needs Study Costs

October 2011

County	1987-2010 Urban Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Construction Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2011 Needs Study: (Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	Urban Grading Cost Adjustment To The 2011 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Anoka	32	29.5	37%	$781,917	$235,553	232%	232.0%	78.82	53.7%	$26,056,190	$330,578	$60,450,361	$1,097,520
Carver	16	10.6	41%	650,329	178,206	265%	265.0%	25.95	45.4%	5,482,534	211,273	14,528,715	771,146
Hennepin	81	72.5	28%	985,507	463,330	113%	113.0%	261.96	66.2%	124,361,642	474,735	140,528,655	1,011,186
Scott	27	26.6	151%	720,065	235,549	206%	206.0%	17.61	23.8%	2,912,894	165,411	6,000,562	506,159
Metro Totals	156	139.2	36%	$866,153	$349,873	148%		384.34	57.1%	$158,813,260	$413,210	$221,508,293	$989,545

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Comparison of 1987-2010 Urban Design Grading Construction Costs to Needs Study Costs

October 2011

County	1987-2010 Urban Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Construction Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2011 Needs Study: (Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	Urban Grading Cost Adjustment To The 2011 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Dodge	10	3.4	65%	$286,118	$179,907	59%	59.0%	5.16	44.0%	$1,382,730	$267,971	$815,811	$426,074
Fillmore	12	5.2	40%	386,538	94,724	308%	308.0%	12.95	67.0%	1,603,701	123,838	4,939,399	505,259
Freeborn	3	1.4	6%	279,198	142,869	95%	57.0%	21.65	84.4%	3,298,752	152,367	1,880,289	239,217
Goodhue	12	4.2	27%	314,140	207,928	51%	51.0%	15.42	70.4%	3,303,755	214,251	1,684,915	323,519
Houston	7	3.7	101%	350,819	131,646	166%	166.0%	3.63	39.0%	529,132	145,766	878,359	387,739
Mower	15	4.8	55%	148,590	212,618	-30%	-30.0%	8.67	49.4%	1,788,583	206,296	(536,575)	144,407
Olmsted	4	3.9	22%	259,730	218,848	19%	19.0%	18.02	55.4%	3,264,993	181,187	620,349	215,613
Rice	12	6.7	41%	295,650	255,558	16%	16.0%	16.43	65.6%	5,564,127	338,657	890,260	392,842
Steele	8	4.3	31%	443,588	214,790	107%	107.0%	13.95	64.1%	3,018,040	216,347	3,229,303	447,838
Wabasha	10	4.3	45%	303,873	318,555	-5%	-5.0%	9.49	56.4%	2,403,161	253,231	(120,158)	240,569
Winona	4	2.8	19%	299,589	247,485	21%	21.0%	14.57	69.3%	3,100,704	212,814	651,148	257,505
District 6 Totals	97	44.5	32%	$307,770	$206,712	49%		139.94	62.9%	$29,257,678	$209,073	$14,933,100	$315,784

Comparison of 1987-2010 Urban Design Grading Construction Costs to Needs Study Costs

October 2011

County	1987-2010 Urban Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Construction Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2011 Needs Study: (Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	Urban Grading Cost Adjustment To The 2011 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Blue Earth	14	9.5	40%	$531,922	$185,179	187%	187.0%	23.93	67.2%	$4,335,255	$181,164	$8,106,927	$519,941
Brown	13	6.0	85%	199,034	103,393	93%	93.0%	7.02	56.4%	1,124,709	160,215	1,045,979	309,215
Cottonwood	7	2.8	35%	184,427	180,811	2%	2.0%	8.13	63.7%	1,046,439	128,713	20,929	131,288
Faribault	15	5.8	68%	437,277	179,019	144%	144.0%	8.62	51.7%	1,736,670	201,470	2,500,805	491,586
Jackson	11	12.5	167%	102,874	90,646	13%	13.0%	7.44	58.0%	1,349,361	181,366	175,417	204,943
Le Sueur	17	5.0	4%	443,454	141,422	214%	90.3%	22.01	74.2%	3,901,580	177,264	3,523,127	337,333
Martin	6	1.4	14%	197,513	184,599	7%	7.0%	10.51	86.5%	1,724,165	164,050	120,692	175,533
Nicollet	6	6.1	29%	363,461	254,888	43%	47.0%	21.00	72.0%	3,494,646	166,412	1,642,484	244,625
Nobles	16	5.9	78%	439,316	216,200	103%	103.0%	7.52	49.2%	1,752,260	233,013	1,804,828	473,017
Rock	8	2.9	31%	276,173	169,182	63%	63.0%	9.38	71.9%	1,537,457	163,908	968,598	267,170
Sibley	3	1.4	23%	307,406	124,032	148%	148.0%	5.92	77.2%	1,092,862	184,605	1,617,436	457,821
Waseca	5	3.9	43%	284,972	215,336	32%	32.0%	9.01	58.2%	1,742,332	193,378	557,546	255,258
Watonwan	12	3.9	40%	289,604	206,963	40%	40.0%	9.64	63.0%	1,833,971	190,246	733,588	266,344
District 7 Totals	133	67.0	45%	$318,589	$166,529	91%		150.13	65.8%	$26,671,707	$177,657	$22,818,356	$329,648

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Comparison of 1987-2010 Urban Design Grading Construction Costs to Needs Study Costs

October 2011

County	1987-2010 Urban Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Construction Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2011 Needs Study: (Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	Urban Grading Cost Adjustment To The 2011 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Chippewa	10	3.6	114%	$233,703	$282,655	-17%	-17.0%	3.18	44.9%	$795,553	$250,174	($135,244)	207,644
Kandiyohi	16	12.2	81%	457,529	209,557	118%	118.0%	15.10	45.1%	2,955,766	195,746	3,487,804	426,726
Lac Qui Parle	10	3.1	68%	406,359	194,579	109%	109.0%	4.57	61.4%	940,926	205,892	1,025,609	430,314
Lincoln	5	1.9	31%	333,018	167,339	99%	99.0%	6.07	70.5%	675,330	111,257	668,577	221,401
Lyon	15	6.6	66%	174,065	220,943	-21%	-21.0%	9.97	55.6%	1,863,599	186,921	(391,356)	147,667
Mc Leod	11	4.9	44%	413,079	201,729	105%	105.0%	11.11	51.7%	2,188,257	196,963	2,297,670	403,774
Meeker	4	1.9	30%	190,695	62,283	206%	206.0%	6.33	74.8%	850,132	134,302	1,751,272	410,964
Murray	4	2.0	35%	340,584	181,260	88%	88.0%	5.61	64.6%	639,378	113,971	562,653	214,266
Pipestone	19	6.5	68%	167,222	142,900	17%	17.0%	9.48	62.3%	1,498,012	158,018	254,662	184,881
Redwood	8	2.8	26%	176,968	168,306	5%	5.0%	11.00	76.0%	2,729,834	248,167	136,492	260,575
Renville	9	2.6	110%	375,742	178,931	110%	110.0%	3.43	50.7%	496,763	144,829	546,439	304,141
Yellow Medicine	6	1.9	35%	276,854	163,984	69%	69.0%	5.42	64.5%	624,664	115,252	431,018	194,775
District 8 Totals	117	50.1	55%	$312,313	$192,057	63%		91.27	57.7%	$16,258,214	$178,133	$10,635,596	$294,662

Comparison of 1987-2010 Urban Design Grading Construction Costs to Needs Study Costs

October 2011

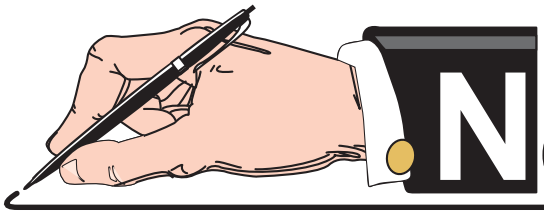
County	1987-2010 Urban Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Construction Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2011 Needs Study: (Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	Urban Grading Cost Adjustment To The 2011 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
Chisago	3	2.7	14%	$506,663	$161,647	213%	213.0%	18.73	73.6%	$2,780,628	148,459	$5,922,738	$464,675
Dakota	36	52.1	55%	625,346	247,402	153%	153.0%	95.11	47.3%	22,213,256	233,553	33,986,282	590,890
Ramsey	54	37.9	22%	713,565	407,811	75%	75.0%	172.47	67.4%	75,821,824	439,623	56,866,368	769,341
Washington	17	11.3	21%	788,066	233,915	237%	237.0%	52.74	62.5%	10,039,321	190,355	23,793,191	641,496
Metro Totals	110	104.0	31%	$672,116	$302,157	122%		339.05	59.8%	$110,855,029	$326,958	$120,568,579	$682,565

20-Sep-11

Comparison of 1987-2010 Urban Design Grading Construction Costs to Needs Study Costs

October 2011

County	1987-2010 Urban Design Grading: Projects #	Projects (Col. 2) Miles	% of System With Complete Construction Col. 2 / Col. 8	Average Construction Cost/Mile	Average Needs Cost/Mile	Urban Grading Cost Factor	Adjusted Urban Grading Cost Factor	Urban Complete Grading Remaining in the 2011 Needs Study: (Col. 8) Miles	% of Total Urban Miles	Total Cost	Average Cost per Mile	Urban Grading Cost Adjustment To The 2011 - 25 Year Construction Needs	Actual Adjusted Needs Cost Per Mile
District 1 Totals	83	42.6	26%	$607,507	$252,646	140%		164.16	69.8%	$54,419,614	$331,503	$82,921,333	$836,629
District 2 Totals	61	31.9	47%	281,135	134,519	109%		68.50	66.5%	10,917,383	159,378	10,259,414	309,150
District 3 Totals	127	63.1	38%	369,755	165,740	123%		164.62	58.5%	32,193,957	195,565	38,090,515	426,950
District 4 Totals	107	46.3	45%	275,252	170,452	61%		101.77	66.0%	20,157,493	198,069	14,081,252	336,433
Metro Totals	156	139.2	36%	866,153	349,873	148%		384.34	57.1%	158,813,260	413,210	221,508,293	989,545
District 6 Totals	97	44.5	32%	307,770	206,712	49%		139.94	62.9%	29,257,678	209,073	14,933,100	315,784
District 7 Totals	133	67.0	45%	318,589	166,529	91%		150.13	65.8%	26,671,707	177,657	22,818,356	329,648
District 8 Totals	117	50.1	55%	312,313	192,057	63%		91.27	57.7%	16,258,214	178,133	10,635,596	294,662
Metro Totals	110	104.0	31%	672,116	302,157	122%		339.05	59.8%	110,855,029	326,958	120,568,579	682,565
STATE TOTAL	991	588.5	37%	$530,133	$243,774	117%		1,603.78	61.2%	$459,544,335	$286,538	$535,816,438	$620,634



NOTES and COMMENTS

County State Aid Construction Fund Balance "Needs" Deductions

October 2011

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

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

The following listing indicates the balances as of September 1, the maximum allowable balances, and the "needs" deduction, in the respective accounts, which would be made to the 2012 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 2012 CSAH Distribution.

County State Aid Construction Fund Balance Needs Deductions

October 2011

	Regular Account			Municipal Account			Total	
	Unencumbered Construction Fund Balance As of September 1, 2011	Maximum Balance 2 Year 2010-2011 Const. Apportionment	2012 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of September 1, 2011	Maximum Balance Larger of Either or $500,000 2009-2011 Const. Apport.	2012 Construction Fund Balance "Needs" Deduction	2012 Construction Fund Balance "Needs" Deduction	
Carlton	$2,784,232	$4,422,997	$0	$637,319	$768,877	$0	$0	Carlton
Cook	3,400,342	3,128,185	272,157	75,329	500,000	0	272,157	Cook
Itasca	1,432,045	8,326,406	0	726,292	1,401,272	0	0	Itasca
Koochiching	904,339	4,737,004	0	0	500,000	0	0	Koochiching
Lake	0	3,756,968	0	0	612,391	0	0	Lake
Pine	426,448	6,307,396	0	615,804	1,681,283	0	0	Pine
St. Louis	1,887,752	24,911,044	0	0	2,826,806	0	0	St. Louis
District 1 Totals	**$10,835,158**	**$55,590,000**	**$272,157**	**$2,054,744**	**$8,290,629**	**$0**	**$272,157**	**District 1 Totals**
Beltrami	2,144,968	$5,954,257	$0	506,472	$500,000	$6,472	$6,472	Beltrami
Clearwater	163,707	3,158,819	0	397,356	500,000	0	0	Clearwater
Hubbard	0	3,602,647	0	187,849	500,000	0	0	Hubbard
Kittson	742,620	3,172,543	0	182,235	564,345	0	0	Kittson
Lake of the Woods	1,545,498	3,189,412	0	192,372	500,000	0	0	Lake of the Woods
Marshall	0	4,755,065	0	795,740	711,281	84,459	84,459	Marshall
Norman	2,251,771	3,564,916	0	110,523	500,000	0	0	Norman
Pennington	457,381	2,836,622	0	14,093	500,000	0	0	Pennington
Polk	0	7,658,798	0	0	839,766	0	0	Polk
Red Lake	2,166,337	2,666,400	0	463,750	500,000	0	0	Red Lake
Roseau	0	4,567,197	0	803,366	884,796	0	0	Roseau
District 2 Totals	**$9,472,282**	**$45,126,676**	**$0**	**$3,653,756**	**$6,500,188**	**$90,931**	**$90,931**	**District 2 Totals**
Aitkin	$1,277,846	$4,401,271	$0	$84,623	$500,000	$0	$0	Aitkin
Benton	3,104,606	3,486,682	0	600,075	566,980	33,095	33,095	Benton
Cass	1,244,380	5,029,549	0	182,743	744,095	0	0	Cass
Crow Wing	534,822	4,686,749	0	682,099	1,930,432	0	0	Crow Wing
Isanti	1,192,528	3,519,936	0	139,348	500,000	0	0	Isanti
Kanabec	538,273	2,505,106	0	0	500,000	0	0	Kanabec
Mille Lacs	1,371,243	4,064,710	0	243,134	585,155	0	0	Mille Lacs
Morrison	507,589	5,489,998	0	108,212	917,253	0	0	Morrison
Sherburne	3,195,606	4,295,154	0	447,548	500,000	0	0	Sherburne
Stearns	671,899	10,039,817	0	0	2,343,322	0	0	Stearns
Todd	1,090,145	3,360,945	0	1,051,121	851,554	199,567	199,567	Todd
Wadena	1,125,297	2,445,959	0	397,166	574,913	0	0	Wadena
Wright	0	8,881,465	0	0	867,811	0	0	Wright
District 3 Totals	**$15,854,234**	**$62,207,341**	**$0**	**$3,936,069**	**$11,381,515**	**$232,662**	**$232,662**	**District 3 Totals**

County State Aid Construction Fund Balance Needs Deductions

October 2011

	Regular Account			Municipal Account			Total	
	Unencumbered Construction Fund Balance As of September 1, 2011	Maximum Balance 2 Year 2010-2011 Const. Apportionment	2012 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of September 1, 2011	Maximum Balance Larger of Either or $500,000 2009-2011 Const. Apport.	2012 Construction Fund Balance "Needs" Deduction	2012 Construction Fund Balance "Needs" Deduction	
Becker	$0	$4,800,418	$0	$454,913	$573,779	$0	$0	Becker
Big Stone	1,814,397	2,538,064	0	19,503	500,000	0	0	Big Stone
Clay	0	4,668,485	0	0	594,411	0	0	Clay
Douglas	615,779	4,382,691	0	0	768,651	0	0	Douglas
Grant	3,733,051	2,536,252	1,196,799	147,418	500,000	0	1,196,799	Grant
Mahnomen	1,450,209	2,695,511	0	105,095	500,000	0	0	Mahnomen
Otter Tail	5,352,017	11,053,424	0	20,367	1,082,721	0	0	Otter Tail
Pope	223,274	3,142,184	0	199,534	500,000	0	0	Pope
Stevens	116,752	2,683,295	0	304,466	500,000	0	0	Stevens
Swift	647,329	3,138,833	0	373,881	500,000	0	0	Swift
Traverse	3,462,555	2,522,510	940,045	0	500,000	0	940,045	Traverse
Wilkin	1,056,711	3,149,836	0	324,593	700,306	0	0	Wilkin
District 4 Totals	**$18,472,074**	**$47,311,503**	**$2,136,844**	**$1,949,770**	**$7,219,868**	**$0**	**$2,136,844**	**District 4 Totals**
Anoka	$0	$14,979,163	$0	$0	$1,828,672	$0	$0	Anoka
Carver	7,143,197	5,184,652	1,958,545	1,184,287	867,835	316,452	2,274,997	Carver
Hennepin	331,847	32,953,769	0	2,988,408	3,965,367	0	0	Hennepin
Scott	850,474	8,394,939	0	153,976	500,000	0	0	Scott
Metro Totals	**$8,325,518**	**$61,512,523**	**$1,958,545**	**$4,326,671**	**$7,161,874**	**$316,452**	**$2,274,997**	**Metro Totals**
Dodge	$553,679	$3,566,692	$0	$437,559	$500,000	$0	$0	Dodge
Fillmore	1,395,352	5,366,519	0	1,653,950	1,539,167	114,783	114,783	Fillmore
Freeborn	1,333,102	5,029,146	0	451,697	682,383	0	0	Freeborn
Goodhue	1,089,892	5,441,271	0	458,861	917,854	0	0	Goodhue
Houston	4,203,386	4,470,710	0	283,193	500,000	0	0	Houston
Mower	3,723,392	5,030,154	0	451,663	500,000	0	0	Mower
Olmsted	698,595	7,175,229	0	285,164	500,000	0	0	Olmsted
Rice	445,861	4,805,616	0	238,015	500,000	0	0	Rice
Steele	1,043,557	4,747,785	0	415,556	500,000	0	0	Steele
Wabasha	0	4,001,608	0	302,820	899,246	0	0	Wabasha
Winona	0	5,048,969	0	173,611	689,580	0	0	Winona
District 6 Totals	**$14,486,816**	**$54,683,699**	**$0**	**$5,152,089**	**$7,728,230**	**$114,783**	**$114,783**	**District 6 Totals**

County State Aid Construction Fund Balance Needs Deductions

October 2011

	Regular Account			Municipal Account			Total	
	Unencumbered Construction Fund Balance As of September 1, 2011	Maximum Balance 2 Year 2010-2011 Const. Apportionment	2012 Construction Fund Balance "Needs" Deduction	Unencumbered Construction Fund Balance As of September 1, 2011	Maximum Balance Larger of Either or $500,000 2009-2011 Const. Apport.	2012 Construction Fund Balance "Needs" Deduction	2012 Construction Fund Balance "Needs" Deduction	
Blue Earth	$396,160	$7,439,506	$0	$819,822	$798,393	$21,429	$21,429	Blue Earth
Brown	578,797	4,034,469	0	517,802	500,000	17,802	17,802	Brown
Cottonwood	463,288	2,969,270	0	287,550	655,759	0	0	Cottonwood
Faribault	689,305	4,064,435	0	341,847	993,128	0	0	Faribault
Jackson	2,246,826	4,236,752	0	982,158	703,424	278,734	278,734	Jackson
Le Sueur	0	3,799,850	0	321,460	1,446,468	0	0	Le Sueur
Martin	2,180,989	4,624,205	0	800,030	587,825	212,205	212,205	Martin
Nicollet	3,573,440	4,011,942	0	520,577	581,230	0	0	Nicollet
Nobles	0	4,367,423	0	85,630	500,000	0	0	Nobles
Rock	439,242	2,706,578	0	369,108	798,827	0	0	Rock
Sibley	0	3,023,539	0	0	500,000	0	0	Sibley
Waseca	1,118,358	2,999,542	0	568,783	500,000	68,783	68,783	Waseca
Watonwan	582,317	2,740,603	0	464,104	808,384	0	0	Watonwan
District 7 Totals	**$12,268,722**	**$51,018,114**	**$0**	**$6,078,871**	**$9,373,438**	**$598,953**	**$598,953**	**District 7 Totals**
Chippewa	$0	$2,611,066	$0	$197,001	$500,000	$0	$0	Chippewa
Kandiyohi	182,712	6,054,608	0	99,760	527,842	0	0	Kandiyohi
Lac Qui Parle	825,160	3,072,788	0	306,587	522,137	0	0	Lac Qui Parle
Lincoln	917,709	2,480,046	0	169,156	500,000	0	0	Lincoln
Lyon	1,748,765	3,316,222	0	1,014,131	866,842	147,289	147,289	Lyon
Mc Leod	121,464	3,772,222	0	595,321	531,352	63,969	63,969	Mc Leod
Meeker	0	3,395,640	0	0	500,000	0	0	Meeker
Murray	501,137	3,281,149	0	259,227	596,861	0	0	Murray
Pipestone	1,377,380	2,257,642	0	589,893	976,816	0	0	Pipestone
Redwood	1,315,447	4,229,927	0	603,238	989,717	0	0	Redwood
Renville	100,089	5,472,640	0	515,866	500,000	15,866	15,866	Renville
Yellow Medicine	672,467	3,169,979	0	155,540	667,594	0	0	Yellow Medicine
District 8 Totals	**$7,762,330**	**$43,113,929**	**$0**	**$4,505,720**	**$7,679,161**	**$227,124**	**$227,124**	**District 8 Totals**
Chisago	$0	$4,956,139	$0	$502,905	$1,120,377	$0	$0	Chisago
Dakota	7,382,860	$14,286,970	0	565,038	500,000	65,038	65,038	Dakota
Ramsey	4,897,779	$16,263,228	0	472,935	500,000	0	0	Ramsey
Washington	5,168,806	$8,097,765	0	1,151,573	2,466,052	0	0	Washington
Metro Totals	**$17,449,445**	**$43,604,102**	**$0**	**$2,692,451**	**$4,586,429**	**$65,038**	**$65,038**	**Metro Totals**
STATE TOTALS	**$114,926,579**	**$464,167,887**	**$4,367,546**	**$34,350,141**	**$69,921,332**	**$1,645,943**	**$6,013,489**	**STATE TOTALS**

TRLF & Bond Account Adjustments

October 2011

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

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

STATE AID BOND RECORD AS OF DECEMBER 31, 2010

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

TRLF & Bond Account Adjustments

October 2011

TRANSPORTATION REVOLVING LOAN FUND OF DECEMBER 31, 2010

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

162.065 ALLOCATING MATCHING FUNDS FOR CSAH REVOLVING LOAN ACCOUNT.

The screening board appointed under section 162.07, subdivision 5, may recommend to the commissioner that the commissioner allocate a portion of county state-aid highway funds to the county state-aid highway revolving loan account. The commissioner may allocate no more than the amount recommended by the screening board.

History: 1997 c 141 s 3

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

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

Special Resurfacing Projects

October 2011

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

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

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

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

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

Special Resurfacing Projects

October 2011

County	Number of Special Resurf. Projects 2001-2006	Regular Account Deduction	Municipal Account Deduction	Total Special Resurfacing Cost Deducted from 2011 25-Yr. Const. Needs
Aitkin	5	$1,197,754	$51,836	$1,249,590
Benton	4	1,341,214	179,863	1,521,077
Cass	5	572,538	278,686	851,224
Crow Wing	7	3,185,210	544,400	3,729,610
Isanti	6	771,337	-	771,337
Kanabec	1	-	26,464	26,464
Mille Lacs	12	2,995,842	-	2,995,842
Morrison	3	1,290,442	-	1,290,442
Sherburne	5	681,638	-	681,638
Stearns	16	6,940,635	16,954	6,957,589
Todd	2	250,209	-	250,209
Wadena	8	2,115,211	8,705	2,123,916
Wright	10	4,442,375	390,346	4,832,721
District 3 Totals	**84**	**$25,784,405**	**$1,497,254**	**$27,281,659**
Becker	21	$3,793,892	$227,637	$4,021,529
Big Stone	11	2,381,715	-	2,381,715
Clay	3	548,002	138,786	686,788
Douglas	14	3,404,686	125,184	3,529,870
Grant	1	1,015,620	-	1,015,620
Mahnomen	3	1,035,125	15,785	1,050,910
Otter Tail	18	6,290,739	153,943	6,444,682
Pope	5	1,838,657	52,487	1,891,144
Stevens	3	1,122,357	-	1,122,357
Swift	1	-	36,184	36,184
Traverse	4	1,040,524	105,729	1,146,253
Wilkin	4	225,824	320,826	546,650
District 4 Totals	**88**	**$22,697,141**	**$1,176,561**	**$23,873,702**
Anoka	0	$0	$0	$0
Carver	3	373,515	-	373515
Hennepin	1	267,766	-	267766
Scott	0	-	-	0
Metro Totals	**4**	**$641,281**	**$0**	**$641,281**
Dodge	4	$1,486,276	$67,706	$1,553,982
Fillmore	3	1,238,785	71,842	1,310,627
Freeborn	14	7,698,721	-	7,698,721
Goodhue	3	1,530,203	-	1,530,203
Houston	9	2,124,536	277,563	2,402,099
Mower	3	1,018,356	401,839	1,420,195
Olmsted	1	445,127	-	445,127
Rice	14	5,080,022	-	5,080,022
Steele	8	2,144,161	-	2,144,161
Wabasha	12	3,117,738	247,607	3,365,345
Winona	22	6,270,631	1,017,929	7,288,560
District 6 Totals	**93**	**$32,154,556**	**$2,084,486**	**$34,239,042**

Special Resurfacing Projects

October 2011

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

"After The Fact" Bridge Deck Rehabilitation Needs

October 2011

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

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

Pursuant to this resolution, the following counties have reported and justified bridge deck rehabilitation costs in the amounts and for the years indicated. These adjustments are shown on the tentative 2012 Money Needs Distribution.

