

2013 COUNTY SCREENING BOARD DATA



ANOKA COUNTY

2012 Project of the Year
County State Aid Highway 14
Design Build

OCTOBER 2013

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.

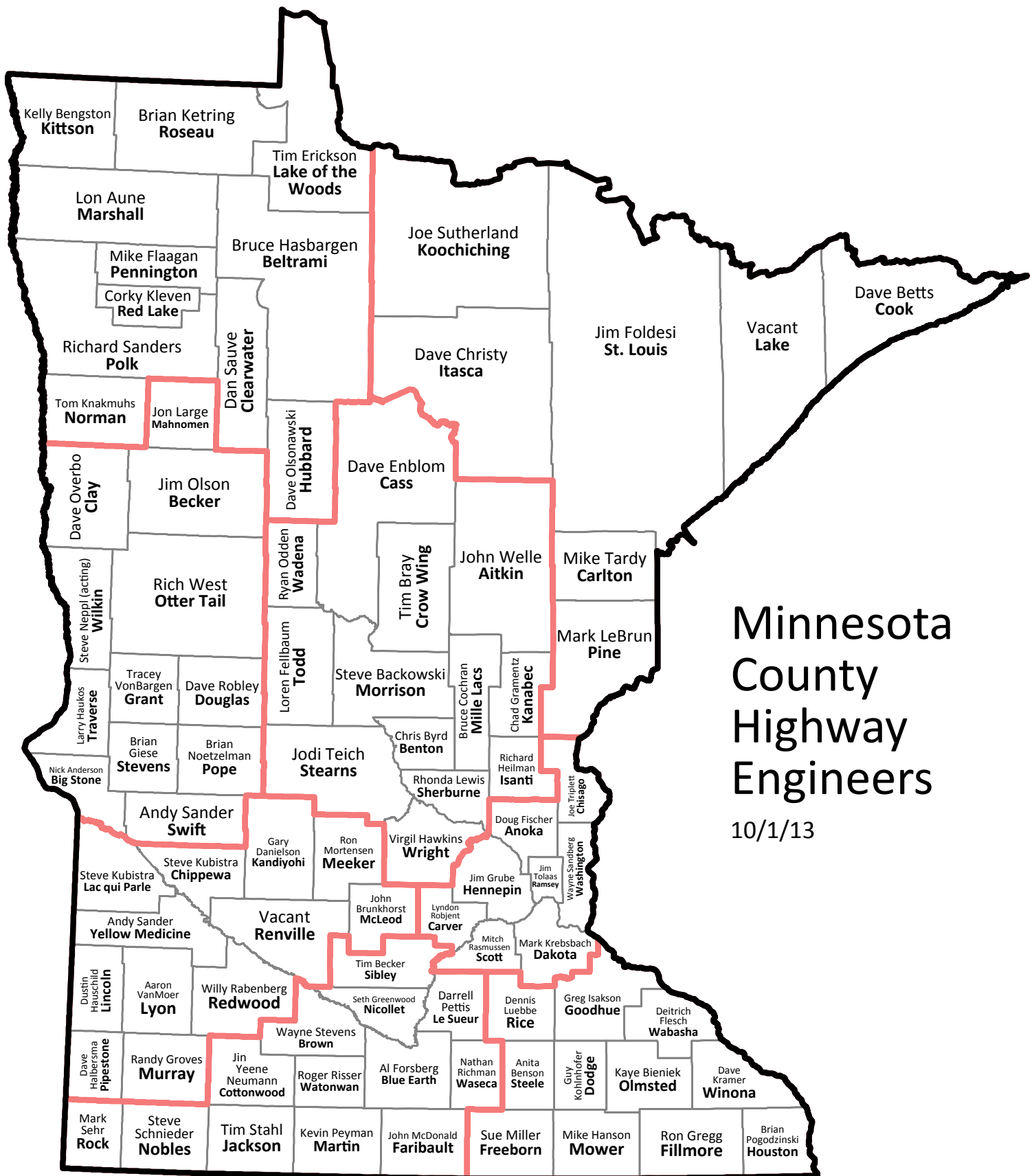
A community interest highway or street may be selected for the state-aid system if it:

- 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.

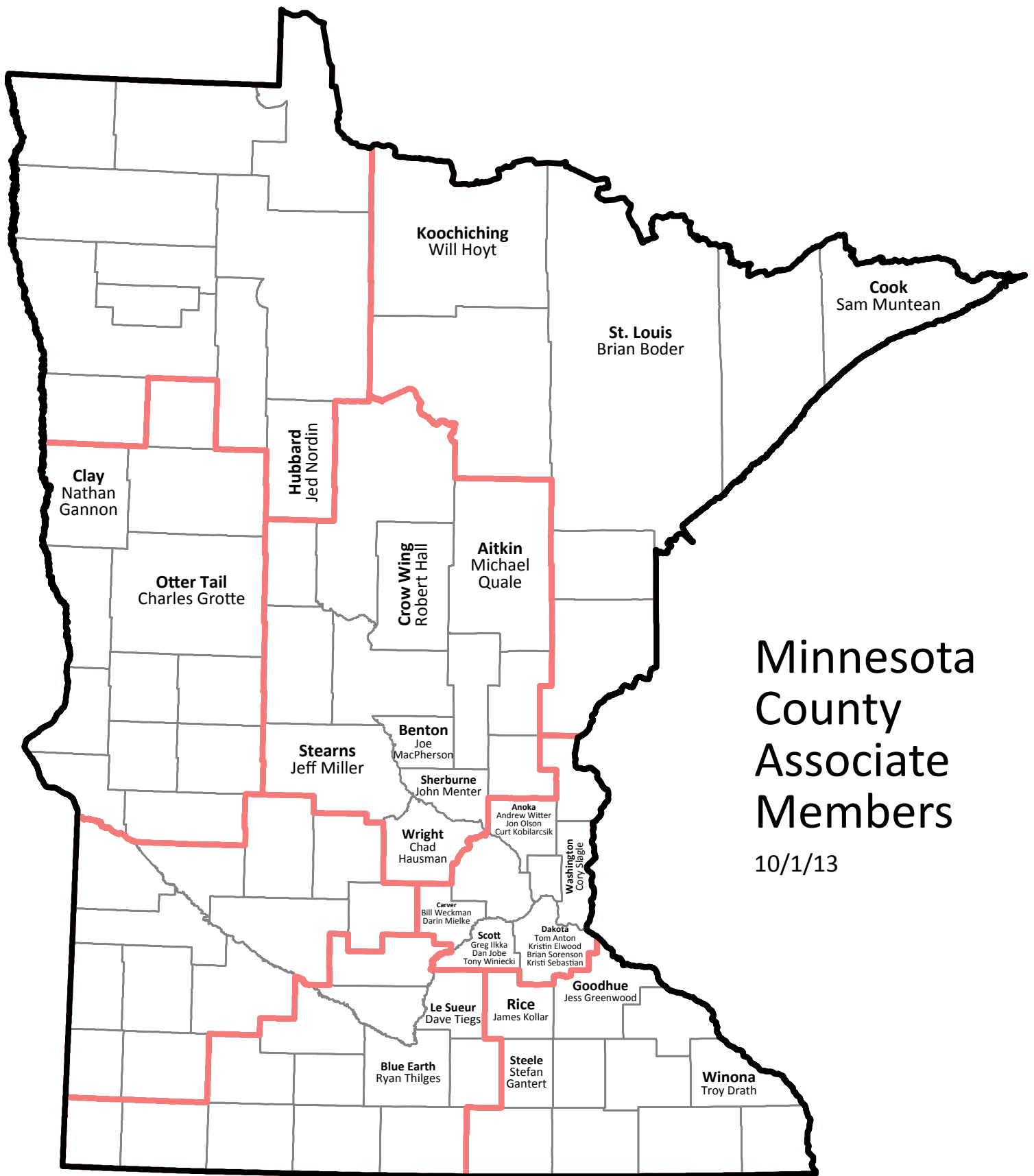
State-aid funds are the funds collected by the state according to the constitution and law, distributed from the Highway Users Tax Distribution Fund, apportioned among the counties and cities, and used by the counties and cities for aid in the construction, improvement and maintenance of county state-aid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

10/1/13



Minnesota County Associate Members

10/1/13

2013 COUNTY SCREENING BOARD

Dave Betts	(12-13)	Cook County	District 1
Brian Ketring	(12-13)	Roseau County	District 2
Loren Felbaum	(13-14)	Todd County	District 3
Jon Large, Chair	(12-13)	Mahnomen County	District 4
Lyndon Robjent	(10-13)	Carver County	Metro
Mitch Rasmussen	(12-15)	Scott County	Metro
Mike Hanson	(12-13)	Mower County	District 6
Roger Risser	(13-14)	Watonwan County	District 7
Andy Sander	(13-14)	Yellow Medicine County	District 8
Doug Fischer	Permanent	Anoka County	Urban
Mark Krebsbach	Permanent	Dakota County	Urban
Jim Grube	Permanent	Hennepin County	Urban
Jim Tolaas	Permanent	Ramsey County	Urban
Jim Foldesi	Permanent	St. Louis County	Urban
Wayne Sandberg	Permanent	Washington County	Urban
Nick Anderson, Secretary		Big Stone County	

2013 SCREENING BOARD ALTERNATES

Mike Tardy	Carlton County	District 1
Lon Aune	Marshall County	District 2
Bruce Cochran	Mille Lacs County	District 3
Dave Overbo	Clay County	District 4
Joe Triplett	Chisago County	Metro
David Kramer	Winona County	District 6
Darin Mielke	Sibley County	District 7
Willy Rabenberg	Redwood County	District 8

2013 CSAH MILEAGE SUBCOMMITTEE

Wayne Sandberg	October 2013	Washington County
Dave Christy	October 2014	Itasca County
Nathan Richman	October 2015	Waseca County

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

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GENERAL INFORMATION

&

BASIC NEEDS DATA

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CSAH Mileage, Needs and Distribution 1958 through 2014
October 2013

The following information listed below is presented as historical data for the 54 years of county state aid distribution and preliminary data for the 55th year.

Since 1958, the first year of state aid apportionment, county state aid mileage has increased more than 1,618 miles of which almost 1,104 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 2014 is estimated to be approximately \$483 million. The actual distribution which will be made by the Commissioner in January will reflect any additional change in income to the County State Aid Highway Fund.

CSAH Mileage, Needs and Distribution - 1958 through 2014

October 2013

Year	Mileage	Basic 25 Year Construction Needs	Total Distribution	Adjusted 25 Year Construction Needs	Money Needs Apport	Distribution Per \$1,000 of Adjusted Needs
1958	29,003.30	\$705,318,817	\$23,895,255			
1959	29,128.00	792,766,387	26,520,631			
1960	29,109.15	781,163,725	26,986,118			
1961	29,177.31	881,168,466	29,195,071			
1962	29,183.50	836,684,473	28,398,346			
1963	29,206.63	812,379,561	30,058,060			
1964	29,250.40	844,850,828	34,655,816			
1965	29,285.26	1,096,704,147	35,639,932			
1966	29,430.36	961,713,095	36,393,775			
1967	29,518.48	956,436,709	39,056,521	\$956,436,709	\$19,528,261	\$20.42
1968	29,614.63	920,824,895	45,244,948	925,268,781	22,622,474	24.45
1969	29,671.50	907,383,704	47,316,647	910,649,082	23,658,323	25.98
1970	29,732.84	871,363,426	51,248,592	871,363,426	25,624,296	29.41
1971	29,763.66	872,716,257	56,306,623	872,716,257	28,153,312	32.26
1972	29,814.83	978,175,117	56,579,342	985,471,441	28,289,691	28.71
1973	29,806.67	1,153,027,326	56,666,390	1,154,838,282	28,333,195	24.53
1974	29,807.37	1,220,857,594	67,556,282	1,220,436,874	33,778,141	27.68
1975	29,857.90	1,570,593,707	69,460,645	1,596,084,465	34,730,323	21.76
1976	29,905.06	1,876,982,838	68,892,738	1,853,364,975	34,446,369	18.59
1977	29,929.57	2,014,158,273	84,221,382	1,995,381,940	42,110,691	21.10
1978	29,952.03	1,886,535,596	86,001,153	1,863,226,307	43,000,577	23.08
1979	30,008.47	1,964,328,702	93,482,005	1,934,116,556	46,741,003	24.17
1980	30,008.25	2,210,694,426	100,581,191	2,193,295,678	50,290,596	22.93
1981	30,072.55	2,524,102,659	104,003,792	2,492,190,699	52,001,896	20.87
1982	30,086.79	2,934,808,695	122,909,078	2,910,643,326	61,454,539	21.11
1983	30,084.16	3,269,243,767	127,310,171	3,171,578,527	63,655,086	20.07
1984	30,087.24	3,363,921,407	143,696,365	3,315,431,920	71,848,183	21.67
1985	30,089.03	3,628,382,077	171,133,770	3,742,822,880	85,566,885	22.86
1986	30,095.37	4,742,570,129	176,412,995	4,658,153,549	88,206,498	18.94
1987	30,095.26	4,656,668,402	169,035,460	4,595,651,198	84,588,456	18.41
1988	30,101.37	4,694,034,188	176,956,052	4,547,152,346	88,528,717	19.47
1989	30,119.91	4,801,166,017	224,066,256	4,752,045,566	112,048,340	23.58
1990	30,139.52	4,710,422,098	234,971,125	4,710,965,075	117,502,985	24.94
1991	30,144.88	4,905,899,327	228,425,033	4,927,846,604	114,216,993	23.18
1992	30,142.84	4,965,601,700	244,754,252	5,010,500,884	122,385,406	24.43
1993	30,130.03	5,231,566,081	244,499,683	5,358,303,906	122,276,603	22.82
1994	30,149.73	5,313,983,542	245,557,356	5,549,564,545	122,789,429	22.13
1995	30,200.17	5,390,579,832	249,926,147	5,738,251,809	124,963,096	21.78
1996	30,212.15	5,472,714,828	278,383,078	5,926,763,133	139,191,538	23.49
1997	30,272.41	5,775,789,344	280,824,171	6,341,979,229	140,412,086	22.14
1998	30,289.09	5,767,000,396	293,510,766	6,483,139,948	146,755,383	22.64
1999	30,322.88	6,221,807,797	310,854,283	6,989,213,942	155,427,142	22.24
2000	30,328.79	6,211,014,218	327,806,772	7,054,661,571	163,903,386	23.23
2001	30,356.26	6,480,813,015	342,079,509	7,372,660,405	171,039,754	23.19
2002	30,365.98	6,672,655,716	356,235,225	7,649,465,287	178,117,612	23.28
2003	30,386.86	6,948,696,768	335,646,516	8,034,749,831	167,823,257	20.89
2004	30,401.58	7,421,208,589	358,461,318	8,690,667,118	179,230,659	20.62
2005	30,427.62	7,768,067,132	358,601,844	9,117,963,299	179,300,922	19.66
2006	30,481.85	8,206,097,964	356,389,259	9,680,839,334	178,194,630	18.41
2007	30,506.59	8,995,176,545	360,757,456	10,688,558,772	180,378,728	16.88
2008	30,540.10	10,057,837,789	363,874,873	11,995,607,602	181,937,437	15.17
2009	30,545.95	10,065,495,565	383,265,770	12,168,327,832	196,760,563	16.17
2010	30,547.47	10,705,724,398	406,984,186	12,981,598,589	211,637,680	16.30
2011	30,567.28	10,955,649,861	441,394,374	13,422,552,370	229,873,841	17.13
2012	30,589.90	11,128,509,731	469,471,103	13,775,039,351	248,487,504	18.04
2013	30,586.40	10,929,367,542	483,075,941	13,621,117,681	254,926,487	18.72
2014	30,621.33	* \$10,929,367,542	\$483,075,941	\$13,606,093,320	\$254,926,487	\$18.74

* Does not include 2013 Trunk Highway Turn Back Mileage

N:\CSAH\Books\Fall 2013\Miles, Need, Apport, Per 1,000 Needs



OTES and COMMENTS

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NEEDS

A^DJ^US^TM^EN^TS

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3-year Revised Average Basic Needs

October 2013

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

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

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

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

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

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

3 year Average Revised Basic Needs

October 2013

County	2009 Total Revised Basic CSAH Needs	2010 Total Revised Basic CSAH Needs	2011 Total Revised Basic CSAH Needs	2013 Average Basic CSAH Needs
Carlton	\$109,452,702	\$113,773,195	\$114,166,607	\$112,464,168
Cook	81,871,331	82,830,324	69,744,876	78,148,844
Itasca	203,972,048	202,471,007	205,105,004	203,849,353
Koochiching	49,337,005	52,848,235	53,672,300	51,952,513
Lake	89,296,109	88,364,767	87,631,913	88,430,930
Pine	172,491,567	185,710,686	194,351,418	184,184,557
St. Louis	607,493,057	626,494,380	639,930,748	624,639,395
District 1 Total	\$1,313,913,819	\$1,352,492,594	\$1,364,602,866	\$1,343,669,760
Beltrami	\$132,114,782	\$139,337,233	\$149,478,135	\$140,310,050
Clearwater	65,056,663	68,764,113	71,271,402	68,364,059
Hubbard	78,588,880	79,768,301	82,752,055	80,369,745
Kittson	68,099,414	67,866,474	66,333,330	67,433,072
Lake of the Woods	34,037,682	41,443,409	41,762,863	39,081,318
Marshall	92,479,881	93,170,967	95,324,336	93,658,394
Norman	72,347,301	85,471,495	83,431,735	80,416,843
Pennington	54,048,214	55,218,902	56,619,013	55,295,376
Polk	170,360,650	173,858,518	170,852,287	171,690,485
Red Lake	33,078,459	34,093,807	34,889,531	34,020,599
Roseau	109,496,611	117,915,993	122,395,908	116,602,838
District 2 Total	\$909,708,537	\$956,909,212	\$975,110,595	\$947,242,779
Aitkin	\$96,676,341	\$95,039,815	\$100,324,492	\$97,346,883
Benton	76,667,238	77,933,315	76,495,484	77,032,012
Cass	120,703,737	119,220,727	119,417,513	119,780,659
Crow Wing	156,735,755	152,848,912	159,039,220	156,207,962
Isanti	67,561,451	69,278,721	72,199,917	69,680,030
Kanabec	47,012,949	51,201,296	51,192,585	49,802,277
Mille Lacs	93,335,297	97,062,883	94,890,527	95,096,235
Morrison	131,123,647	136,010,807	144,892,698	137,342,384
Sherburne	84,509,887	95,459,387	95,376,953	91,782,076
Stearns	273,582,506	278,601,177	275,366,313	275,849,998
Todd	65,667,849	67,798,160	69,323,221	67,596,410
Wadena	50,504,916	51,452,486	52,841,895	51,599,765
Wright	215,130,568	218,289,461	219,101,648	217,507,226
District 3 Total	\$1,479,212,141	\$1,510,197,147	\$1,530,462,466	\$1,506,623,917
Becker	\$105,288,891	\$109,509,161	\$114,064,251	\$109,620,768
Big Stone	36,024,282	35,688,134	37,066,606	36,259,674
Clay	89,260,381	96,536,541	107,072,856	97,623,260
Douglas	101,052,162	108,422,777	117,025,748	108,833,562
Grant	34,505,168	35,526,670	33,224,407	34,418,748
Mahnomen	31,828,289	33,284,581	32,578,759	32,563,876
Otter Tail	271,470,419	274,903,931	281,103,687	275,826,012
Pope	57,688,315	57,833,101	61,010,059	58,843,825
Stevens	39,980,247	41,104,003	43,166,675	41,416,975
Swift	60,889,817	62,452,286	56,549,757	59,963,953
Traverse	40,406,367	41,759,027	42,937,441	41,700,945
Wilkin	72,256,485	76,888,369	73,349,968	74,164,940
District 4 Total	\$940,650,823	\$973,908,581	\$999,150,214	\$971,236,538

