

**COUNTY
STATE-AID HIGHWAY**

-HISTORY-

-APPORTIONMENT-

-ACCOMPLISHMENT-

APRIL 1969

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Prepared By

MINNESOTA HIGHWAY DEPARTMENT
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Office of Transportation Planning
In Cooperation With The
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

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Preface

This booklet is published with the intent of providing state and local officials with a brief history of the development of the County State-Aid Highway System and the details of the distribution procedure of the County State-Aid Highway Fund.

Interest in the source of funds, means of distribution, and expenditure of the State-Aid Fund for construction and maintenance of the integrated County State-Aid Highway System has prompted the detailed explanation.

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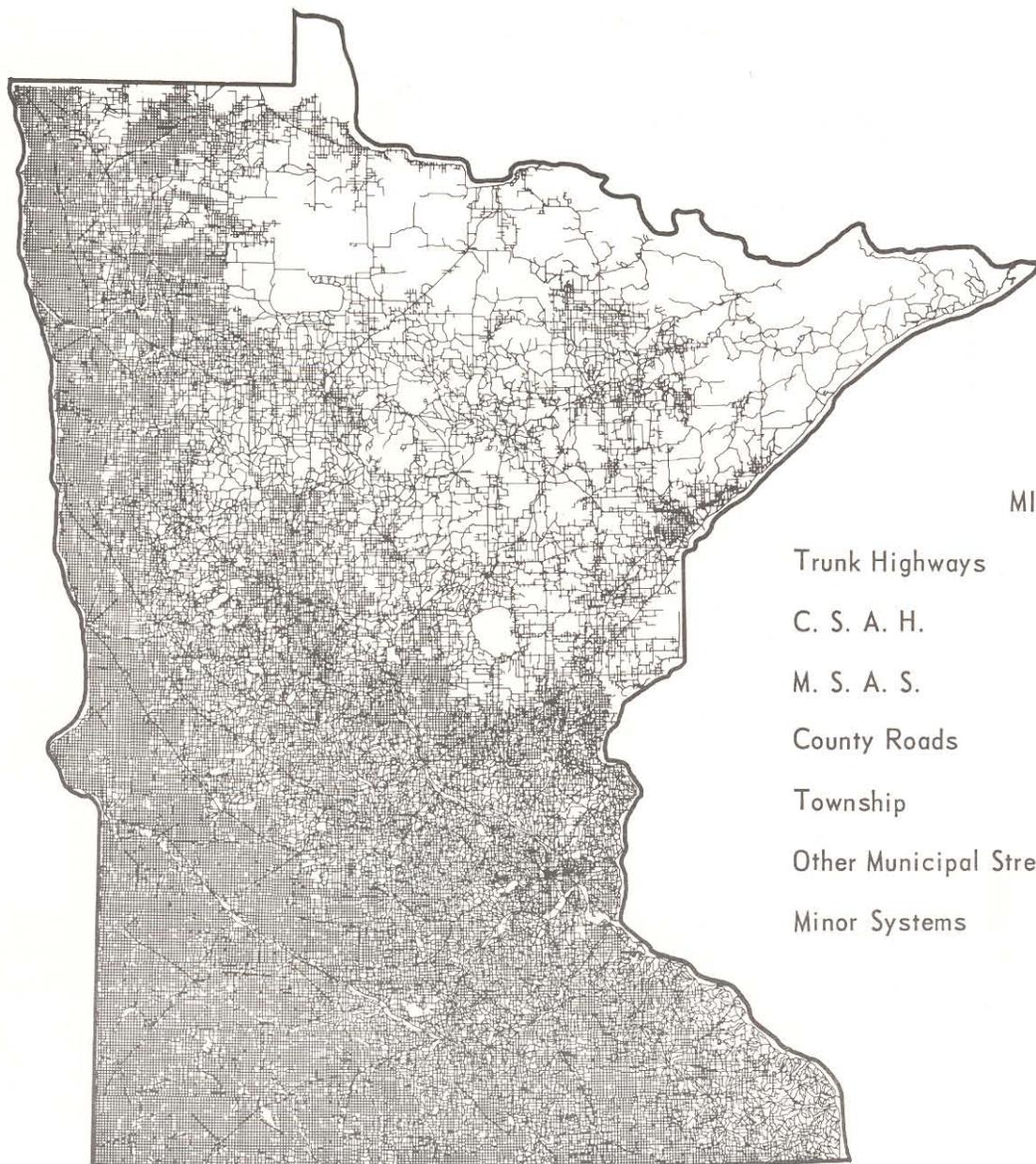
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CHAPTER I

MINNESOTA'S ROAD NETWORK

127,363 MILES OF ROADS AND STREETS

While quite average in regards to population and motor vehicle registration, Minnesota ranks fifth highest among the states in miles of roads and streets, exceeded only by Texas, California, Kansas, and Illinois. The state map showing the road network emphasizes the density of this system. The mere existence of this extensive system of roads and streets causes intensive competition between governmental units and areas for road funds.