County	Letting Date Or Reporting Date	# of Projects	Regular Eligible "After the Fact" Bridge Deck Rehab. Needs	Municipal Eligible "After the Fact" Bridge Deck Rehab. Needs	Total Bridge Deck Rehab. Needs	Added to the Needs for these Apport. Years
Itasca	1999	2	$256,076	$210,838	$466,914	2001-2015
Lake	1999	1	113,025	0	113,025	2001-2015
District 1		**3**	**$369,101**	**$210,838**	**$579,939**	
Beltrami	2002	1	$270,771	$0	$270,771	2004-2018
District 2		**1**	**$270,771**	**$0**	**$270,771**	
Benton	2006	1	$8,007	$0	$8,007	2007-2021
Crow Wing	2007	1	18,132	0	18,132	2008-2022
Stearns	2007	1	8,007	0	8,007	2008-2022
Wright	1992	1	54,677	0	54,677	2005-2019
District 3		**4**	**$88,823**	**$0**	**$88,823**	
Anoka	2000	1	$179,005	0	$179,005	2001-2015
Hennepin	2000	1	88,131	0	88,131	2002-2016
Hennepin	2002	1	1,687,062	0	1,687,062	2004-2018
Metro		**3**	**$1,954,198**	**$0**	**$1,954,198**	
Goodhue	2005	2	$168,135	$0	$168,135	2005-2019
Houston	2002	1	0	138,340	138,340	2004-2018
Olmsted	1999	2	228,355	0	228,355	2003-2017
Olmsted	2000	3	295,336	0	295,336	2003-2017
Rice	1999	1	0	299,733	299,733	2004-2018
Wabasha	1998	1	27,500	0	27,500	1999-2013
District 6		**10**	**$719,326**	**$438,073**	**$1,157,399**	
Nicollet	1999	1	$0	$114,468	$114,468	2000-2014
Nicollet	2001	1	37,813	0	37,813	2003-2017
District 7		**2**	**$37,813**	**$114,468**	**$152,281**	
Kandiyohi	2001	1	$19,828	$0	$19,828	2002-2016
District 8		**1**	**$19,828**	**$0**	**$19,828**	
Ramsey	1979	1	$79,075	$0	$79,075	2003-2017
Ramsey	1986	1	555,051	0	555,051	2003-2017
Metro		**2**	**$634,126**	**$0**	**$634,126**	
State Total		**26**	**$4,093,986**	**$763,379**	**$4,857,365**	**2012 Apport.**

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

October 2011

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

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

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

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

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

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

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

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

October 2011

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

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

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

After the Fact Right of Way Needs

October 2011

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

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

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

Pursuant to this resolution, the following R/W needs will be added to each county's 2011 25-year needs and are shown on the 2012 Money Needs Distribution Chart.

County	After the Fact R/W Needs
Carlton	$1,116,446
Cook	473,551
Itasca	1,298,135
Koochiching	1,572,064
Lake	1,226,859
Pine	1,580,715
St. Louis	17,513,805
District 1 Totals	**$24,781,575**
Beltrami	$2,253,445
Clearwater	736,175
Hubbard	2,230,339
Kittson	1,753,073
Lake of the Woods	227,111
Marshall	2,608,382
Norman	1,034,151
Pennington	692,825
Polk	4,970,058
Red Lake	293,692
Roseau	893,313
District 2 Totals	**$17,692,565**

County	After the Fact R/W Needs
Aitkin	$1,894,589
Benton	1,814,802
Cass	1,562,410
Crow Wing	959,323
Isanti	1,715,188
Kanabec	991,949
Mille Lacs	783,048
Morrison	1,211,979
Sherburne	2,849,891
Stearns	2,101,461
Todd	700,780
Wadena	522,048
Wright	7,974,688
District 3 Totals	**$25,082,155**

After the Fact Right of Way Needs

October 2011

County	After the Fact R/W Needs
Becker	$1,348,631
Big Stone	277,147
Clay	2,195,232
Douglas	1,493,148
Grant	477,175
Mahnomen	440,791
Otter Tail	2,502,215
Pope	1,178,945
Stevens	818,658
Swift	622,208
Traverse	160,653
Wilkin	745,550
District 4 Totals	**$12,260,352**
Anoka	$22,791,662
Carver	3,699,899
Hennepin	116,969,408
Scott	40,221,785
Metro Totals	**$183,682,754**
Dodge	$767,117
Fillmore	1,362,101
Freeborn	453,746
Goodhue	3,985,319
Houston	1,278,771
Mower	385,042
Olmsted	9,902,476
Rice	1,789,388
Steele	1,501,016
Wabasha	2,020,170
Winona	765,579
District 6 Totals	**$24,210,724**

County	After the Fact R/W Needs
Blue Earth	$17,160,220
Brown	1,768,879
Cottonwood	755,627
Faribault	599,185
Jackson	425,986
Le Sueur	1,168,177
Martin	564,173
Nicollet	2,192,160
Nobles	400,268
Rock	496,678
Sibley	772,607
Waseca	1,226,180
Watonwan	374,477
District 7 Totals	**$27,904,617**
Chippewa	$648,219
Kandiyohi	4,655,697
Lac Qui Parle	523,554
Lincoln	916,475
Lyon	1,380,262
Mc Leod	2,217,734
Meeker	490,129
Murray	919,189
Pipestone	776,147
Redwood	1,473,343
Renville	3,258,289
Yellow Medicine	1,286,729
District 8 Totals	**$18,545,767**
Chisago	$15,574,833
Dakota	65,725,792
Ramsey	23,854,622
Washington	15,439,381
Metro Totals	**$120,594,627**
STATE TOTALS	**$454,755,136**

Miscellaneous After the Fact Needs

October 2011

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

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

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

County	1984 Traffic Signals	1984 Lighting	1984 Retaining Walls	1984 Sidewalk	1992 Wetland Mitigation	1999 RR-xing Surfacing	2007 RR Protection	2003 Concrete Paving	Total
Carlton	$56,098	$0	$0	$40,432	$0	$0	$0	$0	$96,530
Cook	6,976	0	55,620	39,345	0	0	0	0	101,941
Itasca	80,395	143,725	0	86,190	0	0	0	0	310,310
Koochiching	0	0	0	0	0	0	0	0	0
Lake	89,138	170,738	15,801	242,578	4,442	0	0	0	522,698
Pine	91,831	299,718	0	110,677	274,622	0	0	0	776,848
St. Louis	1,129,960	1,307,859	98,752	1,231,925	245,437	100,387	0	0	4,114,319
District 1	**$1,454,398**	**$1,922,040**	**$170,173**	**$1,751,147**	**$524,501**	**$100,387**	**$0**	**$0**	**$5,922,646**
Beltrami	$76,884	$0	$490,273	$48,748	$29,464	$94,350	$0	$0	$739,719
Clearwater	0	0	0	57,509	32,134	28,800	0	0	118,443
Hubbard	0	196,872	36,780	137,599	18,213	0	0	0	389,464
Kittson	0	65,237	0	0	0	131,680	34,667	0	231,584
Lake of the Woods	0	148,610	0	89,115	0	0	0	0	237,725
Marshall	0	0	0	80,678	18,732	20,000	0	0	119,410
Norman	0	0	0	69,485	0	0	0	0	69,485
Pennington	0	39,796	0	12,180	0	0	0	0	51,976
Polk	0	0	0	250,215	4,970	418,423	0	0	673,608
Red Lake	0	193,218	0	61,553	1,953	0	0	0	256,724
Roseau	0	0	0	225,886	0	18,232	0	0	244,117
District 2	**$76,884**	**$643,733**	**$527,053**	**$1,032,968**	**$105,466**	**$711,485**	**$34,667**	**$0**	**$3,132,255**
Aitkin	$27,696	$0	$8,130	$276,286	$7,534	$32,000	$0	$0	$351,646
Benton	248,957	0	0	0	0	0	0	0	248,957
Cass	0	0	0	0	0	0	0	0	0
Crow Wing	452,810	0	498,961	111,961	121,106	0	0	0	1,184,838
Isanti	83,500	0	0	10,181	0	0	0	0	93,681
Kanabec	0	0	0	0	0	0	0	0	0
Mille Lacs	81,866	172,816	34,694	167,329	44,417	0	0	0	501,122
Morrison	30,910	76,311	129,579	184,241	0	269,637	0	14,125	704,803
Sherburne	188,132	950	0	0	0	0	0	0	189,081
Stearns	737,582	0	85,182	346,851	0	0	0	0	1,169,614
Todd	16,745	0	0	0	0	0	0	0	16,745
Wadena	0	0	0	0	0	0	0	0	0
Wright	1,489,475	11,724	200,851	412,637	58,970	100,319	0	0	2,273,976
District 3	**$3,357,672**	**$261,801**	**$957,397**	**$1,509,486**	**$232,027**	**$401,956**	**$0**	**$14,125**	**$6,734,464**
Becker	$8,883	$0	$0	$115,520	$37,561	$19,576	$0	$0	$181,540
Big Stone	0	0	0	0	0	0	0	0	0
Clay	56,589	0	0	0	10,411	116,511	0	0	183,511
Douglas	183,684	26,549	178,806	317,160	0	32,755	0	0	738,954
Grant	0	0	8,496	76,044	0	22,750	0	0	107,290
Mahnomen	0	0	0	0	0	0	0	0	0
Otter Tail	0	0	0	0	0	0	0	0	0
Pope	0	0	0	0	0	0	0	0	0
Stevens	0	0	0	5,680	14,000	0	0	0	19,680
Swift	0	20,054	0	35,904	0	0	0	0	55,958
Traverse	0	0	0	0	0	0	0	0	0
Wilkin	0	0	0	0	0	0	0	0	0
District 4	**$249,156**	**$46,603**	**$187,302**	**$550,308**	**$61,972**	**$191,592**	**$0**	**$0**	**$1,286,933**

Miscellaneous After the Fact Needs

October 2011

County	1984 Traffic Signals	1984 Lighting	1984 Retaining Walls	1984 Sidewalk	1992 Wetland Mitigation	1999 RR-xing Surfacing	2007 RR Protection	2003 Concrete Paving	Total
Anoka	$10,259,978	$107,206	$1,328,566	$1,795,719	$1,416,026	$369,592	0	0	$15,277,087
Carver	37,029	204,557	0	0	143,578	50,581	0	0	435,745
Hennepin	16,410,679	4,851,718	5,449,372	9,250,599	67,499	34,669	0	4,044,847	40,109,383
Scott	4,877,895	102,297	1,331,102	2,336,770	960,733	0	0	254,261	9,863,058
Metro	**$31,585,581**	**$5,265,778**	**$8,109,040**	**$13,383,088**	**$2,587,836**	**$454,842**	**$0**	**$4,299,108**	**$65,685,273**
Dodge	$0	$0	$0	$48,264	$22,268	$0	$0	$0	$70,532
Fillmore	0	338,637	66,528	209,584	0	0	0	0	614,749
Freeborn	144,736	0	0	0	0	0	0	0	144,736
Goodhue	326,840	312,750	311,394	235,586	0	36,513	0	1,913,077	3,136,159
Houston	0	153,749	127,107	91,760	122,040	0	0	0	494,656
Mower	0	0	0	0	0	66,808	0	0	66,808
Olmsted	1,729,338	0	90,033	0	0	0	0	0	1,819,371
Rice	153,441	0	67,315	338,728	0	0	0	0	559,484
Steele	0	0	0	0	0	0	0	550,725	550,725
Wabasha	0	0	182,971	442,488	5,100	9,000	0	0	639,559
Winona	0	0	2,760	0	0	81,675	0	0	84,435
District 6	**$2,354,355**	**$805,136**	**$848,108**	**$1,366,410**	**$149,408**	**$193,996**	**$0**	**$2,463,802**	**$8,181,214**
Blue Earth	$804,268	$550,953	$208,536	$453,366	$681,546	$168,705	$13,190	$2,370,276	$5,250,840
Brown	8,925	79,742	0	68,649	0	253,288	0	0	410,604
Cottonwood	0	0	0	29,474	0	0	0	0	29,474
Faribault	99,989	27,850	0	173,017	0	99,909	0	0	400,765
Jackson	0	0	0	0	0	0	0	0	0
Le Sueur	35,834	111,130	126,891	273,876	0	41,241	0	0	588,972
Martin	0	0	0	0	0	0	0	0	0
Nicollet	0	0	50,232	23,340	0	0	0	0	73,572
Nobles	106,208	0	0	49,875	0	68,942	0	0	225,025
Rock	0	0	0	0	0	0	0	0	0
Sibley	0	0	0	0	0	0	0	0	0
Waseca	0	0	0	0	0	0	0	0	0
Watonwan	1,626	324,117	0	507,872	2,517	169,745	0	2,234,568	3,240,445
District 7	**$1,056,850**	**$1,093,792**	**$385,659**	**$1,579,469**	**$684,063**	**$801,830**	**$13,190**	**$4,604,844**	**$10,219,698**
Chippewa	$0	$0	$0	$0	$0	$92,358	$0	$0	$92,358
Kandiyohi	331,230	119,575	56,899	136,963	89,093	71,828	0	0	805,588
Lac Qui Parle	0	0	0	0	0	0	0	0	0
Lincoln	0	0	0	0	0	0	0	0	0
Lyon	0	0	0	63,680	7,824	0	0	0	71,504
McLeod	0	0	40,294	0	16,400	0	0	0	56,694
Meeker	8,439	0	0	0	0	23,762	0	0	32,201
Murray	0	0	31,988	369,708	0	0	0	0	401,696
Pipestone	96	120	3,150	197,336	0	15,000	0	512,601	728,302
Redwood	0	0	0	0	0	0	0	0	0
Renville	0	0	0	0	0	0	0	0	0
Yellow Medicine	0	0	0	0	0	36,576	0	0	36,576
District 8	**$339,765**	**$119,695**	**$132,331**	**$767,687**	**$113,317**	**$239,524**	**$0**	**$512,601**	**$2,224,920**
Chisago	$137,267	$116,582	$180,808	$163,535	$7,004	$0	$0	$0	$605,197
Dakota	6,869,169	44,010	2,457,767	1,616,835	435,535	394,477	0	0	11,817,793
Ramsey	13,147,477	2,156,758	2,925,073	2,152,762	877,278	2,260,127	363,604	267,880	24,150,960
Washington	5,341,073	117,448	975,996	1,076,824	281,565	0	0	0	7,792,906
Metro	**$25,494,986**	**$2,434,798**	**$6,539,644**	**$5,009,956**	**$1,601,382**	**$2,654,604**	**$363,604**	**$267,880**	**$44,366,855**
TOTAL	**$65,970,639**	**$12,594,368**	**$17,857,699**	**$26,951,510**	**$6,060,969**	**$5,751,215**	**$412,464**	**$12,163,362**	**$147,754,257**

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

Needs Adjustment for Credit for Local Effort

October 2011

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

> **That annually a needs adjustment for local effort for construction items which reduce state aid needs shall be made to the CSAH 25 year construction needs.**
>
> **The adjustment (credit for local effort) shall be the local (not state aid or federal aid) dollars spent on state aid construction projects for items eligible for state aid participation. This adjustment shall be annually added to the 25 year county state aid highway construction needs of the county involved for a period of twenty years beginning with the first needs of the county involved for a period of twenty years beginning with the first distribution year after the documentation has been submitted.**
>
> **It shall be the County Engineer's responsibility to submit this data to their District State Aid Engineer. His submittal and approval must be received in the Office of State Aid by July 1 to be included in the following years distribution determination.**

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

County	Regular Account Adjustment	Municipal Account Adjustment	Total Adjustment
Carlton	$21,550	$0	$21,550
District 1	**$21,550**	**$0**	**$21,550**
Clearwater	$191,806	$551,887	$743,693
Hubbard	0	267,639	267,639
Kittson	242,695	75,705	318,400
Polk	10,955,496	340,000	11,295,496
District 2	**$11,389,997**	**$1,235,231**	**$12,625,228**
Crow Wing	$2,035,354	$0	$2,035,354
Isanti	26,710	0	26,710
Sherburne	0	1,418,913	1,418,913
Stearns	248,526	364,887	613,413
Todd	0	342,092	342,092
Wadena	0	50,459	$50,459
Wright	126,424	204,457	330,881
District 3	**$2,437,014**	**$2,380,808**	**$4,817,822**
Becker	$3,643,824	$0	$3,643,824
Clay	705,021	0	705,021
Douglas	2,084,680	0	2,084,680
Stevens	100,000	25,000	125,000
District 4	**$6,533,525**	**$25,000**	**$6,558,525**
Anoka	$36,052,883	$4,391,143	$40,444,026
Carver	12,503,128	689,751	13,192,879
Hennepin	48,307,543	268,125	48,575,668
Scott	38,817,930	2,447,153	41,265,083
District 5	**$135,681,484**	**$7,796,172**	**$143,477,656**

Needs Adjustment for Credit for Local Effort

October 2011

County	Regular Account Adjustment	Municipal Account Adjustment	Total Adjustment
Dodge	$496,857	$426,054	$922,911
Fillmore	2,191,747	95,238	2,286,985
Freeborn	177,874	0	177,874
Goodhue	8,955,169	599	8,955,768
Olmsted	9,288,081	0	9,288,081
Rice	904,298	0	904,298
Wabasha	363,956	0	363,956
Winona	1,578,836	0	1,578,836
District 6	**$23,956,818**	**$521,891**	**$24,478,709**
Blue Earth	$4,628,990	$0	$4,628,990
Brown	2,447,516	355,015	2,802,531
Faribault	1,339,587	34,377	1,373,964
Jackson	759,614	1,026,922	1,786,536
Le Sueur	0	600,544	600,544
Martin	280,303	0	280,303
Nicollet	12,558,743	28,652	12,587,395
Nobles	0	62,245	62,245
Waseca	491,421	647,832	1,139,253
Watonwan	225,989	0	225,989
District 7	**$22,732,163**	**$2,755,587**	**$25,487,750**
Chippewa	$0	$28,964	$28,964
Kandiyohi	10,976,932	887,196	11,864,128
Lyon	343,882	0	343,882
McLeod	153,771	162,252	316,023
Meeker	1,869,828	0	1,869,828
Pipestone	0	156,637	156,637
Redwood	1,356,131	177	1,356,308
Renville	137,715	311,633	449,348
Yellow Medicine	772,935	0	772,935
District 8	**$15,611,193**	**$1,546,859**	**$17,158,052**
Chisago	$530,675	$0	$530,675
Dakota	9,943,664	0	9,943,664
Ramsey	5,279,664	0	5,279,664
Washington	2,703,206	0	2,703,206
District 9	**$18,457,209**	**$0**	**$18,457,209**
TOTAL	**$236,820,952**	**$16,261,548**	**$253,082,500**

Non Existing CSAH Needs Adjustment

October 2011

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

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

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

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

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Mill Levy Deduction

October 2011

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

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

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

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

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

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

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

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

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

Mill Levy Deduction

October 2011

County	County Total Real & Personal Market Value (Taxes Payable 2011)	Mill Levy Deduction
Carlton	2,621,615,100	$418,410
Cook	1,819,621,900	290,412
Itasca	5,704,953,400	910,511
Koochiching	1,039,639,600	165,926
Lake	1,929,450,200	307,940
Pine	2,999,625,851	478,740
St. Louis*	16,176,038,200	1,564,223
District 1 Totals	**32,290,944,251**	**$4,136,162**
Beltrami	3,013,208,500	$480,908
Clearwater	871,001,950	139,012
Hubbard	3,564,317,700	568,865
Kittson	828,023,200	132,153
Lake of the Woods	493,686,500	78,792
Marshall	1,411,437,300	225,265
Norman	1,120,397,000	178,815
Pennington	914,002,500	145,875
Polk	3,418,139,200	545,535
Red Lake	408,473,400	65,192
Roseau	1,087,291,000	173,532
District 2 Totals	**17,129,978,250**	**$2,733,944**
Aitkin	3,211,596,400	$512,571
Benton	2,862,202,600	456,808
Cass	6,666,408,200	1,063,959
Crow Wing	11,203,894,500	1,788,142
Isanti	3,144,479,000	501,859
Kanabec	1,383,830,700	220,859
Mille Lacs	2,122,361,400	338,729
Morrison	3,276,834,300	522,983
Sherburne	7,785,048,552	1,242,494
Stearns	12,615,997,400	2,013,513
Todd	2,365,207,300	377,487
Wadena	1,032,347,200	164,763
Wright	11,636,600,100	1,857,201
District 3 Totals	**69,306,807,652**	**$11,061,368**
Becker	4,587,477,000	$732,161
Big Stone	975,955,700	155,763
Clay	4,295,053,700	685,491
Douglas	4,963,880,400	792,235
Grant	1,195,729,800	190,838
Mahnomen	508,561,200	81,166
Otter Tail	8,703,445,850	1,389,070
Pope	1,841,438,700	293,894
Stevens	1,368,066,400	218,343
Swift	1,775,768,400	283,413
Traverse	1,203,313,900	192,049
Wilkin	1,456,662,000	232,483
District 4 Totals	**32,875,353,050**	**$5,246,906**

Mill Levy Deduction

October 2011

County	County Total Real & Personal Market Value (Taxes Payable 2011)	Mill Levy Deduction
Anoka*	27,025,523,200	$2,613,368
Carver	10,465,587,600	1,670,308
Hennepin*	132,165,413,580	12,780,395
Scott	13,932,904,800	2,223,692
Metro Totals	**183,589,429,180**	**$19,287,763**
Dodge	2,284,975,800	$364,682
Fillmore	2,779,793,700	443,655
Freeborn	3,317,375,600	529,453
Goodhue	5,651,330,200	901,952
Houston	1,818,204,400	290,185
Mower	3,563,848,100	568,790
Olmsted	13,003,583,696	2,075,372
Rice	5,849,852,100	933,636
Steele	3,290,056,500	525,093
Wabasha	2,539,478,100	405,301
Winona	3,995,455,700	637,675
District 6 Totals	**48,093,953,896**	**$7,675,794**
Blue Earth	6,126,371,400	$977,769
Brown	2,747,332,900	438,474
Cottonwood	1,990,178,700	317,633
Faribault	2,362,866,200	377,113
Jackson	2,285,171,400	364,713
Le Sueur	3,491,501,800	557,244
Martin	3,082,103,800	491,904
Nicollet	3,054,384,600	487,480
Nobles	2,604,048,600	415,606
Rock	1,716,168,600	273,901
Sibley	2,364,575,200	377,386
Waseca	2,200,390,200	351,182
Watonwan	1,501,997,600	239,719
District 7 Totals	**35,527,091,000**	**$5,670,124**
Chippewa	1,756,909,600	$280,403
Kandiyohi	4,776,523,800	762,333
Lac Qui Parle	1,518,914,900	242,419
Lincoln	1,118,382,100	178,494
Lyon	3,000,294,000	478,847
Mc Leod	3,496,923,800	558,109
Meeker	2,802,867,400	447,338
Murray	1,944,805,300	310,391
Pipestone	1,292,499,900	206,283
Redwood	2,697,133,500	430,463
Renville	3,296,826,500	526,174
Yellow Medicine	1,945,554,000	310,510
District 8 Totals	**29,647,634,800**	**$4,731,764**
Chisago	4,674,187,800	$746,000
Dakota*	38,259,658,900	3,699,709
Ramsey*	43,220,047,400	4,179,379
Washington*	25,892,219,800	2,503,778
Metro Totals	**112,046,113,900**	**$11,128,866**
STATE TOTALS	**560,507,305,979**	**$71,672,691**

*** Denotes Urban County.**

Minimum County Apportionments

October 2011

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.

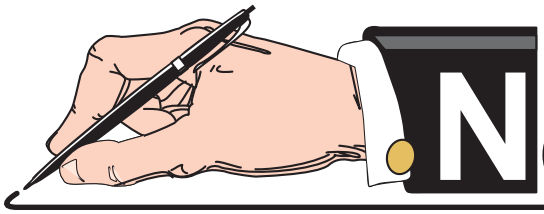
County	2012 Apportionment Sum	Apportionment Percentage	Minimum Apportionment	2012 Apportionment Sum
Big Stone		0.00586782	$2,051,553	$2,051,553
Koochiching		0.01099800	$3,845,207	$3,845,207
	$349,627,830			
Lake of the Woods		0.00749425	$2,620,198	$2,620,198
Mahnomen		0.00586782	$2,051,553	$2,051,553
Red Lake		0.00586782	$2,051,553	$2,051,553

Minimum County Adjustment

October 2011

KOOCHICHING	-	EQUALIZATION	-	$401,871		$3,845,207	
		MOTOR VEHICLE	-	127,579		1,370,445	*
		LANE MILEAGE	-	840,995			
						2,474,762	
				$1,370,445	*	844,927	FIG. A MONEY NEEDS
						$1,629,835	= ADJUSTMENT
LAKE OF THE WOOD	-	EQUALIZATION	-	$401,871		$2,620,198	
		MOTOR VEHICLE	-	42,445		1,094,729	*
		LANE MILEAGE	-	650,413			
						1,525,469	
				$1,094,729	*	599,155	FIG. A MONEY NEEDS
						$926,314	= ADJUSTMENT
RED LAKE	-	EQUALIZATION	-	$401,871		$2,051,553	
		MOTOR VEHICLE	-	41,466		1,063,856	*
		LANE MILEAGE	-	620,519			
						987,697	
				$1,063,856		489,132	FIG. A MONEY NEEDS
						$498,565	= ADJUSTMENT
BIG STONE	-	EQUALIZATION	-	$401,871		$2,051,553	
		MOTOR VEHICLE	-	53,738		1,160,249	*
		LANE MILEAGE	-	704,640			
						891,304	
				$1,160,249	*	586,063	FIG. A MONEY NEEDS
						$305,241	= ADJUSTMENT
MAHNOMEN	-	EQUALIZATION	-	$401,871		$2,051,553	
		MOTOR VEHICLE	-	34,788		1,087,701	*
		LANE MILEAGE	-	651,042			
						963,852	
				$1,087,701	*	550,100	FIG. A MONEY NEEDS
						$413,752	= ADJUSTMENT

TOTAL ADJUSTMENTS FOR ALL COUNTIES
$3,773,707



NOTES and COMMENTS

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TENTATIVE

DISTRIBUTION

DATA

* * * * * * * * * * * * * * *

Development of the Tentative 2012
CSAH Money Needs Distribution
October 2011

This chart was prepared in order to determine annual money needs figure for each county. These figures, along with each county's mileage and lane miles, must be presented to the Commissioner on or before November 1, for him in distributing the 2012 County State Aid Highway Fund. This tabulation also indicates a TENTATIVE 2012 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 2011 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 2012 distribution.