3 year Average Revised Basic Needs

October 2013

County	2009 Total Revised Basic CSAH Needs	2010 Total Revised Basic CSAH Needs	2011 Total Revised Basic CSAH Needs	2013 Average Basic CSAH Needs
Anoka	\$323,930,071	\$336,754,135	\$338,580,274	\$333,088,160
Carver	130,419,834	132,276,364	135,816,818	132,837,672
Hennepin	825,417,222	823,340,984	821,179,206	823,312,471
Scott	152,189,664	153,732,532	151,870,029	152,597,408
Metro Totals	\$1,431,956,791	\$1,446,104,015	\$1,447,446,327	\$1,441,835,711
Dodge	\$88,335,429	\$94,124,548	\$99,804,148	\$94,088,042
Fillmore	159,297,094	155,469,490	151,916,157	155,560,914
Freeborn	121,144,084	121,871,730	135,396,690	126,137,501
Goodhue	133,385,715	137,446,671	146,631,809	139,154,732
Houston	107,555,591	112,688,025	107,413,620	109,219,079
Mower	116,254,828	117,516,614	123,504,537	119,091,993
Olmsted	186,269,257	191,725,151	193,489,721	190,494,710
Rice	113,533,115	116,292,520	114,822,684	114,882,773
Steele	115,349,663	112,602,706	103,370,379	110,440,916
Wabasha	112,438,293	110,826,033	107,630,478	110,298,268
Winona	152,515,549	149,981,918	145,464,056	149,320,508
District 6 Total	\$1,406,078,618	\$1,420,545,406	\$1,429,444,279	\$1,418,689,436
Blue Earth	\$183,076,505	\$208,474,882	\$213,845,977	\$201,799,121
Brown	90,539,660	90,871,906	97,321,638	92,911,068
Cottonwood	66,355,708	63,981,133	64,947,812	65,094,884
Faribault	102,585,941	117,665,716	117,894,494	112,715,384
Jackson	116,129,867	122,761,693	128,371,509	122,421,023
Le Sueur	118,176,477	122,296,603	117,978,109	119,483,730
Martin	117,430,767	124,639,458	130,284,731	124,118,319
Nicollet	94,442,129	99,423,345	102,463,690	98,776,388
Nobles	102,669,520	106,879,780	111,117,002	106,888,768
Rock	69,647,707	69,042,131	71,708,923	70,132,920
Sibley	65,264,435	68,066,100	66,229,875	66,520,137
Waseca	71,502,315	71,403,238	74,764,306	72,556,620
Watsonwan	72,896,431	76,801,133	73,392,798	74,363,454
District 7 Total	\$1,270,717,462	\$1,342,307,118	\$1,370,320,864	\$1,327,781,816
Chippewa	\$59,282,227	\$55,945,487	\$59,122,011	\$58,116,575
Kandiyohi	132,820,597	132,669,828	123,943,539	129,811,322
Lac Qui Parle	64,915,786	59,186,092	61,188,084	61,763,321
Lincoln	47,974,495	49,531,740	53,259,677	50,255,304
Lyon	80,960,625	84,148,621	91,734,066	85,614,438
Mc Leod	82,748,701	85,785,694	89,694,642	86,076,346
Meeker	64,105,289	67,043,460	71,788,572	67,645,773
Murray	70,966,364	73,485,530	75,103,712	73,185,202
Pipestone	60,994,854	59,391,448	64,099,300	61,495,201
Redwood	113,858,296	118,977,935	121,392,324	118,076,185
Renville	126,041,533	130,332,860	131,644,254	129,339,549
Yellow Medicin	72,107,477	69,041,016	72,974,288	71,374,261
District 8 Total	\$976,776,244	\$985,539,711	\$1,015,944,469	\$992,753,477
Chisago	\$104,250,777	\$109,520,197	\$112,947,631	\$108,906,202
Dakota	276,681,213	275,754,149	288,070,837	280,168,733
Ramsey	387,283,780	371,551,732	387,900,370	382,245,294
Washington	207,982,670	210,031,186	206,627,779	208,213,879
Metro Totals	\$976,198,440	\$966,857,264	\$995,546,617	\$979,534,108
STATE TOTALS	\$10,705,212,875	\$10,954,861,048	\$11,128,028,697	\$10,929,367,542

Restriction of 25-Year Construction Needs Changes

October 2013

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

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

This year the statewide needs decreased 0%, thereby limiting any individual counties needs change to a range from a -5.0% to a +20.0%.

Restriction of the 25 year Contruction Needs Changes

October 2013

COUNTY	RESTRICTED 2012 CONSTRUCTION NEEDS	AVG 3 YEAR REVISED BASIC 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 2012 NEEDS	% CHANGE FROM RESTRICTED 2012 NEEDS	RESTRICTED 2013 CONSTRUCTION NEEDS	2013 SCREENING BOARD RESTRICTION	COUNTY
Carlton	\$112,464,168	\$112,464,168	\$0	0.0%			Carlton
Cook	78,148,844	78,148,844	0	0.0%			Cook
Itasca	203,849,353	203,849,353	0	0.0%			Itasca
Koochiching	51,952,513	51,952,513	0	0.0%			Koochiching
Lake	88,430,930	88,430,930	0	0.0%			Lake
Pine	184,184,557	184,184,557	0	0.0%			Pine
St. Louis	624,639,395	624,639,395	0	0.0%			St. Louis
District 1 Totals	\$1,343,669,760	\$1,343,669,760	\$0	0.0%			District 1 Totals
Beltrami	\$140,310,050	\$140,310,050	\$0	0.0%			Beltrami
Clearwater	68,364,059	68,364,059	0	0.0%			Clearwater
Hubbard	80,369,745	80,369,745	0	0.0%			Hubbard
Kittson	67,433,072	67,433,072	0	0.0%			Kittson
Lake of 'Woods	39,081,318	39,081,318	0	0.0%			Lake of 'Woods
Marshall	93,658,394	93,658,394	0	0.0%			Marshall
Norman	80,416,843	80,416,843	0	0.0%			Norman
Pennington	55,295,376	55,295,376	0	0.0%			Pennington
Polk	171,690,485	171,690,485	0	0.0%			Polk
Red Lake	34,020,599	34,020,599	0	0.0%			Red Lake
Roseau	116,602,838	116,602,838	0	0.0%			Roseau
District 2 Totals	\$947,242,779	\$947,242,779	\$0	0.0%			District 2 Totals
Aitkin	\$98,103,788	\$97,346,883	(\$756,905)	-0.8%			Aitkin
Benton	77,032,012	77,032,012	0	0.0%			Benton
Cass	119,780,659	119,780,659	0	0.0%			Cass
Crow Wing	156,207,962	156,207,962	0	0.0%			Crow Wing
Isanti	69,680,030	69,680,030	0	0.0%			Isanti
Kanabec	49,802,277	49,802,277	0	0.0%			Kanabec
Mille Lacs	95,096,235	95,096,235	0	0.0%			Mille Lacs
Morrison	137,342,384	137,342,384	0	0.0%			Morrison
Sherburne	91,782,076	91,782,076	0	0.0%			Sherburne
Stearns	275,849,998	275,849,998	0	0.0%			Stearns
Todd	67,596,410	67,596,410	0	0.0%			Todd
Wadena	51,599,765	51,599,765	0	0.0%			Wadena
Wright	217,507,226	217,507,226	0	0.0%			Wright
District 3 Totals	\$1,507,380,822	\$1,506,623,917	(\$756,905)	-0.1%			District 3 Totals

Restriction of the 25 year Contruction Needs Changes

October 2013

COUNTY	RESTRICTED 2012 CONSTRUCTION NEEDS	AVG 3 YEAR REVISED BASIC 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 2012 NEEDS	% CHANGE FROM RESTRICTED 2012 NEEDS	RESTRICTED 2013 CONSTRUCTION NEEDS	2013 SCREENING BOARD RESTRICTION	COUNTY
Becker	\$109,620,768	\$109,620,768	\$0	0.0%			Becker
Big Stone	36,259,674	36,259,674	0	0.0%			Big Stone
Clay	99,567,049	97,623,260	(1,943,789)	-2.0%			Clay
Douglas	110,005,126	108,833,562	(1,171,564)	-1.1%			Douglas
Grant	34,418,748	34,418,748	0	0.0%			Grant
Mahnomen	32,563,876	32,563,876	0	0.0%			Mahnomen
Otter Tail	275,826,012	275,826,012	0	0.0%			Otter Tail
Pope	58,843,825	58,843,825	0	0.0%			Pope
Stevens	41,416,975	41,416,975	0	0.0%			Stevens
Swift	59,963,953	59,963,953	0	0.0%			Swift
Traverse	41,700,945	41,700,945	0	0.0%			Traverse
Wilkin	74,164,940	74,164,940	0	0.0%			Wilkin
District 4 Totals	\$974,351,891	\$971,236,538	(\$3,115,353)	-0.3%			District 4 Totals
Anoka	\$333,088,160	\$333,088,160	\$0	0.0%			Anoka
Carver	132,837,672	132,837,672	0	0.0%			Carver
Hennepin	823,312,471	823,312,471	0	0.0%			Hennepin
Scott	152,597,408	152,597,408	0	0.0%			Scott
Metro Totals	\$1,441,835,711	\$1,441,835,711	\$0	0.0%			Metro Totals
Dodge	\$94,088,042	\$94,088,042	\$0	0.0%			Dodge
Fillmore	155,560,914	155,560,914	0	0.0%			Fillmore
Freeborn	126,137,501	126,137,501	0	0.0%			Freeborn
Goodhue	139,154,732	139,154,732	0	0.0%			Goodhue
Houston	109,219,079	109,219,079	0	0.0%			Houston
Mower	119,091,993	119,091,993	0	0.0%			Mower
Olmsted	190,494,710	190,494,710	0	0.0%			Olmsted
Rice	114,882,773	114,882,773	0	0.0%			Rice
Steele	110,440,916	110,440,916	0	0.0%			Steele
Wabasha	110,298,268	110,298,268	0	0.0%			Wabasha
Winona	149,320,508	149,320,508	0	0.0%			Winona
District 6 Totals	\$1,418,689,436	\$1,418,689,436	\$0	0.0%			District 6 Totals

Restriction of the 25 year Contruction Needs Changes

October 2013

COUNTY	RESTRICTED 2012 25 YEAR CONSTRUCTION NEEDS	AVG 3 YEAR REVISED BASIC 25-YEAR CONSTRUCTION NEEDS	CHANGE FROM RESTRICTED 2012 NEEDS	% CHANGE FROM RESTRICTED 2012 NEEDS	RESTRICTED 2013 25 YEAR CONSTRUCTION NEEDS	2013 SCREENING BOARD RESTRICTION	COUNTY
Blue Earth	\$201,799,121	\$201,799,121	\$0	0.0%			Blue Earth
Brown	92,911,068	92,911,068	0	0.0%			Brown
Cottonwood	65,094,884	65,094,884	0	0.0%			Cottonwood
Faribault	112,715,384	112,715,384	0	0.0%			Faribault
Jackson	122,421,023	122,421,023	0	0.0%			Jackson
Le Sueur	119,483,730	119,483,730	0	0.0%			Le Sueur
Martin	124,118,319	124,118,319	0	0.0%			Martin
Nicollet	98,776,388	98,776,388	0	0.0%			Nicollet
Nobles	106,888,768	106,888,768	0	0.0%			Nobles
Rock	70,132,920	70,132,920	0	0.0%			Rock
Sibley	66,520,137	66,520,137	0	0.0%			Sibley
Waseca	72,556,620	72,556,620	0	0.0%			Waseca
Watonwan	74,363,454	74,363,454	0	0.0%			Watonwan
District 7 Totals	\$1,327,781,816	\$1,327,781,816	\$0	0.0%			District 7 Totals
Chippewa	\$58,116,575	\$58,116,575	\$0	0.0%			Chippewa
Kandiyohi	129,811,322	129,811,322	0	0.0%			Kandiyohi
Lac Qui Parle	61,763,321	61,763,321	0	0.0%			Lac Qui Parle
Lincoln	50,255,304	50,255,304	0	0.0%			Lincoln
Lyon	85,614,438	85,614,438	0	0.0%			Lyon
Mc Leod	86,076,346	86,076,346	0	0.0%			Mc Leod
Meeker	67,645,773	67,645,773	0	0.0%			Meeker
Murray	73,185,202	73,185,202	0	0.0%			Murray
Pipestone	61,495,201	61,495,201	0	0.0%			Pipestone
Redwood	118,076,185	118,076,185	0	0.0%			Redwood
Renville	129,339,549	129,339,549	0	0.0%			Renville
Yellow Medicine	71,374,261	71,374,261	0	0.0%			Yellow Medicine
District 8 Totals	\$992,753,477	\$992,753,477	\$0	0.0%			District 8 Totals
Chisago	\$108,906,202	\$108,906,202	\$0	0.0%			Chisago
Dakota	280,168,733	280,168,733	0	0.0%			Dakota
Ramsey	382,245,294	382,245,294	0	0.0%			Ramsey
Washington	208,213,879	208,213,879	0	0.0%			Washington
Metro Totals	\$979,534,108	\$979,534,108	\$0	0.0%			Metro Totals
STATE TOTALS	\$10,933,239,800	\$10,929,367,542	(\$3,872,258)	0.0%			STATE TOTALS

County State Aid Construction Fund Balance Needs Deductions

October 2013

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 2014 25-year construction needs if the cut off date was September 1. The balances as of December 31 will be used to compute any adjustments necessary for the calculation of the 2014 CSAH Distribution.

County State Aid Construction Fund Balance Needs Deductions

October 2013

	Regular Account				Municipal Account				Total	
	Unencumbered Construction Fund Balance As of 9/1/2013	Maximum Balance 2 Year 2012-2013 Const. Apportionment	2014 Construction Fund Balance "Needs" Deduction		Unencumbered Construction Fund Balance As of 9/1/2013	Maximum Balance Larger of Either or \$500,000 2011-2013 Const. Apport.	2014 Construction Fund Balance "Needs" Deduction		2014 Construction Fund Balance "Needs" Deduction	
Carlton	\$4,345,543	\$4,843,957	\$0		\$964,117	\$867,004	\$97,113		\$97,113	Carlton
Cook	2,367,937	3,239,110	0		208,326	500,000	0		0	Cook
Itasca	327,680	9,303,869	0		1,008,768	1,635,388	0		0	Itasca
Koochiching	3,656,618	5,024,101	0		29,671	500,000	0		0	Koochiching
Lake	567,838	4,066,344	0		365,626	678,353	0		0	Lake
Pine	1,934,752	7,019,890	0		357,552	1,987,179	0		0	Pine
St. Louis	4,890,881	28,218,382	0		0	3,180,449	0		0	St. Louis
District 1 Totals	\$18,091,248	\$61,715,653	\$0		\$2,934,061	\$9,348,373	\$97,113		\$97,113	District 1 Totals
Beltrami	620,131	\$6,806,436	\$0		598,095	\$500,000	\$98,095		\$98,095	Beltrami
Clearwater	714,161	3,426,627	0		64,402	527,962	0		0	Clearwater
Hubbard	0	3,970,668	0		385,848	500,000	0		0	Hubbard
Kittson	367,922	3,307,842	0		674,635	596,271	78,364		78,364	Kittson
Lake of the Woods	3,109,460	3,365,100	0		296,852	500,000	0		0	Lake of the Woods
Marshall	1,787,556	5,004,720	0		1,015,209	786,917	228,292		228,292	Marshall
Norman	1,171,929	3,852,397	0		410,326	518,055	0		0	Norman
Pennington	371,146	3,088,980	0		217,013	500,000	0		0	Pennington
Polk	1,042,698	8,163,430	0		367,696	905,869	0		0	Polk
Red Lake	1,184,625	2,957,005	0		620,255	500,000	120,255		120,255	Red Lake
Roseau	41,513	4,999,122	0		1,221,167	951,498	269,669		269,669	Roseau
District 2 Totals	\$10,411,140	\$48,942,327	\$0		\$5,871,499	\$6,786,572	\$794,675		\$794,675	District 2 Totals
Aitkin	\$194,118	\$4,913,469	\$0		\$12,199	\$500,000	\$0		\$0	Aitkin
Benton	1,174,209	3,861,959	0		675,969	608,450	67,519		67,519	Benton
Cass	2,260,258	5,404,994	0		528,573	858,131	0		0	Cass
Crow Wing	1,267,666	5,453,717	0		768,049	2,133,250	0		0	Crow Wing
Isanti	1,146,321	3,985,011	0		181,027	500,000	0		0	Isanti
Kanabec	628,587	2,784,637	0		160,008	500,000	0		0	Kanabec
Mille Lacs	707,290	4,465,137	0		286,634	621,945	0		0	Mille Lacs
Morrison	599,334	6,164,862	0		944	1,057,803	0		0	Morrison
Sherburne	5,361,678	5,144,988	216,690		357,352	514,236	0		216,690	Sherburne
Stearns	0	11,363,224	0		504,411	2,602,547	0		0	Stearns
Todd	954,080	3,663,542	0		937,537	892,940	44,597		44,597	Todd
Wadena	647,512	2,655,871	0		421,081	657,114	0		0	Wadena
Wright	0	10,441,178	0		570,547	978,712	0		0	Wright
District 3 Totals	\$14,941,052	\$70,302,589	\$216,690		\$5,404,331	\$12,425,128	\$112,116		\$328,807	District 3 Totals

County State Aid Construction Fund Balance Needs Deductions

October 2013

	Regular Account				Municipal Account			Total 2014 Construction Fund Balance "Needs" Deduction
	Unencumbered Construction Fund Balance As of 9/1/2013	Maximum Balance 2 Year 2012-2013 Apportionment	2014 Construction Fund Balance "Needs" Deduction		Unencumbered Construction Fund Balance As of 9/1/2013	Maximum Balance Larger of Either or \$500,000 2011-2013 Const. Apport.	2014 Construction Fund Balance "Needs" Deduction	
Becker	\$2,444,600	\$5,362,254	\$0		\$471,252	\$616,430	\$0	Becker
Big Stone	2,478,825	2,819,148	0		146,886	500,000	0	Big Stone
Clay	0	5,344,217	0		0	666,130	0	Clay
Douglas	174,290	5,051,588	0		512,978	825,920	0	Douglas
Grant	1,498,996	2,828,732	0		184,659	500,000	0	Grant
Mahnomen	1,861,343	2,985,873	0		1,088	500,000	0	Mahnomen
Otter Tail	1,905,127	12,142,672	0		56,930	1,155,819	0	Otter Tail
Pope	10,165	3,369,785	0		211,768	500,000	0	Pope
Stevens	49,547	2,957,596	0		30,076	500,000	0	Stevens
Swift	584,402	3,305,959	0		639,105	500,000	139,105	Swift
Traverse	1,020,138	2,778,604	0		170,901	500,000	0	Traverse
Wilkin	2,139,950	3,339,354	0		501,476	722,472	0	Wilkin
District 4 Totals	\$14,167,383	\$52,285,782	\$0		\$2,927,119	\$7,486,771	\$139,105	District 4 Totals
Anoka	\$6,115,414	\$17,771,427	\$0		\$0	\$2,484,053	\$0	Anoka
Carver	9,657,708	6,251,748	3,405,960		659,399	944,668	0	Carver
Hennepin	7,982,027	40,424,439	0		4,666,136	4,635,367	30,769	Hennepin
Scott	0	9,874,437	0		274,245	500,000	0	Scott
Metro Totals	\$23,755,149	\$74,322,051	\$3,405,960		\$5,599,780	\$8,564,088	\$30,769	Metro Totals
Dodge	\$2,060,717	\$3,968,678	\$0		\$490,817	\$524,428	\$0	Dodge
Fillmore	1,057,551	5,550,143	0		2,125,600	1,686,224	439,376	Fillmore
Freeborn	0	5,707,240	0		136,978	746,818	0	Freeborn
Goodhue	0	6,196,942	0		33,158	1,022,364	0	Goodhue
Houston	4,067,916		4,067,916		455,923	500,000	0	Houston
Mower	1,627,776	5,282,282	0		0	547,075	0	Mower
Olmsted	3,013,084	8,246,820	0		166,700	500,000	0	Olmsted
Rice	4,755,899	5,459,691	0		504,049	500,000	4,049	Rice
Steele	415,368	5,241,660	0		826,407	500,000	326,407	Steele
Wabasha	526,228	4,285,269	0		0	946,926	0	Wabasha
Winona	2,887	5,530,431	0		690,588	766,275	0	Winona
District 6 Totals	\$17,527,425	\$55,469,156	\$4,067,916		\$5,430,220	\$8,240,110	\$769,832	District 6 Totals