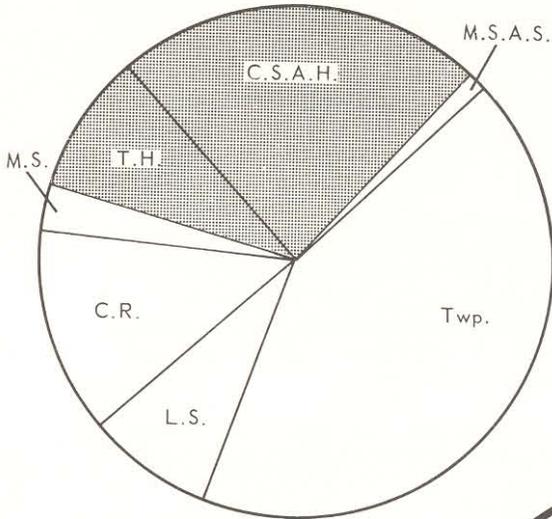


MILES

Trunk Highways	12,026
C. S. A. H.	29,671
M. S. A. S.	1,405
County Roads	16,051
Township	54,765
Other Municipal Streets	10,299
Minor Systems	3,146

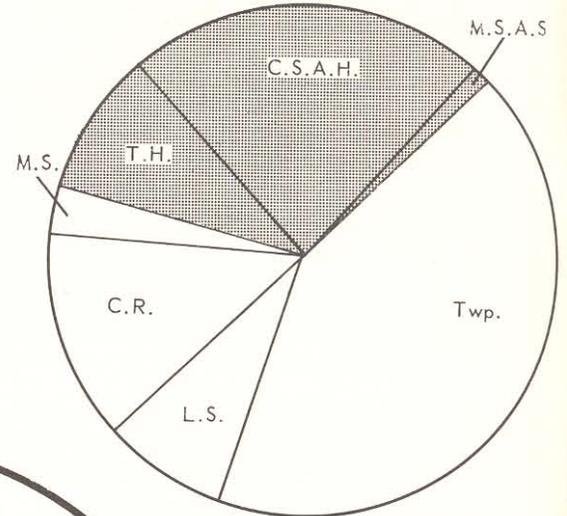
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FEDERAL AID HIGHWAY FUNDS
32% OF MILEAGE



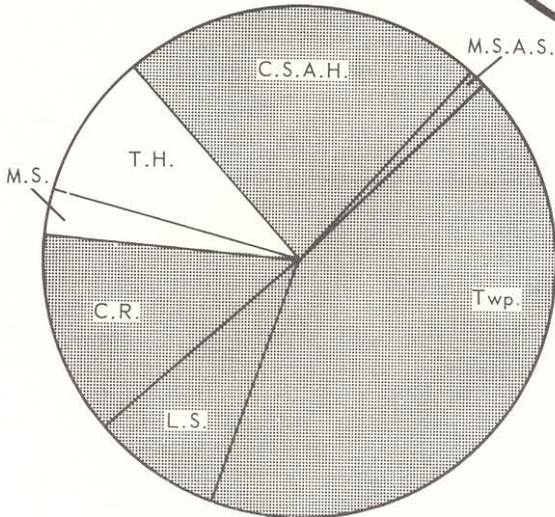
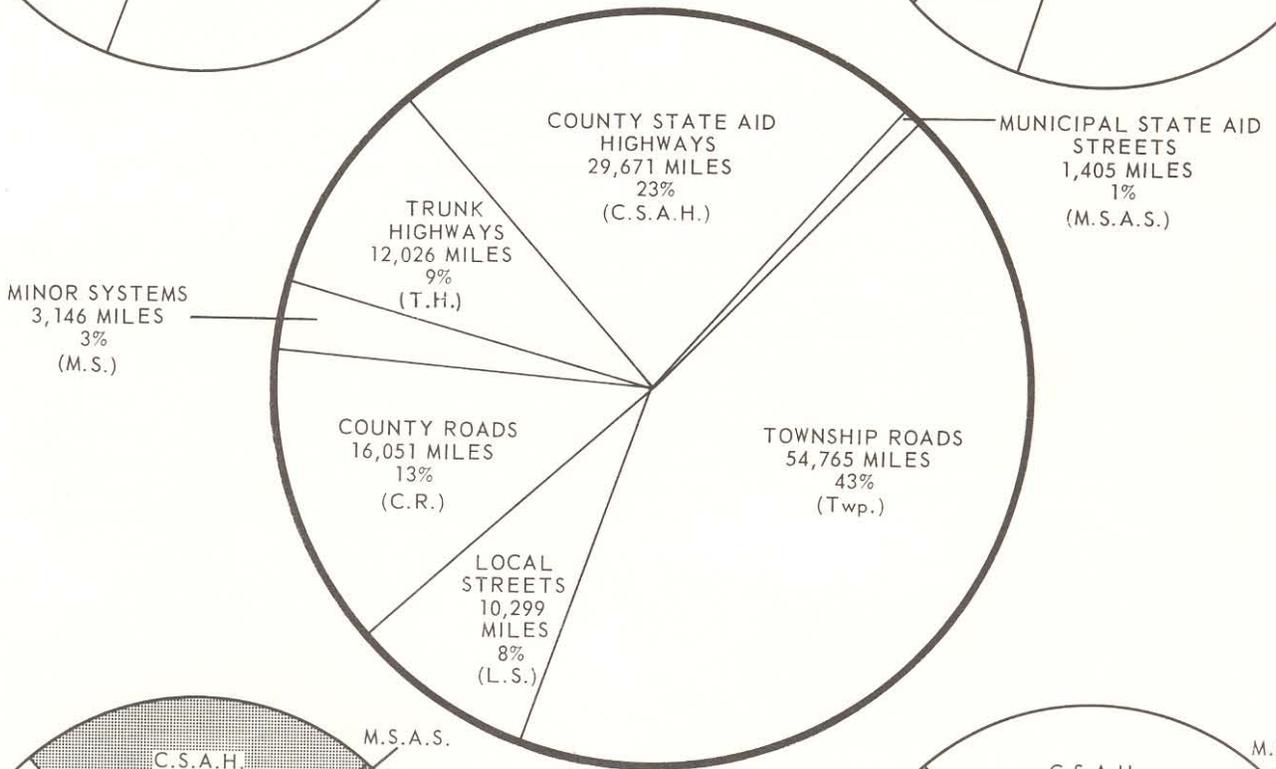
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STATE ROAD USER FUNDS
33% OF MILEAGE