Adjustments must be made for any turnback activity in 2011, construction fund balances as of 12/31/11, and possibly for any action taken by this Board.

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October 27, 2011

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

Dear Commissioner Sorel:

We, the undersigned, as members of the 2011 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 changes in unit costs, traffic and construction accomplishments. 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 2011; construction fund balances as of December 31, 2011; and any action taken by this Screening Board, adjustments to the mileage, lane miles and money needs may be necessary before January 1, 2012.

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 2012 Distribution provided in Minnesota Statutes, Chapter 162.07, Subdivision 5.

Respectfully submitted,

John Welle, Secretary
County Screening Board

APPROVED

Doug Grindall, District 1	Lyndon Robjent, Metro	Mark Krebsbach, Urban
Mike Flaagan, District 2	Dietrich Flesch, District 6	Jim Grube, Urban
Rhonda Lewis, District 3	Kevin Peyman, District 7	Jim Tolaas, Urban
Brian Giese, District 4	Ronald Mortenson, District 8	Jim Foldesi, Urban
Joe Triplett, Metro	Doug Fischer, Urban	Wayne Sandberg, Urban

Enclosures: Mileage, Lane Miles and Annual Money Needs Listing

N/CSAH/BOOK/FALL 2011/Letter to Commissioner 2011

Annual County State Aid Highway Money Needs

October 2011

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

County	County State Aid Highway Mileage	County State Aid Highway Lane Miles	Annual County State Aid Highway Money Needs Apportionment Sum	Annual County State Aid Highway Money Needs Excess Sum
Carlton	292.11	595.14	$4,707,354	$4,843,220
Cook	178.88	359.86	3,243,596	3,337,219
Itasca	649.28	1,297.16	9,803,346	10,086,300
Koochiching	251.64	503.28	6,772,193	2,326,611
Lake	231.34	455.68	4,539,105	4,670,122
Pine	479.36	958.63	8,579,511	8,827,141
St. Louis	1,386.99	2,789.53	31,844,258	32,763,383
District 1 Totals	**3,469.60**	**6,959.28**	**$69,489,363**	**$66,853,996**
Beltrami	464.86	929.72	$6,313,076	$6,495,291
Clearwater	326.27	652.54	2,873,533	2,956,470
Hubbard	323.82	647.64	3,053,592	3,141,728
Kittson	373.46	746.92	2,579,126	2,653,568
Lake of the Woods	194.61	389.22	4,174,450	1,649,849
Marshall	639.65	1,279.30	3,648,916	3,754,236
Norman	390.89	783.02	3,254,419	3,348,352
Pennington	260.04	520.08	2,286,285	2,352,276
Polk	805.84	1,611.68	6,945,446	7,145,911
Red Lake	185.66	371.32	2,702,836	1,346,887
Roseau	481.92	963.84	4,596,066	4,728,719
District 2 Totals	**4,447.02**	**8,895.28**	**$42,427,745**	**$39,573,287**
Aitkin	373.59	747.78	$4,181,154	$4,301,837
Benton	225.15	454.42	3,330,190	3,426,310
Cass	531.70	1,064.02	4,277,551	4,401,015
Crow Wing	377.03	757.03	5,075,493	5,221,988
Isanti	226.78	454.76	2,867,617	2,950,388
Kanabec	211.68	423.36	2,096,177	2,156,681
Mille Lacs	256.83	513.66	4,179,545	4,300,182
Morrison	450.25	906.30	6,041,221	6,200,850
Sherburne	242.22	491.32	3,329,202	3,425,291
Stearns	637.46	1,319.56	10,537,090	10,841,226
Todd	413.50	824.00	2,530,047	2,592,196
Wadena	227.32	454.64	2,161,977	2,224,382
Wright	408.11	834.10	9,842,511	10,126,593
District 3 Totals	**4,581.62**	**9,244.95**	**$60,449,775**	**$62,168,939**
Becker	470.41	940.96	$4,260,647	$4,383,623
Big Stone	210.85	421.70	2,439,056	1,613,796
Clay	403.16	806.44	4,346,398	4,471,852
Douglas	384.06	768.12	4,289,810	4,413,627
Grant	228.65	457.30	1,472,545	1,515,046
Mahnomen	194.81	389.62	2,637,584	1,514,765
Otter Tail	916.56	1,833.12	11,681,342	12,018,501
Pope	298.60	596.62	2,707,841	2,785,995
Stevens	244.39	488.78	1,671,390	1,719,635
Swift	329.11	659.96	2,410,369	2,479,939
Traverse	245.32	490.64	1,536,984	1,581,347
Wilkin	312.26	625.68	3,060,316	3,148,644
District 4 Totals	**4,238.18**	**8,478.94**	**$42,514,282**	**$41,646,770**

Annual County State Aid Highway Money Needs

October 2011

County	County State Aid Highway Mileage	County State Aid Highway Lane Miles	Annual County State Aid Highway Money Needs Apportionment Sum	Annual County State Aid Highway Money Needs Excess Sum
Anoka	307.99	812.73	$17,662,557	$17,910,221
Carver	227.49	481.94	6,656,863	6,012,896
Hennepin	531.27	1,585.96	34,138,211	34,708,439
Scott	231.64	576.16	9,650,999	9,770,434
Metro Totals	**1,298.39**	**3,456.79**	**$68,108,630**	**$68,401,990**
Dodge	255.57	511.64	$3,874,464	$3,986,291
Fillmore	411.74	823.48	6,301,222	6,483,095
Freeborn	446.55	894.74	5,324,712	5,478,399
Goodhue	324.71	652.28	6,469,760	6,656,497
Houston	249.59	499.62	4,654,293	4,788,630
Mower	373.79	750.84	4,649,255	4,783,449
Olmsted	314.21	684.04	6,685,232	6,878,189
Rice	279.08	560.44	4,535,263	4,666,165
Steele	291.98	585.12	4,918,500	5,060,465
Wabasha	273.04	546.08	4,359,230	4,485,049
Winona	315.38	630.82	5,305,061	5,458,180
District 6 Totals	**3,535.64**	**7,139.10**	**$57,076,992**	**$58,724,409**
Blue Earth	427.70	872.40	$9,658,932	$9,881,608
Brown	317.41	635.82	3,780,851	3,889,973
Cottonwood	317.57	635.14	2,407,928	2,477,430
Faribault	349.03	698.70	4,721,551	4,857,829
Jackson	370.91	741.82	4,785,555	4,923,681
Le Sueur	266.39	533.28	4,591,233	4,723,753
Martin	380.04	761.32	4,929,030	5,071,300
Nicollet	245.77	491.36	4,578,407	4,710,554
Nobles	358.27	718.60	4,453,532	4,454,004
Rock	261.60	523.20	2,718,116	2,796,570
Sibley	289.10	580.50	2,446,477	2,517,092
Waseca	249.99	499.98	2,597,680	2,672,660
Watonwan	234.19	468.38	2,906,073	2,989,954
District 7 Totals	**4,067.97**	**8,160.50**	**$54,575,365**	**$55,966,408**
Chippewa	243.95	487.90	$2,157,935	$2,220,216
Kandiyohi	432.91	875.93	5,747,312	5,913,197
Lac Qui Parle	362.91	725.82	2,247,328	2,312,191
Lincoln	254.21	508.42	2,183,122	2,246,131
Lyon	318.93	637.46	3,324,459	3,420,415
Mc Leod	254.79	510.74	3,458,395	3,530,574
Meeker	273.54	547.08	3,084,939	3,173,979
Murray	354.20	708.40	2,910,925	2,994,943
Pipestone	241.20	482.40	2,396,610	2,465,786
Redwood	390.54	781.56	4,569,899	4,701,799
Renville	445.87	891.74	5,436,188	5,593,091
Yellow Medicine	345.79	691.58	2,785,814	2,866,214
District 8 Totals	**3,918.84**	**7,849.03**	**$40,302,926**	**$41,438,536**
Chisago	233.83	467.86	$6,075,928	$6,251,297
Dakota	321.82	877.80	12,672,539	13,011,767
Ramsey	262.34	752.81	16,328,010	15,771,503
Washington	214.65	486.14	8,357,196	8,569,849
Metro Totals	**1,032.64**	**2,584.61**	**$43,433,673**	**$43,604,416**
STATE TOTALS	**30,589.90**	**62,768.48**	**$478,378,751**	**$478,378,751**

Preliminary Components of the 2012 Distribution

October 2011

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	TENTATIVE 2012 CSAH Apportionment Sum	40% Motor Vehicle Excess Sum	60% Money Needs Excess Sum	Total Excess Sum	TENTATIVE 2012 Distribution
Carlton	$401,871	$278,479	$994,551	$1,720,208	$3,395,109	$292,368	$557,440	$849,808	$4,244,917
Cook	401,871	48,179	601,325	1,185,307	2,236,682	50,582	384,104	434,686	2,671,368
Itasca	401,871	396,863	2,167,623	3,582,436	6,548,793	416,657	1,160,902	1,577,559	8,126,352
Koochiching	401,871	127,579	840,995	2,474,762	3,845,207	133,942	267,786	401,728	4,246,935
Lake	401,871	92,232	761,489	1,658,725	2,914,317	96,832	537,516	634,348	3,548,665
Pine	401,871	237,188	1,601,855	3,135,210	5,376,124	249,018	1,015,977	1,264,995	6,641,119
St. Louis	401,871	1,414,384	4,661,448	11,636,845	18,114,548	1,484,930	3,770,965	5,255,895	23,370,443
District 1 Totals	$2,813,097	$2,594,904	$11,629,286	$25,393,493	$42,430,780	$2,724,329	$7,694,690	$10,419,019	$52,849,799
Beltrami	$401,871	$299,316	$1,553,606	$2,306,987	4,561,780	$314,245	$747,588	1,061,833	5,623,613
Clearwater	401,871	84,470	1,090,419	1,050,075	2,626,835	88,683	340,281	428,964	3,055,799
Hubbard	401,871	171,388	1,082,238	1,115,874	2,771,371	179,936	361,603	541,539	3,312,910
Kittson	401,871	45,976	1,248,171	942,490	2,638,508	48,269	305,417	353,686	2,992,194
Lake of the Woods	401,871	42,445	650,413	1,525,469	2,620,198	44,562	189,892	234,454	2,854,652
Marshall	401,871	94,749	2,137,729	1,333,423	3,967,772	99,475	432,101	531,576	4,499,348
Norman	401,871	62,793	1,308,482	1,189,262	2,962,408	65,925	385,385	451,310	3,413,718
Pennington	401,871	113,734	869,105	835,477	2,220,187	119,407	270,740	390,147	2,610,334
Polk	401,871	248,341	2,693,218	2,538,074	5,881,504	260,727	822,473	1,083,200	6,964,704
Red Lake	401,871	41,466	620,519	987,697	2,051,553	43,534	155,022	198,556	2,250,109
Roseau	401,871	148,662	1,610,561	1,679,540	3,840,634	156,077	544,261	700,338	4,540,972
District 2 Totals	**$4,420,581**	**$1,353,340**	**$14,864,461**	**$15,504,368**	**$36,142,750**	**$1,420,840**	**$4,554,763**	**$5,975,603**	**$42,118,353**
Aitkin	$401,871	$160,060	$1,249,535	$1,527,919	3,339,385	$168,043	$495,128	663,171	4,002,556
Benton	401,871	261,941	759,392	1,216,951	2,640,155	275,006	394,358	669,364	3,309,519
Cass	401,871	242,222	1,778,067	1,563,145	3,985,305	254,303	506,543	760,846	4,746,151
Crow Wing	401,871	546,049	1,265,058	1,854,737	4,067,715	573,284	601,035	1,174,319	5,242,034
Isanti	401,871	285,471	759,916	1,047,913	2,495,171	299,710	339,580	639,290	3,134,461
Kanabec	401,871	126,146	707,472	766,006	2,001,495	132,437	248,227	380,664	2,382,159
Mille Lacs	401,871	249,075	858,301	1,527,331	3,036,578	261,498	494,938	756,436	3,793,014
Morrison	401,871	303,127	1,514,483	2,207,643	4,427,124	318,246	713,699	1,031,945	5,459,069
Sherburne	401,871	642,686	820,961	1,216,590	3,082,108	674,741	394,241	1,068,982	4,151,090
Stearns	401,871	1,119,508	2,205,068	3,850,568	7,577,015	1,175,346	1,247,792	2,423,138	10,000,153
Todd	401,871	199,533	1,376,974	924,555	2,902,933	209,485	298,354	507,839	3,410,772
Wadena	401,871	131,985	759,706	790,051	2,083,613	138,567	256,019	394,586	2,478,199
Wright	401,871	896,830	1,393,861	3,596,748	6,289,310	941,561	1,165,540	2,107,101	8,396,411
District 3 Totals	**$5,224,323**	**$5,164,633**	**$15,448,794**	**$22,090,157**	**$47,927,907**	**$5,422,227**	**$7,155,454**	**$12,577,681**	**$60,505,588**
Becker	$401,871	$272,745	$1,572,381	$1,556,968	3,803,965	$286,348	$504,542	790,890	4,594,855
Big Stone	401,871	53,738	704,640	891,304	2,051,553	56,418	185,743	242,161	2,293,714
Clay	401,871	358,753	1,347,606	1,588,304	3,696,534	376,647	514,696	891,343	4,587,877
Douglas	401,871	324,944	1,283,519	1,567,625	3,577,959	341,151	507,995	849,146	4,427,105
Grant	401,871	62,409	764,217	538,112	1,766,609	65,521	174,377	239,898	2,006,507
Mahnomen	401,871	34,788	651,042	963,852	2,051,553	36,523	174,345	210,868	2,262,421
Otter Tail	401,871	498,604	3,063,159	4,268,712	8,232,346	523,473	1,383,293	1,906,766	10,139,112
Pope	401,871	102,476	996,964	989,526	2,490,837	107,587	320,660	428,247	2,919,084
Stevens	401,871	82,477	816,766	610,776	1,911,890	86,591	197,924	284,515	2,196,405
Swift	401,871	98,175	1,102,796	880,821	2,483,663	103,072	285,433	388,505	2,872,168
Traverse	401,871	36,851	819,912	561,660	1,820,294	38,689	182,008	220,697	2,040,991
Wilkin	401,871	64,891	1,045,527	1,118,331	2,630,620	68,127	362,399	430,526	3,061,146
District 4 Totals	**$4,822,452**	**$1,990,851**	**$14,168,529**	**$15,535,991**	**$36,517,823**	**$2,090,147**	**$4,793,415**	**$6,883,562**	**$43,401,385**

Preliminary Components of the 2012 Distribution

October 2011

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	TENTATIVE 2012 CSAH Apportionment Sum	40% Motor Vehicle Excess Sum	60% Money Needs Excess Sum	Total Excess Sum	TENTATIVE 2012 Distribution
Anoka	$401,871	$2,037,316	$1,358,094	$6,454,427	10,251,708	$2,138,931	$2,061,412	4,200,343	14,452,051
Carver	401,871	529,861	805,333	2,432,617	4,169,682	556,289	692,066	1,248,355	5,418,037
Hennepin	401,871	6,016,675	2,650,214	12,475,124	21,543,884	6,316,768	3,994,835	10,311,603	31,855,487
Scott	401,871	774,006	962,770	3,526,764	5,665,411	812,611	1,124,547	1,937,158	7,602,569
Metro Totals	**$1,607,484**	**$9,357,858**	**$5,776,411**	**$24,888,932**	**$41,630,685**	**$9,824,599**	**$7,872,860**	**$17,697,459**	**$59,328,144**
Dodge	$401,871	$155,969	$854,945	$1,415,845	2,828,630	$163,748	$458,810	622,558	3,451,188
Fillmore	401,871	189,254	1,376,030	2,302,655	4,269,810	198,693	746,184	944,877	5,214,687
Freeborn	401,871	245,054	1,495,183	1,945,809	4,087,917	257,277	630,547	887,824	4,975,741
Goodhue	401,871	377,458	1,090,000	2,364,244	4,233,573	396,285	766,142	1,162,427	5,396,000
Houston	401,871	154,466	834,911	1,700,818	3,092,066	162,170	551,156	713,326	3,805,392
Mower	401,871	279,527	1,254,674	1,698,977	3,635,049	293,469	550,560	844,029	4,479,078
Olmsted	401,871	838,897	1,143,073	2,442,984	4,826,825	880,739	791,658	1,672,397	6,499,222
Rice	401,871	416,686	936,548	1,657,321	3,412,426	437,469	537,061	974,530	4,386,956
Steele	401,871	262,605	977,769	1,797,367	3,439,612	275,703	582,444	858,147	4,297,759
Wabasha	401,871	199,603	912,529	1,592,993	3,106,996	209,558	516,215	725,773	3,832,769
Winona	401,871	307,498	1,054,128	1,938,628	3,702,125	322,835	628,220	951,055	4,653,180
District 6 Totals	**$4,420,581**	**$3,427,017**	**$11,929,790**	**$20,857,641**	**$40,635,029**	**$3,597,946**	**$6,758,997**	**$10,356,943**	**$50,991,972**
Blue Earth	$401,871	$400,009	$1,457,843	$3,529,663	5,789,386	$419,960	$1,137,343	1,557,303	7,346,689
Brown	401,871	245,124	1,062,519	1,381,636	3,091,150	257,350	447,724	705,074	3,796,224
Cottonwood	401,871	102,336	1,061,365	879,929	2,445,501	107,440	285,144	392,584	2,838,085
Faribault	401,871	136,215	1,167,512	1,725,396	3,430,994	143,009	559,121	702,130	4,133,124
Jackson	401,871	92,651	1,239,571	1,748,785	3,482,878	97,273	566,700	663,973	4,146,851
Le Sueur	401,871	267,360	891,131	1,677,774	3,238,136	280,696	543,689	824,385	4,062,521
Martin	401,871	180,443	1,272,191	1,801,215	3,655,720	189,443	583,691	773,134	4,428,854
Nicollet	401,871	205,266	821,066	1,673,087	3,101,290	215,505	542,170	757,675	3,858,965
Nobles	401,871	160,549	1,200,762	1,627,454	3,390,636	168,557	512,642	681,199	4,071,835
Rock	401,871	78,212	874,244	993,281	2,347,608	82,113	321,876	403,989	2,751,597
Sibley	401,871	123,489	970,007	894,016	2,389,383	129,648	289,709	419,357	2,808,740
Waseca	401,871	150,410	835,436	949,270	2,336,987	157,912	307,615	465,527	2,802,514
Watonwan	401,871	94,539	782,677	1,061,966	2,341,053	99,255	344,134	443,389	2,784,442
District 7 Totals	**$5,224,323**	**$2,236,603**	**$13,636,324**	**$19,943,472**	**$41,040,722**	**$2,348,161**	**$6,441,558**	**$8,789,719**	**$49,830,441**
Chippewa	$401,871	$110,133	$815,297	$788,574	2,115,875	$115,626	$255,540	371,166	2,487,041
Kandiyohi	401,871	340,468	1,463,717	2,100,240	4,306,296	357,449	680,591	1,038,040	5,344,336
Lac Qui Parle	401,871	71,009	1,212,824	821,241	2,506,945	74,551	266,126	340,677	2,847,622
Lincoln	401,871	56,745	849,596	797,778	2,105,990	59,575	258,523	318,098	2,424,088
Lyon	401,871	200,337	1,065,246	1,214,857	2,882,311	210,329	393,679	604,008	3,486,319
Mc Leod	401,871	306,868	853,476	1,263,801	2,826,016	322,174	406,358	728,532	3,554,548
Meeker	401,871	198,344	914,207	1,127,329	2,641,751	208,237	365,315	573,552	3,215,303
Murray	401,871	85,204	1,183,770	1,063,739	2,734,584	89,454	344,709	434,163	3,168,747
Pipestone	401,871	88,631	806,067	875,793	2,172,362	93,051	283,804	376,855	2,549,217
Redwood	401,871	148,487	1,305,965	1,669,978	3,526,301	155,893	541,163	697,056	4,223,357
Renville	401,872	153,207	1,490,149	1,986,546	4,031,774	160,848	643,748	804,596	4,836,370
Yellow Medicine	401,872	98,770	1,155,660	1,018,020	2,674,322	103,696	329,893	433,589	3,107,911
District 8 Totals	**$4,822,454**	**$1,858,203**	**$13,115,974**	**$14,727,896**	**$34,524,527**	**$1,950,883**	**$4,769,449**	**$6,720,332**	**$41,244,859**
Chisago	$401,872	$471,473	$781,838	$2,220,326	3,875,509	$494,989	$719,506	1,214,495	5,090,004
Dakota	401,872	2,353,310	1,466,864	4,630,925	8,852,971	2,470,686	1,497,616	3,968,302	12,821,273
Ramsey	401,872	2,640,529	1,257,822	5,966,744	10,266,967	2,772,231	1,815,253	4,587,484	14,854,451
Washington	401,872	1,514,062	812,256	3,053,970	5,782,160	1,589,580	986,365	2,575,945	8,358,105
Metro Totals	**$1,607,488**	**$6,979,374**	**$4,318,780**	**$15,871,965**	**$28,777,607**	**$7,327,486**	**$5,018,740**	**$12,346,226**	**$41,123,833**
STATE TOTALS	**$34,962,783**	**$34,962,783**	**$104,888,349**	**$174,813,915**	**$349,627,830**	**$36,706,618**	**$55,059,926**	**$91,766,544**	**$441,394,374**

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Screening Board Minimum County Adjustment