County State Aid Construction Fund Balance Needs Deductions

October 2013

	Regular Account				Municipal Account				Total 2014 Construction Fund Balance "Needs" Deduction
	Unencumbered Construction Fund Balance As of 9/1/2013	Maximum Balance 2 Year 2012-2013 Const. Apportionment	2014 Construction Fund Balance "Needs" Deduction		Unencumbered Construction Fund Balance As of 9/1/2013	Maximum Balance Larger of Either or \$500,000 2011-2013 Const. Apport.	2014 Construction Fund Balance "Needs" Deduction		
Blue Earth	\$0	\$8,685,789	\$0		\$693,799	\$934,864	\$0		Blue Earth
Brown	818,622	4,444,567	0		216,121	500,000	0		Brown
Cottonwood	446,470	3,053,890	0		212,329	708,366	0		Cottonwood
Faribault	0	4,430,587	0		0	1,089,137	0		Faribault
Jackson	4,434,077	4,622,625	0		572,317	764,035	0		Jackson
Le Sueur	0	4,224,801	0		240,973	1,612,425	0		Le Sueur
Martin	0	5,080,488	0		1,054,568	693,353	361,215		Martin
Nicollet	3,331,154	4,452,113	0		722,826	662,891	59,935		Nicollet
Nobles	0	4,718,648	0		196,817	500,000	0		Nobles
Rock	61,845	2,853,408	0		0	820,089	0		Rock
Sibley	0	3,173,793	0		126,874	521,557	0		Sibley
Waseca	460,707	3,222,468	0		870,832	500,000	370,832		Waseca
Watonswan	465,199	2,931,220	0		1,203,615	866,299	337,316		Watonswan
District 7 Totals	\$10,018,074	\$55,894,397	\$0		\$6,111,071	\$10,173,016	\$1,129,298		District 7 Totals
Chippewa	\$12,453	\$2,791,160	\$0		\$315,310	\$500,000	\$0		Chippewa
Kandiyohi	0	6,449,052	0		238,724	623,732	0		Kandiyohi
Lac Qui Parle	379,810	3,193,040	0		263,881	504,945	0		Lac Qui Parle
Lincoln	2,079,828	2,743,053	0		284,750	527,961	0		Lincoln
Lyon	2,481,946	3,727,456	0		907,226	914,634	0		Lyon
Mc Leod	0	4,206,705	0		31,364	597,115	0		Mc Leod
Meeker	635,402	3,861,345	0		72,928	500,000	0		Meeker
Murray	233,531	3,525,054	0		469,149	588,602	0		Murray
Pipestone	1,825,993	2,409,218	0		613,461	1,083,511	0		Pipestone
Redwood	89,287	4,594,653	0		78,560	1,028,192	0		Redwood
Renville	464,905	5,854,870	0		85,171	500,000	0		Renville
Yellow Medicine	951,927	3,390,064	0		0	745,989	0		Yellow Medicine
District 8 Totals	\$9,155,082	\$46,745,670	\$0		\$3,360,524	\$8,114,681	\$0		District 8 Totals
Chisago	\$0	\$5,748,549	\$0		\$126,952	\$1,286,230	\$0		Chisago
Dakota	16,689,333	\$16,970,377	0		612,214	500,000	112,214		Dakota
Ramsey	12,790,759	\$19,391,607	0		623,882	500,000	123,882		Ramsey
Washington	9,975,543	\$9,404,126	571,417		2,734,262	2,767,436	0		Washington
Metro Totals	\$39,455,634	\$51,514,659	\$571,417		\$4,097,310	\$5,053,666	\$236,096		Metro Totals
STATE TOTALS	\$157,522,188	\$517,192,284	\$8,261,983		\$41,735,915	\$76,192,405	\$3,309,004		STATE TOTALS

Transportation Revolving Loan Fund Account

October 2013

162.065 ALLOCATING MATCHING FUNDS FOR CSAH REVOLVING LOAN ACCOUNT.

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

[History: 1997 c 141 s 3](#)

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

History of the TRLF	
Year	Amount allocated to the TRLF from the CSAH distribution fund
From 1997 to 2008 law was enacted but not in effect	
2009	\$0
2010	\$0
2011	\$0
2012	\$0
2013	\$0
2014	

Mill Levy Deduction

October 2013

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

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

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

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

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

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

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

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

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

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

Mill Levy Deduction

October 2013

County	County Total Real & Personal Market Value (Taxes Payable 2013)	Mill Levy Deduction
Carlton	2,443,443,600	\$389,974
Cook	1,607,618,400	256,576
Itasca	5,375,388,500	857,912
Koochiching	958,362,109	152,955
Lake	1,715,015,300	273,716
Pine	2,328,713,350	371,663
St. Louis*	14,297,999,600	1,382,617
District 1 Totals	28,726,540,859	\$3,685,413
Beltrami	2,814,346,200	\$449,170
Clearwater	847,063,700	135,191
Hubbard	3,149,445,950	502,652
Kittson	945,087,400	150,836
Lake of the Woods	482,384,400	76,989
Marshall	1,682,443,100	268,518
Norman	1,343,586,400	214,436
Pennington	956,792,500	152,704
Polk	3,742,843,500	597,358
Red Lake	427,532,900	68,234
Roseau	1,039,521,500	165,908
District 2 Totals	17,431,047,550	\$2,781,996
Aitkin	2,869,342,700	\$457,947
Benton	2,480,543,500	395,895
Cass	6,195,837,900	988,856
Crow Wing	9,399,678,500	1,500,189
Isanti	2,488,402,000	397,149
Kanabec	1,095,309,500	174,811
Mille Lacs	1,698,387,500	271,063
Morrison	2,906,000,400	463,798
Sherburne	6,408,050,900	1,022,725
Stearns	11,294,410,400	1,802,588
Todd	2,056,522,000	328,221
Wadena	840,539,200	134,150
Wright	10,218,589,100	1,630,887
District 3 Totals	59,951,613,600	\$9,568,279
Becker	4,418,888,100	\$705,255
Big Stone	1,080,053,000	172,376
Clay	4,483,883,900	715,628
Douglas	4,529,594,300	722,923
Grant	1,148,014,200	183,223
Mahnomen	531,646,500	84,851
Otter Tail	7,967,114,000	1,271,551
Pope	1,818,115,300	290,171
Stevens	1,573,430,200	251,119
Swift	2,051,182,400	327,369
Traverse	1,388,182,300	221,554
Wilkin	1,532,216,600	244,542
District 4 Totals	32,522,320,800	\$5,190,562

October 2013

County	County Total Real & Personal Market Value (Taxes Payable 2013)	Mill Levy Deduction
Anoka*	21,845,050,079	\$2,112,416
Carver	9,363,863,400	1,494,473
Hennepin*	118,106,438,594	11,420,893
Scott	12,414,813,300	1,981,404
Metro Totals	161,730,165,373	\$17,009,186
Dodge	2,435,883,900	\$388,767
Fillmore	3,043,911,000	485,808
Freeborn	3,394,137,000	541,704
Goodhue	5,521,910,500	881,297
Houston	1,805,393,400	288,141
Mower	3,738,215,800	596,619
Olmsted	12,306,231,341	1,964,075
Rice	4,951,809,900	790,309
Steele	3,111,995,600	496,674
Wabasha	2,554,903,800	407,763
Winona	3,714,281,800	592,799
District 6 Totals	46,578,674,041	\$7,433,956
Blue Earth	6,184,314,580	\$987,017
Brown	3,085,802,700	492,494
Cottonwood	2,512,274,400	400,959
Faribault	2,682,166,500	428,074
Jackson	2,848,713,100	454,655
Le Sueur	3,365,786,900	537,180
Martin	3,498,683,900	558,390
Nicollet	3,299,917,600	526,667
Nobles	3,304,090,500	527,333
Rock	2,140,920,600	341,691
Sibley	2,464,604,700	393,351
Waseca	2,241,808,750	357,793
Watonwan	1,730,756,000	276,229
District 7 Totals	39,359,840,230	\$6,281,833
Chippewa	2,097,036,900	\$334,687
Kandiyohi	4,782,164,100	763,233
Lac Qui Parle	1,655,429,100	264,206
Lincoln	1,381,296,100	220,455
Lyon	3,392,428,100	541,432
Mc Leod	3,144,090,000	501,797
Meeker	2,680,958,900	427,881
Murray	2,436,666,000	388,892
Pipestone	1,548,718,200	247,175
Redwood	3,463,037,800	552,701
Renville	4,034,393,600	643,889
Yellow Medicine	2,393,149,700	381,947
District 8 Totals	33,009,368,500	\$5,268,295
Chisago	3,758,988,400	\$599,935
Dakota*	33,470,051,942	3,236,554
Ramsey*	36,755,931,000	3,554,299
Washington*	22,395,813,400	2,165,675
Metro Totals	96,380,784,742	\$9,556,463
STATE TOTALS	515,690,355,695	\$66,775,983

* Denotes Urban County.

Minimum County Apportionments

October 2013

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

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

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

County	2013 Apportionment Sum	Apportionment Percentage	Minimum Apportionment	2013 Apportionment Sum
Big Stone		0.00586782	\$2,048,989	\$2,048,989
Koochiching		0.01099800	\$3,840,400	\$3,840,400
	\$349,190,776			
Lake of the Woods		0.00749425	\$2,616,923	\$2,616,923
Mahnomen		0.00586782	\$2,048,989	\$2,048,989
Red Lake		0.00586782	\$2,048,989	\$2,048,989

Minimum County Adjustment

October 2013

KOOCHICHING	-	EQUALIZATION	-	\$401,369	\$3,840,400
-----		MOTOR VEHICLE	-	126,547	1,376,973 *
		LANE MILEAGE	-	849,057	-----
				-----	2,463,427
				\$1,376,973 *	827,243 FIG. A MONEY NEEDS

					\$1,636,184 = ADJUSTMENT

LAKE OF THE WOOD	-	EQUALIZATION	-	\$401,369	\$2,616,923
-----		MOTOR VEHICLE	-	42,497	1,092,732 *
		LANE MILEAGE	-	648,866	-----
				-----	1,524,191
				\$1,092,732 *	562,617 FIG. A MONEY NEEDS

					\$961,574 = ADJUSTMENT

RED LAKE	-	EQUALIZATION	-	\$401,369	\$2,048,989
-----		MOTOR VEHICLE	-	41,554	1,061,933 *
		LANE MILEAGE	-	619,010	-----
				-----	987,056
				\$1,061,933	475,146 FIG. A MONEY NEEDS

					\$511,910 = ADJUSTMENT

BIG STONE	-	EQUALIZATION	-	\$401,369	\$2,048,989
-----		MOTOR VEHICLE	-	53,252	1,157,542 *
		LANE MILEAGE	-	702,921	-----
				-----	891,447
				\$1,157,542 *	570,091 FIG. A MONEY NEEDS

					\$321,356 = ADJUSTMENT

MAHNOMEN	-	EQUALIZATION	-	\$401,369	\$2,048,989
-----		MOTOR VEHICLE	-	34,675	1,085,644 *
		LANE MILEAGE	-	649,600	-----
				-----	963,345
				\$1,085,644 *	550,265 FIG. A MONEY NEEDS

					\$413,080 = ADJUSTMENT

TOTAL ADJUSTMENTS FOR ALL COUNTIES
\$3,844,104

* * * * *

TENTATIVE DISTRIBUTION DATA

* * * * *

Development of the Tentative 2014 CSAH Money Needs Distribution

October 2013

This chart was prepared in order to determine the annual money needs figure for each county. These figures, along with each county's mileage and lane miles, must be presented to the Commissioner on or before November 1, for him in distributing the 2014 County State Aid Highway Fund. This tabulation also indicates a TENTATIVE 2014 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 2013 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 2014 distribution.

Adjustments must be made for any turnback activity in 2013, construction fund balances as of 12/31/13, and possibly for any action taken by this Board.

October 24, 2013

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

Dear Commissioner Zelle:

We, the undersigned, as members of the 2013 County Screening Board, have reviewed all information available in relation to the mileage, lane miles and money needs of the County State Aid Highway System. Do hereby submit our findings on the attached sheets.

In making this recommendation, we have considered the needs impact resulting from actions taken by previous screening boards. After determining the annual needs, adjustments as required by law and Screening Board Resolutions were made to arrive at the money needs as listed. Due to turnback activity in 2013; construction fund balances as of December 31, 2013; and any action taken by this Screening Board, adjustments to the mileage, lane miles and money needs may be necessary before January 1, 2014.

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 2014 Distribution provided in Minnesota Statutes, Chapter 162.07, Subdivision 5.

Respectfully submitted,

Nick Anderson, Secretary
County Screening Board

APPROVED

Dave Betts, District 1

Mitch Rasmussen, Metro

Mark Krebsbach, Urban

Brian Ketring, District 2

Mike Hanson, District 6

Tom Johnson, Urban

Loren Felbaum, District 3

Roger Risser, District 7

Jim Tolaas, Urban

Jon Large, District 4

Andy Sander, District 8

Jim Foldesi, Urban

Lyndon Robjent, Metro

Doug Fischer, Urban

Wayne Sandberg, Urban

Enclosures: Mileage, Lane Miles and Annual Money Needs Listing

Annual County State Aid Highway Money Needs

October 2013

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	\$4,674,555	\$4,799,674
Cook	178.88	359.86	3,230,795	3,317,271
Itasca	643.25	1,285.10	9,847,890	10,111,478
Koochiching	254.84	509.28	6,736,758	2,270,790
Lake	231.34	455.68	4,612,840	4,736,306
Pine	482.06	964.03	8,312,862	8,535,366
St. Louis	1,386.99	2,789.53	32,049,351	32,907,183
District 1 Totals	3,469.47	6,958.62	\$69,465,051	\$66,678,068
Beltrami	464.66	929.32	\$6,029,253	\$6,190,634
Clearwater	326.27	652.54	2,769,859	2,843,997
Hubbard	324.02	648.04	3,031,505	3,112,648
Kittson	373.46	746.92	2,605,987	2,675,740
Lake of the Woods	194.61	389.22	4,168,220	1,544,390
Marshall	639.65	1,279.30	3,543,738	3,638,592
Norman	390.89	783.02	3,108,922	3,192,135
Pennington	260.04	520.08	2,243,914	2,303,972
Polk	805.84	1,611.68	6,941,810	7,127,616
Red Lake	185.66	371.32	2,699,312	1,304,278
Roseau	481.92	963.84	4,376,685	4,493,833
District 2 Totals	4,447.02	8,895.28	\$41,519,205	\$38,427,835
Aitkin	383.15	766.90	\$4,213,094	\$4,325,862
Benton	225.20	454.52	3,415,877	3,507,307
Cass	531.80	1,062.02	4,373,578	4,490,643
Crow Wing	377.03	757.03	5,447,750	5,593,562
Isanti	226.78	454.76	2,878,955	2,956,012
Kanabec	211.40	422.80	2,091,145	2,147,116
Mille Lacs	256.83	513.66	4,262,002	4,376,077
Morrison	450.25	906.30	5,820,177	5,961,307
Sherburne	242.22	491.32	3,440,779	3,532,873
Stearns	637.82	1,320.28	10,761,549	11,049,594
Todd	413.50	827.00	2,511,369	2,578,589
Wadena	227.32	454.64	2,147,819	2,205,310
Wright	408.11	834.10	10,080,316	10,350,126
District 3 Totals	4,591.41	9,265.33	\$61,444,410	\$63,074,378
Becker	470.41	940.96	\$4,122,449	\$4,232,789
Big Stone	210.80	421.60	2,437,849	1,564,905
Clay	403.16	806.44	3,998,663	4,105,695
Douglas	397.52	795.04	4,059,981	4,168,650
Grant	228.65	457.30	1,537,637	1,578,795
Mahnomen	194.81	389.62	2,634,469	1,510,485
Otter Tail	916.56	1,833.12	11,650,050	11,961,873
Pope	298.70	596.82	2,632,604	2,703,069
Stevens	244.39	488.78	1,574,725	1,616,871
Swift	329.11	659.96	2,360,145	2,423,315
Traverse	245.32	490.64	1,499,841	1,539,984
Wilkin	312.26	625.68	3,059,550	3,141,442
District 4 Totals	4,251.69	8,505.96	\$41,567,963	\$40,547,873

Annual County State Aid Highway Money Needs

October 2013

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	313.12	822.99	\$18,655,513	\$18,894,318
Carver	227.49	481.94	6,724,917	6,571,777
Hennepin	531.28	1,585.98	35,994,072	36,586,156
Scott	231.63	576.12	9,934,072	10,041,818
Metro Totals	1,303.52	3,467.03	\$71,308,574	\$72,094,069
Dodge	256.67	513.84	\$3,636,232	\$3,733,561
Fillmore	411.74	823.48	6,402,383	6,573,748
Freeborn	446.55	894.74	4,962,943	5,095,780
Goodhue	324.71	652.28	6,211,803	6,378,069
Houston	249.59	499.62	4,534,606	4,655,978
Mower	373.79	750.84	4,459,749	4,579,118
Olmsted	314.21	684.04	6,690,607	6,869,686
Rice	282.23	566.74	4,686,300	4,811,734
Steele	291.98	585.12	5,021,598	5,156,008
Wabasha	273.04	546.08	4,469,667	4,589,299
Winona	315.38	630.82	5,509,839	5,657,314
District 6 Totals	3,539.89	7,147.60	\$56,585,727	\$58,100,295
Blue Earth	427.85	875.30	\$9,204,563	\$9,395,161
Brown	317.41	635.82	3,564,828	3,660,242
Cottonwood	317.57	635.14	2,337,422	2,399,987
Faribault	349.03	698.70	4,487,711	4,607,828
Jackson	370.91	741.82	4,486,773	4,606,869
Le Sueur	266.94	534.38	4,688,157	4,813,640
Martin	380.04	761.32	4,628,316	4,752,197
Nicollet	245.77	491.36	4,411,404	4,529,477
Nobles	358.27	718.60	4,188,334	4,173,147
Rock	261.60	523.20	2,596,252	2,665,740
Sibley	288.77	579.84	2,447,232	2,512,737
Waseca	249.68	499.36	2,498,776	2,565,659
Watsonwan	234.19	468.38	2,879,584	2,956,655
District 7 Totals	4,068.03	8,163.22	\$52,419,352	\$53,639,339
Chippewa	243.95	487.90	\$2,070,301	\$2,125,715
Kandiyohi	432.91	875.93	5,842,872	5,999,264
Lac Qui Parle	362.91	725.82	2,255,690	2,316,066
Lincoln	254.21	508.42	2,029,669	2,083,995
Lyon	318.93	637.46	3,037,628	3,118,936
Mc Leod	254.47	510.10	3,609,270	3,705,875
Meeker	273.54	547.08	2,948,797	3,027,724
Murray	354.20	708.40	2,765,675	2,839,701
Pipestone	241.20	482.40	2,260,235	2,320,730
Redwood	390.54	781.56	4,330,993	4,446,916
Renville	445.87	891.74	5,243,475	5,383,822
Yellow Medicine	345.79	691.58	2,771,820	2,846,014
District 8 Totals	3,918.52	7,848.39	\$39,166,425	\$40,214,758
Chisago	238.40	477.00	\$6,098,489	\$6,261,723
Dakota	321.82	877.80	12,859,707	13,203,910
Ramsey	262.34	752.81	16,289,930	16,276,961
Washington	209.22	476.38	8,742,915	8,948,539
Metro Totals	1,031.78	2,583.99	\$43,991,041	\$44,691,133
STATE TOTALS	30,621.33	62,835.42	\$477,467,748	\$477,467,748