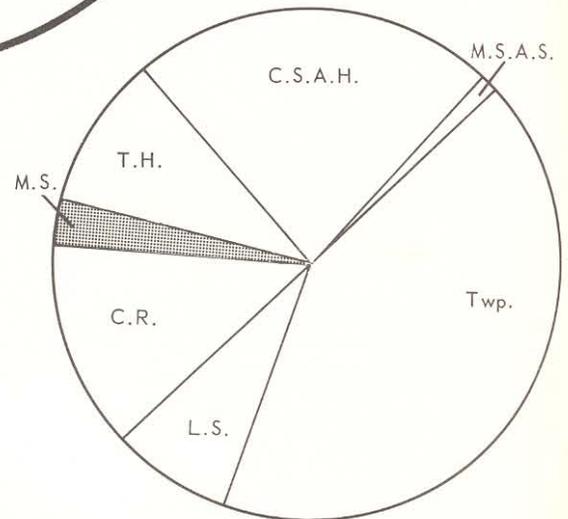
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MINNESOTA'S TOTAL
ROAD AND STREET
MILEAGE
127,363



LOCAL FUNDS
88% OF MILEAGE

4



SPECIFIC FUNDS
3% OF MILEAGE

5

The large pie chart on the opposite page (Figure 1) illustrates the distribution of Minnesota's 127,363 miles of roads and streets. Each section is representative of the miles and percentage in the specific system.

Because the source of funds is of primary concern to every one, the four small pie charts are used to illustrate, by shaded areas, the source of funds available to the systems.

Federal Funds (Figure 2) as shown by the shaded area are limited to construction on the Federal Aid portion of the Trunk Highway and County State-Aid Highway systems, which is 38,660 miles of the 41,697 mile two system total.

State Collected Road User Funds (Figure 3) are spent on the three systems, Trunk Highway, County State-Aid Highway and Municipal State-Aid Streets. These three systems, comprising 33 percent of the mileage, accommodate approximately 75 percent of the annual vehicle miles of travel in the State.

Local Funds (Figure 4) are expended on all systems except the minor systems and trunk highways. There is the minor exception that local participation of municipalities is required for construction of some trunk highways beyond the through lane width.

Minor Systems (Figure 5) such as Indian Service, State Forest Development, National Forest Development roads, etc., have no source of funds other than their own agency budget.

Each of the systems is an integral part of the transportation system. None could function completely without its complementary members.

The Trunk Highway System basically provides the longer trip service on the intra and interstate levels, the County State-Aid Highway provides a secondary level of intra and intercounty movements, and the County System provides a basic minor collector and land access service. The Township system provides the over-all land access function. Municipal State-Aid Streets provide the secondary arterial function in urban municipalities while the other local streets furnish the essential access function. Minor systems provide the service and function to that specifically required by the agency.

The following chapters are limited to the establishment of the State Aid program and its application to the County State-Aid Highway System, the 1969 apportionment and accomplishments from the 1958 through 1968 period. Portions of the law pertaining to State Aid have been included for reference purposes. An effort has been made to present the main concepts and operations of the County State-Aid Highway apportionment without going too deeply into detail.

CHAPTER II

Redistribution of Road User Funds Under Constitutional Amendment No. 2 - 1957

In 1948, 1950, and 1952, referendums failed to amend the State Constitution regarding the distribution of road user money in Minnesota, partially because of the lack of information as to the proper percentage of distribution. Interested groups of road users refused to sanction or support any measure of fund distribution not based on knowledge of the requirements of the various road systems. Because of the lack of both support and knowledge, the State Legislature in 1953 created a Highway Study Commission to investigate all matters related to highways - their adequacy, needs, and financing - for the purpose of determining the sound and reasonable requirements for all highways and street systems within the State. The Commission entered into two agreements for technical services to carry out the directive of the Legislature. One was with the Automotive Safety Foundation of Washington, D. C., to direct and supervise an engineering analysis. The second was with the Public Administration Service of Chicago, to conduct a financial study of Highway Taxation and Revenue Distribution.