October 2011

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 0.5500%	Apportionment Sum Adjustment	Excess Sum Adjustment	Final Apportionment Sum Distribution	Final Excess Sum Distribution	Final Total Distribution
Carlton	$3,395,109	$849,808	$4,244,917	$2,427,669	(12,854)	(3,083)	$3,382,255	$846,725	$4,228,980
Cook	2,236,682	434,686	$2,671,368	$2,427,669	(8,468)	(1,577)	2,228,214	433,109	2,661,323
Itasca	6,548,793	1,577,559	$8,126,352	$2,427,669	(24,795)	(5,724)	6,523,998	1,571,835	8,095,833
Koochiching	3,845,207	401,728	$4,246,935	$2,427,669	-	(1,458)	3,845,207	400,270	4,245,477
Lake	2,914,317	634,348	$3,548,665	$2,427,669	(11,034)	(2,302)	2,903,283	632,046	3,535,329
Pine	5,376,124	1,264,995	$6,641,119	$2,427,669	(20,355)	(4,590)	5,355,769	1,260,405	6,616,174
St. Louis	18,114,548	5,255,895	$23,370,443	$2,427,669	(68,585)	(19,070)	18,045,963	5,236,825	23,282,788
District 1 Totals	**$42,430,780**	**$10,419,019**	**$52,849,799**				**$42,284,689**	**$10,381,215**	**$52,665,904**
Beltrami	4,561,780	1,061,833	$5,623,613	$2,427,669	(17,272)	(3,853)	4,544,508	1,057,980	5,602,488
Clearwater	2,626,835	428,964	$3,055,799	$2,427,669	(9,946)	(1,556)	2,616,889	427,408	3,044,297
Hubbard	2,771,371	541,539	$3,312,910	$2,427,669	(10,493)	(1,965)	2,760,878	539,574	3,300,452
Kittson	2,638,508	353,686	$2,992,194	$2,427,669	(9,990)	(1,283)	2,628,518	352,403	2,980,921
Lake of the Woods	2,620,198	234,454	$2,854,652	$2,427,669	-	(851)	2,620,198	233,603	2,853,801
Marshall	3,967,772	531,576	$4,499,348	$2,427,669	(15,023)	(1,929)	3,952,749	529,647	4,482,396
Norman	2,962,408	451,310	$3,413,718	$2,427,669	(11,216)	(1,638)	2,951,192	449,672	3,400,864
Pennington	2,220,187	390,147	$2,610,334	$2,427,669	(8,406)	(1,416)	2,211,781	388,731	2,600,512
Polk	5,881,504	1,083,200	$6,964,704	$2,427,669	(22,268)	(3,930)	5,859,236	1,079,270	6,938,506
Red Lake	2,051,553	198,556	$2,250,109	$2,427,669	140,645	36,915	2,192,198	235,471	2,427,669
Roseau	3,840,634	700,338	$4,540,972	$2,427,669	(14,541)	(2,541)	3,826,093	697,797	4,523,890
District 2 Totals	**$36,142,750**	**$5,975,603**	**$42,118,353**				**$36,164,240**	**$5,991,556**	**$42,155,796**
Aitkin	3,339,385	663,171	$4,002,556	$2,427,669	(12,644)	(2,406)	3,326,741	660,765	3,987,506
Benton	2,640,155	669,364	$3,309,519	$2,427,669	(9,996)	(2,429)	2,630,159	666,935	3,297,094
Cass	3,985,305	760,846	$4,746,151	$2,427,669	(15,089)	(2,761)	3,970,216	758,085	4,728,301
Crow Wing	4,067,715	1,174,319	$5,242,034	$2,427,669	(15,401)	(4,261)	4,052,314	1,170,058	5,222,372
Isanti	2,495,171	639,290	$3,134,461	$2,427,669	(9,447)	(2,320)	2,485,724	636,970	3,122,694
Kanabec	2,001,495	380,664	$2,382,159	$2,427,669	36,048	9,462	2,037,543	390,126	2,427,669
Mille Lacs	3,036,578	756,436	$3,793,014	$2,427,669	(11,497)	(2,745)	3,025,081	753,691	3,778,772
Morrison	4,427,124	1,031,945	$5,459,069	$2,427,669	(16,762)	(3,744)	4,410,362	1,028,201	5,438,563
Sherburne	3,082,108	1,068,982	$4,151,090	$2,427,669	(11,669)	(3,879)	3,070,439	1,065,103	4,135,542
Stearns	7,577,015	2,423,138	$10,000,153	$2,427,669	(28,688)	(8,792)	7,548,327	2,414,346	9,962,673
Todd	2,902,933	507,839	$3,410,772	$2,427,669	(10,991)	(1,843)	2,891,942	505,996	3,397,938
Wadena	2,083,613	394,586	$2,478,199	$2,427,669	(7,889)	(1,432)	2,075,724	393,154	2,468,878
Wright	6,289,310	2,107,101	$8,396,411	$2,427,669	(23,812)	(7,645)	6,265,498	2,099,456	8,364,954
District 3 Totals	**$47,927,907**	**$12,577,681**	**$60,505,588**				**$47,790,070**	**$12,542,886**	**$60,332,956**
Becker	3,803,965	790,890	$4,594,855	$2,427,669	(14,402)	(2,870)	3,789,563	788,020	4,577,583
Big Stone	2,051,553	242,161	$2,293,714	$2,427,669	106,106	27,849	2,157,659	270,010	2,427,669
Clay	3,696,534	891,343	$4,587,877	$2,427,669	(13,996)	(3,234)	3,682,538	888,109	4,570,647
Douglas	3,577,959	849,146	$4,427,105	$2,427,669	(13,547)	(3,081)	3,564,412	846,065	4,410,477
Grant	1,766,609	239,898	$2,006,507	$2,427,669	333,602	87,560	2,100,211	327,458	2,427,669
Mahnomen	2,051,553	210,868	$2,262,421	$2,427,669	130,893	34,355	2,182,446	245,223	2,427,669
Otter Tail	8,232,346	1,906,766	$10,139,112	$2,427,669	(31,169)	(6,918)	8,201,177	1,899,848	10,101,025
Pope	2,490,837	428,247	$2,919,084	$2,427,669	(9,431)	(1,554)	2,481,406	426,693	2,908,099
Stevens	1,911,890	284,515	$2,196,405	$2,427,669	183,184	48,080	2,095,074	332,595	2,427,669
Swift	2,483,663	388,505	$2,872,168	$2,427,669	(9,404)	(1,410)	2,474,259	387,095	2,861,354
Traverse	1,820,294	220,697	$2,040,991	$2,427,669	306,287	80,391	2,126,581	301,088	2,427,669
Wilkin	2,630,620	430,526	$3,061,146	$2,427,669	(9,960)	(1,562)	2,620,660	428,964	3,049,624
District 4 Totals	**$36,517,823**	**$6,883,562**	**$43,401,385**				**$37,475,986**	**$7,141,168**	**$44,617,154**
Anoka	10,251,708	4,200,343	$14,452,051	$2,427,669	(38,815)	(15,240)	10,212,893	4,185,103	14,397,996
Carver	4,169,682	1,248,355	$5,418,037	$2,427,669	(15,787)	(4,529)	4,153,895	1,243,826	5,397,721
Hennepin	21,543,884	10,311,603	$31,855,487	$2,427,669	(81,569)	(37,414)	21,462,315	10,274,189	31,736,504
Scott	5,665,411	1,937,158	$7,602,569	$2,427,669	(21,450)	(7,029)	5,643,961	1,930,129	7,574,090
Metro Totals	**$41,630,685**	**$17,697,459**	**$59,328,144**				**$41,473,064**	**$17,633,247**	**$59,106,311**

Screening Board Minimum County Adjustment

October 2011

County	Tentative Apportionment Sum Distribution	Tentative Excess Sum Distribution	Tentative Total Distribution	Minimum Distribution 0.5500%	Apportionment Sum Adjustment	Excess Sum Adjustment	Final Apportionment Sum Distribution	Final Excess Sum Distribution	Final Total Distribution
Dodge	2,828,630	622,558	$3,451,188	$2,427,669	(10,710)	(2,259)	2,817,920	620,299	3,438,219
Fillmore	4,269,810	944,877	$5,214,687	$2,427,669	(16,166)	(3,428)	4,253,644	941,449	5,195,093
Freeborn	4,087,917	887,824	$4,975,741	$2,427,669	(15,478)	(3,221)	4,072,439	884,603	4,957,042
Goodhue	4,233,573	1,162,427	$5,396,000	$2,427,669	(16,029)	(4,218)	4,217,544	1,158,209	5,375,753
Houston	3,092,066	713,326	$3,805,392	$2,427,669	(11,707)	(2,588)	3,080,359	710,738	3,791,097
Mower	3,635,049	844,029	$4,479,078	$2,427,669	(13,763)	(3,062)	3,621,286	840,967	4,462,253
Olmsted	4,826,825	1,672,397	$6,499,222	$2,427,669	(18,275)	(6,068)	4,808,550	1,666,329	6,474,879
Rice	3,412,426	974,530	$4,386,956	$2,427,669	(12,920)	(3,536)	3,399,506	970,994	4,370,500
Steele	3,439,612	858,147	$4,297,759	$2,427,669	(13,023)	(3,114)	3,426,589	855,033	4,281,622
Wabasha	3,106,996	725,773	$3,832,769	$2,427,669	(11,764)	(2,633)	3,095,232	723,140	3,818,372
Winona	3,702,125	951,055	$4,653,180	$2,427,669	(14,017)	(3,451)	3,688,108	947,604	4,635,712
District 6 Totals	**$40,635,029**	**$10,356,943**	**$50,991,972**				**$40,481,177**	**$10,319,365**	**$50,800,542**
Blue Earth	5,789,386	1,557,303	$7,346,689	$2,427,669	(21,920)	(5,650)	5,767,466	1,551,653	7,319,119
Brown	3,091,150	705,074	$3,796,224	$2,427,669	(11,704)	(2,558)	3,079,446	702,516	3,781,962
Cottonwood	2,445,501	392,584	$2,838,085	$2,427,669	(9,259)	(1,424)	2,436,242	391,160	2,827,402
Faribault	3,430,994	702,130	$4,133,124	$2,427,669	(12,990)	(2,548)	3,418,004	699,582	4,117,586
Jackson	3,482,878	663,973	$4,146,851	$2,427,669	(13,187)	(2,409)	3,469,691	661,564	4,131,255
Le Sueur	3,238,136	824,385	$4,062,521	$2,427,669	(12,260)	(2,991)	3,225,876	821,394	4,047,270
Martin	3,655,720	773,134	$4,428,854	$2,427,669	(13,841)	(2,805)	3,641,879	770,329	4,412,208
Nicollet	3,101,290	757,675	$3,858,965	$2,427,669	(11,742)	(2,749)	3,089,548	754,926	3,844,474
Nobles	3,390,636	681,199	$4,071,835	$2,427,669	(12,838)	(2,472)	3,377,798	678,727	4,056,525
Rock	2,347,608	403,989	$2,751,597	$2,427,669	(8,888)	(1,466)	2,338,720	402,523	2,741,243
Sibley	2,389,383	419,357	$2,808,740	$2,427,669	(9,047)	(1,522)	2,380,336	417,835	2,798,171
Waseca	2,336,987	465,527	$2,802,514	$2,427,669	(8,848)	(1,689)	2,328,139	463,838	2,791,977
Watonwan	2,341,053	443,389	$2,784,442	$2,427,669	(8,864)	(1,609)	2,332,189	441,780	2,773,969
District 7 Totals	**$41,040,722**	**$8,789,719**	**$49,830,441**				**$40,885,334**	**$8,757,827**	**$49,643,161**
Chippewa	2,115,875	371,166	$2,487,041	$2,427,669	(8,011)	(1,347)	2,107,864	369,819	2,477,683
Kandiyohi	4,306,296	1,038,040	$5,344,336	$2,427,669	(16,304)	(3,766)	4,289,992	1,034,274	5,324,266
Lac Qui Parle	2,506,945	340,677	$2,847,622	$2,427,669	(9,492)	(1,236)	2,497,453	339,441	2,836,894
Lincoln	2,105,990	318,098	$2,424,088	$2,427,669	2,837	744	2,108,827	318,842	2,427,669
Lyon	2,882,311	604,008	$3,486,319	$2,427,669	(10,913)	(2,192)	2,871,398	601,816	3,473,214
Mc Leod	2,826,016	728,532	$3,554,548	$2,427,669	(10,700)	(2,643)	2,815,316	725,889	3,541,205
Meeker	2,641,751	573,552	$3,215,303	$2,427,669	(10,002)	(2,081)	2,631,749	571,471	3,203,220
Murray	2,734,584	434,163	$3,168,747	$2,427,669	(10,354)	(1,575)	2,724,230	432,588	3,156,818
Pipestone	2,172,362	376,855	$2,549,217	$2,427,669	(8,225)	(1,367)	2,164,137	375,488	2,539,625
Redwood	3,526,301	697,056	$4,223,357	$2,427,669	(13,351)	(2,529)	3,512,950	694,527	4,207,477
Renville	4,031,774	804,596	$4,836,370	$2,427,669	(15,265)	(2,919)	4,016,509	801,677	4,818,186
Yellow Medicine	2,674,322	433,589	$3,107,911	$2,427,669	(10,125)	(1,573)	2,664,197	432,016	3,096,213
District 8 Totals	**$34,524,527**	**$6,720,332**	**$41,244,859**				**$34,404,622**	**$6,697,848**	**$41,102,470**
Chisago	3,875,509	1,214,495	$5,090,004	$2,427,669	(14,673)	(4,406)	3,860,836	1,210,089	5,070,925
Dakota	8,852,971	3,968,302	$12,821,273	$2,427,669	(33,519)	(14,397)	8,819,452	3,953,905	12,773,357
Ramsey	10,266,967	4,587,484	$14,854,451	$2,427,669	(38,874)	(16,645)	10,228,093	4,570,839	14,798,932
Washington	5,782,160	2,575,945	$8,358,105	$2,427,669	(21,893)	(9,346)	5,760,267	2,566,599	8,326,866
Metro Totals	**$28,777,607**	**$12,346,226**	**$41,123,833**				**$28,668,648**	**$12,301,432**	**$40,970,080**
STATE TOTALS	**$349,627,830**	**$91,766,544**	**$441,394,374**		**-**	**-**	**$349,627,830**	**$91,766,544**	**$441,394,374**

Components of the 2011 Distribution

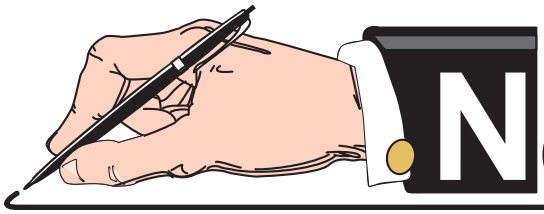
October 2011

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	Money Needs Minimum Adjustment	Final Money Needs Apportionment	Tentative 2012 CSAH Apportionment Sum	40% Motor Vehicle Excess Sum	60% Money Needs Excess Sum	Money Needs Minimum Adjustment	60% Money Needs Excess Sum	Total Excess Sum	2012 Distribution
Carlton	$401,871	$278,479	$994,551	$1,720,208	($12,854)	$1,707,354	$3,382,255	$292,368	$557,440	($3,083)	$554,357	$846,725	$4,228,980
Cook	401,871	48,179	601,325	1,185,307	(8,468)	1,176,839	2,228,214	50,582	384,104	(1,577)	382,527	433,109	2,661,323
Itasca	401,871	396,863	2,167,623	3,582,436	(24,795)	3,557,641	6,523,998	416,657	1,160,902	(5,724)	1,155,178	1,571,835	8,095,833
Koochiching	401,871	127,579	840,995	2,474,762	0	2,474,762	3,845,207	133,942	267,786	(1,458)	266,328	400,270	4,245,477
Lake	401,871	92,232	761,489	1,658,725	(11,034)	1,647,691	2,903,283	96,832	537,516	(2,302)	535,214	632,046	3,535,329
Pine	401,871	237,188	1,601,855	3,135,210	(20,355)	3,114,855	5,355,769	249,018	1,015,977	(4,590)	1,011,387	1,260,405	6,616,174
St. Louis	401,871	1,414,384	4,661,448	11,636,845	(68,585)	11,568,260	18,045,963	1,484,930	3,770,965	(19,070)	3,751,895	5,236,825	23,282,788
District 1 Totals	$2,813,097	$2,594,904	$11,629,286	$25,393,493	($146,091)	$25,247,402	$42,284,689	$2,724,329	$7,694,690	($37,804)	$7,656,886	$10,381,215	$52,665,904
Beltrami	$401,871	$299,316	$1,553,606	$2,306,987	($17,272)	$2,289,715	$4,544,508	$314,245	$747,588	($3,853)	$743,735	$1,057,980	5,602,488
Clearwater	401,871	84,470	1,090,419	1,050,075	(9,946)	1,040,129	2,616,889	88,683	340,281	(1,556)	338,725	427,408	3,044,297
Hubbard	401,871	171,388	1,082,238	1,115,874	(10,493)	1,105,381	2,760,878	179,936	361,603	(1,965)	359,638	539,574	3,300,452
Kittson	401,871	45,976	1,248,171	942,490	(9,990)	932,500	2,628,518	48,269	305,417	(1,283)	304,134	352,403	2,980,921
Lake of the Woods	401,871	42,445	650,413	1,525,469	0	1,525,469	2,620,198	44,562	189,892	(851)	189,041	233,603	2,853,801
Marshall	401,871	94,749	2,137,729	1,333,423	(15,023)	1,318,400	3,952,749	99,475	432,101	(1,929)	430,172	529,647	4,482,396
Norman	401,871	62,793	1,308,482	1,189,262	(11,216)	1,178,046	2,951,192	65,925	385,385	(1,638)	383,747	449,672	3,400,864
Pennington	401,871	113,734	869,105	835,477	(8,406)	827,071	2,211,781	119,407	270,740	(1,416)	269,324	388,731	2,600,512
Polk	401,871	248,341	2,693,218	2,538,074	(22,268)	2,515,806	5,859,236	260,727	822,473	(3,930)	818,543	1,079,270	6,938,506
Red Lake	401,871	41,466	620,519	987,697	140,645	1,128,342	2,192,198	43,534	155,022	36,915	191,937	235,471	2,427,669
Roseau	401,871	148,662	1,610,561	1,679,540	(14,541)	1,664,999	3,826,093	156,077	544,261	(2,541)	541,720	697,797	4,523,890
District 2 Totals	**$4,420,581**	**$1,353,340**	**$14,864,461**	**$15,504,368**	**$21,490**	**$15,525,858**	**$36,164,240**	**$1,420,840**	**$4,554,763**	**$15,953**	**$4,570,716**	**$5,991,556**	**$42,155,796**
Aitkin	$401,871	$160,060	$1,249,535	$1,527,919	($12,644)	$1,515,275	$3,326,741	$168,043	$495,128	($2,406)	$492,722	$660,765	3,987,506
Benton	401,871	261,941	759,392	1,216,951	(9,996)	1,206,955	2,630,159	275,006	394,358	(2,429)	391,929	666,935	3,297,094
Cass	401,871	242,222	1,778,067	1,563,145	(15,089)	1,548,056	3,970,216	254,303	506,543	(2,761)	503,782	758,085	4,728,301
Crow Wing	401,871	546,049	1,265,058	1,854,737	(15,401)	1,839,336	4,052,314	573,284	601,035	(4,261)	596,774	1,170,058	5,222,372
Isanti	401,871	285,471	759,916	1,047,913	(9,447)	1,038,466	2,485,724	299,710	339,580	(2,320)	337,260	636,970	3,122,694
Kanabec	401,871	126,146	707,472	766,006	36,048	802,054	2,037,543	132,437	248,227	9,462	257,689	390,126	2,427,669
Mille Lacs	401,871	249,075	858,301	1,527,331	(11,497)	1,515,834	3,025,081	261,498	494,938	(2,745)	492,193	753,691	3,778,772
Morrison	401,871	303,127	1,514,483	2,207,643	(16,762)	2,190,881	4,410,362	318,246	713,699	(3,744)	709,955	1,028,201	5,438,563
Sherburne	401,871	642,686	820,961	1,216,590	(11,669)	1,204,921	3,070,439	674,741	394,241	(3,879)	390,362	1,065,103	4,135,542
Stearns	401,871	1,119,508	2,205,068	3,850,568	(28,688)	3,821,880	7,548,327	1,175,346	1,247,792	(8,792)	1,239,000	2,414,346	9,962,673
Todd	401,871	199,533	1,376,974	924,555	(10,991)	913,564	2,891,942	209,485	298,354	(1,843)	296,511	505,996	3,397,938
Wadena	401,871	131,985	759,706	790,051	(7,889)	782,162	2,075,724	138,567	256,019	(1,432)	254,587	393,154	2,468,878
Wright	401,871	896,830	1,393,861	3,596,748	(23,812)	3,572,936	6,265,498	941,561	1,165,540	(7,645)	1,157,895	2,099,456	8,364,954
District 3 Totals	**$5,224,323**	**$5,164,633**	**$15,448,794**	**$22,090,157**	**($137,837)**	**$21,952,320**	**$47,790,070**	**$5,422,227**	**$7,155,454**	**($34,795)**	**$7,120,659**	**$12,542,886**	**$60,332,956**
Becker	$401,871	$272,745	$1,572,381	$1,556,968	($14,402)	$1,542,566	$3,789,563	$286,348	$504,542	($2,870)	$501,672	$788,020	4,577,583
Big Stone	401,871	53,738	704,640	891,304	106,106	997,410	2,157,659	56,418	185,743	27,849	213,592	270,010	2,427,669
Clay	401,871	358,753	1,347,606	1,588,304	(13,996)	1,574,308	3,682,538	376,647	514,696	(3,234)	511,462	888,109	4,570,647
Douglas	401,871	324,944	1,283,519	1,567,625	(13,547)	1,554,078	3,564,412	341,151	507,995	(3,081)	504,914	846,065	4,410,477
Grant	401,871	62,409	764,217	538,112	333,602	871,714	2,100,211	65,521	174,377	87,560	261,937	327,458	2,427,669
Mahnomen	401,871	34,788	651,042	963,852	130,893	1,094,745	2,182,446	36,523	174,345	34,355	208,700	245,223	2,427,669
Otter Tail	401,871	498,604	3,063,159	4,268,712	(31,169)	4,237,543	8,201,177	523,473	1,383,293	(6,918)	1,376,375	1,899,848	10,101,025
Pope	401,871	102,476	996,964	989,526	(9,431)	980,095	2,481,406	107,587	320,660	(1,554)	319,106	426,693	2,908,099
Stevens	401,871	82,477	816,766	610,776	183,184	793,960	2,095,074	86,591	197,924	48,080	246,004	332,595	2,427,669
Swift	401,871	98,175	1,102,796	880,821	(9,404)	871,417	2,474,259	103,072	285,433	(1,410)	284,023	387,095	2,861,354
Traverse	401,871	36,851	819,912	561,660	306,287	867,947	2,126,581	38,689	182,008	80,391	262,399	301,088	2,427,669
Wilkin	401,871	64,891	1,045,527	1,118,331	(9,960)	1,108,371	2,620,660	68,127	362,399	(1,562)	360,837	428,964	3,049,624
District 4 Totals	**$4,822,452**	**$1,990,851**	**$14,168,529**	**$15,535,991**	**$958,163**	**$16,494,154**	**$37,475,986**	**$2,090,147**	**$4,793,415**	**$257,606**	**$5,051,021**	**$7,141,168**	**$44,617,154**
Anoka	$401,871	$2,037,316	$1,358,094	$6,454,427	($38,815)	$6,415,612	$10,212,893	$2,138,931	$2,061,412	($15,240)	$2,046,172	$4,185,103	$14,397,996
Carver	401,871	529,861	805,333	2,432,617	(15,787)	2,416,830	4,153,895	556,289	692,066	(4,529)	687,537	1,243,826	5,397,721
Hennepin	401,871	6,016,675	2,650,214	12,475,124	(81,569)	12,393,555	21,462,315	6,316,768	3,994,835	(37,414)	3,957,421	10,274,189	31,736,504
Scott	401,871	774,006	962,770	3,526,764	(21,450)	3,505,314	5,643,961	812,611	1,124,547	(7,029)	1,117,518	1,930,129	7,574,090
Metro Totals	**$1,607,484**	**$9,357,858**	**$5,776,411**	**$24,888,932**	**($157,621)**	**$24,731,311**	**$41,473,064**	**$9,824,599**	**$7,872,860**	**($64,212)**	**$7,808,648**	**$17,633,247**	**$59,106,311**