Preliminary Tentative Components of the 2014 Distribution

October 2013

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	Total Apportionment Sum	40% Motor Vehicle Excess Sum	60% Money Needs Excess Sum	Total Excess Sum	Tentative 2014 Distribution
Carlton	\$401,369	\$274,359	\$992,156	\$1,709,342	\$3,377,226	\$420,774	\$807,516	\$1,228,290	\$4,605,516
Cook	401,369	48,258	599,945	1,181,403	2,230,975	74,012	558,111	632,123	2,863,098
Itasca	401,369	398,182	2,142,495	3,601,073	6,543,119	1,701,196	1,701,196	2,311,873	8,854,992
Koochiching	401,369	126,547	849,057	2,463,427	3,840,400	194,080	382,047	576,127	4,416,527
Lake	401,369	92,920	759,699	1,686,775	2,940,763	142,507	796,856	939,363	3,880,126
Pine	401,369	235,075	1,607,185	3,039,760	5,283,389	360,526	1,436,024	1,796,550	7,079,939
St. Louis	401,369	1,405,737	4,650,593	11,719,470	18,177,169	2,155,926	5,536,437	7,692,363	25,869,532
District 1 Totals	\$2,809,583	\$2,581,078	\$11,601,130	\$25,401,250	\$42,393,041	\$3,958,502	\$11,218,187	\$15,176,689	\$57,569,730
Beltrami	\$401,369	\$301,212	\$1,549,359	\$2,204,714	4,456,654	\$461,957	\$1,041,537	1,503,494	5,960,148
Clearwater	401,369	86,285	1,087,904	1,012,853	2,588,411	132,332	478,486	610,818	3,199,229
Hubbard	401,369	175,364	1,080,361	1,108,529	2,765,623	268,949	523,684	792,633	3,558,256
Kittson	401,369	46,477	1,245,249	952,930	2,646,025	71,280	450,177	521,457	3,167,482
Lake of the Woods	401,369	42,497	648,866	1,524,191	2,616,923	65,175	259,834	325,009	2,941,932
Marshall	401,369	96,481	2,132,857	1,295,837	3,926,544	147,970	612,171	760,141	4,686,685
Norman	401,369	63,413	1,305,380	1,136,838	2,907,000	97,254	537,058	634,312	3,541,312
Pennington	401,369	115,408	867,076	820,531	2,204,384	176,996	387,630	564,626	2,769,010
Polk	401,369	250,963	2,686,918	2,538,408	5,877,658	384,893	1,199,179	1,584,072	7,461,730
Red Lake	401,369	41,554	619,010	987,056	2,048,989	63,729	219,437	283,166	2,332,155
Roseau	401,369	150,257	1,606,871	1,600,420	3,758,917	230,443	756,060	986,503	4,745,420
District 2 Totals	\$4,415,059	\$1,369,911	\$14,829,851	\$15,182,307	\$35,797,128	\$2,100,978	\$6,465,253	\$8,566,231	\$44,363,359
Atkin	\$401,369	\$159,336	\$1,278,562	\$1,540,600	3,379,867	\$244,367	\$727,801	972,168	4,352,035
Benton	401,369	264,198	757,709	1,249,082	2,672,358	405,190	590,083	995,273	3,667,631
Cass	401,369	245,481	1,770,607	1,599,284	4,016,741	376,485	755,524	1,132,009	5,148,750
Crow Wing	401,369	546,065	1,262,115	1,992,076	4,201,625	837,478	941,084	1,778,562	5,980,187
Isanti	401,369	285,498	758,128	1,052,746	2,497,741	437,858	497,331	935,189	3,432,930
Kanabec	401,369	127,874	704,911	764,668	1,998,822	196,115	361,239	557,354	2,556,176
Millie Lacs	401,369	242,478	866,390	1,558,484	3,058,721	371,879	736,249	1,108,128	4,166,849
Morrison	401,369	302,958	1,510,914	2,128,261	4,343,502	464,635	1,002,955	1,467,590	5,811,092
Sherburne	401,369	652,498	819,097	1,258,188	3,131,152	1,000,711	594,385	1,595,096	4,726,248
Stearns	401,369	1,117,550	2,201,159	3,935,170	7,655,248	1,713,944	1,859,028	3,572,972	11,228,220
Todd	401,369	198,515	1,378,710	918,331	2,896,925	304,455	433,832	738,287	3,635,212
Wadena	401,369	131,156	757,919	785,392	2,075,836	201,149	371,030	572,179	2,648,015
Wright	401,369	907,582	1,390,547	3,686,064	6,385,562	1,391,924	1,741,347	3,133,271	9,518,833
District 3 Totals	\$5,217,797	\$5,181,189	\$15,446,768	\$22,468,346	\$48,314,100	\$7,946,190	\$10,611,888	\$18,558,078	\$66,872,178
Becker	\$401,369	\$277,292	\$1,568,740	\$1,507,454	3,754,855	\$425,273	\$712,142	1,137,415	4,892,270
Big Stone	401,369	53,252	702,921	891,447	2,048,989	81,670	263,286	344,956	2,393,945
Clay	401,369	362,111	1,344,454	1,462,189	3,570,123	555,356	690,758	1,246,114	4,816,237
Douglas	401,369	326,947	1,325,493	1,484,611	3,538,420	501,427	701,351	1,202,778	4,741,198
Grant	401,369	63,657	762,423	562,267	1,789,716	97,629	265,623	363,252	2,152,968
Mahnomen	401,369	34,675	649,600	963,345	2,048,989	53,179	254,130	307,309	2,356,298
Otter Tail	401,369	504,581	3,056,083	4,260,068	8,222,101	773,866	2,012,514	2,786,370	11,008,471
Pope	401,369	103,465	994,984	962,663	2,462,481	158,681	454,775	613,456	3,075,937
Stevens	401,369	83,142	814,907	575,829	1,875,247	127,512	272,029	399,541	2,274,788
Swift	401,369	98,332	1,100,265	863,033	2,462,999	150,808	407,708	558,516	3,021,515
Traverse	401,369	37,713	817,944	548,446	1,805,472	57,838	259,094	316,932	2,122,404
Wilkin	401,369	65,892	1,043,068	1,118,794	2,629,113	101,057	528,529	629,586	3,258,699
District 4 Totals	\$4,816,428	\$2,011,059	\$14,180,882	\$15,200,136	\$36,208,505	\$3,084,286	\$6,821,939	\$9,906,225	\$46,114,730

Preliminary Tentative Components of the 2014 Distribution

October 2013

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	Total Apportionment Sum	Motor Vehicle Excess Sum	40% Excess Sum	60% Money Needs Excess Sum	Total Excess Sum	Tentative 2014 Distribution
Anoka	\$401,369	\$2,052,055	\$1,372,110	\$6,821,752	10,647,286	\$3,147,158	\$3,147,158	\$3,178,857	6,326,015	16,973,301
Carver	401,369	540,582	803,488	2,459,097	4,204,536	829,070	829,070	1,105,662	1,934,732	6,139,268
Hennepin	401,369	5,967,321	2,644,073	13,161,934	22,174,697	9,151,854	9,151,854	6,155,403	15,307,257	37,481,954
Scott	401,369	788,612	960,519	3,632,587	5,783,087	1,209,465	1,209,465	1,689,476	2,898,941	8,682,028
Metro Totals	\$1,605,476	\$9,348,570	\$5,780,190	\$26,075,370	\$42,809,606	\$14,337,547	\$14,337,547	\$12,129,398	\$26,466,945	\$69,276,551
Dodge	\$401,369	\$157,625	\$856,705	\$1,329,659	2,745,358	\$241,743	\$241,743	\$628,149	869,892	3,615,250
Fillmore	401,369	187,620	1,372,844	2,341,156	4,302,989	287,746	287,746	1,105,994	1,393,740	5,696,729
Freeborn	401,369	238,986	1,491,638	1,814,797	3,946,790	366,524	366,524	857,334	1,223,858	5,170,648
Goodhue	401,369	373,983	1,087,485	2,271,467	4,134,304	573,564	573,564	1,073,072	1,646,636	5,780,940
Houston	401,369	154,098	832,925	1,658,167	3,046,559	236,334	236,334	783,341	1,019,675	4,066,234
Mower	401,369	276,559	1,251,744	1,630,794	3,560,466	424,148	424,148	770,409	1,194,557	4,755,023
Olmsted	401,369	850,384	1,140,387	2,446,551	4,838,691	1,304,202	1,304,202	1,155,784	2,459,986	7,298,677
Rice	401,369	416,759	944,805	1,713,637	3,476,570	639,168	639,168	809,545	1,448,713	4,925,283
Steele	401,369	260,846	975,499	1,836,245	3,473,959	400,049	400,049	867,467	1,267,516	4,741,475
Wabasha	401,369	196,909	910,445	1,634,421	3,143,144	301,991	301,991	772,122	1,074,113	4,217,257
Winona	401,369	304,075	1,051,658	2,014,780	3,771,882	466,349	466,349	951,809	1,418,158	5,190,040
District 6 Totals	\$4,415,059	\$3,417,844	\$11,916,135	\$20,691,674	\$40,440,712	\$5,241,818	\$5,241,818	\$9,775,026	\$15,016,844	\$55,457,556
Blue Earth	\$401,369	\$399,858	\$1,459,268	\$3,365,828	5,626,323	\$613,248	\$613,248	\$1,580,680	2,193,928	7,820,251
Brown	401,369	244,957	1,060,038	1,303,549	3,009,913	375,682	375,682	615,814	991,496	4,001,409
Cottonwood	401,369	103,081	1,058,886	854,724	2,418,060	158,092	158,092	403,783	561,875	2,979,935
Faribault	401,369	134,962	1,164,900	1,641,019	3,342,250	206,986	206,986	775,239	982,225	4,324,475
Jackson	401,368	94,980	1,236,764	1,640,676	3,373,788	145,667	145,667	775,078	920,745	4,294,533
Le Sueur	401,368	262,591	890,856	1,714,316	3,269,131	402,727	402,727	809,866	1,212,593	4,481,724
Martin	401,368	178,890	1,269,239	1,692,434	3,541,931	274,357	274,357	799,529	1,073,886	4,615,817
Nicollet	401,368	204,172	819,202	1,613,116	3,037,858	313,131	313,131	762,058	1,075,189	4,113,047
Nobles	401,368	160,104	1,198,004	1,531,546	3,291,022	245,545	245,545	702,107	947,652	4,238,674
Rock	401,368	78,777	872,313	949,370	2,301,828	120,818	120,818	448,495	569,313	2,871,141
Sibley	401,368	124,556	966,700	894,878	2,387,502	191,027	191,027	422,753	613,780	3,001,282
Waseca	401,368	148,755	832,506	913,726	2,296,355	228,140	228,140	431,657	659,797	2,956,152
Watonswan	401,368	93,653	780,860	1,052,976	2,328,857	143,632	143,632	497,440	641,072	2,969,929
District 7 Totals	\$5,217,788	\$2,229,336	\$13,609,536	\$19,168,158	\$40,224,818	\$3,419,052	\$3,419,052	\$9,024,499	\$12,443,551	\$52,668,369
Chippewa	\$401,368	\$110,798	\$813,440	\$757,046	2,082,652	\$169,927	\$169,927	\$357,639	527,566	2,610,218
Kandiyohi	401,368	342,312	1,460,316	2,136,560	4,340,556	524,991	524,991	1,009,340	1,534,331	5,874,887
Lac Qui Parle	401,368	72,178	1,210,051	824,837	2,508,434	110,696	110,696	389,664	500,360	3,008,794
Lincoln	401,368	58,175	847,591	742,188	2,049,322	89,221	89,221	350,620	439,841	2,489,163
Lyon	401,368	199,877	1,062,762	1,110,768	2,774,775	306,543	306,543	524,742	831,285	3,606,060
McLeod	401,368	304,529	850,419	1,319,800	2,876,116	467,045	467,045	623,491	1,090,536	3,966,652
Meeker	401,368	196,420	912,121	1,078,285	2,588,194	301,242	301,242	509,396	810,638	3,398,832
Murray	401,368	86,145	1,181,033	1,011,323	2,679,869	132,118	132,118	477,763	609,881	3,289,750
Pipestone	401,368	89,393	804,221	826,499	2,121,481	137,098	137,098	390,449	527,547	2,649,028
Redwood	401,368	148,790	1,302,970	1,583,712	3,436,840	228,194	228,194	748,167	976,361	4,413,201
Renville	401,368	153,609	1,486,715	1,917,379	3,959,071	235,584	235,584	905,796	1,141,380	5,100,451
Yellow Medicine	401,368	99,031	1,152,958	1,013,570	2,666,927	151,880	151,880	478,825	630,705	3,297,632
District 8 Totals	\$4,816,416	\$1,861,257	\$13,084,597	\$14,321,967	\$34,084,237	\$2,854,539	\$2,854,539	\$6,765,892	\$9,620,431	\$43,704,668
Chisago	\$401,368	\$463,865	\$795,212	\$2,230,031	3,890,476	\$711,413	\$711,413	\$1,053,497	1,764,910	5,655,386
Dakota	401,368	2,340,347	1,463,459	4,702,402	8,907,576	3,589,302	3,589,302	2,221,479	5,810,781	14,718,357
Ramsey	401,368	2,607,688	1,255,202	5,956,730	10,220,988	3,999,312	3,999,312	2,738,502	6,737,814	16,958,802
Washington	401,368	1,506,934	794,270	3,197,017	5,899,589	2,311,127	2,311,127	1,505,539	3,816,666	9,716,255
Metro Totals	\$1,605,472	\$6,918,834	\$4,308,143	\$16,086,180	\$28,918,629	\$10,611,154	\$10,611,154	\$7,519,017	\$18,130,171	\$47,048,800
STATE TOTALS	\$34,919,078	\$34,919,078	\$104,757,232	\$174,595,388	\$349,190,776	\$53,554,066	\$53,554,066	\$80,331,099	\$133,885,165	\$483,075,941

Screening Board Minimum County Adjustment

October 2013

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 0.54009%	Apportionment Sum Adjustment	Excess Sum Adjustment	Final Apportionment Sum Distribution	Final Excess Sum Distribution	Final Total Distribution
Carlton	\$3,377,226	\$1,228,290	\$4,605,516	\$2,609,030	(16,379)	(5,708)	\$3,360,847	\$1,222,582	\$4,583,429
Cook	2,230,975	632,123	2,863,098	2,609,030	(10,820)	(2,937)	2,220,155	629,186	2,849,341
Itasca	6,543,119	2,311,873	8,854,992	2,609,030	(31,732)	(10,743)	6,511,387	2,301,130	8,812,517
Koochiching	3,840,400	576,127	4,416,527	2,609,030	-	(2,677)	3,840,400	573,450	4,413,850
Lake	2,940,763	939,363	3,880,126	2,609,030	(14,262)	(4,365)	2,926,501	934,998	3,861,499
Pine	5,283,389	1,796,550	7,079,939	2,609,030	(25,623)	(8,349)	5,257,766	1,788,201	7,045,967
St. Louis	18,177,169	7,692,363	25,869,532	2,609,030	(88,154)	(35,746)	18,089,015	7,656,617	25,745,632
District 1 Totals	\$42,393,041	\$15,176,689	\$57,569,730				\$42,206,071	\$15,106,164	\$57,312,235
Beltrami	\$4,456,654	\$1,503,494	\$5,960,148	\$2,609,030	(21,613)	(6,987)	\$4,435,041	\$1,496,507	\$5,931,548
Clearwater	2,588,411	610,818	3,199,229	2,609,030	(12,553)	(2,838)	2,575,858	607,980	3,183,838
Hubbard	2,765,623	792,633	3,558,256	2,609,030	(13,412)	(3,683)	2,752,211	788,950	3,541,161
Kittson	2,646,025	521,457	3,167,482	2,609,030	(12,832)	(2,423)	2,633,193	519,034	3,152,227
Lake of the Woods	2,616,923	325,009	2,941,932	2,609,030	-	(1,510)	2,616,923	323,499	2,940,422
Marshall	3,926,544	760,141	4,686,685	2,609,030	(19,043)	(3,532)	3,907,501	756,609	4,664,110
Norman	2,907,000	634,312	3,541,312	2,609,030	(14,098)	(2,948)	2,892,902	631,364	3,524,266
Pennington	2,204,384	564,626	2,769,010	2,609,030	(10,691)	(2,624)	2,193,693	562,002	2,755,695
Polk	5,877,658	1,584,072	7,461,730	2,609,030	(28,505)	(7,361)	5,849,153	1,576,711	7,425,864
Red Lake	2,048,989	283,166	2,332,155	2,609,030	200,139	76,736	2,249,128	359,902	2,609,030
Roseau	3,758,917	986,503	4,745,420	2,609,030	(18,230)	(4,584)	3,740,687	981,919	4,722,606
District 2 Totals	\$35,797,128	\$8,566,231	\$44,363,359				\$35,846,290	\$8,604,477	\$44,450,767
Aitkin	\$3,379,867	\$972,168	\$4,352,035	\$2,609,030	(16,391)	(4,518)	\$3,363,476	\$967,650	\$4,331,126
Benton	2,672,358	995,273	3,667,631	2,609,030	(12,960)	(4,625)	2,659,398	990,648	3,650,046
Cass	4,016,741	1,132,009	5,148,750	2,609,030	(19,480)	(5,260)	3,997,261	1,126,749	5,124,010
Crow Wing	4,201,625	1,778,562	5,980,187	2,609,030	(20,377)	(8,265)	4,181,248	1,770,297	5,951,545
Isanti	2,497,741	935,189	3,432,930	2,609,030	(12,113)	(4,346)	2,485,628	930,843	3,416,471
Kanabec	1,998,822	557,354	2,556,176	2,609,030	38,206	14,649	2,037,028	572,003	2,609,031
Mille Lacs	3,058,721	1,108,128	4,166,849	2,609,030	(14,834)	(5,149)	3,043,887	1,102,979	4,146,866
Morrison	4,343,502	1,467,590	5,811,092	2,609,030	(21,065)	(6,820)	4,322,437	1,460,770	5,783,207
Sherburne	3,131,152	1,595,096	4,726,248	2,609,030	(15,185)	(7,412)	3,115,967	1,587,684	4,703,651
Stearns	7,655,248	3,572,972	11,228,220	2,609,030	(37,126)	(16,604)	7,618,122	3,556,368	11,174,490
Todd	2,896,925	738,287	3,635,212	2,609,030	(14,049)	(3,431)	2,882,876	734,856	3,617,732
Wadena	2,075,836	572,179	2,648,015	2,609,030	(10,067)	(2,659)	2,065,769	569,520	2,635,289
Wright	6,385,562	3,133,271	9,518,833	2,609,030	(30,968)	(14,560)	6,354,594	3,118,711	9,473,305
District 3 Totals	\$48,314,100	\$18,558,078	\$66,872,178				\$48,127,691	\$18,489,078	\$66,616,769
Becker	\$3,754,855	\$1,137,415	\$4,892,270	\$2,609,030	(18,210)	(5,286)	\$3,736,645	\$1,132,129	\$4,868,774
Big Stone	2,048,989	344,956	2,393,945	2,609,030	155,474	59,611	2,204,463	404,567	2,609,030
Clay	3,570,123	1,246,114	4,816,237	2,609,030	(17,314)	(5,791)	3,552,809	1,240,323	4,793,132
Douglas	3,538,420	1,202,778	4,741,198	2,609,030	(17,160)	(5,589)	3,521,260	1,197,189	4,718,449
Grant	1,789,716	363,252	2,152,968	2,609,030	329,664	126,398	2,119,380	489,650	2,609,030
Mahnomen	2,048,989	307,309	2,356,298	2,609,030	182,687	70,045	2,231,676	377,354	2,609,030
Otter Tail	8,222,101	2,786,370	11,008,471	2,609,030	(39,875)	(12,948)	8,182,226	2,773,422	10,955,648
Pope	2,462,481	613,456	3,075,937	2,609,030	(11,942)	(2,851)	2,450,539	610,605	3,061,144
Stevens	1,875,247	399,541	2,274,788	2,609,030	241,607	92,636	2,116,854	492,177	2,609,031
Swift	2,462,999	558,516	3,021,515	2,609,030	(11,945)	(2,595)	2,451,054	555,921	3,006,975
Traverse	1,805,472	316,932	2,122,404	2,609,030	351,757	134,869	2,157,229	451,801	2,609,030
Wilkin	2,629,113	629,586	3,258,699	2,609,030	(12,750)	(2,926)	2,616,363	626,660	3,243,023
District 4 Totals	\$36,208,505	\$9,906,225	\$46,114,730				\$37,340,498	\$10,351,798	\$47,692,296
Anoka	\$10,647,286	\$6,326,015	\$16,973,301	\$2,609,030	(51,636)	(29,397)	\$10,595,650	\$6,296,618	\$16,892,268
Carver	4,204,536	1,934,732	6,139,268	2,609,030	(20,391)	(8,991)	4,184,145	1,925,741	6,109,886
Hennepin	22,174,697	15,307,257	37,481,954	2,609,030	(107,541)	(71,133)	22,067,156	15,236,124	37,303,280
Scott	5,783,087	2,898,941	8,682,028	2,609,030	(28,046)	(13,471)	5,755,041	2,885,470	8,640,511
Metro Totals	\$42,809,606	\$26,466,945	\$69,276,551				\$42,601,992	\$26,343,953	\$68,945,945