As a result of an extensive study, the Automotive Safety Foundation made two major determinations affecting local roads and streets: (1) a need for a 30,000-mile County State-Aid Highway System and a 1,200-mile Municipal State-Aid System, and (2) the annual program cost of such systems.

The Automotive Safety Foundation's determination of the County State-Aid and Municipal State-Aid costs was based on minimum tolerable standards, and reported only in totals for the entire State in order to establish the proper relationship between the State, County, and municipal needs.

Based on a review of the two consultants' reports, the Commission submitted to the Legislature a suggested bill for an act proposing a constitutional amendment. The Legislature in turn approved the recommendation and proposed an amendment to the constitution that provided for a redistribution of state collected road user funds - 62 percent to State trunk highways, 29 percent to the County State-Aid System, and 9 percent to the Municipal State-Aid System; also the establishment of a County State-Aid and Municipal State-Aid System of highways, not to exceed 30,000 and 1,200 (later changed to 1,500) miles respectively. The 1955 Legislature also appointed a Legislative Interim Commission on Highway Tax Distribution to study the method of distribution of the three funds to the various governmental units.

In the fall of 1956, Constitutional Amendment No. 2 was submitted to the people of Minnesota. This amendment, which included the redistribution of road user funds, was overwhelmingly approved by a greater than 80 percent affirmative vote.

CHAPTER III

Development of the Apportionment Formula

A committee composed of members of the County Engineers Association and the County Commissioners Association, together with Minnesota Highway Department personnel as consultants, assisted the Legislative Interim Commission by developing a formula for distributing the County State-Aid Fund (29 percent of the road user fund). This formula was presented to the Commission late in January 1956 for consideration. The Commission, after reviewing the principles and resultant factors, accepted the formula with little revision.

As a preliminary step in developing the formula, the committee and consultants reviewed many studies, the most notable being the Washington State Study. It was agreed that the criteria for formula composition used in the Washington Study were logically sound and were also applicable to the State of Minnesota. Therefore, before any factor was selected for use in the formula, that factor had to be measured against the following criteria:

1. The factors chosen should actually measure the need for county roads and road funds in each county in Minnesota.

One common error is the selection of factors measuring ability to pay, or 'fiscal capacity.' This is the opposite of good practice, since the county with greatest ability to support its own services may be the one least in need of aid. If allotment is based on need, it will provide a standard minimum support of highway costs, regardless of the county's capacity.

2. The factors chosen should accurately reflect changes in need.

If the formula adopted is to stand for many years, the factors chosen must not be too static. If they are, they may provide good distribution initially, but poorer and poorer distribution as conditions change. On the other hand, a set of factors too sensitive to changes - for instance, business conditions - might lack sufficient stability.

3. The factors chosen should allow for differences in the unit cost of constructing and maintaining highways to provide the same quality of service in different regions.
4. The factors chosen should be capable of simple and accurate measurement once a year.

Preference should be given to factors which are measured already for some other purpose, and factors should be avoided which require special continuous or seasonal measurements.

5. The factors chosen should not be determined by nor subject to influence of county officials.

This is an obvious precaution to avoid laying county officials open to unfounded charges of attempting to inflate the factors to increase allotments.

The formula suggested to the Commission was composed of the following four factors: (1) Equalization, (2) Registration, (3) Mileage and (4) Money Needs. Few if any factors will meet all of the five criteria but the committee felt that each of the factors selected was compatible within practical limits and could be fully supported.

The Highway Interim Commission recommended acceptance of the suggested formula, which the Legislature reviewed and enacted into law.

The four formula factors and their respective weightings were selected on the basis of the following reasoning:

Equalization - 10 Percent

Ten percent of the County State-Aid fund has been allocated to the Equalization Factor and is justified in that it makes partial provision for needs such as administrative overhead costs and costs due to intercounty traffic.

Registration - 10 Percent

In order to apply a factor wherein a measure of road use is considered, the Registration Factor was selected and given the weight of 10 percent. The best measure of road use is probably the number of vehicle miles travelled, when and if such information is available, but usable and acceptable traffic counts over all county roads are not available to the extent needed for the allocation of State-Aid Funds. The next best measure of road use is the number of vehicles using the county's roadway. The only data available to approximate this use is the motor vehicle registration figure. These figures are available each year from the Motor Vehicle Division, Secretary of State's Office, and since they are compiled independently of local road officials, they are not subject to charges of manipulation. Each county has been credited with its proportionate share of the total motor vehicle registration recorded by place of residence.

Mileage Factor - 30 Percent

Following the basic concepts of the 30,000-mile system recommended by the Automotive Safety Foundation, each county engineer in cooperation with the State Aid Division prepared a system of County State-Aid Highways for his county. This system of roads and streets, selected to provide an integrated system for Minnesota's road users, was designated by the County Commissioners and concurred in by the Commissioner of Highways.