Components of the 2011 Distribution

October 2011

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	Money Needs Minimum Adjustment	Final Money Needs Apportionment	Tentative 2012 CSAH Apportionment Sum	40% Motor Vehicle Excess Sum	60% Money Needs Excess Sum	Money Needs Minimum Adjustment	60% Money Needs Excess Sum	Total Excess Sum	2012 Distribution
Dodge	$401,871	$155,969	$854,945	$1,415,845	($10,710)	$1,405,135	$2,817,920	$163,748	$458,810	($2,259)	$456,551	$620,299	3,438,219
Fillmore	401,871	189,254	1,376,030	2,302,655	(16,166)	2,286,489	4,253,644	198,693	746,184	(3,428)	742,756	941,449	5,195,093
Freeborn	401,871	245,054	1,495,183	1,945,809	(15,478)	1,930,331	4,072,439	257,277	630,547	(3,221)	627,326	884,603	4,957,042
Goodhue	401,871	377,458	1,090,000	2,364,244	(16,029)	2,348,215	4,217,544	396,285	766,142	(4,218)	761,924	1,158,209	5,375,753
Houston	401,871	154,466	834,911	1,700,818	(11,707)	1,689,111	3,080,359	162,170	551,156	(2,588)	548,568	710,738	3,791,097
Mower	401,871	279,527	1,254,674	1,698,977	(13,763)	1,685,214	3,621,286	293,469	550,560	(3,062)	547,498	840,967	4,462,253
Olmsted	401,871	838,897	1,143,073	2,442,984	(18,275)	2,424,709	4,808,550	880,739	791,658	(6,068)	785,590	1,666,329	6,474,879
Rice	401,871	416,686	936,548	1,657,321	(12,920)	1,644,401	3,399,506	437,469	537,061	(3,536)	533,525	970,994	4,370,500
Steele	401,871	262,605	977,769	1,797,367	(13,023)	1,784,344	3,426,589	275,703	582,444	(3,114)	579,330	855,033	4,281,622
Wabasha	401,871	199,603	912,529	1,592,993	(11,764)	1,581,229	3,095,232	209,558	516,215	(2,633)	513,582	723,140	3,818,372
Winona	401,871	307,498	1,054,128	1,938,628	(14,017)	1,924,611	3,688,108	322,835	628,220	(3,451)	624,769	947,604	4,635,712
District 6 Totals	**$4,420,581**	**$3,427,017**	**$11,929,790**	**$20,857,641**	**($153,852)**	**$20,703,789**	**$40,481,177**	**$3,597,946**	**$6,758,997**	**($37,578)**	**$6,721,419**	**$10,319,365**	**$50,800,542**
Blue Earth	$401,871	$400,009	$1,457,843	$3,529,663	($21,920)	$3,507,743	$5,767,466	$419,960	$1,137,343	($5,650)	$1,131,693	$1,551,653	7,319,119
Brown	401,871	245,124	1,062,519	1,381,636	(11,704)	1,369,932	3,079,446	257,350	447,724	(2,558)	445,166	702,516	3,781,962
Cottonwood	401,871	102,336	1,061,365	879,929	(9,259)	870,670	2,436,242	107,440	285,144	(1,424)	283,720	391,160	2,827,402
Faribault	401,871	136,215	1,167,512	1,725,396	(12,990)	1,712,406	3,418,004	143,009	559,121	(2,548)	556,573	699,582	4,117,586
Jackson	401,871	92,651	1,239,571	1,748,785	(13,187)	1,735,598	3,469,691	97,273	566,700	(2,409)	564,291	661,564	4,131,255
Le Sueur	401,871	267,360	891,131	1,677,774	(12,260)	1,665,514	3,225,876	280,696	543,689	(2,991)	540,698	821,394	4,047,270
Martin	401,871	180,443	1,272,191	1,801,215	(13,841)	1,787,374	3,641,879	189,443	583,691	(2,805)	580,886	770,329	4,412,208
Nicollet	401,871	205,266	821,066	1,673,087	(11,742)	1,661,345	3,089,548	215,505	542,170	(2,749)	539,421	754,926	3,844,474
Nobles	401,871	160,549	1,200,762	1,627,454	(12,838)	1,614,616	3,377,798	168,557	512,642	(2,472)	510,170	678,727	4,056,525
Rock	401,871	78,212	874,244	993,281	(8,888)	984,393	2,338,720	82,113	321,876	(1,466)	320,410	402,523	2,741,243
Sibley	401,871	123,489	970,007	894,016	(9,047)	884,969	2,380,336	129,648	289,709	(1,522)	288,187	417,835	2,798,171
Waseca	401,871	150,410	835,436	949,270	(8,848)	940,422	2,328,139	157,912	307,615	(1,689)	305,926	463,838	2,791,977
Watonwan	401,871	94,539	782,677	1,061,966	(8,864)	1,053,102	2,332,189	99,255	344,134	(1,609)	342,525	441,780	2,773,969
District 7 Totals	**$5,224,323**	**$2,236,603**	**$13,636,324**	**$19,943,472**	**($155,388)**	**$19,788,084**	**$40,885,334**	**$2,348,161**	**$6,441,558**	**($31,892)**	**$6,409,666**	**$8,757,827**	**$49,643,161**
Chippewa	$401,871	$110,133	$815,297	$788,574	($8,011)	$780,563	$2,107,864	$115,626	$255,540	($1,347)	$254,193	$369,819	2,477,683
Kandiyohi	401,871	340,468	1,463,717	2,100,240	(16,304)	2,083,936	4,289,992	357,449	680,591	(3,766)	676,825	1,034,274	5,324,266
Lac Qui Parle	401,871	71,009	1,212,824	821,241	(9,492)	811,749	2,497,453	74,551	266,126	(1,236)	264,890	339,441	2,836,894
Lincoln	401,871	56,745	849,596	797,778	2,837	800,615	2,108,827	59,575	258,523	744	259,267	318,842	2,427,669
Lyon	401,871	200,337	1,065,246	1,214,857	(10,913)	1,203,944	2,871,398	210,329	393,679	(2,192)	391,487	601,816	3,473,214
Mc Leod	401,871	306,868	853,476	1,263,801	(10,700)	1,253,101	2,815,316	322,174	406,358	(2,643)	403,715	725,889	3,541,205
Meeker	401,871	198,344	914,207	1,127,329	(10,002)	1,117,327	2,631,749	208,237	365,315	(2,081)	363,234	571,471	3,203,220
Murray	401,871	85,204	1,183,770	1,063,739	(10,354)	1,053,385	2,724,230	89,454	344,709	(1,575)	343,134	432,588	3,156,818
Pipestone	401,871	88,631	806,067	875,793	(8,225)	867,568	2,164,137	93,051	283,804	(1,367)	282,437	375,488	2,539,625
Redwood	401,871	148,487	1,305,965	1,669,978	(13,351)	1,656,627	3,512,950	155,893	541,163	(2,529)	538,634	694,527	4,207,477
Renville	401,872	153,207	1,490,149	1,986,546	(15,265)	1,971,281	4,016,509	160,848	643,748	(2,919)	640,829	801,677	4,818,186
Yellow Medicine	401,872	98,770	1,155,660	1,018,020	(10,125)	1,007,895	2,664,197	103,696	329,893	(1,573)	328,320	432,016	3,096,213
District 8 Totals	**$4,822,454**	**$1,858,203**	**$13,115,974**	**$14,727,896**	**($119,905)**	**$14,607,991**	**$34,404,622**	**$1,950,883**	**$4,769,449**	**($22,484)**	**$4,746,965**	**$6,697,848**	**$41,102,470**
Chisago	$401,872	$471,473	$781,838	$2,220,326	($14,673)	$2,205,653	$3,860,836	$494,989	$719,506	($4,406)	$715,100	$1,210,089	5,070,925
Dakota	401,872	2,353,310	1,466,864	4,630,925	(33,519)	4,597,406	8,819,452	2,470,686	1,497,616	(14,397)	1,483,219	3,953,905	12,773,357
Ramsey	401,872	2,640,529	1,257,822	5,966,744	(38,874)	5,927,870	10,228,093	2,772,231	1,815,253	(16,645)	1,798,608	4,570,839	14,798,932
Washington	401,872	1,514,062	812,256	3,053,970	(21,893)	3,032,077	5,760,267	1,589,580	986,365	(9,346)	977,019	2,566,599	8,326,866
Metro Totals	**$1,607,488**	**$6,979,374**	**$4,318,780**	**$15,871,965**	**($108,959)**	**$15,763,006**	**$28,668,648**	**$7,327,486**	**$5,018,740**	**($44,794)**	**$4,973,946**	**$12,301,432**	**$40,970,080**
STATE TOTALS	**$34,962,783**	**$34,962,783**	**$104,888,349**	**$174,813,915**	**$0**	**$174,813,915**	**$349,627,830**	**$36,706,618**	**$55,059,926**	**$0**	**$55,059,926**	**$91,766,544**	**$441,394,374**



NOTES and COMMENTS

Comparison of the Actual 2011 to the TENTATIVE 2012 CSAH Distribution

October 2011

The following two pages indicate a comparison between the actual 2011 CSAH distribution and what each county's 2012 county state aid distribution would be if all mileage, needs and adjustments remained as published in this booklet and if the 2012 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 2012 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.

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Comparison of the Actual 2011 to the Tentative 2012 CSAH Distribution

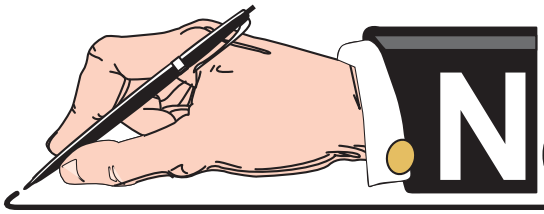
October 2011

County	Actual 2011 CSAH Distribution	Tentative 2012 CSAH Distribution	Increase or Decrease	% + or -
Carlton	$4,291,636	$4,228,980	($62,656)	-1.5%
Cook	2,783,776	2,661,323	(122,453)	-4.4%
Itasca	7,972,485	8,095,833	123,348	1.6%
Koochiching	4,247,680	4,245,477	(2,203)	-0.1%
Lake	3,582,122	3,535,329	(46,793)	-1.3%
Pine	6,528,931	6,616,174	87,243	1.3%
St. Louis	23,251,072	23,282,788	31,716	0.1%
District 1 Totals	**$52,657,702**	**$52,665,904**	**$8,202**	**0.0%**
Beltrami	$5,469,364	5,602,488	$133,124	2.4%
Clearwater	3,028,729	3,044,297	15,568	0.5%
Hubbard	3,263,373	3,300,452	37,079	1.1%
Kittson	3,057,031	2,980,921	(76,110)	-2.5%
Lake of the Woods	2,855,674	2,853,801	(1,873)	-0.1%
Marshall	4,510,590	4,482,396	(28,194)	-0.6%
Norman	3,459,460	3,400,864	(58,596)	-1.7%
Pennington	2,588,200	2,600,512	12,312	0.5%
Polk	7,105,062	6,938,506	(166,556)	-2.3%
Red Lake	2,427,669	2,427,669	0	0.0%
Roseau	4,511,534	4,523,890	12,356	0.3%
District 2 Totals	**$42,276,686**	**$42,155,796**	**($120,890)**	**-0.3%**
Aitkin	$3,906,881	3,987,506	$80,625	2.1%
Benton	3,350,865	3,297,094	(53,771)	-1.6%
Cass	4,735,614	4,728,301	(7,313)	-0.2%
Crow Wing	5,094,579	5,222,372	127,793	2.5%
Isanti	3,080,715	3,122,694	41,979	1.4%
Kanabec	2,427,669	2,427,669	0	0.0%
Mille Lacs	3,869,267	3,778,772	(90,495)	-2.3%
Morrison	5,313,435	5,438,563	125,128	2.4%
Sherburne	4,165,863	4,135,542	(30,321)	-0.7%
Stearns	10,101,639	9,962,673	(138,966)	-1.4%
Todd	3,411,670	3,397,938	(13,732)	-0.4%
Wadena	2,455,649	2,468,878	13,229	0.5%
Wright	8,247,949	8,364,954	117,005	1.4%
District 3 Totals	**$60,161,795**	**$60,332,956**	**$171,161**	**0.3%**
Becker	$4,512,115	4,577,583	$65,468	1.5%
Big Stone	2,427,669	2,427,669	0	0.0%
Clay	4,436,394	4,570,647	134,253	3.0%
Douglas	4,267,082	4,410,477	143,395	3.4%
Grant	2,427,669	2,427,669	0	0.0%
Mahnomen	2,427,669	2,427,669	0	0.0%
Otter Tail	10,132,523	10,101,025	(31,498)	-0.3%
Pope	2,890,405	2,908,099	17,694	0.6%
Stevens	2,427,669	2,427,669	0	0.0%
Swift	2,931,230	2,861,354	(69,876)	-2.4%
Traverse	2,427,669	2,427,669	0	0.0%
Wilkin	3,143,232	3,049,624	(93,608)	-3.0%
District 4 Totals	**$44,451,326**	**$44,617,154**	**$165,828**	**0.4%**

Comparison of the Actual 2011 to the Tentative 2012 CSAH Distribution

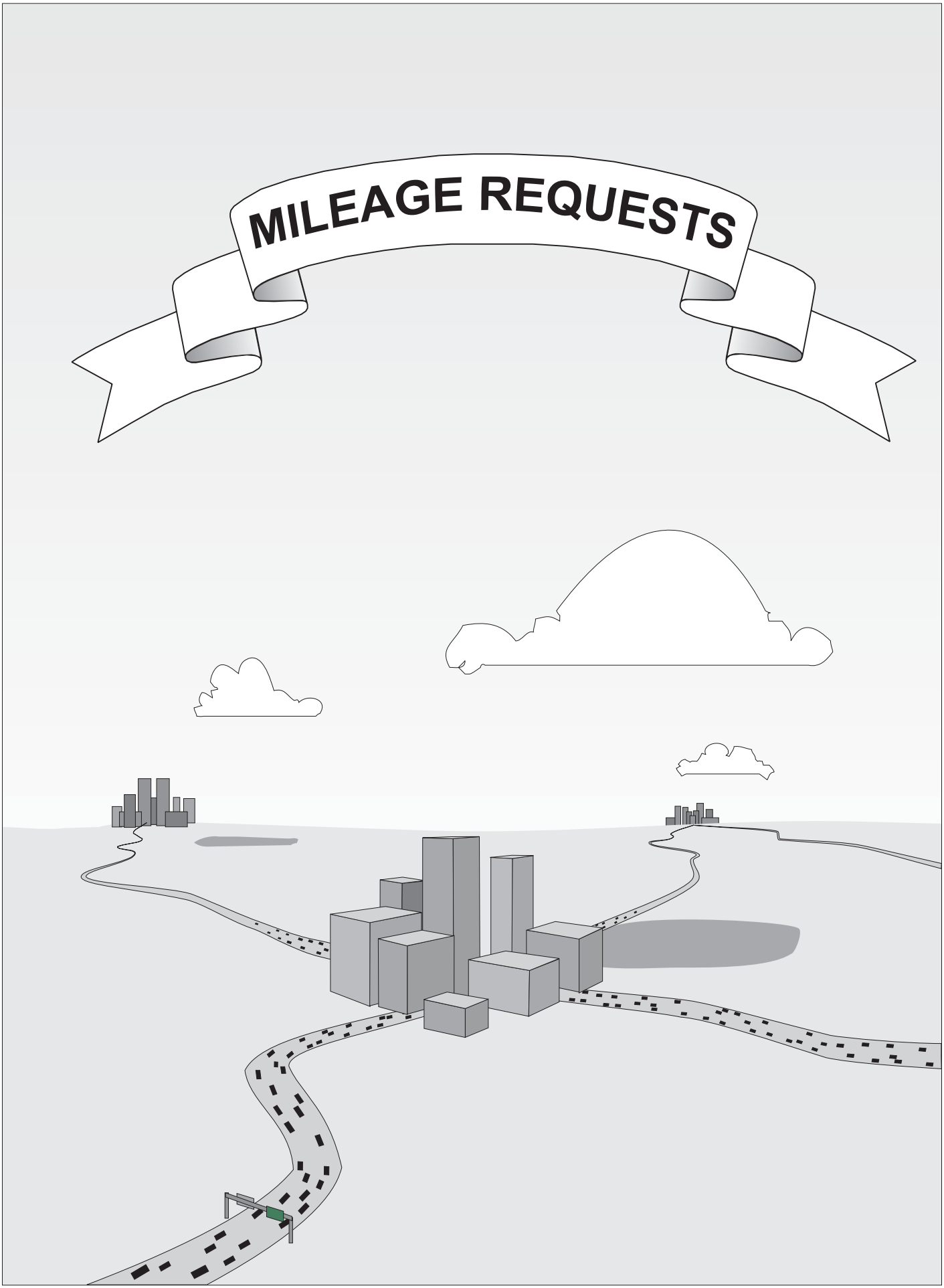
October 2011

County	Actual 2011 CSAH Distribution	Tentative 2012 CSAH Distribution	Increase or Decrease	% + or -
Anoka	$14,517,922	14,397,996	($119,926)	-0.8%
Carver	5,286,350	5,397,721	111,371	2.1%
Hennepin	31,594,148	31,736,504	142,356	0.5%
Scott	7,565,702	7,574,090	8,388	0.1%
Metro Totals	**$58,964,122**	**$59,106,311**	**$142,189**	**0.2%**
Dodge	$3,392,156	3,438,219	$46,063	1.4%
Fillmore	5,445,224	5,195,093	(250,131)	-4.6%
Freeborn	4,725,052	4,957,042	231,990	4.9%
Goodhue	5,239,727	5,375,753	136,026	2.6%
Houston	4,021,045	3,791,097	(229,948)	-5.7%
Mower	4,527,693	4,462,253	(65,440)	-1.5%
Olmsted	6,512,743	6,474,879	(37,864)	-0.6%
Rice	4,352,686	4,370,500	17,814	0.4%
Steele	4,269,020	4,281,622	12,602	0.3%
Wabasha	3,936,808	3,818,372	(118,436)	-3.0%
Winona	4,710,849	4,635,712	(75,137)	-1.6%
District 6 Totals	**$51,133,003**	**$50,800,542**	**($332,461)**	**-0.7%**
Blue Earth	$7,190,547	7,319,119	$128,572	1.8%
Brown	3,727,940	3,781,962	54,022	1.5%
Cottonwood	2,897,871	2,827,402	(70,469)	-2.4%
Faribault	4,202,106	4,117,586	(84,520)	-2.0%
Jackson	4,074,376	4,131,255	56,879	1.4%
Le Sueur	4,154,335	4,047,270	(107,065)	-2.6%
Martin	4,403,910	4,412,208	8,298	0.2%
Nicollet	3,844,983	3,844,474	(509)	0.0%
Nobles	4,054,258	4,056,525	2,267	0.1%
Rock	2,733,785	2,741,243	7,458	0.3%
Sibley	2,868,495	2,798,171	(70,324)	-2.5%
Waseca	2,787,650	2,791,977	4,327	0.2%
Watonwan	2,879,766	2,773,969	(105,797)	-3.7%
District 7 Totals	**$49,820,022**	**$49,643,161**	**($176,861)**	**-0.4%**
Chippewa	$2,480,995	2,477,683	($3,312)	-0.1%
Kandiyohi	5,499,751	5,324,266	(175,485)	-3.2%
Lac Qui Parle	2,899,113	2,836,894	(62,219)	-2.2%
Lincoln	2,427,669	2,427,669	0	0.0%
Lyon	3,370,471	3,473,214	102,743	3.1%
Mc Leod	3,536,530	3,541,205	4,675	0.1%
Meeker	3,118,883	3,203,220	84,337	2.7%
Murray	3,174,710	3,156,818	(17,892)	-0.6%
Pipestone	2,482,708	2,539,625	56,917	2.3%
Redwood	4,219,094	4,207,477	(11,617)	-0.3%
Renville	4,907,576	4,818,186	(89,390)	-1.8%
Yellow Medicine	3,091,749	3,096,213	4,464	0.1%
District 8 Totals	**$41,209,249**	**$41,102,470**	**($106,779)**	**-0.3%**
Chisago	$5,079,605	5,070,925	($8,680)	-0.2%
Dakota	12,608,393	12,773,357	164,964	1.3%
Ramsey	14,594,258	14,798,932	204,674	1.4%
Washington	8,438,213	8,326,866	(111,347)	-1.3%
Metro Totals	**$40,720,469**	**$40,970,080**	**$249,611**	**0.6%**
STATE TOTALS	**$441,394,374**	**$441,394,374**	**$0**	**0.0%**



NOTES and COMMENTS

MILEAGE REQUESTS



Criteria Necessary For County State Aid Highway Designation

October 2011

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.

History of CSAH Additional Mileage Requests

October 2011

Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983-1987	1988-1992	1993-1997	1998	2001	2002	2003	2004	2005	2006	2009	2010	Total Miles To Date	County
Carlton	3.62															3.62	Carlton
Cook	3.60															3.60	Cook
Itasca																0.00	Itasca
Koochiching	9.27 [1]			0.12												9.39	Koochiching
Lake	4.82 [1]	0.56				10.31		7.30								22.99	Lake
Pine	9.25															9.25	Pine
St. Louis	19.14 [1]							7.60								26.74	St. Louis
District 1 Totals	**49.70**	**0.56**	**0.00**	**0.12**	**0.00**	**10.31**	**0.00**	**14.90**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**75.59**	**District 1 Totals**
Beltrami	7.53 [1]	0.16				2.10										9.79	Beltrami
Clearwater	0.30 [1]	1.00														1.30	Clearwater
Hubbard	1.85	0.26	0.06													2.17	Hubbard
Kittson	6.60 [1]															6.60	Kittson
Lake of 'Woods	0.89					7.65										8.54	Lake of 'Woods
Marshall	15.00 [1]	1.00														16.00	Marshall
Norman	1.31															1.31	Norman
Pennington	0.84															0.84	Pennington
Polk	4.00	1.55	0.67													6.22	Polk
Red Lake		0.50														0.50	Red Lake
Roseau	6.80															6.80	Roseau
District 2 Totals	**45.12**	**4.47**	**0.73**	**0.00**	**0.00**	**2.10**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**60.07**	**District 2 Totals**
Aitkin	6.10		0.60			7.12										13.82	Aitkin
Benton	3.18 [1]															3.18	Benton
Cass	7.90					2.80										10.70	Cass
Crow Wing	13.00 [1]															13.00	Crow Wing
Isanti	1.80															1.80	Isanti
Kanabec																0.00	Kanabec
Mille Lacs		0.74														0.74	Mille Lacs
Morrison						9.70										9.70	Morrison
Sherburne	5.42										26.68					32.10	Sherburne
Stearns	0.78		3.90		0.25				29.24							34.17	Stearns
Todd	1.90 [1]															1.90	Todd
Wadena																0.00	Wadena
Wright	0.45		1.38										7.77			9.60	Wright
District 3 Totals	**40.53**	**0.74**	**5.88**	**0.00**	**0.25**	**19.62**	**0.00**	**0.00**	**29.24**	**0.00**	**26.68**	**0.00**	**7.77**	**0.00**	**0.00**	**130.71**	**District 3 Totals**

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History of CSAH Additional Mileage Requests

October 2011

Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983-1987	1988-1992	1993-1997	1998	2001	2002	2003	2004	2005	2006	2009	2010	Total Miles To Date	County
Becker	10.07															10.07	**Becker**
Big Stone	1.40	0.16														1.56	**Big Stone**
Clay	2.00	0.10														2.10	**Clay**
Douglas	10.65 [1]															10.65	**Douglas**
Grant	5.42															5.42	**Grant**
Mahnomen	1.42															1.42	**Mahnomen**
Otter Tail			0.36													0.36	**Otter Tail**
Pope	3.63	1.20														4.83	**Pope**
Stevens	1.00															1.00	**Stevens**
Swift	0.78		0.24													1.02	**Swift**
Traverse	0.20	0.56		1.60												2.36	**Traverse**
Wilkin						0.11										0.11	**Wilkin**
District 4 Totals	**36.57**	**2.02**	**0.60**	**1.60**	**0.00**	**0.11**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**40.90**	**District 4 Totals**
Anoka	2.04				10.42	24.99						22.13				59.58	**Anoka**
Carver	2.49	0.48		0.08				11.70								14.75	**Carver**
Hennepin	4.50	0.24	0.85													5.59	**Hennepin**
Scott	12.09 [1]	5.15	0.12		3.50	38.12										58.98	**Scott**
District 5 Totals	**21.12**	**5.87**	**0.97**	**0.08**	**13.92**	**63.11**	**0.00**	**11.70**	**0.00**	**0.00**	**0.00**	**22.13**	**0.00**	**0.00**	**0.00**	**138.90**	**District 5 Totals**
Dodge				0.11												0.11	**Dodge**
Fillmore	1.12		1.10													2.22	**Fillmore**
Freeborn	0.95	0.65														1.60	**Freeborn**
Goodhue		0.08														0.08	**Goodhue**
Houston		0.12														0.12	**Houston**
Mower	13.11 [1]		0.09													13.20	**Mower**
Olmsted	15.32 [1]												5.35			20.67	**Olmsted**
Rice	1.70															1.70	**Rice**
Steele	1.55															1.55	**Steele**
Wabasha	0.43 [1]	0.30														0.73	**Wabasha**
Winona	7.40 [1]															7.40	**Winona**
District 6 Totals	**41.58**	**1.15**	**1.19**	**0.11**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**5.35**	**0.00**	**0.00**	**49.38**	**District 6 Totals**

History of CSAH Additional Mileage Requests

October 2011

Approved by the County Engineers' Screening Board

County	1958-1970	1971-1976	1977-1982	1983-1987	1988-1992	1993-1997	1998	2001	2002	2003	2004	2005	2006	2009	2010	Total Miles To Date	County
Blue Earth	15.29 [1]		0.25				3.46									19.00	Blue Earth
Brown	7.44	0.13														7.57	Brown
Cottonwood	5.17	1.30														6.47	Cottonwood
Faribault	0.37	1.20	0.09													1.66	Faribault
Jackson	0.10															0.10	Jackson
Le Sueur	2.70	0.83		0.02												3.55	Le Sueur
Martin	1.52															1.52	Martin
Nicollet				0.60						0.54						1.14	Nicollet
Nobles	13.71	0.23			0.12											14.06	Nobles
Rock	0.50		0.54													1.04	Rock
Sibley	1.50															1.50	Sibley
Waseca	4.53	0.14		0.05												4.72	Waseca
Watonwan		0.04	0.68	0.19												0.91	Watonwan
District 7 Totals	**52.83**	**3.87**	**1.56**	**0.86**	**0.12**	**0.00**	**3.46**	**0.00**	**0.00**	**0.54**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**63.24**	**District 7 Totals**
Chippewa	15.00				0.05											15.05	Chippewa
Kandiyohi	0.44															0.44	Kandiyohi
Lac qui Parle	1.93															1.93	Lac Qui Parle
Lincoln	6.55 [1]															6.55	Lincoln
Lyon	2.00				1.50											3.50	Lyon
Mc Leod	0.09	0.50			0.32											0.91	Mc Leod
Meeker	0.80	0.50														1.30	Meeker
Murray	3.52	1.10														4.62	Murray
Pipestone	0.50															0.50	Pipestone
Redwood	3.41		0.13													3.54	Redwood
Renville																0.00	Renville
Yellow Medicine		1.39														1.39	Yellow Medicine
District 8 Totals	**34.24**	**3.49**	**0.13**	**0.00**	**1.87**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**39.73**	**District 8 Totals**
Chisago	3.24				2.20											5.44	Chisago
Dakota	1.65 [1]	2.47		2.26			35.63									42.01	Dakota
Ramsey	10.12 [1]	0.61		1.13												11.86	Ramsey
Washington	2.33 [1]	0.40	0.33	1.33	8.05	18.52								-7.41		23.55	Washington
District 9 Totals	**17.34**	**3.48**	**0.33**	**4.72**	**10.25**	**18.52**	**35.63**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**-7.41**	**0.00**	**82.86**	**District 9 Totals**
Totals	**339.03**	**25.65**	**11.39**	**7.49**	**26.41**	**117.60**	**39.09**	**26.60**	**29.24**	**0.54**	**26.68**	**22.13**	**13.12**	**-7.41**	**0.00**	**681.38**	**Totals**

[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.

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Banked CSAH Mileage

October 2011

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	0.00
Becker	0.11
Beltrami	1.30
Benton	0.28
Big Stone	0.00
Blue Earth	0.55
Brown	0.61
Carlton	0.88
Carver	0.92
Cass	0.55
Chippewa	0.32
Chisago	0.13
Clay	0.90
Clearwater	0.01
Cook	0.01
Cottonwood	1.00
Crow Wing	0.00
Dakota	1.82
Dodge	1.86
Douglas	2.47
Faribault	0.49
Fillmore	0.06
Freeborn	0.00
Goodhue	1.78
Grant	0.00
Hennepin	5.75
Houston	0.00
Hubbard	0.40
Isanti	0.88
Itasca	0.17
Jackson	0.12
Kanabec	0.32
Kandiyohi	2.20
Kittson	0.00
Koochiching	0.29
Lac Qui Parle	0.00
Lake	0.00
Lake of the Woods	0.20
Le Sueur	0.80
Lincoln	0.00
Lyon	0.00
McLeod	1.59
Mahnomen	0.00

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	0.00
Nobles	0.78
Norman	2.26
Olmsted	0.00
Otter Tail	0.06
Pennington	0.35
Pine	0.66
Pipestone	0.12
Polk	1.50
Pope	0.13
Ramsey	0.90
Red Lake	0.50
Redwood	0.20
Renville	2.47
Rice	3.35
Rock	1.30
Roseau	0.30
St. Louis	1.15
Scott	0.75
Sherburne	0.00
Sibley	0.25
Stearns	1.12
Steele	0.90
Stevens	0.68
Swift	0.30
Todd	0.24
Traverse	0.00
Wabasha	0.81
Wadena	1.27
Waseca	0.01
Washington	0.00
Watonwan	0.79
Wilkin	0.00
Winona	0.00
Wright	0.10
Yellow Medicine	0.24
Total Banked Mileage	**52.56**

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

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Historical Documentation for the
Anoka County CSAH Mileage Request

October 2011

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

These designations are left to be completed:

	Miles
K. CR 3 - CSAH 1 To TH 47	1.58
P. CR 58 - CSAH 9 To CSAH 18	5.12
Total Remaining to Designate	6.70

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

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Historical Documentation for the
Olmsted County CSAH Mileage Request

October 2011

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:	Miles
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:	Miles
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
Willlow 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.