Screening Board Minimum County Adjustment

October 2013

County	Tentative Apportionment Sum Distribution	Tentative Excess Sum Distribution	Tentative Total Distribution	Minimum Distribution 0.54009%	Apportionment Sum Adjustment	Excess Sum Adjustment	Final Apportionment Sum Distribution	Final Excess Sum Distribution	Final Total Distribution
Dodge	\$2,745,358	\$869,892	\$3,615,250	\$2,609,030	(13,314)	(4,042)	\$2,732,044	\$865,850	\$3,597,894
Fillmore	4,302,989	1,393,740	5,696,729	2,609,030	(20,868)	(6,477)	4,282,121	1,387,263	5,669,384
Freeborn	3,946,790	1,223,858	5,170,648	2,609,030	(19,141)	(5,687)	3,927,649	1,218,171	5,145,820
Goodhue	4,134,304	1,646,636	5,780,940	2,609,030	(20,050)	(7,652)	4,114,254	1,638,984	5,753,238
Houston	3,046,559	1,019,675	4,066,234	2,609,030	(14,775)	(4,738)	3,031,784	1,014,937	4,046,721
Mower	3,560,466	1,194,557	4,755,023	2,609,030	(17,267)	(5,551)	3,543,199	1,189,006	4,732,205
Olmsted	4,838,691	2,459,986	7,298,677	2,609,030	(23,466)	(11,432)	4,815,225	2,448,554	7,263,779
Rice	3,476,570	1,448,713	4,925,283	2,609,030	(16,860)	(6,732)	3,459,710	1,441,981	4,901,691
Steele	3,473,959	1,267,516	4,741,475	2,609,030	(16,848)	(5,890)	3,457,111	1,261,626	4,718,737
Wabasha	3,143,144	1,074,113	4,217,257	2,609,030	(15,243)	(4,991)	3,127,901	1,069,122	4,197,023
Winona	3,771,882	1,418,158	5,190,040	2,609,030	(18,292)	(6,590)	3,753,590	1,411,568	5,165,158
District 6 Totals	\$40,440,712	\$15,016,844	\$55,457,556				\$40,244,588	\$14,947,062	\$55,191,650
Blue Earth	\$5,626,323	\$2,193,928	\$7,820,251	\$2,609,030	(27,286)	(10,195)	\$5,599,037	\$2,183,733	\$7,782,770
Brown	3,009,913	991,496	4,001,409	2,609,030	(14,597)	(4,607)	2,995,316	986,889	3,982,205
Cottonwood	2,418,060	561,875	2,979,935	2,609,030	(11,727)	(2,611)	2,406,333	559,264	2,965,597
Faribault	3,342,250	982,225	4,324,475	2,609,030	(16,209)	(4,564)	3,326,041	977,661	4,303,702
Jackson	3,373,788	920,745	4,294,533	2,609,030	(16,362)	(4,279)	3,357,426	916,466	4,273,892
Le Sueur	3,269,131	1,212,593	4,481,724	2,609,030	(15,854)	(5,635)	3,253,277	1,206,958	4,460,235
Martin	3,541,931	1,073,886	4,615,817	2,609,030	(17,177)	(4,990)	3,524,754	1,068,896	4,593,650
Nicollet	3,037,858	1,075,189	4,113,047	2,609,030	(14,733)	(4,996)	3,023,125	1,070,193	4,093,318
Nobles	3,291,022	947,652	4,238,674	2,609,030	(15,960)	(4,404)	3,275,062	943,248	4,218,310
Rock	2,301,828	569,313	2,871,141	2,609,030	(11,163)	(2,646)	2,290,665	566,667	2,857,332
Sibley	2,387,502	613,780	3,001,282	2,609,030	(11,579)	(2,852)	2,375,923	610,928	2,986,851
Waseca	2,296,355	659,797	2,956,152	2,609,030	(11,137)	(3,066)	2,285,218	656,731	2,941,949
Watsonwan	2,328,857	641,072	2,969,929	2,609,030	(11,294)	(2,979)	2,317,563	638,093	2,955,656
District 7 Totals	\$40,224,818	\$12,443,551	\$52,668,369				\$40,029,740	\$12,385,727	\$52,415,467
Chippewa	\$2,082,652	\$527,566	\$2,610,218	\$2,609,030	(10,100)	(2,452)	\$2,072,552	\$525,114	\$2,597,666
Kandiyohi	4,340,556	1,534,331	5,874,887	2,609,030	(21,050)	(7,130)	4,319,506	1,527,201	5,846,707
Lac Qui Parle	2,508,434	500,360	3,008,794	2,609,030	(12,165)	(2,325)	2,496,269	498,035	2,994,304
Lincoln	2,049,322	439,841	2,489,163	2,609,030	86,646	33,220	2,135,968	473,061	2,609,029
Lyon	2,774,775	831,285	3,606,060	2,609,030	(13,457)	(3,863)	2,761,318	827,422	3,588,740
Mc Leod	2,876,116	1,090,536	3,966,652	2,609,030	(13,948)	(5,068)	2,862,168	1,085,468	3,947,636
Meeker	2,588,194	810,638	3,398,832	2,609,030	(12,552)	(3,767)	2,575,642	806,871	3,382,513
Murray	2,679,869	609,881	3,289,750	2,609,030	(12,997)	(2,834)	2,666,872	607,047	3,273,919
Pipestone	2,121,481	527,547	2,649,028	2,609,030	(10,289)	(2,452)	2,111,192	525,095	2,636,287
Redwood	3,436,840	976,361	4,413,201	2,609,030	(16,668)	(4,537)	3,420,172	971,824	4,391,996
Renville	3,959,071	1,141,380	5,100,451	2,609,030	(19,200)	(5,304)	3,939,871	1,136,076	5,075,947
Yellow Medicine	2,666,927	630,705	3,297,632	2,609,030	(12,934)	(2,931)	2,653,993	627,774	3,281,767
District 8 Totals	\$34,084,237	\$9,620,431	\$43,704,668				\$34,015,523	\$9,610,988	\$43,626,511
Chisago	\$3,890,476	\$1,764,910	\$5,655,386	\$2,609,030	(18,868)	(8,201)	\$3,871,608	\$1,756,709	\$5,628,317
Dakota	8,907,576	5,810,781	14,718,357	2,609,030	(43,199)	(27,003)	8,864,377	5,783,778	14,648,155
Ramsey	10,220,988	6,737,814	16,958,802	2,609,030	(49,569)	(31,312)	10,171,419	6,706,502	16,877,921
Washington	5,899,589	3,816,666	9,716,255	2,609,030	(28,610)	(17,737)	5,870,979	3,798,929	9,669,908
Metro Totals	\$28,918,629	\$18,130,171	\$47,048,800				\$28,778,383	\$18,045,918	\$46,824,301
STATE TOTALS	\$349,190,776	\$133,885,165	\$483,075,941		-	-	\$349,190,776	\$133,885,165	\$483,075,941

Maximum redistribution 1.25% \$6,038,449
Total redistributed \$6,038,450

Final Components of the Tentative 2014 Distribution

October 2013

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	Money Needs Minimum Adjustment	Final Money Needs Apportionment	Total Apportionment Sum	Motor Vehicle Excess Sum	40% Vehicle Excess Sum	60% Money Needs Excess Sum	Money Needs Minimum Adjustment	60% Money Needs Excess Sum	Total Excess Sum	Tentative 2014 Distribution
Carlton	\$401,369	\$274,359	\$992,156	\$1,709,342	(\$16,379)	\$1,692,963	\$3,360,847	\$3,360,847	\$420,774	\$807,516	(\$5,708)	\$801,808	\$1,222,582	\$4,583,429
Cook	401,369	48,258	599,945	1,181,403	(10,820)	1,170,583	2,220,155	2,220,155	74,012	558,111	(2,937)	555,174	629,186	2,849,341
Itasca	401,369	398,182	2,142,495	3,601,073	(31,732)	3,569,341	6,511,387	6,511,387	610,677	1,701,196	(10,743)	1,690,453	2,301,130	8,812,517
Koochiching	401,369	126,547	849,057	2,463,427	0	2,463,427	3,840,400	3,840,400	194,080	382,047	(2,677)	379,370	573,450	4,413,850
Lake	401,369	92,920	759,699	1,686,775	(14,262)	1,672,513	2,926,501	2,926,501	142,507	796,856	(4,365)	792,491	934,998	3,861,499
Pine	401,369	235,075	1,607,185	3,039,760	(25,623)	3,014,137	5,257,766	360,526	1,436,024	1,427,675	(8,349)	1,427,675	1,788,201	7,045,967
St. Louis	401,369	1,405,737	4,650,593	11,719,470	(88,154)	11,631,316	18,089,015	2,155,926	\$3,958,502	5,536,437	(35,746)	5,500,691	7,656,617	25,745,632
District 1 Totals	\$2,809,583	\$2,581,078	\$11,601,130	\$25,401,250	(\$186,970)	\$25,214,280	\$42,206,071	\$3,958,502	\$11,218,187	\$11,218,187	(\$70,525)	\$11,147,662	\$15,106,164	\$57,312,235
Beltrami	\$401,369	\$301,212	\$1,549,359	\$2,204,714	(\$21,613)	\$2,183,101	\$4,435,041	\$4,435,041	\$461,957	\$1,041,537	(\$6,987)	\$1,034,550	\$1,496,507	5,931,548
Clearwater	401,369	86,285	1,087,904	1,012,853	(12,553)	1,000,300	2,575,858	132,332	478,486	478,486	(2,838)	475,648	607,980	3,183,838
Hubbard	401,369	175,364	1,080,361	1,108,529	(13,412)	1,095,117	2,752,211	268,949	523,684	523,684	(3,683)	520,001	788,950	3,541,161
Kittson	401,369	46,477	1,245,249	952,930	(12,832)	940,098	2,633,193	71,280	450,177	450,177	(2,423)	447,754	519,034	3,152,227
Lake of the Woods	401,369	42,497	648,866	1,524,191	0	1,524,191	2,616,923	65,175	259,834	259,834	(1,510)	258,324	323,499	2,940,422
Marshall	401,369	96,481	2,132,857	1,295,837	(19,043)	1,276,794	3,907,501	147,970	612,171	612,171	(3,532)	608,639	756,609	4,664,110
Norman	401,369	63,413	1,305,380	1,136,838	(14,098)	1,122,740	2,892,902	97,254	537,058	537,058	(2,948)	534,110	631,364	3,524,266
Pennington	401,369	115,408	867,076	820,531	(10,691)	809,840	2,193,693	176,996	387,630	387,630	(2,624)	385,006	562,002	2,755,695
Polk	401,369	250,963	2,686,918	2,538,408	(28,505)	2,509,903	5,849,153	384,893	1,199,179	1,199,179	(7,361)	1,191,818	1,576,711	7,425,864
Red Lake	401,369	41,554	619,010	987,056	200,139	1,187,195	2,249,128	63,729	219,437	219,437	76,736	296,173	359,902	2,609,030
Roseau	401,369	150,257	1,606,871	1,600,420	(18,230)	1,582,190	3,740,687	230,443	756,060	756,060	(4,584)	751,476	981,919	4,722,606
District 2 Totals	\$4,415,059	\$1,369,911	\$14,829,851	\$15,182,307	\$49,162	\$15,231,469	\$35,846,290	\$2,100,978	\$6,465,253	\$6,465,253	\$38,246	\$6,503,499	\$8,604,477	\$44,450,767
Atkin	\$401,369	\$159,336	\$1,278,562	\$1,540,600	(\$16,391)	\$1,524,209	\$3,363,476	\$244,367	\$477,801	\$477,801	(\$4,518)	\$473,283	\$967,650	4,331,126
Benton	401,369	264,198	757,709	1,249,082	(12,960)	1,236,122	2,659,398	405,190	590,083	590,083	(4,625)	585,458	990,648	3,650,046
Cass	401,369	245,481	1,770,607	1,599,284	(19,480)	1,579,804	3,997,261	376,485	755,524	755,524	(5,260)	750,264	1,126,749	5,124,010
Crow Wing	401,369	546,065	1,262,115	1,992,076	(20,377)	1,971,699	4,181,248	837,478	941,084	941,084	(8,265)	932,819	1,770,297	5,951,545
Isanti	401,369	285,498	758,128	1,052,746	(12,113)	1,040,633	2,485,628	437,858	497,331	497,331	(4,346)	492,985	930,843	3,416,471
Kanabec	401,369	127,874	704,911	764,668	38,206	802,874	2,037,028	196,115	371,239	371,239	14,649	375,888	572,003	2,609,031
Millie Lacs	401,369	242,478	856,390	1,558,484	(14,834)	1,543,650	3,043,887	371,879	736,249	736,249	(5,149)	731,100	1,102,979	4,146,866
Morrison	401,369	302,958	1,510,914	2,128,261	(21,065)	2,107,196	4,322,437	464,635	1,002,955	1,002,955	(6,820)	996,135	1,460,770	5,783,207
Sherburne	401,369	652,498	819,097	1,258,188	(15,185)	1,243,003	3,115,967	1,000,711	594,385	594,385	(7,412)	586,973	1,587,684	4,703,651
Stearns	401,369	1,117,550	2,201,159	3,935,170	(37,126)	3,898,044	7,618,122	1,713,944	1,859,028	1,859,028	(16,604)	1,842,424	3,556,368	11,174,490
Todd	401,369	198,515	1,378,710	918,331	(14,049)	904,282	2,882,876	304,455	433,832	433,832	(3,431)	430,401	734,856	3,617,732
Wadena	401,369	131,156	757,919	785,392	(10,067)	775,325	2,065,769	201,149	371,030	371,030	(2,659)	368,371	569,520	2,635,289
Wright	401,369	907,582	1,390,547	3,686,064	(30,968)	3,655,096	6,354,594	1,391,924	1,741,347	1,741,347	(14,560)	1,726,787	3,118,711	9,473,305
District 3 Totals	\$5,217,797	\$5,181,189	\$15,446,768	\$22,468,346	(\$186,409)	\$22,281,937	\$48,127,691	\$7,946,190	\$10,611,888	\$10,611,888	(\$69,000)	\$10,542,888	\$18,489,078	\$66,616,769
Becker	\$401,369	\$277,292	\$1,568,740	\$1,507,454	(\$18,210)	\$1,489,244	\$3,736,645	\$425,273	\$712,142	\$712,142	(\$5,286)	\$706,856	\$1,132,129	4,868,774
Big Stone	401,369	53,252	702,921	891,447	155,474	1,046,921	2,204,463	81,670	263,286	263,286	59,611	322,897	404,567	2,609,030
Clay	401,369	362,111	1,344,454	1,462,189	(17,314)	1,444,875	3,552,809	555,356	690,758	690,758	(5,791)	684,967	1,240,323	4,793,132
Douglas	401,369	326,947	1,325,493	1,484,611	(17,160)	1,467,451	3,521,260	501,427	701,351	701,351	(5,589)	695,762	1,197,189	4,718,449
Grant	401,369	63,657	762,423	562,267	329,664	891,931	2,119,380	97,629	265,623	265,623	126,398	392,021	489,650	2,609,030
Mahnomen	401,369	34,675	649,600	963,345	182,687	1,146,032	2,231,676	53,179	254,130	254,130	70,045	324,175	377,354	2,609,030
Otter Tail	401,369	504,581	3,056,083	4,260,068	(39,875)	4,220,193	8,182,226	773,856	2,012,514	2,012,514	(12,948)	1,999,566	2,773,422	10,955,648
Pope	401,369	103,465	994,984	962,663	(11,942)	950,721	2,450,539	158,681	454,775	454,775	(2,851)	451,924	610,605	3,061,144
Stevens	401,369	83,142	814,907	575,829	241,607	817,436	2,116,854	127,512	272,029	272,029	92,636	364,665	492,177	2,609,031
Swift	401,369	98,332	1,100,265	863,033	(11,945)	851,088	2,451,054	150,808	407,708	407,708	(2,595)	405,113	555,921	3,006,975
Traverse	401,369	37,713	817,944	548,446	351,757	900,203	2,157,229	57,838	259,094	259,094	134,869	393,963	451,801	2,609,030
Wilkin	401,369	65,892	1,043,068	1,118,784	(12,750)	1,106,034	2,616,363	101,057	528,529	528,529	(2,926)	525,603	626,660	3,423,023
District 4 Totals	\$4,816,428	\$2,011,059	\$14,180,882	\$15,200,136	\$1,131,993	\$16,332,129	\$37,340,498	\$3,084,286	\$6,821,939	\$6,821,939	\$445,573	\$7,267,512	\$10,351,798	\$47,692,296
Anoka	\$401,369	\$2,052,055	\$1,372,110	\$6,821,752	(\$51,636)	\$6,770,116	\$10,595,650	\$3,147,158	\$3,178,857	\$3,178,857	(\$29,397)	\$3,149,460	\$6,296,618	\$16,892,268
Carver	401,369	540,582	803,488	2,459,097	(20,391)	2,438,706	4,184,145	829,070	1,096,662	1,096,662	(8,991)	1,087,671	1,925,741	6,109,886
Hennepin	401,369	5,967,321	2,644,073	13,161,934	(107,541)	13,054,393	22,067,156	9,151,854	6,155,403	6,155,403	(71,133)	6,084,270	15,236,124	37,303,280
Scott	401,369	788,612	960,519	3,632,587	(28,046)	3,604,541	5,755,041	1,209,465	1,689,476	1,689,476	(13,471)	1,676,005	2,885,470	8,640,511
Metro Totals	\$1,605,476	\$9,348,570	\$5,780,190	\$26,075,370	(\$207,614)	\$25,867,756	\$42,601,992	\$14,337,547	\$12,129,398	\$12,129,398	(\$122,992)	\$12,006,406	\$26,343,953	\$68,945,945

Final Components of the Tentative 2014 Distribution

October 2013

County	Equalization Apportionment	Motor Vehicle Registration Apportionment	Lane Mile (Mileage) Apportionment	Money Needs Apportionment	Money Needs Minimum Adjustment	Final Apportionment	Total Apportionment Sum	Motor Vehicle Excess Sum	40% Vehicle Excess Sum	60% Money Needs Excess Sum	Money Needs Minimum Adjustment	60% Money Needs Excess Sum	Total Excess Sum	Tentative 2014 Distribution
Dodge	\$401,369	\$157,625	\$856,705	\$1,329,659	(\$13,314)	\$1,316,345	\$2,732,044	\$241,743	\$241,743	\$624,107	(\$4,042)	\$624,107	\$865,850	3,597,894
Fillmore	401,369	187,620	1,372,844	2,341,156	(20,868)	2,320,288	4,282,121	2,377,746	2,377,746	1,099,517	(6,477)	1,099,517	1,387,263	5,669,384
Freeborn	401,369	238,986	1,491,638	1,814,797	(19,141)	1,795,656	3,927,649	366,524	366,524	857,334	(5,687)	857,334	1,218,171	5,145,820
Goodhue	401,369	373,983	1,087,485	2,271,467	(20,050)	2,251,417	4,114,254	573,564	573,564	1,073,072	(7,652)	1,065,420	1,638,984	5,753,238
Houston	401,369	154,098	832,925	1,658,167	(14,775)	1,643,392	3,031,784	236,334	236,334	778,603	(4,738)	778,603	1,014,937	4,046,721
Mower	401,369	276,559	1,251,744	1,630,794	(17,267)	1,613,527	3,543,199	424,148	424,148	770,409	(5,551)	764,858	1,189,006	4,732,205
Olmsted	401,369	850,384	1,140,387	2,446,551	(23,466)	2,423,085	4,815,225	1,304,202	1,304,202	1,155,784	(11,432)	1,144,352	2,448,554	7,263,779
Rice	401,369	416,759	944,805	1,713,637	(16,860)	1,696,777	3,459,710	639,168	639,168	809,545	(6,732)	802,813	1,441,981	4,901,691
Steele	401,369	260,846	975,499	1,836,245	(16,848)	1,819,397	3,457,111	400,049	400,049	867,467	(5,890)	861,577	1,261,626	4,718,737
Wabasha	401,369	196,909	910,445	1,634,421	(15,243)	1,619,178	3,127,901	301,991	301,991	767,131	(4,991)	762,140	1,069,122	4,197,023
Winona	401,369	304,075	1,051,658	2,014,780	(18,292)	1,996,488	3,753,590	466,349	466,349	951,809	(6,590)	945,219	1,411,568	5,165,158
District 6 Totals	\$4,415,059	\$3,417,844	\$11,916,135	\$20,691,674	(\$196,124)	\$20,495,550	\$40,244,588	\$5,241,818	\$5,241,818	\$9,775,026	(\$69,782)	\$9,705,244	\$14,947,062	\$55,191,650
Blue Earth		\$399,858	\$1,459,268	\$3,365,828	(\$27,286)	\$3,338,542	\$5,599,037	\$613,248	\$613,248	\$1,580,680	(\$10,195)	\$1,570,485	\$2,183,733	7,782,770
Brown	401,369	244,957	1,060,038	1,303,549	(14,597)	1,288,952	2,995,316	375,682	375,682	615,814	(4,607)	611,207	986,889	3,982,205
Cottonwood	401,369	103,081	1,058,886	854,724	(11,727)	842,997	2,406,333	158,092	158,092	403,783	(2,611)	401,172	559,264	2,985,597
Faribault	401,369	134,962	1,164,900	1,641,019	(16,209)	1,624,810	3,326,041	206,986	206,986	775,239	(4,564)	770,675	977,661	4,303,702
Jackson	401,368	94,980	1,236,764	1,640,676	(16,362)	1,624,314	3,357,426	145,667	145,667	775,078	(4,279)	770,799	916,466	4,273,892
Le Sueur	401,368	262,591	1,714,316	1,714,316	(16,854)	1,698,462	3,253,277	402,727	402,727	809,866	(5,635)	804,231	1,206,958	4,460,235
Martin	401,368	178,890	1,269,239	1,692,434	(17,177)	1,675,257	3,524,754	274,357	274,357	799,529	(4,990)	794,539	1,068,896	4,593,650
Nicollet	401,368	204,172	819,202	1,631,116	(14,733)	1,598,383	3,023,125	313,131	313,131	762,058	(4,986)	757,062	1,070,193	4,093,318
Nobles	401,368	160,104	1,198,004	1,531,546	(15,960)	1,515,586	3,275,062	245,545	245,545	702,107	(4,404)	697,703	943,248	4,218,310
Rock	401,368	78,777	872,313	949,370	(11,163)	938,207	2,290,665	120,818	120,818	448,495	(2,646)	445,849	566,667	2,857,332
Sibley	401,368	124,556	966,700	894,878	(11,579)	883,299	2,375,923	191,027	191,027	422,753	(2,852)	419,901	610,928	2,986,851
Waseca	401,368	148,755	832,506	913,726	(11,137)	902,589	2,285,218	228,140	228,140	431,657	(3,066)	428,591	656,731	2,941,949
Watonswan	401,368	93,653	780,860	1,052,976	(11,294)	1,041,682	2,317,563	143,632	143,632	497,440	(2,979)	494,461	638,093	2,955,656
District 7 Totals	\$5,217,788	\$2,229,336	\$13,609,536	\$19,168,158	(\$195,078)	\$18,973,080	\$40,029,740	\$3,419,052	\$3,419,052	\$9,024,499	(\$57,824)	\$8,966,675	\$12,385,727	\$52,415,467
Chippewa		\$110,798	\$813,440	\$757,046	(\$10,100)	\$746,946	\$2,072,552	\$169,927	\$169,927	\$357,639	(\$2,452)	\$355,187	\$525,114	2,597,666
Kandiyohi	401,368	342,312	1,460,316	2,136,560	(21,050)	2,115,510	4,319,506	524,991	524,991	1,009,340	(7,130)	1,002,210	1,527,201	5,846,707
Lac Qui Parle	401,368	72,178	1,210,051	824,837	(12,165)	812,672	2,496,269	110,696	110,696	389,664	(2,325)	387,339	498,035	2,994,304
Lincoln	401,368	58,175	847,591	742,188	86,646	828,834	2,135,968	89,221	89,221	350,620	33,220	383,840	473,061	2,609,029
Lyon	401,368	199,877	1,062,762	1,110,768	(13,457)	1,097,311	2,761,318	306,543	306,543	524,742	(3,863)	520,879	827,422	3,588,740
McLeod	401,368	304,529	850,419	1,319,800	(13,948)	1,305,852	2,862,168	467,045	467,045	623,491	(5,068)	618,423	1,065,468	3,947,636
Meeker	401,368	196,420	912,121	1,078,285	(12,552)	1,065,733	2,575,642	301,242	301,242	509,396	(3,767)	505,629	806,871	3,382,513
Murray	401,368	86,145	1,181,033	1,011,323	(12,997)	998,326	2,666,872	132,118	132,118	477,763	(2,834)	474,929	607,047	3,273,919
Pipestone	401,368	89,393	804,221	826,499	(10,289)	816,210	2,111,192	137,098	137,098	390,449	(2,452)	387,997	525,095	2,636,287
Redwood	401,368	148,790	1,302,970	1,583,712	(16,668)	1,567,044	3,420,172	228,194	228,194	748,167	(4,537)	743,630	971,824	4,391,996
Renville	401,368	153,609	1,486,715	1,917,379	(19,200)	1,898,179	3,939,871	235,584	235,584	905,796	(5,304)	900,492	1,136,076	5,075,947
Yellow Medicine	401,368	99,031	1,152,958	1,013,570	(12,934)	1,000,636	2,653,993	151,880	151,880	475,894	(2,931)	472,963	627,774	3,281,767
District 8 Totals	\$4,816,416	\$1,861,257	\$13,084,597	\$14,321,967	(\$68,714)	\$14,253,253	\$34,015,523	\$2,854,539	\$2,854,539	\$6,765,892	(\$9,443)	\$6,756,449	\$9,610,988	\$43,626,511
Chisago		\$463,865	\$795,212	\$2,230,031	(\$18,868)	\$2,211,163	\$3,871,608	\$711,413	\$711,413	\$1,053,497	(\$8,201)	\$1,045,296	\$1,756,709	5,628,317
Dakota	401,368	2,340,347	1,463,459	4,702,402	(43,199)	4,659,203	8,864,377	3,589,302	3,589,302	2,221,479	(27,003)	2,194,476	5,783,778	14,648,155
Ramsey	401,368	2,607,688	1,255,202	5,956,730	(49,569)	5,907,161	10,171,419	3,999,312	3,999,312	2,738,502	(31,312)	2,707,190	6,706,502	16,877,921
Washington	401,368	1,506,934	794,270	3,197,017	(28,610)	3,168,407	5,870,979	2,311,127	2,311,127	1,505,539	(17,737)	1,487,802	3,798,929	9,669,908
Metro Totals	\$1,605,472	\$6,918,834	\$4,308,143	\$16,086,180	(\$140,246)	\$15,945,934	\$28,778,383	\$10,611,154	\$10,611,154	\$7,519,017	(\$84,253)	\$7,434,764	\$18,045,918	\$46,824,301
STATE TOTALS	\$34,919,078	\$34,919,078	\$104,757,232	\$174,595,388	\$0	\$174,595,388	\$349,190,776	\$53,554,066	\$53,554,066	\$80,331,099	\$0	\$80,331,099	\$133,885,165	\$483,075,941