The Mileage Factor is determined from each county's portion of the total miles in the County State-Aid Highway System. This system did not take into consideration county lines or other governmental delineations, but was selected on the basis of the following criteria:

The County State-Aid Highway System consists of highways which:

1. Carry relatively heavier traffic volumes;
2. And connect towns, communities, shipping points, and markets within a county or adjacent counties;
3. Or provide access to rural churches, schools and community halls, industrial plants, state institutions, and recreational centers;
4. Or serve as principal rural mail routes and school bus routes;
5. Or act as collectors of traffic from several roads of individual interest;
6. And occur at reasonable intervals consistent with the density of population.

For apportionment purposes the Mileage Factor is assigned a value of 30 percent and is second in importance to the Money Needs in the formula. This 30 percent allows for the consideration of maintenance costs, which under ordinary operating conditions are assumed to be fairly equal throughout the state; therefore a county having a large amount of mileage will receive a larger amount of money for aid in financing its maintenance.

Money Needs Factor - 50 Percent

Each county engineer reviewed the physical condition of his County State-Aid Highway System together with the surface and shoulder widths and reported the construction items required to bring each road section up to present-day standards. The construction costs necessary to accomplish the needed improvements take into consideration traffic volumes, ruggedness of terrain, shortage of materials, and labor rates. These construction costs provide the basis for developing the counties' Money Needs Factor.

In defining the Money Needs, legislative concern regarding possible over-emphasis of the construction needs in the urban municipalities over 5,000 population was expressed in limiting the needs, as Subdivision 2 states:

Subdivision 2. Money needs defined. For the purpose of this section, money needs of each county are defined as the estimated total annual costs of constructing, over a period of 25 years, the county state-aid highway system in that county. Costs incidental to construction, or a specified portion thereof as set forth in the commissioner's rules and regulations may be included in determining money

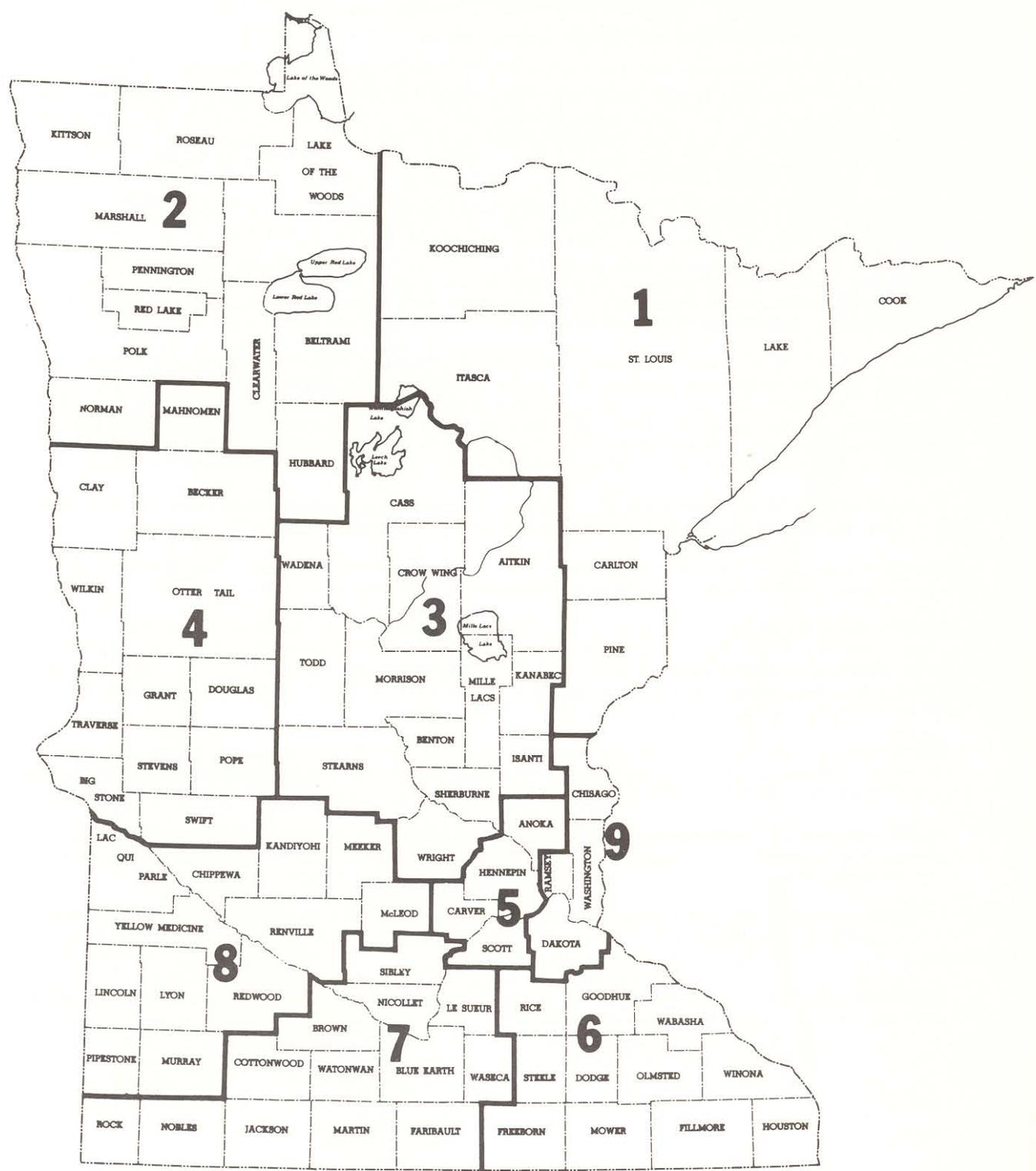
needs. When a county state-aid highway is located over a street in a city, village, or borough having a population of 5,000 or more, only the construction costs of the center 24 feet of the street shall be included in the money needs of that county; provided, that when traffic volumes warrant multiple or divided land highways the construction costs of the necessary number of 12 foot lanes required for through traffic may be included in the money needs*. When a county state-aid highway is located over a street in any city, village, or borough of less than 5,000 population, the construction costs of the entire width of the roadway or street surface shall be included in the money needs of that county. 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.