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Historical Documentation for the
Wright County CSAH Mileage Request

October 2011

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 (Kaber/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

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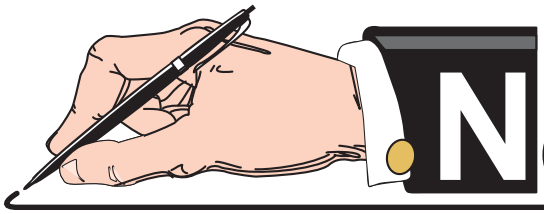
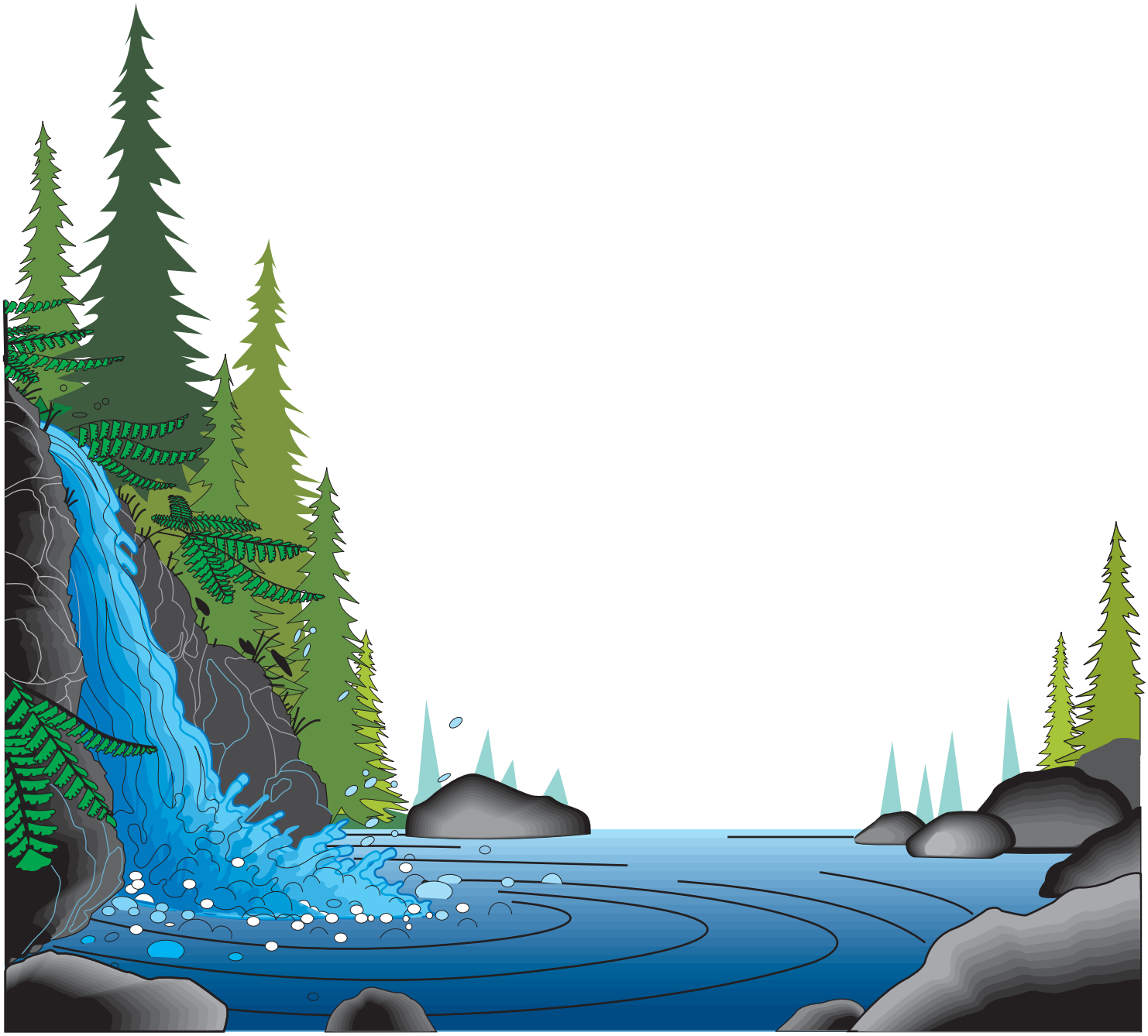


NOTES and COMMENTS

STATE PARK ROAD ACCOUNT



State Park Road Account

October 2011

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

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

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

***State Aid Contact**: Joe MacPherson (651) 366-3832*
***DNR Contact:** Dave Sobania (218) 828-2620*

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Historical Review of 2009 State Park Road Account

October 2011

2009 Allotment $2,896,215

2009 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR $ Allocated
Aitkin		01-600-15	Twp	Access to DNR's Cedar Lake Public Access	Access	195,000
Carlton		09-600-03	DNR	Harlis Road in Holyoke Township	Culvert Repairs	366,000
Dakota		19-600-20	Twp	190th Ave. and Annette Ave.	Road Improvement	90,000
Kanabec		33-600-02	Twp	250th Ave. in Ann Lake Township	Access	100,000
Koochiching		36-600-11	Cty. Road	TH 65 to Derverauz Public Water Access	Access	40,780
Koochiching		36-600-12	Cty. Road	TH 53 to Rat Root River Public Water Access	Access	46,252
Koochiching		36-600-13	Twp	Frontier Public Water Access at Rainy River	Access	109,000
Koochiching		36-600-14	Twp	Vidas Public Water Access	Access	116,330
McLeod		43-600-003	Cty. Road	Access to Swan Lake, Fishing Pier & Cty Park	Access	275,000
Mille Lacs		48-600-10	Twp	60th in Lewis and Isle Harbor Township	Roadway Upgrade	216,000
Otter Tail		56-600-24	Twp	Access to Maplewood State Park Picnic Area	Access	237,806
Otter Tail		56-600-25	Twp	CSAH 27 to CSAH 22-Access to Jewett Lake	Access	191,000
Otter Tail		56-600-26	Twp	Access to Maplewood State Park	Access	683,093
Pine		58-600-12	DNR	North Grindstone Road	Oil Emulsion	150,000
Pipestone		59-620-03	CSAH	CSAH 20	Bit. Overlay	87,110
St. Louis		69-600-022	Cty. Road	Co. Rd. 781 to E Co. line, 1 Mi. E of Ely	Road Improvements	106,000
St. Louis		69-644-26	CSAH	CSAH 44	Road Improvements	24,000
St. Louis		69-600-038	Cty. Road	Access McCarthy Beach State Park	Access	225,000
					TOTAL:	**$3,258,371**

* Supplement to a previous allocation

Historical Review of 2010 State Park Road Account

October 2011

2010 Allotment $3,075,448

2010 Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR $ Allocated
Clay		014-600-007	CSAH	State Park Entrance	Access	133,737
Kittson		035-600-001	Park Rd.	Access to DNR Boat Landing of JCT CSAH 16	Access	200,000
Lake of Woods		039-600-004	Twp. Rd.	CSAH 17 North from Roosevelt, MN	Road Improvement	100,000
Pine		058-600-013	Cty. Rd.	CSAH 18 in city of Hinckley	Road Improvement	232,500
St. Louis		069-600-039	Cty Rd.	Entr. Of Soudan Underground St. Mine Park	Access	300,000
St. Louis		069-600-040	Twp. Rd.	St. Underground Mine Park to Boundary end	Road Improvement	250,000
St. Louis		069-600-042	Park Rd.	To Lake Vermmillion	Access	100,000
St. Louis		069-600-041	Twp	TH 169 to Th 169 1.5 Mi E from Soudan	Road Improvement	2,394,114
					TOTAL:	**$3,710,351**

* Supplement to a previous allocation

October 2011

State Park Road Account Allocation 2011
Round 1
2011 Distribution $3,335,474

Funds Allocated – approximately $2,636,700
10% Retained for supplements $ 263,670
Total: $2,900,370

	DISCIPLINE	REG	COUNTY/FILE #	PROJECT	COST
1	Parks & Trails	3	Wabasha/SAU 604	CSAH 4, access to Carley State Park	$45,000.
2	Parks & Trails	3	Chisago/SAU 602	CSAH 12 (Park Trail), access to Wild River State Park. Rd from town of Almelund to Park is often used by bicyclist.	$1,000,000.
3	Forestry	2	Carlton/SAU 618	Kettle Lake Rd. Corona Township, access to the Kettle Lake WMA and Fond du Lac State Forest Area.	$249,000.
4	Parks & Trails	4	Waseca/SAU 591	10th Street NW, serving the only public access and boat ramp on Loon Lake.	$26,000.
5	Fisheries	4	LeSueur/SAU 570	CSAH 14, Waterville Township, Lake Tetonka public water access and fishing piers	$500,000.
6	Parks & Trails	2	Lake/SAU 594	First Ave., City of Two Harbors, access site and future marina in Two Harbors & Lake Superior	$100,000.
7	Wildlife	3	Morrison/SAU 598	113th Street, Agram Township, Rice-Skunk WMA access	$15,400.
8	Parks & Trails	1	Cass/SAU 515	25th Ave. S.W., Sylvan Township, access to Wilder Landing on the Crow Wing River	$60,000.
9	Wildlife	3	Morrison/SAU 596	Kettle Road, Agram & Bellevue Towhships, Craine Meadows WMA access	$32,900.
10	Parks & Trails	2	Itasca/SAU 615	CR 551 (Thistledew Rd), access to Thistledew Lake Forrest Campground, Togo Horse camp administered by McCarthy Beach State Park, and Thistledew Lake Public Access	$350,000.
11	Parks & Trails	3	Morrison/SAU 595	68th St. and Garland Road, Bellevue Township, access to Mississippi River above the Blanchard Dam and access below the Blanchard Dam	$8,400.
12	Parks & Trails	1	Hubbard/SAU 619	210th Street, Todd Township, access to Portage Lake	$250,000.

Previous Projects Approved by Screening Board
October 2011

Projects

County	Appr	Project #	Jurisdiction	Location	Type of Work	SPR $ Allocated
Chippewa	6/07	012-632-002	CSAH	Main access to Lac Qui Parle State Park	Access	1,125,000
Rice	6/07	066-629-011	CSAH	Nerstrand State Park Entrance	Road Improvements	291,000
Roseau	6/07	068-613-016	CSAH	Access to Lake of the Woods	Access	450,000
Rock	6/07	067-620-012	CSAH	Access to Blue Mounds State Park	Access	250,000
Pope	6/07	061-628-025	CSAH	Access to Villard City Park	Road Improvements	600,000
Becker	6/08	003-635-006	CSAH	From Whaley's Rd. to Rat Lake Trail	Road Improvements	150,000
Winona	10/08	085-603-003	CSAH	Park Access	Road Improvements	1,018,000
Pipestone	6/09	059-620-003	CSAH	Access to Split Rock Creek State Park	Access	83,000
LeSueur	10/09	040-614-009	CSAH	Waterville Area Fisheries	Road Improvements	500,000
Chisago	6/10	013-601-009	CSAH	East Lake Public Water Access	Road Improvements	1,445,587
Chisago	6/10	013-612-009	CSAH	Access to St. Croix Wild River State Park	Road Improvements	1,537,789
Chisago	6/10	013-619-xxx	CSAH	Access to Carlos Avery Wildlife Area	Road Improvements	1,951,000
Chisago	6/10	013-636-xxx	CSAH	Sunrise Unit of the Carlos Avery Wildlife Area	Road Improvements	1,071,807
Clay	6/10	014-600-007	CSAH	Buffalo River State Park Access	Access	133,000
Lake	6/10	038-620-008	CSAH	Access to Agate Bay Boat Launch to Lk Sup.	Access	100,000
Pope	6/10	061-627-004	CSAH	Public Access to Lake Leven	Access	200,000
Winona	6/10	085-603-004	CSAH	Park Access	Access	240,000
Blue Earth	10/10	007-626-xxx	CSAH	Improved access to Eagle Lake County Park	Access	700,000
Crow Wing	10/10	018-631-xxx	CSAH	Bridge - DNR access to Rabbit Lake	Access	75,000
					TOTAL:	**$11,921,183**

* Supplement to a previous allocation

REFERENCE MATERIAL

CSAH 20-Year Traffic Projection Factors

October 2011

The map on the following page indicates the 20-year traffic projection factors used for the 2011 Needs Study.

For those counties whose traffic was counted in 2010 and for which we received traffic counts in 2011, two factors are shown. The first factor is the one used in the 2010 Needs Study. The second number was computed using 2010 traffic counts and has been used for the 2011 Needs Study.

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. These normal factors may, however, be changed by the county engineer for any sepecific 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 0.30 point decrease per traffic count interval.

Beltrami	**Kanabec**	**Mill Lacs**	**Todd**
Brown	**Kandiyohi**	**Olmsted**	**Wabasha**
Carlton	**Lake**	**Red Lake**	**Wilkin**
Cook	**Lyon**	**Rock**	
Douglas	**Marshall**	**Sherburne**	
Grant	**Martin**	**Sibley**	

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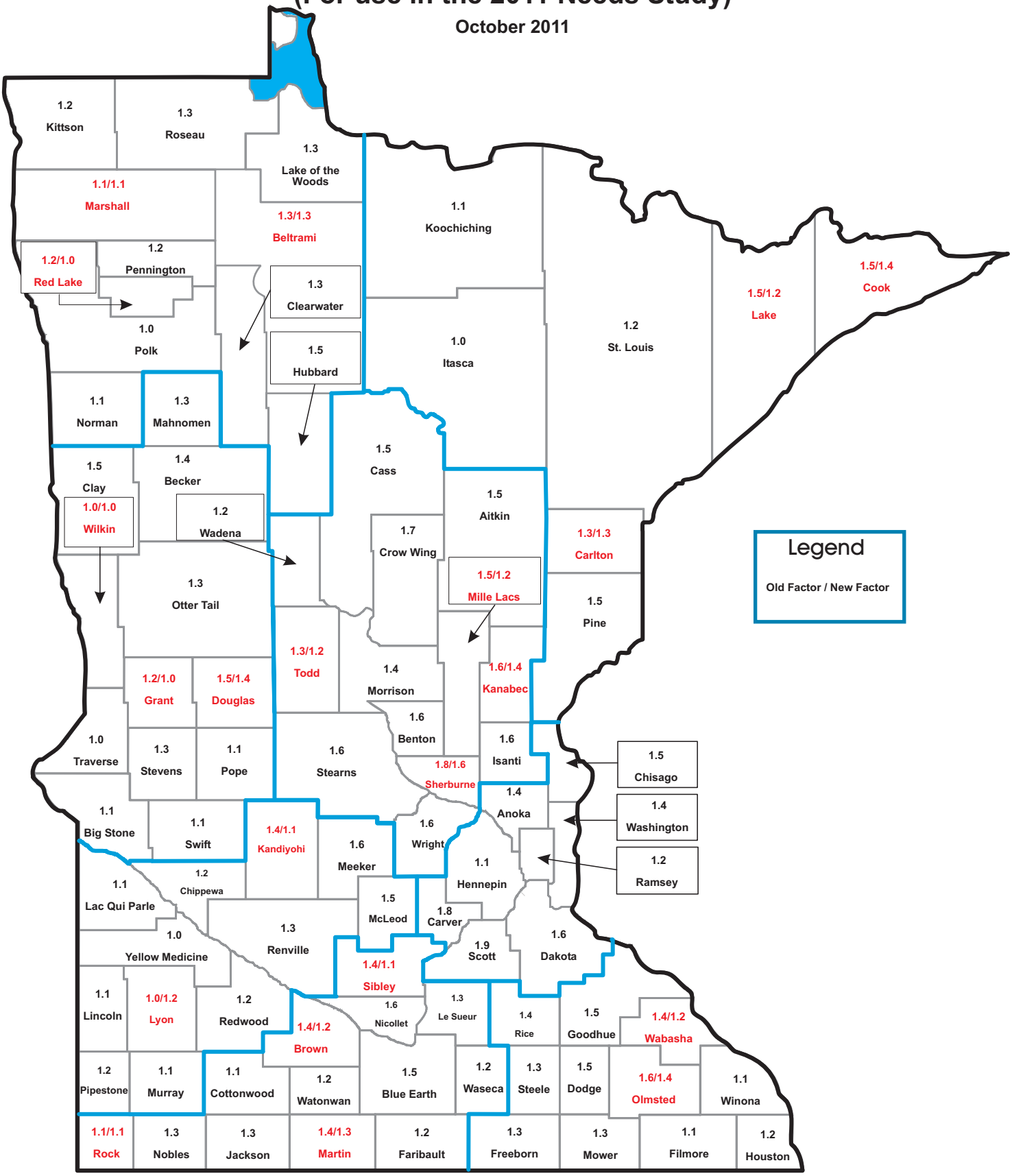
CSAH 20-Year Traffic Projection Factors
(For use in the 2011 Needs Study)

October 2011



Old and new factors are shown for those counties whose traffic was counted in 2010 and for which the Needs Unit has received updated traffic counts.

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Maintenance Facilities

October 2011

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

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

	CY 1997			
Cook		$665,000.00	*	Original Bond $650,000-added 15,000 when refinanced
Rice		108,004.47		Computerized Fuel System
		$773,004.47		
	CY 1998			
Koochiching		$118,543.41		International Falls Storage Shed
Lake of the Woods		300,872.29		Maintenance Facility
Pipestone		31,131.16		Fueling System & Remodeling
		$450,546.86		
	CY 1999			
Morrison		$33,590.98		2 salt storage buildings
Waseca		1,800,000.00	*	Maintenance Facility
		$1,833,590.98		
	CY 2000			
Carver		$343,632.04		Public Work Bldg
Mahnomen		422,867.00		Maintenance Facility
Pine		363,848.03		Sandstone Bldg Addition
		$1,130,347.07		
	CY 2001			
Carver		$500,000.00		Public Work Bldg
Nobles		500,000.00		Maintenance Facility
		$1,000,000.00		

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Maintenance Facilities

October 2011

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

* - Projects funded with bonds

MAINTENANCE FACILITIES – CURRENT PROCESS

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

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

Approval Process

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

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

2. DSAE reviews request, makes recommendation for reimbursement and forwards to SALT Engineer for review and final approval.

3. SALT Engineer notifies county of the approved percent or lump sum and forwards copy of county request and approval letter to State Aid Finance (SAF).

Partial Payment Process

1. County obtains State Aid Project number from SALT.

2. County submits State Aid Payment Request identifying the costs as Maintenance Facility in the "Other Costs" section of the form, for up to 95% of the estimated cost of the facility.
    - The amount requested should use the same percentage of total cost or lump sum amount as approved by SALT.
    - DSAE is not required to approve State Aid Payment Request for Maintenance Facilities. Payment request may be sent directly to SALT.

3. If the facility is being funded with State Aid Bonds
    - The county must submit a bond schedule to SAF.
    - A State Aid Payment Request is required to be applied against the bond.
    - If the final cost is less than bond principal, excess funds must be repaid to the county or municipalities state aid account or bond principal payments reduced to total cost and remaining principal paid from local funds.

Final Payment Process

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

9/20/2011

Hardship Transfers

October 2011

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		
CY 1997		
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	
CY 2001		
Pennington	$296,000	#24 & #27 County Road System
	$296,000	
CY 2003		
Traverse	$268,915	Disastrous fire destroying
	$268,915	Wheaton Hwy shop
CY 2004		
Kittson	$100,000	wet weather, poor drying &
	$100,000	heavy comm truck damage
CY 2005		
Kittson	$125,000	Heavy rain 7/3/2005 weekend
Otter Tail	500,000	High water, CSAH 12 & 10
	$625,000	
Total	**$4,539,915**	

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COUNTY STATE AID CONSTRUCTION ACCOUNT
ADVANCE GUIDELINES
Regular & Municipal Accounts

State Aid Advances

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

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

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

State Aid Advance Code Levels

Guidelines for advances are determined by the following codes.

SEVERE — Code RED - SEVERE - Fund Balances too low. NO ADVANCES - NO EXCEPTIONS

HIGH — Code ORANGE - HIGH - Fund Balance below acceptable levels. Priority system in use. Advances approved thru DSAE and State Aid Engineer only. Resolution required. Approved projects automatically reserved.

GUARDED — Code BLUE- GUARDED - Fund balance low; balances reviewed monthly. Advances on first-come, first-serve basis. Resolution required. Reserve option available only prior to bid advertisement.

LOW — Code GREEN - LOW - Fund Balance acceptable level. Advances approved on first-come, first-serve basis while funds are available. Resolution required. High priority projects reserved; others optional.

General Guidelines for State Aid & Federal Aid Advance Construction

Advancing occurs once a counties account balance is zero. A County Board Resolution must be received by State Aid Finance before any funds will be advanced. Once the resolution is received by SAF, the approved amount will appear in the "Available to Advance" column on the counties Status Report in the State Aid Accounting System (SAAS).
Advances are not limited to the projects listed on the resolution. Project payments are processed in the order received by SAF until the maximum advance amount is reached. Resolutions are

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

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

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

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

Priority System

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

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

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

Advance Limitations

Statutory - None

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

State Aid Rules - None

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

State Aid Guidelines

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

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

Variances Requested

October 2011

Request	Agency	Hearing or Admin. Process Date	Request: Rule Number Standard Proposed/Lieu of Standard Required	Approval Date and Status (*Full approval or **Pend HH*)	Denial Date	Project Number Route Name, Number, Location, Termini, Tied to Project Numbers
2007-01	Murray County	6/14/2007	**8820.9961**, so as to allow a 62 foot wide street with 18 foot deep parking stalls in liew of 66 foot wide with 20 foot parking stall depths.	6/19/2007		SP 51-604-025 West of Cotter, S of Columbia in Iona
2007-02	Morrison County	6/14/2007	**8820.9936**, so as to allow a design speed of 20mph at the railroad grade crossing in lieu of the minimum 30 mph.	6/19/2007		SAP 49-704-002 TH 10 to TH 115 in Randall
2007-03	Ramsey County	6/14/2007	**8820.2900**, so as to allow an extension of CSAH turnback funds for a period of 25 years beyond the date of jurisdiction transfer in lieu of 15 years.	6/19/2007		SAP 62-030-010
2007-04	Winona County	6/14/2007	**8820.9936**, so as to allow reconstruction of the bridge on the existing alignment but shifted southernly approximately 10 feet in lieu of the minimum 30 mph design speed on horizontal curves.	6/19/2007		SAP 85-607-009 Over Big Trout Creek SE of Winona
2007-06	Filmore County	10/8/2007	**8820.9920** to allow a 30 MPH vertical sag curve in lieu of the minimum 40 MPH required by standard	10/23/2008		S.P. 23-620-002, Bridge 92882 on CSAH 20 in York Township
2007-07	Washington Co	12/20/2007	**8820.9920** to allow a minimum left shoulder width of 3.4 feet paved and a minimum right shoulder width of 4.7 feet paved in lieu of the minimum shoulder width of 11.5 feet usable (10.0 feet paved)	1/8/2008		S.A.P. 82-613-024 (CSAH 13) between 1000 feet south of the south ramp to I-94 and 3rd Street N. in the City of Woodbury.
2008-03	Fillmore County	6/25/2008	**8820.9920,** 30 MPH horizontal curves in lieu of the 40 MPH.	7/11/2008		SAP 23-615-12, Bridge #23J86
2008-05	Winona County	9/24/2008	**8820.9922,** 20 MPH horz curves in lieu of 30 MPH: Contingent on the County working with the DSAE with respect to approach tapers.	10/10/2008		SAP 85-599-64, (Inplace) Bridge #L1489
2008-06	Hennepin Cty	9/24/2008	**8820.9995,** CSAH 19 in Loretto, so as to allow surface width of 6.0' in lieu of 8.0'.	10/10/2008		SP 27-090-15; Multi-use trail along CSAH 19 in the City of Loretto

Variances Requested

October 2011

Request	Agency	Hearing or Admin. Process Date	Request: Rule Number Standard Proposed/Lieu of Standard Required	Approval Date and Status (*Full approval or **Pend HH*)	Denial Date	Project Number Route Name, Number, Location, Termini, Tied to Project Numbers
2008-10	Kandiyohi Cty.	12/20/2008	**8820.9920,** design speed of 30 MPH sag vertical curve from station 14+00 to 19+75 in lieu of the minimum 40 MPH.	1/8/2009		SAP 34-639-04, proposed reconstr/bridge replacement of CSAH 39 between 0.26 miles S and 0.23 miles S of CSAH 39's intersection with CR 105 in section 36, to 122N, Range 33W.
2008-11	Houston Cty.	12/20/2008	**8820.9922,** design speed of 20 MPH sag vertical curve on Elm Drive and a 15 MPH crest and sag vertical curve design speed on Crystal Creek Road in lieu of the minimum 30 MPH.	1/8/2009		SAP 28-599-64, (Twp. Rd 88) House Cty/Spring Grove township, MN. Reconstruction / br. Replace of Elm Dr. and Crystal Cr Rd between CSAH 8 and 0.1 miles N of the juctn with CSAH 8 in Spring Grove Township in Houston County.
2009-02	Lyon County	3/19/2009	**8820.9936;** 20 MPH vertical sag curve in lieu of the required minimum 30 MPH design.	3/25/2009		SAP 42-627-003; CSAH 27 between TH 14 and County Road 63 in the City of Balaton.
2009-10	Hennepin Cty.	9/17/2009	**8820.2800** - Plan approval after bid opening.	9/17/2009		SP 27-701-10/sap 27-605-24; Street ligh installation.
2010-6	Ramsey Cty.	6/24/2010	**8820.9936** - to allow a 20 mph horizontal curve in lieu of the 30 mph horizontal curve.			Central Corridor Light Rail Transit: Robert Street and University Avenue intersection.
2010-10	St. Louis Cty.	9/16/2010	**8820.9936,** to allow a 25 MPH horizontal curve in lieu of	9/22/2010		SP 69-691-020, CSAH 91 (Haines Road) located in Duluth, MN
2010-19	Chisago Cty.	12/16/2010	**8820.9936,** to allow a 25 MPH horizontal design curve	12/29/2010		SAP 13-609-30, CSAH 9 Summit Ave in Center City
2010-20	Mower Cty.	12/16/2010	**8820.9936,** to allow a 23 MPH vertical curve design curve	12/29/2010		SP 50-629-001, 4th St. (CSAH 29) over Cedar River rehab of bridge no. 5368
2010-21	Winona Cty.	12/16/2010	**8820.9936,** to allow 11 foot lanes in lieu of 12 foot lanes	12/29/2010		SP 85-617-22, CSAH 17 & CSAH 15 Roadway improvements.
2011-06	Fillmore Cty.	5/31/2011	**8820.9920,** to allow a 30 mph vertical curve in lieu of a 40 mph vertical curve.	5/31/2011 Full Approval		SAP 23-612-35, CSAH 12, approx. 0.6 miles w of CSAH 14
2011-09	Washington Cty	9/22/2011	**8820.9936 -** to allow 11 ft. lanes in lieu of 12 ft. lanes			CSAH 19 between CSAH 18 and Lake Rd.