Comparison of the Actual 2013 to the TENTATIVE 2014 CSAH Distribution

October 2013

The following two pages indicate a comparison between the actual 2013 CSAH distribution and what each county's 2014 county state aid distribution would be if all mileage, needs and adjustments remained as published in this booklet and if the 2014 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 2014 distribution. This data is being presented in this manner simply to show the approximate comparison to last year's distribution, if the Board approves the mileage and money needs as presented.

Comparison of the Actual 2013 to the Tentative 2014 CSAH Distribution

October 2013

County	Actual 2013 CSAH Distribution	Tentative 2014 CSAH Distribution	Increase or Decrease	% + or -
Carlton	\$4,583,460	\$4,583,429	(\$31)	0.0%
Cook	2,842,022	2,849,341	7,319	0.3%
Itasca	8,792,288	8,812,517	20,229	0.2%
Koochiching	4,414,888	4,413,850	(1,038)	0.0%
Lake	3,854,108	3,861,499	7,391	0.2%
Pine	7,017,390	7,045,967	28,577	0.4%
St. Louis	25,731,175	25,745,632	14,457	0.1%
District 1 Totals	\$57,235,331	\$57,312,235	\$76,904	0.1%
Beltrami	\$5,926,444	\$5,931,548	\$5,104	0.1%
Clearwater	3,184,998	3,183,838	(1,160)	0.0%
Hubbard	3,523,985	3,541,161	17,176	0.5%
Kittson	3,163,371	3,152,227	(11,144)	-0.4%
Lake of the Woods	2,940,068	2,940,422	354	0.0%
Marshall	4,683,772	4,664,110	(19,662)	-0.4%
Norman	3,536,503	3,524,266	(12,237)	-0.4%
Pennington	2,760,743	2,755,695	(5,048)	-0.2%
Polk	7,453,758	7,425,864	(27,894)	-0.4%
Red Lake	2,616,243	2,609,030	(7,213)	-0.3%
Roseau	4,733,015	4,722,606	(10,409)	-0.2%
District 2 Totals	\$44,522,900	\$44,450,767	(\$72,133)	-0.2%
Aitkin	\$4,341,123	\$4,331,126	(\$9,997)	-0.2%
Benton	3,634,487	3,650,046	15,559	0.4%
Cass	5,108,571	5,124,010	15,439	0.3%
Crow Wing	5,897,525	5,951,545	54,020	0.9%
Isanti	3,402,326	3,416,471	14,145	0.4%
Kanabec	2,616,242	2,609,031	(7,211)	-0.3%
Mille Lacs	4,140,724	4,146,866	6,142	0.2%
Morrison	5,783,465	5,783,207	(258)	0.0%
Sherburne	4,660,300	4,703,651	43,351	0.9%
Stearns	11,146,354	11,174,490	28,136	0.3%
Todd	3,613,621	3,617,732	4,111	0.1%
Wadena	2,629,813	2,635,289	5,476	0.2%
Wright	9,427,898	9,473,305	45,407	0.5%
District 3 Totals	\$66,402,449	\$66,616,769	\$214,320	0.3%
Becker	\$4,860,743	\$4,868,774	\$8,031	0.2%
Big Stone	2,616,243	2,609,030	(7,213)	-0.3%
Clay	4,853,853	4,793,132	(60,721)	-1.3%
Douglas	4,720,986	4,718,449	(2,537)	-0.1%
Grant	2,616,243	2,609,030	(7,213)	-0.3%
Mahnomen	2,616,243	2,609,030	(7,213)	-0.3%
Otter Tail	10,925,623	10,955,648	30,025	0.3%
Pope	3,064,652	3,061,144	(3,508)	-0.1%
Stevens	2,616,242	2,609,031	(7,211)	-0.3%
Swift	3,027,065	3,006,975	(20,090)	-0.7%
Traverse	2,616,243	2,609,030	(7,213)	-0.3%
Wilkin	3,248,353	3,243,023	(5,330)	-0.2%
District 4 Totals	\$47,782,489	\$47,692,296	(\$90,193)	-0.2%

Comparison of the Actual 2013 to the Tentative 2014 CSAH Distribution

October 2013

County	Actual 2013 CSAH Distribution	Tentative 2014 CSAH Distribution	Increase or Decrease	% + or -
Anoka	\$16,746,906	\$16,892,268	\$145,362	0.9%
Carver	6,134,103	6,109,886	(24,217)	-0.4%
Hennepin	37,107,065	37,303,280	196,215	0.5%
Scott	8,554,230	8,640,511	86,281	1.0%
Metro Totals	\$68,542,304	\$68,945,945	\$403,641	0.6%
Dodge	\$3,611,427	\$3,597,894	(\$13,533)	-0.4%
Fillmore	5,704,433	5,669,384	(35,049)	-0.6%
Freeborn	5,176,152	5,145,820	(30,332)	-0.6%
Goodhue	5,768,956	5,753,238	(15,718)	-0.3%
Houston	4,136,204	4,046,721	(89,483)	-2.2%
Mower	4,763,803	4,732,205	(31,598)	-0.7%
Olmsted	7,254,156	7,263,779	9,623	0.1%
Rice	4,867,012	4,901,691	34,679	0.7%
Steele	4,734,694	4,718,737	(15,957)	-0.3%
Wabasha	4,207,426	4,197,023	(10,403)	-0.3%
Winona	5,166,044	5,165,158	(886)	0.0%
District 6 Totals	\$55,390,307	\$55,191,650	(\$198,657)	-0.4%
Blue Earth	\$7,799,357	\$7,782,770	(\$16,587)	-0.2%
Brown	4,010,382	3,982,205	(28,177)	-0.7%
Cottonwood	2,998,484	2,965,597	(32,887)	-1.1%
Faribault	4,322,022	4,303,702	(18,320)	-0.4%
Jackson	4,308,417	4,273,892	(34,525)	-0.8%
Le Sueur	4,469,412	4,460,235	(9,177)	-0.2%
Martin	4,638,395	4,593,650	(44,745)	-1.0%
Nicollet	4,112,318	4,093,318	(19,000)	-0.5%
Nobles	4,258,010	4,218,310	(39,700)	-0.9%
Rock	2,884,499	2,857,332	(27,167)	-0.9%
Sibley	2,998,458	2,986,851	(11,607)	-0.4%
Waseca	2,959,027	2,941,949	(17,078)	-0.6%
Watsonwan	2,985,076	2,955,656	(29,420)	-1.0%
District 7 Totals	\$52,743,857	\$52,415,467	(\$328,390)	-0.6%
Chippewa	\$2,624,956	\$2,597,666	(\$27,290)	-1.0%
Kandiyohi	5,859,345	5,846,707	(12,638)	-0.2%
Lac Qui Parle	3,006,779	2,994,304	(12,475)	-0.4%
Lincoln	2,616,242	2,609,029	(7,213)	-0.3%
Lyon	3,621,432	3,588,740	(32,692)	-0.9%
Mc Leod	3,940,400	3,947,636	7,236	0.2%
Meeker	3,385,873	3,382,513	(3,360)	-0.1%
Murray	3,302,445	3,273,919	(28,526)	-0.9%
Pipestone	2,652,751	2,636,287	(16,464)	-0.6%
Redwood	4,437,381	4,391,996	(45,385)	-1.0%
Renville	5,127,493	5,075,947	(51,546)	-1.0%
Yellow Medicine	3,312,327	3,281,767	(30,560)	-0.9%
District 8 Totals	\$43,887,424	\$43,626,511	(\$260,913)	-0.6%
Chisago	\$5,609,861	\$5,628,317	\$18,456	0.3%
Dakota	14,561,543	14,648,155	86,612	0.6%
Ramsey	16,786,148	16,877,921	91,773	0.6%
Washington	9,611,328	9,669,908	58,580	0.6%
Metro Totals	\$46,568,880	\$46,824,301	\$255,421	0.6%
STATE TOTALS	\$483,075,941	\$483,075,941	\$0	0.0%

MILEAGE REQUESTS





OTES and COMMENTS

[illegible]

Criteria Necessary For County State Aid Highway Designation

October 2013

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 2013

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	2012	Total Miles To Date	County
Carlton	3.62															3.62	Carlton
Cook	3.60															3.60	Cook
Itasca																0.00	Itasca
Koochiching	9.27 ¹			0.12												9.39	Koochiching
Lake	4.82 ¹	0.56				10.31		7.30								22.99	Lake
Pine	9.25															9.25	Pine
St. Louis	19.14 ¹							7.60								26.74	St. Louis
District 1 Totals	49.70	0.56	0.00	0.12	0.00	10.31	0.00	14.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	75.59	District 1 Totals

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

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

History of CSAH Additional Mileage Requests

October 2013

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	2012	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 2013

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	2012	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								39.60	81.61	Dakota
Ramsey	10.12 ¹	0.61		1.13												11.86	Ramsey
Washington	2.33 ¹	0.40	0.33	1.33	8.05	18.52								-7.41		23.55	Washington
District 9 Totals	17.34	3.48	0.33	4.72	10.25	18.52	35.63	0.00	0.00	0.00	0.00	0.00	0.00	-7.41	39.60	122.46	District 9 Totals

Totals	339.03	25.65	11.39	7.49	26.41	117.60	39.09	26.60	29.24	0.54	26.68	22.13	13.12	-7.41	39.60	720.98	Totals
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¹ Includes Some Trunk Highway Turnback Mileage Added Prior to the Turnback Law in 1965

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

Banked CSAH Mileage

October 2013

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.

Banked Mileage Available		Banked Mileage Available	
County		County	
Aitkin	0.00	Marshall	0.03
Anoka	0.00	Martin	0.00
Becker	0.11	Meeker	0.02
Beltrami	0.50	Mille Lacs	0.00
Benton	0.28	Morrison	0.25
Big Stone	0.05	Mower	0.00
Blue Earth	0.40	Murray	0.00
Brown	0.61	Nicollet	0.00
Carlton	0.88	Nobles	0.82
Carver	0.92	Norman	2.26
Cass	0.85	Olmsted	0.00
Chippewa	0.32	Otter Tail	0.06
Chisago	0.01	Pennington	0.35
Clay	0.87	Pine	0.66
Clearwater	0.01	Pipestone	0.09
Cook	0.01	Polk	1.50
Cottonwood	1.00	Pope	0.03
Crow Wing	0.23	Ramsey	0.90
Dakota	0.00	Red Lake	0.50
Dodge	0.76	Redwood	0.20
Douglas	2.11	Renville	2.47
Faribault	0.49	Rice	0.20
Fillmore	0.06	Rock	1.30
Freeborn	0.00	Roseau	0.30
Goodhue	0.47	St. Louis	1.45
Grant	0.00	Scott	0.75
Hennepin	5.68	Sherburne	0.00
Houston	0.00	Sibley	0.50
Hubbard	0.20	Stearns	1.06
Isanti	0.88	Steele	0.45
Itasca	6.20	Stevens	0.68
Jackson	0.12	Swift	0.30
Kanabec	0.60	Todd	0.24
Kandiyohi	2.20	Traverse	0.00
Kittson	0.00	Wabasha	0.81
Koochiching	0.09	Wadena	3.47
Lac Qui Parle	0.00	Waseca	0.32
Lake	0.00	Washington	6.31
Lake of the Woods	0.20	Watsonwan	0.79
Le Sueur	0.25	Wilkin	0.00
Lincoln	0.20	Winona	0.00
Lyon	0.00	Wright	0.10
McLeod	1.51	Yellow Medicine	0.24
Mahnomen	0.44		
		Total Banked Mileage	58.92

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

Historical Documentation for the Anoka County CSAH Mileage Request

October 2013

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

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

These designations are left to be completed:

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

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

Historical Documentation for the Dakota County CSAH Mileage Request

October 2013

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

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

These revocations need to be completed:

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

These designations are left to be completed:

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

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

Historical Documentation for the Olmsted County CSAH Mileage Request

October 2013

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

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

These revocations need to be completed:

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

These designations are left to be completed:

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

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

Historical Documentation for the Wright County CSAH Mileage Request

October 2013

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

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

These revocations need to be completed:

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

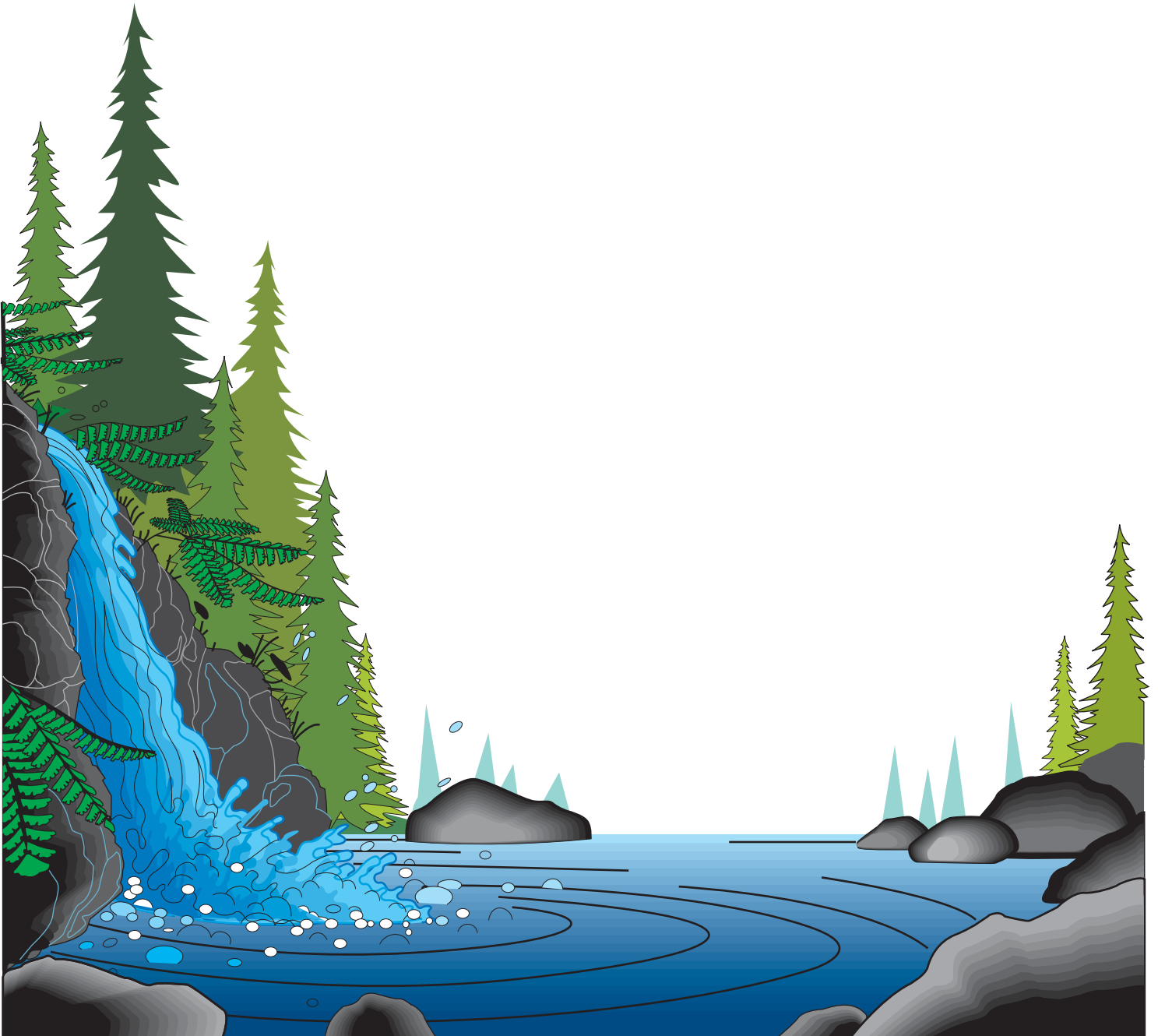
These designations are left to be completed:

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



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STATE PARK ROAD ACCOUNT



State Park Road Account

October 2013

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: Mitch Bartelt (651) 366-3832