In the trial application of the suggested formula, several counties were adversely affected. With the advent of a new apportionment, it was the consensus that no county should suffer a loss or just break even. Therefore, to provide for an increase to all counties, a deficiency factor adjustment was recommended for all counties not showing a definite increase. The legislature concurred in the concept by adding a deficiency item to the Money Needs Factor which provided that all counties must receive in 1958, an increase of at least ten percent over the 1956 apportionment.

Recognizing that "need" established the prime consideration for the distribution of road-user funds to counties, this Money Needs Factor was weighted at 50 percent of the total allotment.

* *At the time of printing, both Houses of the 1969 Legislature are considering bills that have been introduced that would remove the width limitation of money needs in municipalities over 5,000 population.*

For reference purposes this map of Minnesota has the 87 counties outlined and identified by name. The heavy outline delineates the nine construction districts for state aid purposes.



CHAPTER IV

County Screening Committee

The Legislature realized that any administrative authority charged with the responsibility of apportioning the County State-Aid Highway fund would be under constant pressure from each of the counties to increase the mileage or cost of construction of its system.

To prevent this condition from existing the Legislature included Subdivision 5 in Chapter 162.07 of the State Aid Law.

Subdivision 5. Screening Board. On or before September 1 of each year the county engineer of each county shall forward to the commissioner, on forms prepared by the commissioner, all information relating to the mileage of the county state-aid system in the county, and the money needs of the county that the commissioner deems necessary in order to apportion the county state-aid highway fund in accordance with the formula heretofore set forth. Upon receipt of the information the commissioner shall appoint a board consisting of nine county engineers. The board shall be so selected that each county engineer appointed shall be from a different state highway construction district. No county engineer shall be appointed so as to serve consecutively for more than two years. The board shall investigate and review the information submitted by each county and shall on or before the first day of November of each year submit its findings and recommendations in writing as to each county's mileage and money needs to the commissioner on a form prepared by the commissioner. Final determination of the mileage of each system and the money needs of each county shall be made by the commissioner.

Under this subdivision, each county engineer annually reports all necessary information relating to his county's State Aid mileage and money needs to the Commissioner of Highways. In determining the data that the Commissioner deems necessary, recommendations of the Screening Committee are considered and incorporated into the request for data. Upon receipt of the necessary data, the information is processed by the Highway Department using a computer for the myriads of computations involved in the study of needs. The processed data is reviewed, analyzed and a report prepared for the County Screening Committee.

It should be pointed out, that before the Commissioner will issue an order designating additions to a county's state aid system, approval of the Screening Committee is required by the Commissioner.

The Screening Committee in turn requires approval of the district representative and the District State Aid Engineer before it will consider granting approval of mileage increases.

Internal revisions in the system that do not result in an increase in mileages are not subject to Screening Committee action but are approved by the District State Aid Engineer and State Aid Engineer before the Commissioner will designate or revoke. Such revisions must meet the criteria for designation mentioned in the discussion on Mileage Factor and must not have had state aid construction funds expended on the portion being revoked.

The Screening Committee investigates and reviews the reporting and makes a written report to the Commissioner of Highways of its findings and recommendations as to the mileage and money needs of each county for his use in apportioning the State-Aid Fund.

To the present time, including the 1969 County State-Aid Highway Apportionment, the Commissioner of Highways has accepted the findings of the committee and has apportioned the State Aid Funds according to its recommendations.

In actual practice it can be said that the county engineers report their own needs, the county engineers review and control their own needs, and finally, distribute the money needs and mileage portions of their own funds.

The degree of self determination is further emphasized by the county commissioners determining where and when any State Aid construction projects take place.

CHAPTER V

Estimate of Road User Funds

The sections of the Minnesota Constitution, Article XVI, Public Highway System and Minnesota Statutes Chapter 161.081 that pertain to the source and distribution of the Road User Fund are as follows.