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Transportation Revolving Loan Fund

(TRLF) Program Summary

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

Eligibility:

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

Minimum Requirements:

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

Loan Replacement Sources:

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

Interest Rates and Fund Disbursement:

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

Application and Approval Process:

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

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

Updated May 2011

Transportation Revolving Loan Fund

(TRLF) Program Origination

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

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

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

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

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

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

TRLF Project History as of May 2011

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

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

Updated May 2011

MINUTES OF THE COUNTY ENGINEER'S
SCREENING BOARD MEETING
May 25 & 26, 2011
ARROWWOOD RESORT
ALEXANDRIA, MN

The spring meeting of the County Engineer's 2011 Screening Board was called to order by Chairman Ron Mortensen, Meeker County Engineer, at1:40 p.m., May 25, 2011.

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

Doug Grindall, Koochiching County	District 1
Mike Flaagan, Pennington County	District 2
Rhonda Lewis, Sherburne County	District 3
Brian Giese, Stevens County	District 4
Lyndon Robjent, Carver County	Metro
Joe Tripplet, Chisago County	Metro
Dietrich Flesch, Wabasha County	District 6
Ron Mortenson, Meeker County	District 8
Wayne Sandberg, Washington County	Urban
Doug Fischer, Anoka County	Urban
Mark Krebsbach, Dakota County	Urban
Jim Grube, Hennepin County	Urban
Jim Tolaas, Ramsey County	Urban
Jim Foldesi, St. Louis County	Urban

Approval of Screening Board Minutes
Chairman Ron Mortensen requested a motion to approve minutes of the October 27-28, 2010 Screening Board meeting held at Grandview Lodge in Nisswa. Motion was made by Jim Grube, seconded by Bob Kozel, and passed unanimously.

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

Dave Betts, Cook	District 1
Loren Felbaum, Todd	District 3
Jon Large, Mahnomen	District 4
Roger Risser, Watonwan	District 7
Lee Amundson, Lincoln	District 8

It was noted that Roger Risser would be acting as the District 7 Screening Board member in the absence of Kevin Peyman.

Chairman Ron Mortensen recognized the General Subcommittee members: Chairman Al Goodman from Lake County, Roger Risser from Watonwan County, and Mark Krebsbach from Dakota County.

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

Election of Vice-Chairman

Chairman Ron Mortensen asked for nominations for a vice-chairman. Motion was made by Wayne Sandberg, seconded by Doug Fischer to nominate and elect Lyndon Robjent as vice-chairman. Motion passed unanimously.

Review of Screening Board Report

Chairman Ron Mortensen asked County State-Aid Needs Manager Kim DeLaRosa to review the 2011 County Screening Board Data dated June 2011.

A. **Gravel Base Unit Price Information – Pages 2-11**

Kim reviewed the five-year gravel base unit price study that is being recommended by the General Subcommittee for determination of individual county gravel base unit prices as shown on pages 3-4. These unit prices are inflated unit prices with inflation factors determined by the gravel base inflation factor study shown on page 2. Twelve counties did not have 50,000 tons of gravel base in their respective five-year studies and therefore had their gravel base unit price adjusted based on the gravel base unit prices of surrounding counties as shown on pages 5-7.

Information shown on the map on page 8 summarizes the data used in this study. A comparison of the 2010 gravel base unit prices and the 2009 unit prices on pages 9-10 shows that the statewide average gravel base unit price increased $0.47 in 2010.

B. **Bituminous Unit Price Information – Pages 12-20**

Kim reviewed the five-year bituminous unit price study that is being recommended by the General Subcommittee for determination of individual county bituminous unit prices as shown on pages 13-14. These unit prices are inflated unit prices with inflation factors determined by the bituminous inflation factor study shown on page 12. Five counties did not have 50,000 tons of bituminous in their respective five-year studies and therefore had their bituminous unit price adjusted based on the bituminous unit prices of surrounding counties as shown on pages 15-16.

Information shown on the map on page 17 summarizes the data used in this study. A comparison of the 2010 bituminous unit prices and the 2009 unit prices on pages 18-19 shows that the statewide average bituminous unit price increased $3.27 in 2010.

C. **Other Unit Prices – Page 21**

Kim reviewed the recommendation of the General Subcommittee to continue to utilize increments to determine individual county gravel surfacing unit price and gravel shouldering unit price as shown on page 20. However, since there were only two aggregate surfacing projects in the past five years, the recommendation is to use each county's gravel base price for their gravel surfacing unit price. The recommended increment for gravel shouldering is $2.50 based on the difference between the average statewide 2006- 2010 gravel shoulder unit price and the average statewide 2006- 2010 rural gravel base unit price.

Page 20 also shows miscellaneous unit price recommendations by the General

Subcommittee for partial and complete storm sewer, curb and gutter, bridges with length less than 150 feet, bridges 150 feet and longer, and bridge widening. Storm sewer unit prices are based on 2010 storm sewer costs as determined by the State-aid Hydraulic Specialist on page 29. Curb and gutter unit prices are based on costs from municipal state-aid projects constructed in 2010 inflated by the ENR construction cost index of 2.68%. Bridge unit prices are based on the five–year average costs of county bridge projects constructed in 2006-2010 as shown on pages 25-28. The bridge widening unit price remained unchanged from the previous year's unit price study as there were no additional bridge widening projects to consider.

D. Box Culvert Prices – Pages 22-23
Kim reviewed the recommendation of the General Subcommittee to use the 2006-2010 county box culvert projects to determine the unit prices for the various sizes of box culverts as shown on pages 22-23.

E. Mileage Requests – Pages 30-38
Although there are no mileage requests that require Screening Board action, historical information of approved mileage requests, banked state-aid mileage, and historical documentation of approved mileage requests is shown on pages 30-38.

F. State Park Road Account – Page 40-45
Kim reported that Minnesota Statute 162.06, subdivision 5 as shown on page 41 has been changed such that a needs adjustment is no longer required for projects on county state-aid highways that utilize State Park Road Account funds. There have been no new requests from counties to use State Park Road Account funds on County State-Aid Highways projects since the 2010 Screening Board meetings.

G. Reference Material
Kim reviewed the various reference materials that are contained on pages 46-88 of the 2011 County Screening Board Data.

Additional Subjects

A. **Reporting Grade Widening Projects in Needs**
Motion by Roger Risser, seconded by Mike Flaagan to discuss potential revisions to current Screening Board resolutions that address how grade widening projects are reported in the needs study. Motion passed unanimously.

As part of the discussion, Doug Fischer stated the Minnesota County Engineers Association Board of Directors, at their meeting earlier that day, had requested state-aid staff to look into the application of reconstruction and reconditioning standards as they apply to grade widening projects. Several members spoke of the concern that grade-widening projects are not being reported consistently throughout the state with certain segments continuing to draw full needs after being widened, while other segments do not continue to draw full needs after being widened. Further direction for resolution of this issue will be brought forth at tomorrow's Screening Board meeting.

With no other items presented for discussion, Chairman Ron Mortensen asked for a motion to recess until Thursday, May 26, 2011 at 8:30 a.m. Motion was made by Doug Fischer, seconded by

Mike Flaagan, and passed unanimously.

The meeting reconvened at 8:35 a.m. May 26, 2011 with all noted members present.

Chairman Ron Mortensen asked for a motion to approve the inflated gravel base unit prices, inflated bituminous unit prices, aggregate surfacing and aggregate shouldering increments, and miscellaneous unit prices for storm sewer, curb and gutter, bridges and box culverts as recommended by the General Subcommittee. Motion was made by Mike Flaagen, seconded by Mark Krebsbach, and passed unanimously.

A motion was made by Brian Giese, seconded by Roger Risser that the general subcommittee is directed to work with the MnDOT State Aid Office and review all reconstruction and reconditioning projects specifically know as grade widening projects from the past ten years to determine 1) if the projects meet geometric and structural standards and 2) if the same projects have resulted in removal of full grading needs and report these finding to each district prior to the fall screening board meeting. After discussion about the process to obtain data from the past ten years, the motion passed unanimously.

Chairman Ron Mortensen thanked Al Goodman for his three years of service on the General Subcommittee. A General Subcommittee member will be appointed in the near future to represent the northern counties.

Chairman Ron Mortensen thanked retiring District State-Aid Engineer Doug Haeder for his years of service.

Rick Kjonaas announced that State-Aid is working with Washington County and Freeborn County to develop a transportation ADA transition plan. When completed these transition plans will provide a template for other counties to use.

Chairman Ron Mortensen announced that the 2011 Fall Screening Board will be held October 26-27, 2011 at Rutger's Bay Lake in Deerwood.

A motion was made by Doug Fischer, seconded by Joe Triplet to adjourn the spring meeting of the County Engineer's 2011 Screening Board at 8:50 a.m. Motion passed unanimously.

Respectively Submitted,

John Welle

John Welle
Screening Board Secretary
Aitkin County Engineer

CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD

BE IT RESOLVED:

ADMINISTRATIVE

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

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

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

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

Appearance at Screening Board - Oct. 1962

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

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

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

Screening Board Vice-chairman - June 1968

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

Screening Board Meeting Dates and Locations - June, 1996

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

Screening Board Secretary - Oct. 1961

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

Research Account - Oct. 1961

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

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

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

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

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

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

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

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

1) The maximum County State Aid construction dollars which can be advanced in any one year shall be the difference between the County State Aid construction fund balance at the end of the preceding calendar year plus any repayment due from the previous years advancing and $40 million. Advanced funding will be granted on a first come-first served basis.

1a) In order to allow for some flexibility in the advancement limits previously stated, the $40 million target value can be administratively adjusted by the State Aid Engineer and reported to the Screening Board at their next meeting.

2) Total advances to the Regular Account shall be limited to the counties last regular construction allotment, and will be reduced by any scheduled regular bond principal obligations and advance encumbrance repayments. Any advances must be repaid by deducting that amount from the next years CSAH regular construction allotment.

3) Total advances to the Municipal Account shall be limited to the counties last municipal construction allotment, and will be reduced by any scheduled municipal bond principal obligations and advance encumbrance repayments. Any advances must be repaid by deducting that amount from the next years CSAH municipal construction allotment.

4) In addition to the total advances allowed under 2) and 3) above, a county may request an advance in an amount equal to the Federal Funds formally programmed by an Area Transportation Partnership (ATP) in any future programmed year for a State Aid Project and for items that are State Aid eligible. Should Federal Funds fail to be programmed or the project or a portion of the project be declared federally ineligible, the local agency shall be required to pay back the advance under a payment plan agreed to between State Aid and the County.

5) Advanced State Aid funding must be requested by County Board Resolution. This resolution need not be project specific, but describes the maximum amount of advances the County Board authorizes for financing of approved County State Aid Highway projects in that year. This resolution must be submitted with, or prior to, the first project specific request. Once the resolution is received by SALT Division, payments will be made to the County for approved County State Aid Highway projects up to the amount requested in the resolution, after that Counties construction account balance reaches zero, and subject to the other provisions of these guidelines. The resolution does not reserve funds nor establish the "first come - first served" basis. First come - first served is established by payment requests and/or by the process describe in (5).

6) Prior to entering into a contract where advanced funding will be required, the County Engineer must submit a Request Advanced Funding form. SALT will reserve the funds and return the approved form to the County Engineer provided that:

   a) the amount requested is within the amount authorized by the County Board Resolution,
   b) the amount requested is consistent with the other provisions of this guideline, and
   c) the County intends to approve the contract within the next several weeks; or in the case of a construction project, a completed plan has been submitted for State Aid approval.

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

NEEDS ADJUSTMENTS

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

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

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

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

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

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

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

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

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

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

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

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

the net unamortized bonded debt shall be the total unamortized bonded indebtedness less the unencumbered bond amount as of December 31, of the preceding year.

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

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

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

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

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

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

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

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

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

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

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

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

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

Initial Turnback Maintenance Adjustment - Fractional Year Reimbursement:

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

Turnback Maintenance Adjustment - Full Year, Initial or Subsequent:

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

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

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

MILEAGE

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

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

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

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

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

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

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

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

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

That, whereas, Trunk Highway Turnback mileage is allowed in excess of the normal County State Aid Highway mileage limitations, revocation of said Turnbacks designated after July 1, 1965, shall not create eligible mileage for State Aid designation on other roads in the county, unless approved by the Screening Board.

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

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

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

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

TRAFFIC

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

That new Traffic Projection Factors for the needs study be established for each county using a "least squares" projection of the vehicle miles from the last four traffic counts and in the case of the seven county metro area from the number of latest traffic counts which fall in a minimum of a twelve year period. This normal factor can never fall below 1.0. Also, new traffic factors will be computed whenever an approved traffic count is made. These normal factors may, however, be changed by the county engineer for any specific segments where a traffic count or a traffic study warrant a change, with the approval of the District State Aid Engineer.
Also, the adjustment to traffic projection factors shall be limited to a 0.3 point decrease per traffic count interval.

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

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

ROAD NEEDS

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

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

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

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

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

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

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

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

That all roads be divided into proper segments and the highest estimated ADT, consistent with adjoining segments, be used in determining the design geometrics for needs study purposes.
Also, that for all roads which qualify for needs in excess of additional surfacing, the proposed needs shall be based solely on projected traffic, regardless of existing surface types or geometrics.

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

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

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

Rural Design Grade Widening - June 1980

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

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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FIGURE A

21-Sep-11

Tentative 2012 Money Needs

October 2011

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 commisseioner's rules may be included in determing money needs.
To avoid variances in costs due to differences in construction policy, construction costs shall be estimated on the basis of the engineering standards developed cooperatively by the commissioner and the county engineers of the several counties.