DNR Contact: Dave Sobania (218) 828-2620

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

	COUNTY	ROAD SYSTEM	PROJECT#	WORK DESCRIPTION & LOCATION	COST
1	Wabasha	CSAH	SP 79-604- 044	CSAH 4, access to Carley State Park	\$45,000.
2	Chisago	CSAH	SAP 13-612-010	CSAH 12 (Park Trail), access to Wild River State Park. Rd from town of Almelund to Park is often used by bicyclist.	\$1,000,000.
3	Carlton	Twp	SAP 009-600-004	Kettle Lake Rd. Corona Township, access to the Kettle Lake WMA and Fond du Lac State Forest Area.	\$249,000.
4	Waseca		81-600-005	10 th Street NW, serving the only public access and boat ramp on Loon Lake.	\$26,000.
5	LeSueur	CSAH	SAP 40-614-009	CSAH 14, Waterville Township, Lake Tetonka public water access and fishing piers	\$500,000.
6	Lake	CSAH	SAP 38-620-008 SAP 38-621-003	First Ave., City of Two Harbors, access site and future marina in Two Harbors & Lake Superior	\$100,000.
7	Morrison	Twp	SAP 49-600-030	113 th Street, Agram Township, Rice-Skunk WMA access	\$15,400.
8	Cass	Twp	SAP 11-600-017	25 th Ave. S.W., Sylvan Township, access to Wilder Landing on the Crow Wing River	\$60,000.
9	Morrison	Twp	SAP 49-600-028	Kettle Road, Agram & Bellevue Towhships, Craine Meadows WMA access	\$32,900.
10	Itasca	Co Rd	SAP 31-600-009	CR 551 (Thistledew Rd), access to Thistledew Lake Forrest Campground, Togo Horse camp administered by McCarthy Beach State Park, and Thistledew Lake Public Access	\$350,000.
11	Morrison	Twp	SAP 49-600-029	68 th St. and Garland Road, Bellevue Township, access to Mississippi River above the Blanchard Dam and access below the Blanchard Dam	\$8,400.
12	Hubbard	Twp	SAP 29-600-010	210 th Street, Todd Township, access to Portage Lake	\$370,000.
13	Big Stone	Twp	SAP 0 6-600-004	Rearing Pond Road (T-13), Big Stone Lakes year Round lake accesses and boat landing located Within Big Stone State Park	\$215,000
14	St. Louis	Co Rd	SAP 69-600-035	County Rd 275 (Island Lake Dam Rd), Access to Island Lake	\$250,000
					\$3,221,700

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

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

October 2013**State Park Road Account Allocation 2013
2013 Distribution \$3,650,448**

	COUNTY	ROAD SYSTEM	PROJECT #	WORK DESCRIPTION & LOCATION	COST
1	Hubbard	Twp Road	SAP 029-600-011	Access to Potato Lake in Arago Twp.	\$130,000
2	Aitkin	Twp Road	SAP 001-600-017	Access to Mallard Lake in Hazelton Twp.	\$286,000
3	Winona	Twp Road	SAP 085-600-004	Bridge replacing current cement slab river crossing on Fairwater Road in Elba Twp.	\$415,000
4	Douglas	Park Road	SAP 021-600-019	Access to Lake Miltona	\$65,000
5	Beltrami	Cty Road	SAP 004-600-013	Park entrance road to Lake Bemidji State Park	\$150,000
6	Beltrami	Twp Road	SAP 004-600-014	Access to Tamarack River	\$63,000
7	Wabasha	Cty Road	SAP 079-600-012	Access to Lake Zumbro	\$270,000
8	Carver	Park Road	SAP 010-600-004	Two Access sites to Lake Minnewashta	\$562,419
9	Mower	Twp Road	SAP 050-600-001	Access to Cedar River and Ramsey Mill Pond State Wildlife Management Area	\$17,000
10	Pipestone	Park Road	SAP 059-600-002	Reconstruction of Highway 267 between Cty Hwy 15 and entrance to Pipestone Wildlife Management Area	\$500,000
				Total	\$2,458,419

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Maintenance Facilities

October 2013

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

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

CY 1997

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

CY 1998

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

CY 1999

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

CY 2000

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

CY 2001

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

Maintenance Facilities

October 2013

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.

10/1/2013

Hardship Transfers

October 2013

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

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

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

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

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 2013

Request	Agency	Hearing or Admin. Process Date	Request: Rule Number Standard Proposed/Lieu of Standard Required	Approval Date and Status ("Full approval or "Pend HH")	Denial Date	Project Number Route Name, Number, Location, Termini, Tied to Project Numbers
2008-03	Fillmore County	6/25/2008	8820.9920 - 30 MPH horizontal curves in lieu of the 40 MPH.	7/11/2008		SAP 23-615-12, Bridge #23J86
2008-05	Winona County	9/24/2008	8820.9922, 20 MPH horz curves in lieu of 30 MPH: Contingent on the County working with the DSAE with respect to approach tapers.	10/10/2008		SAP 85-599-64, (Inplace) Bridge #L1489
2008-06	Hennepin City	9/24/2008	8820.9995, CSAH 19 in Loretto, so as to allow surface width of 6.0' in lieu of 8.0'.	10/10/2008		SP 27-090-15; Multi-use trail along CSAH 19 in the City of Loretto
2008-10	Kandiyohi Cty.	12/20/2008	8820.9920, design speed of 30 MPH sag vertical curve from station 14+00 to 19+75 in lieu of the minimum 40 MPH.	1/8/2009		SAP 34-639-04, proposed reconstr/bridge replacement of CSAH 39 between 0.26 miles S and 0.23 miles S of CSAH 39's intersection with CR 105 in section 36, to 122N, Range 33W.
2008-11	Houston City	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 City/Spring Grove township, MN. Reconstruction / br. Replace of Elm Dr. and Crystal Cr Rd between CSAH 8 and 0.1 miles N of the jctn with CSAH 8 in Spring Grove Township in Houston County.
2009-02	Lyon County	3/19/2009	8820.9936; 20 MPH vertical sag curve in lieu of the required minimum 30 MPH design.	3/25/2009		SAP 42-627-003; CSAH 27 between TH 14 and County Road 63 in the City of Balaton.
2009-10	Hennepin City	9/17/2009	8820.2800 - Plan approval after bid opening.	9/17/2009		SP 27-701-10/sap 27-605-24; Street ligh installation.
2010-06	Ramsey City	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 City	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 City	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 City	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 City	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 City	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 City	9/22/2011	8820.9936 - to allow 11 ft. lanes in lieu of 12 ft. lanes			CSAH 19 between CSAH 18 and Lake Rd.

Variances Requested

October 2013

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
2012-06	Hennepin County	6/28/2012	8820.9936, Requesting the following: 1. A lane width of 10 ft. in lieu of 11 ft. as required by law between Lake Road North and the South approach of Indiana Avenue North. 2. A parking lane width of 8.97 ft. in lieu of 10 ft. as required by law between Lake Road North and the South approach of Indiana Ave. North	6/28/2012 (Full Approval)		Reconstruction of CSAH 9 from approximately 200 ft. West of Lake Road, North to Xerxes Ave. North
2012-10	Washington County	6/28/2012	8820.9946 - To allow a total street width (face-to-face of curbs) of 40 ft. with parking on both sides in lieu of 42 ft. as required by law	6/28/2012 (Full Approval)		Reconditioning of CSAH 23 (Third Street) from Orleans Street to 423 ft. North of Willard Street
2012-13	Redwood County	Admin.	8820.9946 - to allow the following: • a bridge railing height of 0.87 feet in lieu of the 2.67 feet as required by law • a street width of 20 feet in lieu of the 26 feet as required by law	Nov. 8, 2012 Approved w/ Contingencies		Historic Bridge No. 89859 deck rehabilitation over the Redwood River
2013-02	Hennepin County	9-Jan-13	8820.9936, Minimum Design Standards, Urban; New or Reconstruction Projects - 25 mph horizontal in lieu of required 30 mph design speed	January 29, 2013 FULL APPROVAL		In Minnetonka, Wayzata, and Woodland SAP 027-701-017, 027-701-018 & 027-701-024 - CSAH 101 (Bushway Road) North of CSAH 5 (Minnetonka Boulevard) to south of Trunk Highway 12 CSAH 16 (McGinty Road)
2013-04	Watsonwan County	9-Jan-13	8820.9920, Minimum Design Standards, Rural and Suburban Undivided; New or Reconstruction Projects - 30 mph in lieu of a 40 mph horizontal curve. Approval advised conditioned on: • Advisory Signs according to MN MUTCD • 768th Intersect at 90 degrees	January 29, 2013 Voted at 4-1.		CSAH 16 from the junction with Trunk Highway 30 and Truck Highway 60 to the south limits of Grogan
2013-05	Hennepin County	9-Jan-13	8820.9995, Minimum Bicycle Path Standards - no clearance zone adjacent to the road in lieu of 2 foot clearance on both sides of the proposed bicycle path.	April 4, 2013 FULL APPROVAL		In the City of Minnetonka, the City of Wayzata, and the City of Woodland
2013-06	McLeod County	9-Jan-13	8820.9936, Minimum Design Standards, Urban; New or Reconstruction Projects - centerline radius of 80' (20mph) in lieu of a 30 mph horizontal curve	April 4, 2013 FULL APPROVAL		City of Silver Lake - at CSAH 2 (Grove Avenue) and Gehlin Drive.
2013-08	Washington County	28-Mar-13	8820.9946 Minimum Design Standards, Urban; Reconditioning Projects of curb-to-curb street width of 40' in lieu of 42'	April 4, 2013 FULL APPROVAL		CSAH 23 (Orleans St.) from S 3rd St to 4th Ave S and CSAH 24 (Orleans St.) from S 4th St to S 3rd St in Stillwater.
2013-09	Chisago County	28-Mar-13	8820.9926 Minimum Design Standards, Rural And Suburban Undivided; Reconditioning Projects : 35 mph horizontal curvature in lieu of 40 mph.	April 4, 2013 FULL APPROVAL		Replace bridge 7214 over Goose Creek on CSAH 8 (Cedarcrest Trail)
2013-10	Carlton County	28-Mar-13	8820.9920 Minimum Design Standards, Rural and Suburban Undivided; New or Reconstruction Projects : 23.4 mph design speed (vertical curvature) in lieu 30 mph.	April 4, 2013 FULL APPROVAL		SAP 009-606-031 : Replacement of bridge 09J25 over Deer Creek Crossing : CSAH 6
2013-11	Carlton County	28-Mar-13	Minnesota Rule 8820.9905 Minimum Bicycle Path Standards as to allow bridge structures clear width of 8' in lieu of 12'	April 4, 2013 FULL APPROVAL		SAP 009-591-003 : Construction of a trail along CSAH 61 in City of Esko from Maple Drive to Thompson Road
2013-12	Blue Earth County	Admin	- Bridge Width 13'-6" in lieu of 32' per 8820.9922 - Bridge Vert. Clearance 15'-6" in lieu of 16'-4" per 8820.9956 - Approach Lanes / Shoulders Width 26' in lieu of 32' per 8820.9922 - Approach In-slope 1:3 in lieu of 1:4 per 8820.9922 - Approach Clear Zone 12' in lieu of 15' per 8820.9922	ADMIN APPROVAL April 10 th , 2013		An historic bridge on CR 147 near Amboy, MN
2013-15	Olmstead County	27-Jun-13	8820.9926 Minimum Design Standards, Rural And Suburban Undivided; Reconditioning Projects 20 mph design speed (horizontal and vertical curves) in lieu of the minimum 40 mph; and to allow 4' clear zone in lieu of the minimum 10'	July 8th, 2013 NEED HH		CR 125 (Maywood Rd SW) in conjunction with the repair of Bridge 89182 over the South Fork of the Zumbro River. IS.P. 55-598-042

MINUTES OF THE COUNTY ENGINEER'S
SCREENING BOARD MEETING
OCTOBER 24 & 25, 2012
CHASE ON THE LAKE
WALKER, MN

The fall meeting of the County Engineer's Screening Board was called to order by Chairman Lyndon Robjent, Carver County Engineer, at 1:35 p.m., October 24, 2012.

Attendance

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

Dave Betts, Cook County	District 1
Brian Ketrang, Roseau County	District 2
Jon Large, Mahnomen County	District 4
Lyndon Robjent, Carver County	Metro
Mike Hanson, Mower County	District 6
Lee Amundson, Lincoln County	District 8
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
Wayne Sandberg, Washington County	Urban

Alternates in Attendance

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

Lon Aune, Marshall County	District 2
Loren Fellbaum, Todd County	District 3
Dave Overbo, Clay County	District 4
Joe Triplett, Chisago County	Metro
Andy Sander, Yellow Medicine County	District 8

It was noted that Loren Fellbaum would be acting as the District 3 representative in the absence of Rhonda Lewis and Joe Triplett would be acting as the Metro representative in the absence of Mitch Rasmussen. It was also noted that Nathan Richman would be acting as the District 7 representative in the absence of both Kevin Peyman and Roger Risser.

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

Approval of Screening Board Minutes

Chairman Lyndon Robjent requested a motion to approve minutes of the June 13, 2012 Screening Board meeting. Motion was made by Jim Grube, seconded by Doug Fischer , and passed unanimously.

Map21 Update

Mark Gieseke, MnDOT Capital Programs and Performance Measures Director, gave an update on MnDOT's proposed implementation of the Map 21 federal legislation.

Review of Screening Board Report

Chairman Lyndon Robjent asked County State-Aid Needs Manager Kim DeLaRosa to review the mileage and construction needs for the 2013 County State-Aid Highway apportionment as shown in the 2012 County Screening Board Data dated October 2012.

A. General Information and Basic Needs Data – Pages 1-4

Based on the 2012 distribution amount of \$469,471,103, \$18.27 per \$1000 of adjusted 25-year construction needs is estimated to be distributed in 2012.

B. Needs Adjustments – Pages 5-40

As directed by resolution at the January 2012 Special Screening Board Meeting, a three-year average of 2009 to 2011 revised Basic construction needs will be used for the 2012 distribution in lieu of the normal needs update. The calculated three-year average needs are summarized on pages 7-8 for each county. Although 2011 project cost data is not being included in this year's needs study, counties were given the opportunity to provide revised cost data for projects completed in 2010 for the various adjustments.

Annual changes to a county's basic 25-year construction needs are restricted to 5% below and 20% above the percentage change from the previous year's statewide restricted needs to the current year's statewide basic 25-year construction needs. Since the 2012 statewide average percentage change was negative 2.0 %, the needs of Clay County was increased to reflect the minimum negative 7.0% change in needs.

The Rural and Urban Grading Cost Adjustments are added to each county's 25-year construction needs to reflect the difference between actual grading costs and grading cost data used in the needs study. Grading costs in the needs study are based on the 1983 rural grading cost study and the 1986 urban grading cost study.

The Construction Fund Balance Deduction indicates the counties that may receive a deduction to their construction needs based on construction fund balances as of September 1, 2012. Kim noted that counties have until the end of the year to further reduce fund balances to avoid this deduction to their 25-year construction needs. In addition, counties by resolution can also transfer municipal construction funds to the regular construction fund to avoid the deduction.

The Transportation Revolving Loan Fund (TRLF) and Bond Account Adjustment are added to the 25-year construction needs to reflect the unpaid portion of bonds and TRLF funds that were used on eligible county state-aid highway projects.

Kim noted that action is needed by the Screening Board to specify the amount of county state-

aid highway funds it wishes to allocate to the County State-Aid Highway TRLF in 2013.

The Special Resurfacing Adjustment is a negative adjustment to the 25-year construction needs to reflect the amount of county state-aid highway construction funds used to resurface segments that are drawing full grading needs. Although Screening Board action in 2008 resulted in no additional projects being added to the special resurfacing adjustment, existing projects remained in the needs study for the remainder of the project-specific ten-year adjustment period.

The After the Fact Bridge Deck Rehabilitation Needs Adjustment reflects costs to rehabilitate decks on adequate bridge structures. These needs are drawn for 15 years after being submitted to and approved by the District State-aid Engineer.

The After the Fact MnDOT Bridge/Loops and Ramps Needs Adjustment reflects the county portion of costs paid for a bridge/interchange that carries traffic on county state-aid highway routes over a MnDOT highway. Bridge needs are drawn for 35 years after being submitted to and approved by the District State-aid Engineer, while needs for the construction of loops and ramps are drawn for 25 years after submittal and approval.

The After the Fact Railroad Bridge Needs Adjustment reflects the county portion of costs paid for a railroad bridge over a county state-aid highway. Bridge needs are drawn for 35 years after being submitted to and approved by the District State-aid Engineer.

The After the Fact Right-of-Way Needs Adjustment reflects actual right-of-way costs on county state-aid highway projects. These needs are drawn for 25 years after being submitted to and approved by the District State-aid Engineer. This adjustment increased by approximately \$23 million from the previous year.

The Miscellaneous After-the-Fact Needs Adjustment reflects the actual construction costs of various items that are not otherwise included in the needs study. These needs are drawn for 25 years after being submitted to and approved by the District State-aid Engineer. This adjustment increased by approximately \$18 million from the previous year.

The Credit for Local Effort Adjustment reflects local funds spent on county state-aid highway improvements that reduce construction needs. These needs are drawn for 20 years after being submitted to and approved by the District State-aid Engineer. This adjustment increased by approximately \$20 million from the previous year.

The Non-Existing CSAH Needs Adjustment is a negative adjustment to offset needs on non-existing segments that are beyond the eligible period to draw needs. Two segments continue to receive this adjustment.

The Mill Levy Deduction is a statutory deduction from each county's annual construction needs based on a percentage of each county's taxable market value supplied by the Minnesota Department of Revenue. Due to statutory changes involving the calculation of real and personal property values, this year's mill levy deduction calculation results in lower deductions than in previous years.

The Statutory Minimum County Adjustment is an adjustment that is applied to an individual

county's annual construction needs to ensure that each county receives a minimum percentage of the apportionment sum amount as stated in M.S. 162.07, Subdivision 1b (e). This adjustment requires that three counties receive a minimum percentage of 0.00586782 percent of the apportionment sum, and further requires that two counties receive higher minimum percentages of 0.00749425 and 0.01099800. The remaining 82 counties receive a negative adjustment to compensate for the positive adjustments to the five statutory minimum counties.

C. Tentative Distribution Data – Pages 41 - 56

The Figure A Chart shows the 2013 Tentative Money Needs after all of the adjustments have been applied. These amounts are used for the needs calculation for the apportionment sum portion of the total distribution amount. Pages 44-45 contain a listing of the annual needs for both the apportionment sum distribution and the excess sum distribution. Kim noted that further changes to the construction fund balance adjustment and trunk highway turn-back maintenance adjustment before the end of the year will result in revised money needs to be used for the 2013 distribution.

After calculating the Preliminary Tentative Components of the 2013 Distribution as shown on pages 46-47, the Screening Board Minimum County Adjustment is applied according to the resolution passed during the October, 2009 Screening Board meeting. This resolution requires that each county shall receive a minimum 0.55 percent of the total apportionment and excess sum distribution amounts, not to exceed a total statewide adjustment of 1.25 percent of the total distribution amount. The total distribution of eight counties will be increased to a minimum distribution percentage of 0.5397 as a result of this adjustment as shown on pages 48 and 49.

The Components of the Tentative 2013 Distribution shown on pages 74-75 are based on the 2012 total funding amount of \$469,471,103. A comparison of the actual 2012 County State-Aid Highway Distribution to the Tentative 2013 Distribution is also shown.

D. State Park Road Account – Pages 77 -82

Screening Board approval is required for county state-aid highway projects before the Minnesota Department of Natural Resources can provide state park funds for the project. Kim noted that there are currently no projects that need Screening Board approval. A historical record of projects funded by the State Park Road Account is provided for information.

E. Reference Material – Pages 83 – 92

Information regarding the use of state-aid construction funds on maintenance facilities, hardship transfers, advance guidelines, history of granted variances, and transportation revolving loan fund are shown as reference material.

F. Meeting Minutes and Screening Board Resolutions – Pages 93 – 117

Minutes of the June 13, 2012 Screening Board Meeting, current Screening Board resolutions and county engineer contract information are provided for information.

G. Mileage Requests – Pages 57 – 76

The criteria necessary for county state-aid highway designation, as well as a history of approved mileage requests is shown. Banked mileage that is available to individual counties for designation is also shown. Documentation of the status of recently-approved mileage requests are provided for Screening Board review.

1. An addition to the Mileage Limitation Resolution dated October 1961 (Latest Revision October 1997) was proposed by District 2 and 4. The proposed language to be added is as follows:

*That, whereas, mileage approved by the Screening Board through a mileage request will not become transferable mileage until year 26 after designation, and
Further, that an approved non-existing route be fully constructed prior to being transferable, and
Further, that mileage approved by the Screening Board cannot be transferred to a roadway under a different, higher traffic category without approval of the Screening Board.*

Discussion followed regarding this proposed language change.