Highway user tax distribution fund. Section 5. There is hereby created a fund which shall be known as the highway user tax distribution fund. The highway user tax distribution fund shall be used solely for highway purposes as specified in this article. Said fund shall consist of the proceeds of any taxes authorized to be imposed by sections 9 and 10 of this article. After the deduction of collection costs as provided by law and the payment of refunds authorized by law, the net proceeds of such taxes shall be transferred to the following funds in the following proportions: 62 percent to the trunk highway fund; 29 percent to the county state-aid highway fund; nine percent to the municipal state-aid street fund. After January 1, 1963, the legislature is authorized to provide by law that five percent of the net proceeds of the highway user tax distribution fund may be set aside and if so set aside shall be apportioned as provided by law to one or more of the three foregoing funds on such basis as the legislature may determine. After said five percent may have been so set aside the balance of the highway user tax distribution fund shall in all events be transferred to the trunk highway fund, the county state-aid highway fund, and the municipal state-aid street fund in accordance with the percentages herein before set forth. No change in the apportionment of the proceeds so set aside shall be made within six years of the commencement of the year in which the last previous change occurred.

Taxation of motor vehicles. Section 9. The legislature is hereby authorized to provide by law for the taxation of motor vehicles using the public streets and highways of this State on a more onerous basis than other personal property; provided, however, that any such tax on motor vehicles shall be in lieu of all other taxes thereon, except wheelage taxes imposed by political subdivisions solely for highway purposes and except that the legislature may impose such tax upon motor vehicles of companies paying taxes under gross earnings system of taxation and upon the right to use such vehicles upon the public highways notwithstanding the fact that earnings from such vehicles may be included in the earnings of such companies upon which such gross earnings taxes are computed. Any such law may, in the discretion of the legislature, provide for the exemption from taxation of any motor vehicle owned by a nonresident of the state but properly licensed in another state, and transiently or temporarily using the streets and highways of the state. The proceeds of such tax shall be paid into highway user tax distribution fund.

Taxation of motor fuel. Section 10. The state may levy an excise tax upon any substance, material fluid, force or other means or instrumentality, or the business of dealing in, selling or producing any or all thereof, used or useful in producing or generating power.

161.081 HIGHWAYS, HIGHWAY USER TAX, DISTRIBUTION OF PORTION OF PROCEEDS. Section 1. Pursuant to article XVI, section 5, of the constitution, five percent of the net highway user tax distribution fund is set aside, and apportioned as follows:

- (1) 70 percent to the trunk highway fund;
- (2) 21 percent to a separate account in the county state-aid highway fund to be known as the county turnback account, which in the state treasury is hereby created;
- (3) 9 percent to a separate account in the municipal state-aid street fund to be known as the municipal turnback account, which account in the state treasury is hereby created.

161.082 COUNTY TURNBACK ACCOUNT, EXPENDITURE. Except as hereinafter provided, all money accruing to the county turnback account shall be expended in accordance with rules and regulations of the commissioner of highways in paying a county for the reconstruction and improvement of former trunk highways, or portions thereof, that have reverted to the county in accordance with law, and have become a part of the county state-aid highway system.

161.083 MUNICIPAL TURNBACK ACCOUNT, EXPENDITURE. Except as hereinafter provided, all money accruing to the municipal turnback account shall be expended in accordance with rules and

regulations of the commissioner of highways in paying a municipality having a population of 5,000 or more for the reconstruction and improvement of former trunk highways, or portions thereof, that have reverted to such municipality in accordance with law, and have become a part of the municipal state-aid street system.

Pursuant to the preceding laws, the following tabulation lists the gross income, deductions and the estimated funds available for transfer in the calendar year 1969.

GROSS INCOME (Fiscal Year 1969)

Gasoline Tax		
July 1, 1968 to December 31, 1968	59,905,247	
January 1, 1969 to June 30, 1969 (estimate)	50,994,753	\$110,900,000
Motor Vehicle Tax		
July 1, 1968 to December 31, 1968	13,016,920	
January 1, 1969 to June 30, 1969 (estimate)	47,833,080	<u>\$ 60,850,000</u>
Total Funds Available		\$171,750,000

DEDUCTIONS

Motor Vehicle Division	\$ 3,038,548	
Petroleum Division Collection Costs	900,897	
Workmen's and Unemployment Compensation	10,000	
Legislative Claims	1,000	
Other State Departments	44,137	
Maintenance & Services Hwy. Bldg. (M.V.)	75,000	
Unrefunded Motor Boat Gas Tax - (Conservation Department estimate)	450,000	<u>\$ 4,519,582</u>

ESTIMATED FUNDS AVAILABLE FOR TRANSFER IN CALENDAR YEAR 1969 \$167,230,418

A. Distribution to State, Counties and Municipalities

Application of Article XVI, Section 5 of the Constitution and Minnesota Statutes 161.081 to the 1969 Funds Available for Transfer is as follows.

DISTRIBUTION OF FUNDS

95 Percent of Net Highway User Tax Distribution Fund			5 Percent of Net Highway User Tax Distribution Funds		
\$158,868,897			\$ 8,361,521		
Trunk Highway Fund			Trunk Highway Fund		
62%	\$ 98,498,716		70%	\$ 5,853,065	
C.S.A.H. Fund			County Turnback Account		
29%	46,071,980		21%	1,755,919	
M.S.A.S. Fund			Municipal Turnback Account		
9%	<u>14,298,201</u>		9%	<u>752,537</u>	
	\$158,868,897			\$ 8,361,521	

It is interesting to note that under the old method of distribution the counties would have been limited to 1/3 of the gasoline tax revenue, or a maximum of \$36,966,667, minus cost of collection, etc., while no road user funds at all would be distributed to the urban municipalities.