COUNTY	BASIC 2011 25 YEAR CONST. NEEDS	SCREENING BOARD RESTRICT.	RESTRICTED 2011 25-YEAR CONST. NEEDS	RURAL COMPLETE GRADING ADJUST.	URBAN COMPLETE GRADING ADJUST.	(MINUS) STATE AID CONST. FUND BALANCE DEDUCT.	BOND ACCOUNT ADJUST.	(MINUS) SPECIAL RESURFACING ADJUST.	(PLUS) BR. DECK REHAB. "AFTER "THE FACT" NEEDS	(PLUS) MnDOT & RR BRIDGE "AFTER "THE FACT" NEEDS	(PLUS) RIGHT OF WAY "AFTER THE FACT" NEEDS	(PLUS) MISC. "AFTER THE FACT" NEEDS	(PLUS) CREDIT FOR LOCAL EFFORT	(MINUS) NON EXISTING CSAH NEEDS ADJUST.	ADJUSTED 25 YEAR CONST. NEEDS	ANNUAL CONST. NEEDS	(MINUS) MILL LEVY DEDUCT.	ANNUAL MONEY NEEDS	EXCESS SUM MONEY NEEDS FACTORS	MONEY NEEDS APPORT. (LESS THTB ADJUST.)	(PLUS) 2010 THTB ADJUST.	TENTATIVE MONEY NEEDS APPORT.	ADJUST. TO MINIMUM COUNTIES	MAXIMUM FACTOR FOR OTHER 82 COUNTIES	MINIMUM COUNTY ADJUST. FOR OTHER 82 COUNTIES	2011 MONEY NEEDS APPORT.	MONEY NEEDS FACTORS	ANNUAL APPORTIONMENT MONEY NEEDS RECOMMENDATION TO THE COMMISSIONER	COUNTY
Carlton	$114,166,607	$0	$114,166,607	$17,658,345	$968,036	$0		($2,486,757)	$0		$1,116,446	$96,530	$21,550		$131,540,757	$5,261,630	($418,410)	$4,843,220	1.012424	$1,758,855		$1,758,855		1.024111	($38,647)	1,720,208	0.9840	$4,707,354	Carlton
Cook	69,744,876	10,020,726	79,765,602	12,185,766	305,554	(272,157)		(1,869,470)	0		473,551	101,941	0		90,690,787	3,627,631	(290,412)	3,337,219	0.697610	1,211,937		1,211,937		0.705663	(26,630)	1,185,307	0.6780	3,243,596	Cook
Itasca	205,105,004	0	205,105,004	62,780,899	9,888,489	0		(4,038,956)	466,914		1,298,135	310,310	0	($890,509)	274,920,286	10,996,811	(910,511)	10,086,300	2.108434	3,662,921		3,662,921		2.132773	(80,485)	3,582,436	2.0493	9,803,346	Itasca
Koochiching	53,672,300	0	53,672,300	8,889,727	737,164	0		(2,557,835)	0		1,572,064	0	0		62,313,420	2,492,537	(165,926)	2,326,611	0.486353	844,927		844,927	$1,629,835			2,474,762	1.4157	6,772,193	Koochiching
Lake	87,631,913	0	87,631,913	27,042,883	7,034,638	0	744,976	(918,815)	113,025	$1,053,364	1,226,859	522,698	0		124,451,541	4,978,062	(307,940)	4,670,122	0.976239	1,695,991		1,695,991		0.987508	(37,266)	1,658,725	0.9489	4,539,105	Lake
Pine	194,351,418	0	194,351,418	32,687,481	10,079,738	0		(6,829,173)	0		1,580,715	776,848	0		232,647,027	9,305,881	(478,740)	8,827,141	1.845220	3,205,647	$0	3,205,647		1.866520	(70,437)	3,135,210	1.7935	8,579,511	Pine
St. Louis	639,930,748	0	639,930,748	157,655,894	53,907,714	0		(14,932,318)	0		17,513,805	4,114,319	0		858,190,162	34,327,606	(1,564,223)	32,763,383	6.848837	11,898,284	0	11,898,284		6.927897	(261,439)	11,636,845	6.6567	31,844,258	St. Louis
District 1 Totals	**$1,364,602,866**		**$1,374,623,592**	**$318,900,995**	**$82,921,333**	**($272,157)**	**$744,976**	**($33,633,324)**	**$579,939**	**$1,053,364**	**$24,781,575**	**$5,922,646**	**$21,550**	**($890,509)**	**$1,774,753,980**	**$70,990,158**	**($4,136,162)**	**$66,853,996**	**13.975117**	**$24,278,562**	**$0**	**$24,278,562**	**$1,629,835**	**13.644472**	**($514,904)**	**$25,393,493**	**14.5261**	**$69,489,363**	**District 1 Totals**
Beltrami	$149,478,135	$0	$149,478,135	$18,696,365	$4,160,184	($6,472)		($1,187,179)	$270,771		$2,253,445	$739,719	$0		$174,404,968	$6,976,199	($480,908)	$6,495,291	1.357772	$2,358,817		$2,358,817		1.373445	($51,830)	$2,306,987	1.3197	$6,313,076	Beltrami
Clearwater	71,271,402	0	71,271,402	5,127,452	126,120	0		(736,243)	0		736,175	118,443	743,693		77,387,042	3,095,482	(139,012)	2,956,470	0.618019	1,073,666		1,073,666		0.625153	(23,591)	1,050,075	0.6007	2,873,533	Clearwater
Hubbard	82,752,055	0	82,752,055	8,654,270	548,947	0	1,300,000	(3,377,893)	0		2,230,339	389,464	267,639		92,764,821	3,710,593	(568,865)	3,141,728	0.656745	1,140,944		1,140,944		0.664326	(25,070)	1,115,874	0.6383	3,053,592	Hubbard
Kittson	66,333,330	0	66,333,330	2,392,767	689,867	0		(2,076,006)	0		1,753,073	231,584	318,400		69,643,015	2,785,721	(132,153)	2,653,568	0.554700	963,664		963,664		0.561103	(21,174)	942,490	0.5391	2,579,126	Kittson
Lake of 'Woods	41,762,863	0	41,762,863	3,786,236	230,522	0		(3,028,444)	0		227,111	237,725	0		43,216,013	1,728,641	(78,792)	1,649,849	0.344883	599,155		599,155	$926,314			1,525,469	0.8726	4,174,450	Lake of 'Woods
Marshall	95,324,336	0	95,324,336	2,019,930	234,685	(84,459)		(734,763)	0		2,608,382	119,410	0		99,487,521	3,979,501	(225,265)	3,754,236	0.784783	1,363,380		1,363,380		0.793842	(29,957)	1,333,423	0.7628	3,648,916	Marshall
Norman	83,431,735	0	83,431,735	3,987,680	669,898	0		(1,013,776)	0		1,034,151	69,485	0		88,179,173	3,527,167	(178,815)	3,348,352	0.699937	1,215,980		1,215,980		0.708017	(26,718)	1,189,262	0.6803	3,254,419	Norman
Pennington	56,619,013	0	56,619,013	5,806,509	96,157	0	1,068,875	(1,881,576)	0		692,825	51,976	0		62,453,779	2,498,151	(145,875)	2,352,276	0.491718	854,247		854,247		0.497394	(18,770)	835,477	0.4779	2,286,285	Pennington
Polk	170,852,287	0	170,852,287	4,462,421	735,587	0	1,735,533	(2,438,836)	0		4,970,058	673,608	11,295,496		192,286,153	7,691,446	(545,535)	7,145,911	1.493777	2,595,095		2,595,095		1.511020	(57,021)	2,538,074	1.4519	6,945,446	Polk
Red Lake	34,889,531	0	34,889,531	1,176,572	90,373	0		(1,404,910)	0		293,692	256,724	0		35,301,982	1,412,079	(65,192)	1,346,887	0.281552	489,132		489,132	498,565			987,697	0.5650	2,702,836	Red Lake
Roseau	122,395,908	0	122,395,908	(1,454,136)	2,677,074	0		(2,200,007)	0		893,313	244,117	0		122,556,269	4,902,251	(173,532)	4,728,719	0.988489	1,717,273		1,717,273		0.999900	(37,733)	1,679,540	0.9608	4,596,066	Roseau
District 2 Totals	**$975,110,595**		**$975,110,595**	**$54,656,066**	**$10,259,414**	**($90,931)**	**$4,104,408**	**($20,079,633)**	**$270,771**	**$0**	**$17,692,565**	**$3,132,255**	**$12,625,228**	**$0**	**$1,057,680,738**	**$42,307,231**	**($2,733,944)**	**$39,573,287**	**8.272375**	**$14,371,353**	**$0**	**$14,371,353**	**$1,424,879**	**7.734200**	**($291,864)**	**$15,504,368**	**8.8691**	**$42,427,745**	**District 2 Totals**
Aitkin	$100,324,492	$0	$100,324,492	$19,014,048	$25,021	$0		($1,249,590)	$0		$1,894,589	$351,646	$0		$120,360,206	$4,814,408	($512,571)	$4,301,837	0.899253	$1,562,246		$1,562,246		0.909634	($34,327)	$1,527,919	0.8740	$4,181,154	Aitkin
Benton	76,495,484	0	76,495,484	17,394,269	2,556,059	(33,095)	114,552	(1,521,077)	8,007		1,814,802	248,957	0		97,077,958	3,883,118	(456,808)	3,426,310	0.716234	1,244,292		1,244,292		0.724502	(27,341)	1,216,951	0.6961	3,330,190	Benton
Cass	119,417,513	0	119,417,513	15,762,891	732,750	0		(851,224)	0		1,562,410	0	0		136,624,340	5,464,974	(1,063,959)	4,401,015	0.919985	1,598,263		1,598,263		0.930605	(35,118)	1,563,145	0.8942	4,277,551	Cass
Crow Wing	157,582,874	0	157,582,874	8,680,352	8,521,984	0		(3,729,610)	18,132		959,323	1,184,838	2,035,354		175,253,247	7,010,130	(1,788,142)	5,221,988	1.091601	1,896,406		1,896,406		1.104202	(41,669)	1,854,737	1.0610	5,075,493	Crow Wing
Isanti	72,199,917	0	72,199,917	13,807,627	(765,607)	0		(771,337)	0		1,715,188	93,681	26,710		86,306,179	3,452,247	(501,859)	2,950,388	0.616747	1,071,456		1,071,456		0.623866	(23,543)	1,047,913	0.5994	2,867,617	Isanti
Kanabec	51,192,585	0	51,192,585	5,914,062	1,366,363	0		(26,464)	0		991,949	0	0		59,438,495	2,377,540	(220,859)	2,156,681	0.450831	783,215		783,215		0.456035	(17,209)	766,006	0.4382	2,096,177	Kanabec
Mille Lacs	94,890,527	0	94,890,527	19,130,906	3,663,025	0		(2,995,842)	0		783,048	501,122	0		115,972,786	4,638,911	(338,729)	4,300,182	0.898907	1,561,645		1,561,645		0.909284	(34,314)	1,527,331	0.8737	4,179,545	Mille Lacs
Morrison	144,892,698	0	144,892,698	19,768,912	2,807,884	0		(1,290,442)	0		1,211,979	704,803	0		168,095,834	6,723,833	(522,983)	6,200,850	1.296222	2,251,888	5,353	2,257,241		1.314301	(49,598)	2,207,643	1.2629	6,041,221	Morrison
Sherburne	95,376,953	0	95,376,953	17,098,530	442,906	0		(681,638)	0		2,849,891	189,081	1,418,913		116,694,637	4,667,785	(1,242,494)	3,425,291	0.716021	1,243,922		1,243,922		0.724286	(27,332)	1,216,590	0.6959	3,329,202	Sherburne
Stearns	276,000,561	0	276,000,561	39,657,900	7,151,033	0		(6,957,589)	8,007	$1,624,071	2,101,461	1,169,614	613,413		321,368,471	12,854,739	(2,013,513)	10,841,226	2.266243	3,937,077		3,937,077		2.292403	(86,509)	3,850,568	2.2027	10,537,090	Stearns
Todd	69,323,221	0	69,323,221	2,656,809	1,652,209	(199,567)		(250,209)	0		700,780	16,745	342,092		74,242,080	2,969,683	(377,487)	2,592,196	0.541871	941,377	3,949	945,326		0.550426	(20,771)	924,555	0.5289	2,530,047	Todd
Wadena	52,841,895	0	52,841,895	6,054,487	2,383,657	0		(2,123,916)	0		522,048	0	50,459		59,728,630	2,389,145	(164,763)	2,224,382	0.464983	807,801		807,801		0.470350	(17,750)	790,051	0.4519	2,161,977	Wadena
Wright	219,101,648	0	219,101,648	67,138,465	7,553,231	0		(4,832,721)	54,677		7,974,688	2,273,976	330,881		299,594,845	11,983,794	(1,857,201)	10,126,593	2.116857	3,677,554		3,677,554		2.141293	(80,806)	3,596,748	2.0575	9,842,511	Wright
District 3 Totals	**$1,529,640,368**		**$1,529,640,368**	**$252,079,258**	**$38,090,515**	**($232,662)**	**$114,552**	**($27,281,659)**	**$88,823**	**$1,624,071**	**$25,082,155**	**$6,734,464**	**$4,817,822**	**$0**	**$1,830,757,707**	**$73,230,307**	**($11,061,368)**	**$62,168,939**	**12.995755**	**$22,577,142**	**$9,302**	**$22,586,444**	**$0**	**13.151187**	**($496,287)**	**$22,090,157**	**12.6364**	**$60,449,775**	**District 3 Totals**
Becker	$114,064,251	$0	$114,064,251	$10,688,903	$1,988,971	$0		($4,021,529)	$0		$1,348,631	$181,540	$3,643,824		$127,894,591	$5,115,784	($732,161)	$4,383,623	0.916350	$1,591,948		$1,591,948		0.926928	($34,980)	$1,556,968	0.8906	$4,260,647	Becker
Big Stone	37,066,606	0	37,066,606	8,627,546	649,385	0		(2,381,715)	0		277,147	0	0		44,238,969	1,769,559	(155,763)	1,613,796	0.337347	586,063		586,063	$305,241			891,304	0.5099	2,439,056	Big Stone
Clay	107,072,856	0	107,072,856	18,819,792	643,944	0		(686,788)	0		2,195,232	183,511	705,021		128,933,568	5,157,343	(685,491)	4,471,852	0.934793	1,623,988		1,623,988		0.945583	(35,684)	1,588,304	0.9086	4,346,398	Clay
Douglas	117,025,748	0	117,025,748	11,481,054	852,846	0		(3,529,870)	0		1,493,148	738,954	2,084,680		130,146,560	5,205,862	(792,235)	4,413,627	0.922622	1,602,844		1,602,844		0.933272	(35,219)	1,567,625	0.8967	4,289,810	Douglas
Grant	33,224,407	987,776	34,212,183	9,820,260	242,601	(1,196,799)		(1,015,620)	0		477,175	107,290	0		42,647,090	1,705,884	(190,838)	1,515,046	0.316704	550,201		550,201		0.320360	(12,089)	538,112	0.3078	1,472,545	Grant
Mahnomen	32,578,759	0	32,578,759	7,939,095	(9,461)	0		(1,050,910)	0		440,791	0	0		39,898,274	1,595,931	(81,166)	1,514,765	0.316646	550,100		550,100	413,752			963,852	0.5514	2,637,584	Mahnomen
Otter Tail	281,103,687	0	281,103,687	49,854,979	8,173,087	0		(6,444,682)	0		2,502,215	0	0		335,189,286	13,407,571	(1,389,070)	12,018,501	2.512340	4,364,615		4,364,615		2.541341	(95,903)	4,268,712	2.4419	11,681,342	Otter Tail
Pope	61,010,059	0	61,010,059	16,275,906	423,459	0		(1,891,144)	0		1,178,945	0	0		76,997,225	3,079,889	(293,894)	2,785,995	0.582383	1,011,757		1,011,757		0.589106	(22,231)	989,526	0.5660	2,707,841	Pope
Stevens	43,166,675	0	43,166,675	5,379,660	62,146	0		(1,122,357)	0		818,658	19,680	125,000		48,449,462	1,937,978	(218,343)	1,719,635	0.359471	624,498		624,498		0.363620	(13,722)	610,776	0.3494	1,671,390	Stevens
Swift	56,549,757	3,591,794	60,141,551	8,227,483	72,778	0		(36,184)	0		622,208	55,958	0		69,083,794	2,763,352	(283,413)	2,479,939	0.518405	900,610		900,610		0.524389	(19,789)	880,821	0.5039	2,410,369	Swift
Traverse	42,937,441	0	42,937,441	2,964,268	358,834	(940,045)		(1,146,253)	0		160,653	0	0		44,334,898	1,773,396	(192,049)	1,581,347	0.330564	574,279		574,279		0.334380	(12,619)	561,660	0.3213	1,536,984	Traverse
Wilkin	73,349,968	693,531	74,043,499	9,663,102	622,662	0		(546,650)	0		745,550	0	0		84,528,163	3,381,127	(232,483)	3,148,644	0.658191	1,143,456		1,143,456		0.665789	(25,125)	1,118,331	0.6397	3,060,316	Wilkin
District 4 Totals	**$999,150,214**		**$1,004,423,315**	**$159,742,048**	**$14,081,252**	**($2,136,844)**	**$0**	**($23,873,702)**	**$0**	**$0**	**$12,260,352**	**$1,286,933**	**$6,558,525**	**$0**	**$1,172,341,879**	**$46,893,676**	**($5,246,906)**	**$41,646,770**	**8.705816**	**$15,124,359**	**$0**	**$15,124,359**	**$718,993**	**8.144768**	**($307,361)**	**$15,535,991**	**8.8872**	**$42,514,282**	**District 4 Totals**
Anoka	$338,580,274	$0	$338,580,274	$33,140,304	$60,450,361	$0	$560,000	$0	$179,005	$1,666,997	$22,791,662	$15,277,087	$40,444,026		$513,089,716	$20,523,589	($2,613,368)	$17,910,221	3.743942	$6,504,241	$95,194	$6,599,435		3.842588	($145,008)	$6,454,427	3.6922	$17,662,557	Anoka
Carver	135,816,818	0	135,816,818	27,054,547	14,528,715	(2,274,997)		(373,515)	0		3,699,899	435,745	13,192,879		192,080,091	7,683,204	(1,670,308)	6,012,896	1.256932	2,183,631	303,638	2,487,269		1.448238	(54,652)	2,432,617	1.3915	6,656,863	Carver
Hennepin	810,753,061	0	810,753,061	21,477,247	140,528,655	0		(267,766)	1,775,193	7,300,000	116,969,408	40,109,383	48,575,668		1,187,220,849	47,488,834	(12,780,395)	34,708,439	7.255431	12,604,647	150,749	12,755,396		7.426959	(280,272)	12,475,124	7.1362	34,138,211	Hennepin
Scott	151,870,029	0	151,870,029	50,632,643	6,000,562	0		0	0		40,221,785	9,863,058	41,265,083		299,853,161	11,994,126	(2,223,692)	9,770,434	2.042406	3,548,212	57,786	3,605,998		2.099629	(79,234)	3,526,764	2.0174	9,650,999	Scott
Metro Totals	**$1,437,020,182**		**$1,437,020,182**	**$132,304,741**	**$221,508,293**	**($2,274,997)**	**$560,000**	**($641,281)**	**$1,954,198**	**$8,966,997**	**$183,682,754**	**$65,685,273**	**$143,477,656**	**$0**	**$2,192,243,816**	**$87,689,753**	**($19,287,763)**	**$68,401,990**	**14.298711**	**$24,840,731**	**$607,367**	**$25,448,098**	**$0**	**14.817414**	**($559,166)**	**$24,888,932**	**14.2373**	**$68,108,630**	**Metro Totals**
Dodge	$99,804,148	$0	$99,804,148	$7,947,777	$815,811	$0		($1,553,982)	$0		$767,117	$70,532	$922,911		$108,774,314	$4,350,973	($364,682)	$3,986,291	0.833292	$1,447,654		$1,447,654		0.842911	($31,809)	$1,415,845	0.8099	$3,874,464	Dodge
Fillmore	151,916,157	0	151,916,157	13,474,760	4,939,399	(114,783)		(1,310,627)	0		1,362,101	614,749	2,286,985		173,168,741	6,926,750	(443,655)	6,483,095	1.355222	2,354,387		2,354,387		1.370866	(51,732)	2,302,655	1.3172	6,301,222	Fillmore
Freeborn	135,396,690	0	135,396,690	19,841,686	1,880,289	0		(7,698,721)	0		453,746	144,736	177,874		150,196,300	6,007,852	(529,453)	5,478,399	1.145201	1,989,524		1,989,524		1.158421	(43,715)	1,945,809	1.1131	5,324,712	Freeborn
Goodhue	146,631,809	0	146,631,809	25,929,319	1,684,915	0		(1,530,203)	168,135		3,985,319	3,136,159	8,955,768		188,961,221	7,558,449	(901,952)	6,656,497	1.391470	2,417,360		2,417,360		1.407532	(53,116)	2,364,244	1.3524	6,469,760	Goodhue
Houston	107,413,620	1,104,948	108,518,568	18,063,781	878,359	0		(2,402,099)	138,340		1,278,771	494,656	0		126,970,376	5,078,815	(290,185)	4,788,630	1.001012	1,739,029		1,739,029		1.012567	(38,211)	1,700,818	0.9729	4,654,293	Houston
Mower	123,504,537	0	123,504,537	11,806,356	(536,575)	0		(1,420,195)	0		385,042	66,808	0		133,805,973	5,352,239	(568,790)	4,783,449	0.999929	1,737,147		1,737,147		1.011471	(38,170)	1,698,977	0.9719	4,649,255	Mower
Olmsted	193,489,721	0	193,489,721	8,640,463	620,349	0		(445,127)	523,691		9,902,476	1,819,371	9,288,081		223,839,025	8,953,561	(2,075,372)	6,878,189	1.437812	2,497,869		2,497,869		1.454410	(54,885)	2,442,984	1.3975	6,685,232	Olmsted
Rice	114,822,684	0	114,822,684	25,809,211	890,260	0		(5,080,022)	299,733		1,789,388	559,484	904,298		139,995,036	5,599,801	(933,636)	4,666,165	0.975412	1,694,555		1,694,555		0.986672	(37,234)	1,657,321	0.9480	4,535,263	Rice
Steele	103,370,379	5,066,027	108,436,406	28,065,651	3,229,303	0		(2,144,161)	0		1,501,016	550,725	0		139,638,940	5,585,558	(525,093)	5,060,465	1.057836	1,837,747		1,837,747		1.070047	(40,380)	1,797,367	1.0282	4,918,500	Steele
Wabasha	107,630,478	0	107,630,478	15,062,602	(120,158)	0		(3,365,345)	27,500		2,020,170	639,559	363,956		122,258,761	4,890,350	(405,301)	4,485,049	0.937552	1,628,782		1,628,782		0.948375	(35,789)	1,592,993	0.9113	4,359,230	Wabasha
Winona	145,464,056	0	145,464,056	11,140,874	651,148	0		(7,288,560)	0		765,579	84,435	1,578,836		152,396,368	6,095,855	(637,675)	5,458,180	1.140975	1,982,182		1,982,182		1.154146	(43,554)	1,938,628	1.1090	5,305,061	Winona
District 6 Totals	**$1,429,444,279**		**$1,435,615,254**	**$185,782,480**	**$14,933,100**	**($114,783)**	**$0**	**($34,239,042)**	**$1,157,399**	**$0**	**$24,210,724**	**$8,181,214**	**$24,478,709**	**$0**	**$1,660,005,055**	**$66,400,203**	**($7,675,794)**	**$58,724,409**	**12.275713**	**$21,326,236**	**$0**	**$21,326,236**	**$0**	**12.417418**	**($468,595)**	**$20,857,641**	**11.9314**	**$57,076,992**	**District 6 Totals**
Blue Earth	$213,845,977	$0	$213,845,977	$25,621,902	$8,106,927	($21,429)		(3,108,992)	$0		$17,160,220	$5,250,840	$4,628,990		$271,484,436	$10,859,377	($977,769)	$9,881,608	2.065645	$3,588,584	$20,378	$3,608,962		2.101355	($79,299)	$3,529,663	2.0191	$9,658,932	Blue Earth
Brown	97,321,638	0	97,321,638	6,875,962	1,045,979	(17,802)		(1,996,620)	0		1,768,879	410,604	2,802,531		108,211,171	4,328,447	(438,474)	3,889,973	0.813158	1,412,676		1,412,676		0.822545	(31,040)	1,381,636	0.7903	3,780,851	Brown
Cottonwood	64,947,812	0	64,947,812	5,805,658	20,929	0		(1,682,928)	0		755,627	29,474	0		69,876,572	2,795,063	(317,633)	2,477,430	0.517880	899,698		899,698		0.523858	(19,769)	879,929	0.5034	2,407,928	Cottonwood
Faribault	117,894,494	0	117,894,494	9,068,412	2,500,805	0		(964,076)	0		599,185	400,765	1,373,964		130,873,549	5,234,942	(377,113)	4,857,829	1.015478	1,764,160		1,764,160		1.027200	(38,764)	1,725,396	0.9870	4,721,551	Faribault
Jackson	128,371,509	0	128,371,509	3,929,352	175,417	(278,734)		(2,200,210)	0		425,986	0	1,786,536		132,209,856	5,288,394	(364,713)	4,923,681	1.029243	1,788,074		1,788,074		1.041124	(39,289)	1,748,785	1.0004	4,785,555	Jackson
Le Sueur	117,978,109	0	117,978,109	9,731,698	3,523,127	0	3,282,386	(4,848,090)	0		1,168,177	588,972	600,544		132,024,923	5,280,997	(557,244)	4,723,753	0.987450	1,715,468		1,715,468		0.998849	(37,694)	1,677,774	0.9597	4,591,233	Le Sueur
Martin	130,284,731	0	130,284,731	9,352,242	120,692	(212,205)		(1,309,836)	0		564,173	0	280,303		139,080,100	5,563,204	(491,904)	5,071,300	1.060101	1,841,682		1,841,682		1.072338	(40,467)	1,801,215	1.0304	4,929,030	Martin
Nicollet	102,463,690	0	102,463,690	16,262,492	1,642,484	0	646,865	(6,070,100)	152,281		2,192,160	73,572	12,587,395		129,950,839	5,198,034	(487,480)	4,710,554	0.984691	1,710,675		1,710,675		0.996058	(37,588)	1,673,087	0.9571	4,578,407	Nicollet
Nobles	111,117,002	0	111,117,002	11,054,264	1,804,828	0		(2,923,386)	0		400,268	225,025	62,245		121,740,246	4,869,610	(415,606)	4,454,004	0.931062	1,617,507	46,510	1,664,017		0.968891	(36,563)	1,627,454	0.9310	4,453,532	Nobles
Rock	71,708,923	0	71,708,923	7,109,267	968,598	0		(3,521,682)	0		496,678	0	0		76,761,784	3,070,471	(273,901)	2,796,570	0.584593	1,015,596		1,015,596		0.591341	(22,315)	993,281	0.5682	2,718,116	Rock
Sibley	66,229,875	0	66,229,875	4,900,385	1,617,436	0		(1,158,360)	0		772,607	0	0		72,361,943	2,894,478	(377,386)	2,517,092	0.526171	914,101		914,101		0.532245	(20,085)	894,016	0.5114	2,446,477	Sibley
Waseca	74,764,306	0	74,764,306	3,764,757	557,546	(68,783)		(5,787,221)	0		1,226,180	0	1,139,253		75,596,038	3,023,842	(351,182)	2,672,660	0.558691	970,597		970,597		0.565140	(21,327)	949,270	0.5430	2,597,680	Waseca
Watonwan	73,392,798	566,693	73,959,491	2,775,044	733,588	0		(567,217)	0		374,477	3,240,445	225,989		80,741,817	3,229,673	(239,719)	2,989,954	0.625018	1,085,825		1,085,825		0.632233	(23,859)	1,061,966	0.6075	2,906,073	Watonwan
District 7 Totals	**$1,370,320,864**		**$1,370,887,557**	**$116,251,435**	**$22,818,356**	**($598,953)**	**$3,929,251**	**($36,138,718)**	**$152,281**	**$0**	**$27,904,617**	**$10,219,698**	**$25,487,750**	**$0**	**$1,540,913,274**	**$61,636,532**	**($5,670,124)**	**$55,966,408**	**11.699181**	**$20,324,643**	**$66,888**	**$20,391,531**	**$0**	**11.873177**	**($448,059)**	**$19,943,472**	**11.4085**	**$54,575,365**	**District 7 Totals**
Chippewa	$59,122,011	$0	$59,122,011	$4,946,659	($135,244)	$0		($2,187,481)	$0		$648,219	$92,358	$28,964		$62,515,486	$2,500,619	($280,403)	$2,220,216	0.464113	$806,290		$806,290		0.469471	($17,716)	$788,574	0.4511	$2,157,935	Chippewa
Kandiyohi	123,943,539	3,817,505	127,761,044	17,229,162	3,487,804	0	1,065,000	0	19,828		4,655,697	805,588	11,864,128		166,888,251	6,675,530	(762,333)	5,913,197	1.236091	2,147,425		2,147,425		1.250360	(47,185)	2,100,240	1.2014	5,747,312	Kandiyohi
Lac Qui Parle	61,188,084	0	61,188,084	4,993,056	1,025,609	0		(3,865,046)	0		523,554	0	0		63,865,257	2,554,610	(242,419)	2,312,191	0.483339	839,691		839,691		0.488919	(18,450)	821,241	0.4698	2,247,328	Lac Qui Parle
Lincoln	53,259,677	0	53,259,677	7,024,416	668,577	0		(1,253,529)	0		916,475	0	0		60,615,616	2,424,625	(178,494)	2,246,131	0.469530	815,701		815,701		0.474950	(17,923)	797,778	0.4564	2,183,122	Lincoln
Lyon	91,734,066	0	91,734,066	8,326,403	(391,356)	(147,289)		(3,835,932)	0		1,380,262	71,504	343,882		97,481,540	3,899,262	(478,847)	3,420,415	0.715001	1,242,150		1,242,150		0.723254	(27,293)	1,214,857	0.6949	3,324,459	Lyon
Mc Leod	89,694,642	0	89,694,642	8,994,940	2,297,670	(63,969)		(1,296,648)	0		2,217,734	56,694	316,023		102,217,086	4,088,683	(558,109)	3,530,574	0.738029	1,282,156	$10,038	1,292,194		0.752393	(28,393)	1,263,801	0.7229	3,458,395	Mc Leod
Meeker	71,788,572	0	71,788,572	14,864,757	1,751,272	0	1,274,051	(1,537,883)	0		490,129	32,201	1,869,828		90,532,927	3,621,317	(447,338)	3,173,979	0.663487	1,152,656		1,152,656		0.671146	(25,327)	1,127,329	0.6449	3,084,939	Meeker
Murray	75,103,712	0	75,103,712	9,292,761	562,653	0		(3,646,665)	0		919,189	401,696	0		82,633,346	3,305,334	(310,391)	2,994,943	0.626061	1,087,637		1,087,637		0.633288	(23,898)	1,063,739	0.6085	2,910,925	Murray
Pipestone	64,099,300	0	64,099,300	3,860,739	254,662	0		(3,074,059)	0		776,147	728,302	156,637		66,801,728	2,672,069	(206,283)	2,465,786	0.515446	895,469		895,469		0.521396	(19,676)	875,793	0.5010	2,396,610	Pipestone
Redwood	121,392,324	0	121,392,324	8,521,167	136,492	0		(4,573,076)	0		1,473,343	0	1,356,308		128,306,558	5,132,262	(430,463)	4,701,799	0.982861	1,707,496		1,707,496		0.994207	(37,518)	1,669,978	0.9553	4,569,899	Redwood
Renville	131,644,254	0	131,644,254	18,537,763	546,439	(15,866)		(1,438,601)	0		3,258,289	0	449,348		152,981,626	6,119,265	(526,174)	5,593,091	1.169177	2,031,177		2,031,177		1.182673	(44,631)	1,986,546	1.1364	5,436,188	Renville
Yellow Medicine	72,974,288	0	72,974,288	4,425,468	431,018	0		(508,923)	0		1,286,729	36,576	772,935		79,418,091	3,176,724	(310,510)	2,866,214	0.599153	1,040,891		1,040,891		0.606069	(22,871)	1,018,020	0.5823	2,785,814	Yellow Medicine
District 8 Totals	**$1,015,944,469**		**$1,019,761,974**	**$111,017,291**	**$10,635,596**	**($227,124)**	**$2,339,051**	**($27,217,843)**	**$19,828**	**$0**	**$18,545,767**	**$2,224,920**	**$17,158,052**	**$0**	**$1,154,257,511**	**$46,170,300**	**($4,731,764)**	**$41,438,536**	**8.662288**	**$15,048,739**	**$10,038**	**$15,058,777**	**$0**	**8.768126**	**($330,881)**	**$14,727,896**	**8.4249**	**$40,302,926**	**District 8 Totals**
Chisago	$112,947,631	$0	$112,947,631	$36,007,612	$5,922,738	$0	$4,153,864	($810,121)	$0		$15,574,833	$605,197	$530,675		$174,932,428	$6,997,297	($746,000)	$6,251,297	1.306768	$2,270,210	$0	$2,270,210		1.321853	($49,884)	$2,220,326	1.2701	$6,075,928	Chisago
Dakota	288,070,837	0	288,070,837	7,536,907	33,986,282	(65,038)		0	0	3,558,616	65,725,792	11,817,793	9,943,664	($2,787,958)	417,786,895	16,711,476	(3,699,709)	13,011,767	2.719973	4,725,329	9,637	4,734,966		2.756981	(104,041)	4,630,925	2.6490	12,672,539	Dakota
Ramsey	387,900,370	0	387,900,370	1,264,928	56,866,368	0	3,290,000	(4,468,997)	634,126		23,854,622	24,150,960	5,279,664		498,772,040	19,950,882	(4,179,379)	15,771,503	3.296866	5,727,549	373,246	6,100,796		3.552249	(134,052)	5,966,744	3.4131	16,328,010	Ramsey
Washington	206,627,779	0	206,627,779	21,551,973	23,793,191	0		(1,067,763)	0		15,439,381	7,792,906	2,703,206		276,840,673	11,073,627	(2,503,778)	8,569,849	1.791437	3,112,210	10,372	3,122,583		1.818155	(68,613)	3,053,970	1.7469	8,357,196	Washington
Metro Totals	**$995,546,617**		**$995,546,617**	**$66,361,420**	**$120,568,579**	**($65,038)**	**$7,443,864**	**($6,346,881)**	**$634,126**	**$3,558,616**	**$120,594,627**	**$44,366,855**	**$18,457,209**	**($2,787,958)**	**$1,368,332,036**	**$54,733,282**	**($11,128,866)**	**$43,604,416**	**9.115044**	**$15,835,298**	**$393,255**	**$16,228,555**	**$0**	**9.449238**	**($356,590)**	**$15,871,965**	**9.0791**	**$43,433,673**	**Metro Totals**
STATE TOTALS	**$11,116,780,454**	**$25,849,000**	**$11,142,629,454**	**$1,397,095,734**	**$535,816,438**	**($6,013,489)**	**$19,236,102**	**($209,452,083)**	**$4,857,365**	**$15,203,048**	**$454,755,136**	**$147,754,257**	**$253,082,500**	**($3,678,467)**	**$13,751,285,996**	**$550,051,442**	**($71,672,691)**	**$478,378,751**	**100.000000**	**$173,727,063**	**$1,086,850**	**$174,813,915**	**$3,773,707**	**100.000000**	**($3,773,707)**	**$174,813,915**	**100.0000**	**$478,378,751**	**STATE TOTALS**