2. The Report of the CSAH Mileage Subcommittee regarding the Dakota County mileage request is contained on pages 59–60. The Subcommittee recommendation is to approve 53.04 of the requested 65.54 miles. After using 1.82 miles of banked mileage and revoking 11.62 miles, this represents a net 39.6 miles of additional state-aid mileage.

Mark Krebsbach gave a general overview and answered questions regarding the Dakota County mileage request. Wayne Sandberg gave a summary of the Mileage Subcommittee review¹¹. Discussion followed regarding the future development of guidelines to be used by the Mileage Subcommittee in their consideration of mileage requests.

Research Account

Action is needed by the Screening Board to set aside up to \$2,347,356 from the 2013 county state-aid highway distribution amount for the Research Account. This amount represents 0.5% of the 2012 county state-aid highway distribution sum of \$469,471,103 which is the maximum allowed by statute.

Additional Subjects

A. Needs Task Force Update

Brian Giese, Stevens County Engineer, gave an update on the work of the Needs Task Force. A traffic signal category has been added to the existing needs categories of reconstruction, preservation, and bridges/structures. Discussion continues on items such as railroad crossings, loops and ramps, annual needs restriction, a new proposed needs stability factor, and a new minimum county apportionment method for the excess sum.

Kim stated that the new needs software is in the process of being written with anticipated completion to be used for the 2014 distribution. Rick stated that the software consultant's goal is to have a demonstration for the Needs Task Force Meeting in late November. The scope of the presentation at the annual conference in January would also be discussed at that time.

With no other items presented for discussion, at 4:30 p.m. Chairman Lyndon Robjent asked for a motion to recess until Thursday, October 25, 2012 at 8:30 a.m. Motion was made by Jim Foldesi, seconded by Mike Hanson and passed unanimously.

The meeting reconvened at 8:35 a.m. October 25, 2012 with all previously noted members or alternates present.

Chairman Lyndon Robjert asked for a motion to approve the mileage and needs as shown in the October 2012 Screening Board Data. Motion was made by Nathan Richman , seconded by Mike Hanson and passed unanimously.

Chairman Lyndon Robjert asked for a motion to establish a funding amount for the State-Aid Transportation Revolving Loan Fund. Lee Amundson made the motion to provide zero funding for the State-Aid Transportation Revolving Loan Fund, seconded by Jim Foldesi and passed unanimously.

Chairman Lyndon Robjert asked for a motion to establish a funding level for the Research Account. Doug Fisher offered the following resolution, seconded by Mike Hanson and passed unanimously.

Be It Resolved that an amount of \$2,347,356 (not to exceed ½ of 1% of the 2012 CSAH Distribution sum of \$469,471,103) shall be set aside from the 2013 Distribution Fund and be credited to the Research Account.

Brian Ketring offered the following addition to the Mileage Limitation Resolution, seconded by Dave Betts and passed unanimously.

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

Motion was made by Jim Foldesi to approve the Dakota County mileage request as recommended by the Mileage Subcommittee, seconded by Doug Fisher, and passed unanimously.

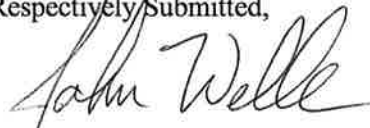
Chairman Lyndon Robjert thanked Anita Benson for serving on the Mileage Subcommittee and announced that a replacement member will be appointed in the near future.

Chairman Lyndon Robjert also thanked Screening Board members Rhonda Lewis and Kevin Peyman and Secretary John Welle for their Screening Board service. Nick Anderson, Big Stone County Engineer, will be the Screening Board Secretary beginning in 2013.

Chairman Lyndon Robjert announced that the Spring 2013 Spring Screening Board Meeting will be held at Arrowwood Resort in Alexandria as part of the June 12-14, 2013 Conference.

At 8:50 a.m., a motion was made by Jim Foldesi, seconded by Lee Amundson to adjourn the 2012 Fall Screening Board meeting.

Respectively Submitted,



John Welle
Screening Board Secretary
Aitkin County Engineer

MINUTES OF THE COUNTY ENGINEER'S
SCREENING BOARD MEETING
JUNE 13, 2013
ARROWWOOD RESORT
ALEXANDRIA, MN

The fall meeting of the County Engineer's Screening Board was called to order by Chairman Jonathan Large, Mahnommen County Engineer, at 2:50 p.m., June 13, 2013.

Attendance

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

Dave Betts, Cook County	District 1
Brian Ketring, Roseau County	District 2
Loren Felbaum, Todd County	District 3
Jonathan Large, Mahnommen County	District 4
Lyndon Robjent, Carver County	Metro
Guy Kohlhofer, Dodge County	District 6
Roger Risser, Watonwan County	District 7
Andy Sander, Yellow Medicine County	District 8
Andy Witter, Anoka County	Urban
Mark Krebsbach, Dakota County	Urban
Jim Grube, Hennepin County	Urban
Jim Tolaas, Ramsey County	Urban
Jim Foldesi, St. Louis County	Urban
Wayne Sandberg, Washington County	Urban

Alternates in Attendance

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

Mike Tardy, Carlton County	District 1
Lon Aune, Marshall County	District 2
Dave Overbo, Clay County	District 4
Joe Triplett, Chisago County	Metro
Darin Mielke, Sibley County	District 7

It was noted that Guy Kohlhofer would be acting as the District 6 representative in the absence of Mike Hanson and Andy Witter would be acting as the Metro representative in the absence of Doug Fischer.

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

Approval of Screening Board Minutes

Chairman Jon Large requested a motion to approve minutes of the October 2012 Screening Board meeting. Motion by Jim Grube, Hennepin County seconded by Jim Foldesi, St. Louis County to approve the minutes. The motion passed unanimously.

Election of Screening Board Vice Chair

Chairman Jon Large asked if there were any nominations for Vice Chair of the Screening Board. Wayne Sandberg, Washington County Engineer nominated Roger Risser, Watonwan County Engineer, seconded by Lyndon Robjent. There were no other nominations. Roger Risser was elected Vice Chair by a unanimous vote.

Needs Task Force Report

Chairman Large called upon Rick Kjonaas, State Aid to introduce Rick Arnebeck, SRF Consulting who was instrumental in writing the MCEA Needs Task Force Report – 2013. Mr. Arnebeck gave a 20 minute presentation on the report and the processes the task force committee used in creating the report. Rick Kjonaas, State Aid gave an update on the consulting contract for the new needs system software. Kim DeLaRosa, State Aid gave a demonstration of the new software that will be available soon on the State Aid webpage.

State Aid Topics – System Changes

Rick Kjonaas talked about the need or desire to do system changes. He stressed the importance of working with your partners to make sure the right road is on the right system.

Kim DeLaRosa explained that the system changes will count in your lane mileage in the new NEEDS system

In closing, Kim announced that this year's Fall Screening Board meeting will be held at Rutger's Bay Lake in Deerwood, MN on October 23 & 24, 2013.

Adjourn

At 4:00 pm Lyndon Robjent, Carver County Engineer moved to adjourn, seconded by Brian Ketring, Roseau County Engineer. The motion to adjourn passed unanimously.

Respectively Submitted,



Nicholas A. Anderson
Screening Board Secretary
Big Stone County Engineer

CURRENT RESOLUTIONS OF THE COUNTY SCREENING BOARD

BE IT RESOLVED:

ADMINISTRATIVE

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

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

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

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

Appearance at Screening Board - Oct. 1962

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

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

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

Screening Board Vice-chairman - June 1968

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

Screening Board Meeting Dates and Locations - June, 1996

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

Screening Board Secretary - Oct. 1961

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

Research Account - Oct. 1961

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

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

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

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

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

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

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

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

- 1) The maximum County State Aid construction dollars which can be advanced in any one year shall be the difference between the County State Aid construction fund balance at the end of the preceding calendar year plus any repayment due from the previous years advancing and \$40 million. Advanced funding will be granted on a first come-first served basis.
- 1a) In order to allow for some flexibility in the advancement limits previously stated, the \$40 million target value can be administratively adjusted by the State Aid Engineer and reported to the Screening Board at their next meeting.
- 2) Total advances to the Regular Account shall be limited to the counties last regular construction allotment, and will be reduced by any scheduled regular bond principal obligations and advance encumbrance repayments. Any advances must be repaid by deducting that amount from the next years CSAH regular construction allotment.

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

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

NEEDS ADJUSTMENTS

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

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

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

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

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

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

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

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

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

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

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

That a separate annual adjustment shall be made in total money needs of a county that has sold and issued bonds pursuant to Minnesota Statutes, Section 162.181, or has accepted a TRLF loan Pursuant to Minnesota Statutes, Section 162.06 for use on State Aid projects, except bituminous or concrete resurfacing projects, concrete joint repair projects, reconditioning projects or maintenance facility construction projects. That this adjustment, which covers the amortization period, which annually reflects the net unamortized bonded debt, shall be accomplished by adding said net unamortized bond amount to the computed money needs of the county. For the purpose of this adjustment, the net unamortized bonded debt shall be the total unamortized bonded indebtedness less the unencumbered bond amount as of December 31, of the preceding year.

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

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

balances shall be so adjusted.

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

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

The adjustment (credit for local effort) shall be the local (not State Aid or Federal Aid) dollars spent on State Aid Construction Projects for items eligible for State Aid participation.

This adjustment shall be annually added to the 25 year County State Aid Highway construction needs of the county involved for a period of twenty years beginning with the first apportionment year after the documentation has been submitted.

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

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

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

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

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

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

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

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

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

Turnback Maintenance Adjustment - Full Year, Initial or Subsequent:

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

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

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

MILEAGE

Mileage Limitation - Oct. 1961-Oct. 1997 (Latest Rev. Oct. 2012)

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

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

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

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

Revisions in the County State Aid Highway System not resulting in an increase in mileage

do not require Screening Board review.

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

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

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

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

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

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

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

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

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

TRAFFIC

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

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

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

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

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

ROAD NEEDS

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

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

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

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

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

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

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

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

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

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

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

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

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

Rural Design Grade Widening - June 1980

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

Feet of Widening

Needs Cost/Mile

4 - 8 Feet 50% of Average Complete Grading Cost/Mile

9 - 12 Feet 75% of Average Complete Grading Cost/Mile

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BRIDGE NEEDS

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

That the minimum bridge widening be 4 feet.

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

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

AFTER THE FACT NEEDS

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

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

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

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

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

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

Railroad Over Highway Bridges – October 2007

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

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

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

After the Fact Loops & Ramps – October 2008

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

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FIGURE A

Tentative 2013 Money Needs

October 2013

Pursuant to Minnesota Statute, 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 75 years, the county state-aided highway system in that county. Costs incidental to construction, or a specified portion thereof as set forth in the commissioner's rules may be included in determining money needs. To avoid variances in costs due to differences in construction policy, construction costs shall be estimated on the basis of the engineering standards developed cooperatively by the commissioner and the county engineers of the several counties.

Avg. 2009-2011 25 Year County Totals	BASIC 25 Year County Totals	SCREENING RESTRICT.	RESTRICTED 2012 County Totals	RURAL COMPLETE ADJUST.	URBAN COMPLETE ADJUST.	STATE AID FUNDING DEDUCT.	(MINUS)	BOND ADJUST.	SPECIAL REPAIR ADJUST.	BR. DECK REHAB. NEEDS	(PLUS)	RIGHT OF WAY NEEDS	(PLUS)	MISC. "AFTER THE FCT" NEEDS	CREDIT FOR LOCAL EFFORT	(MINUS)	NON- EXISTING NEEDS	ADJUSTED 25 YEAR NEEDS	ANNUAL CONST. NEEDS	MILL LEVY DEDUCT.	(MINUS)	EXCESS SUM FACTORS	(PLUS)		TENTATIVE MONEY NEEDS ADJUST.	TO ADJUST COUNTIES	MINIMUM ADJUST. FOR OTHER COUNTIES	APPORTIONMENT RECOMMENDATION FACTORS	MONEY NEEDS TOTAL						
																							2012 County Totals	2014 County Totals											
Carlton	\$112,464,168	\$0	\$112,464,168	\$17,668,345	\$968,036	(\$97,113)	\$0	\$0	(\$2,486,757)	\$0	\$1,116,446	\$96,530	\$0	\$0	\$21,550	\$0	0	\$129,741,205	\$5,189,648	(\$389,974)	\$4,769,674	1,005,235	\$1,748,509	\$1,748,509	\$1,708,342	1,018,885	(\$39,167)	0.9700	\$4,674,555	Carlton					
Cook	\$78,148,844	\$0	\$78,148,844	12,765,766	305,554	(\$87,113)	\$0	\$0	(4,038,956)	466,914	0	473,551	101,941	0	0	0	0	\$89,346,186	3,573,847	(256,976)	\$3,317,271	2,611,773	1,208,473	3,683,586	\$1,704,197	2,146,486	(82,515)	0.7041	3,230,795	Cook					
Itasca	\$203,849,353	\$0	\$203,849,353	62,760,699	9,888,489	0	0	0	(4,038,956)	466,914	0	473,551	101,941	0	0	0	0	\$274,234,751	10,111,478	(857,912)	\$9,254,860	6,177,730	3,683,586	\$1,704,197	2,146,486	(82,515)	0.7041	3,230,795	Itasca						
Koochiching	\$51,952,513	\$0	\$51,952,513	8,889,727	773,764	0	0	0	(2,857,885)	0	1,572,064	\$22,688	0	0	0	0	0	\$60,953,393	2,423,745	(152,955)	\$2,270,790	0.475900	0.475900	\$1,686,427	\$1,686,427	1,410.9	0.9601	1,686,427	1,410.9	0.9601	0.9601	1,686,427	Koochiching		
Lake	\$68,430,930	\$0	\$68,430,930	27,942,883	7,034,938	0	0	0	(918,915)	113,025	0	1,572,064	\$22,688	0	0	0	0	\$70,012,898	4,736,306	(123,716)	\$4,612,590	3,126,597	1,734,316	\$1,734,316	\$1,734,316	1,686,427	0.9601	1,686,427	1,686,427	0.9601	0.9601	1,686,427	Lake		
Lincoln	\$10,000,000	\$0	\$10,000,000	0	0	0	0	0	(1,000,000)	0	0	0	0	0	0	0	0	\$9,000,000	1,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Lincoln	
St. Louis	\$624,639,395	\$0	\$624,639,395	166,613,515	55,086,024	(14,932,318)	0	0	(14,932,318)	0	17,513,669	\$0	\$0	\$0	\$0	\$0	0	\$703,269,800	\$4,286,800	(1,362,022)	\$3,924,778	32,937,183	6,892,022	\$11,988,004	\$11,988,004	\$11,988,004	6,7124	0.9601	6,7124	6,7124	0.9601	0.9601	\$2,045,331	St. Louis	
District 1 Totals	\$1,343,669,760	\$0	\$1,343,669,760	\$420,949,443	\$140,949,443	(\$97,113)	\$0	\$0	\$1,053,364	\$579,939	\$1,053,364	\$25,401,250	\$0	\$0	\$21,550	\$0	0	\$1,759,087,055	\$67,676,086	(\$3,685,413)	\$64,000,673	13,942,836	\$24,290,652	\$24,290,652	\$24,290,652	\$24,290,652	\$1,836,184	13,725,516	(\$526,586)	\$25,401,250	\$69,465,051	District 1 Totals			
Beltrami	\$140,310,050	\$0	\$140,310,050	\$19,546,199	\$4,160,184	(\$98,095)	\$0	\$0	(\$1,187,179)	\$270,771	\$0	\$23,244,5	\$739,179	\$0	\$0	\$0	0	\$165,995,094	\$6,190,634	(\$449,170)	\$6,190,634	1,296,555	\$2,255,232	\$2,255,232	\$2,255,232	\$2,255,232	\$1,4161	1.314161	(\$50,518)	\$2,204,714	\$6,029,253	Beltrami			
Clearwater	\$6,364,059	\$0	\$6,364,059	5,127,452	126,120	0	0	0	(736,243)	118,443	0	739,179	\$0	0	0	0	0	\$7,100,601	\$2,979,188	(135,191)	\$7,100,601	1,096,642	\$1,036,061	\$1,036,061	\$1,036,061	\$1,036,061	1,012,853	0.5801	0.5801	1,012,853	0.5801	0.5801	1,012,853	Clearwater	
Hubbard	\$80,389,745	\$0	\$80,389,745	8,664,270	\$48,947	0	0	0	(3,377,883)	389,464	0	2,230,339	\$0	0	0	0	0	\$90,382,511	3,112,648	(502,652)	\$3,112,648	1,133,929	\$1,133,929	\$1,133,929	\$1,133,929	\$1,133,929	1,108,529	0.5801	0.5801	1,108,529	0.5801	0.5801	1,108,529	Hubbard	
Lake of Woods	\$0	\$0	\$0	0	0	0	0	0	(1,000,000)	0	0	0	0	0	0	0	0	\$0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Lake of Woods	
Marshall	\$3,658,394	\$0	\$3,658,394	2,019,330	230,422	0	0	0	(2,019,330)	227,111	0	227,111	0	0	0	0	0	\$4,053,468	\$1,627,376	(1,627,376)	\$1,627,376	656,637	\$656,637	\$656,637	\$656,637	\$656,637	\$1,524,191	0.8730	0.8730	\$1,524,191	0.8730	0.8730	\$1,524,191	Marshall	
Norman	\$3,658,394	\$0	\$3,658,394	2,019,330	230,422	0	0	0	(2,019,330)	227,111	0	227,111	0	0	0	0	0	\$4,053,468	\$1,627,376	(1,627,376)	\$1,627,376	656,637	\$656,637	\$656,637	\$656,637	\$656,637	\$1,524,191	0.8730	0.8730	\$1,524,191	0.8730	0.8730	\$1,524,191	Norman	
Pennington	\$0	\$0	\$0	0	0	0	0	0	(1,013,776)	69,485	0	119,410	0	0	0	0	0	\$1,034,151	3,406,571	(268,118)	\$3,138,453	3,639,592	762,060	\$3,639,592	\$3,639,592	\$3,639,592	\$3,639,592	1,256,837	0.7422	0.7422	\$1,256,837	0.7422	0.7422	\$1,256,837	Pennington
Norfolk	\$0	\$0	\$0	0	0	0	0	0	(1,013,776)	69,485	0	119,410	0	0	0	0	0	\$1,034,151	3,406,571	(268,118)	\$3,138,453	3,639,592	762,060	\$3,639,592	\$3,639,592	\$3,639,592	\$3,639,592	1,256,837	0.7422	0.7422	\$1,256,837	0.7422	0.7422	\$1,256,837	Norfolk
Polk	\$171,690,485	\$0	\$171,690,485	55,295,376	5,806,509	96,157	0	0	(1,881,576)	692,825	338,724	0	0	0	0	0	0	\$61,416,860	2,456,676	(152,704)	\$2,303,972	0.482540	0.482540	\$2,303,972	\$2,303,972	\$2,303,972	839,332	0.6511	0.6511	\$839,332	0.6511	0.6511	\$839,332	Polk	
Red Lake	\$34,020,999	\$0	\$34,020,999	1,176,572	90,373	0	0	0	(1,404,910)	286,724	0	286,724	0	0	0	0	0	\$34,312,795	1,394,276	(1,394,276)	\$1,394,276	1,427,916	\$475,146	\$475,146	\$475,146	\$475,146	1,907,068	0.6563	0.6563	\$1,907,068	0.6563	0.6563	\$1,907,068	Red Lake	
Roseau	\$16,602,538	\$0	\$16,602,538	2,677,074	0	0	0	0	(1,404,910)	286,724	0	286,724	0	0	0	0	0	\$16,495,550	4,462,421	(597,358)	\$15,898,192	1,427,916	\$3,639,592	\$3,639,592	\$3,639,592	\$3,639,592	1,256,837	0.6563	0.6563	\$1,256,837	0.6563	0.6563	\$1,256,837	Roseau	
District 2 Totals	\$347,126,538	\$0	\$347,126,538	\$55,574,145	\$132,574,145	(\$94,675)	\$0	\$0	\$17,693,555	\$270,771	\$17,693,555	\$25,401,250	\$0	\$0	\$21,550	\$0	0	\$1,030,245,760	\$41,209,831	(\$2,781,659)	\$38,428,172	8,042,856	\$19,999,161	\$19,999,161	\$19,999,161	\$19,999,161	\$1,473,484	7,552,821	(\$290,338)	\$15,182,307	\$69,465,051	District 2 Totals			
Aitkin	\$97,346,883	\$0	\$97,346,883	\$20,509,535	\$25,021	(\$7,519)	\$0	\$0	(\$1,249,590)	\$0	\$1,894,589	\$0	\$351,646	\$717,138	\$0	\$0	0	\$119,595,222	\$4,733,862	(4,657,947)	\$4,733,862	9,006,001	\$1,575,901	\$1,575,901</											