Distribution Prior to 1958		Present Distribution
Trunk Highway Fund	130,263,751	104,351,781
C.S.A.H. Fund	36,966,667	47,827,899
M.S.A.S. Fund	- - -	15,050,738
	\$167,230,418	\$167,230,418

B. Determination of the 1969 County State-Aid Highway Apportionment Sum

The following sections of the State Aid Laws, Chapter 162, provide the authority for determining the County State-Aid Highway Apportionment Sum.

162.05 PAYMENTS INTO COUNTY STATE-AID HIGHWAY FUND. In addition to the 29 percent of the net highway user tax distribution fund there shall be paid into the county state-aid highway fund all moneys accruing from the income derived from the investments in the internal improvement land fund.

162.06 ACCRUALS TO COUNTY STATE-AID HIGHWAY FUND. Subdivision 1. Estimate. On or before the second Tuesday of January of each year the commissioner shall estimate the probable sum of money that will accrue to the county state-aid highway fund during the first six months of each year ending June 30. To such estimated amount he shall add the sum of money already accrued in the county state-aid highway fund for the last preceding six month period ending December 31 of each year. The total of such sums except for deductions to be first made as provided herein shall be apportioned to the several counties as hereinafter provided.

Subdivision 2. REIMBURSEMENT OF ADMINISTRATIVE COSTS OF STATE HIGHWAY DEPARTMENT. From the total of such sums the commissioner shall deduct a sum equal to one and one-half percent of the total sum. The sum so deducted shall be set aside in a separate account and shall be used to reimburse the trunk highway fund for administrative costs incurred by the state highway department in carrying out the provisions relating to the county state-aid highway system. On the 31st day of December of each year any money remaining in the account not needed to reimburse the trunk highway fund as heretofore provided shall be transferred to the county state-aid highway fund.

Subdivision 3. DISASTER ACCOUNT. After deducting administrative costs as provided in subdivision 2 of this section, the commissioner shall set aside a sum of money as is necessary to provide for the calendar year a disaster account of \$300,000. This sum shall be used to provide aid to any county encountering disasters or unforeseen events affecting its county state-aid highway system, and resulting in an undue and burdensome financial hardship. Any county desiring aid by reason of such disaster or unforeseen event shall request the aid in the form required by the commissioner. Upon receipt of the request the commissioner shall appoint a board consisting of three county engineers and three county commissioners from counties other than the requesting county. The board shall investigate the matter and report its findings and recommendations in writing to the commissioner. Final determination of the amount of aid, if any, to be paid to the county from the disaster account shall be made by the commissioner. If the commissioner determines to aid any such county he shall certify to the state auditor a warrant in that amount payable to the county treasurer of the county. Money so paid shall be expended on the county state-aid highway system in accordance with the rules and regulations of the commissioner.

Subdivision 4. RESEARCH ACCOUNT. Each year the screening board, provided for in section 162.07, subdivision 5, may recommend to the commissioner a sum of money that the commissioner shall set aside from the county state-aid highway fund and credit to a research account. The amount so recommended and set aside shall not exceed one-quarter of one percent of the preceding year's apportionment sum. Any money so set aside shall be used by the commissioner solely for the purpose of conducting research in methods of and materials for the construction and maintenance of county state-aid highways. Any balance remaining in the research account at the end of each year shall be transferred to the county state-aid highway fund.

Subdivision 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 three quarters of one percent of the

remainder but not to exceed the sum of \$200,000 annually. The sum so deducted shall be set aside in a separate account and shall be used for 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 provide access to the headquarters of or the principal parking lot located within a state park. At the request of the commissioner of conservation the counties wherein such roads are located shall do such work as requested in the same manner as on any other county state-aid highway and shall be reimbursed for such construction, reconstruction or improvements from the amount set aside by this subdivision. Any sums paid to counties in accordance with this subdivision shall reduce the money needs of said counties in the amounts necessary to equalize their status with those counties not receiving such payments. Any balance of the amount so set aside, at the end of each year shall be transferred to the county state-aid highway fund.

INCOME

29 percent of 95% of the Net 1969 Highway User Fund	\$46,071,980
Estimated Interest - Internal Improvement Land Fund	10,000
Estimated Interest on Investments	1,100,000
Unallocated Highway User Fund Apportionment Reserve (Increase in income over estimate)	816,063
Unexpended balance of 1968 Administrative Cost Account	280,344
Unexpended balance of the 1968 Research Account	89,133
Unexpended balance of the 1968 State Park Road Fund	4,824
Balance of Disaster Funds	-
	<hr/>
Total of Funds Available	\$48,372,344

The \$48,372,344 total of funds available must be reduced in the following amounts to provide specific amounts of money for the costs of administration, funds for disaster and research accounts, and state park road construction. After making the deductions, the remainder of \$47,316,647 is available for distribution as the Apportionment Sum.

DEDUCTIONS

ADMINISTRATIVE ACCOUNT - one and one-half percent of Total Funds Available.		725,585
DISASTER FUND		
Maximum Disaster Fund (Legal Limit)	\$300,000	
Balance of Disaster Fund December 31, 1968	<u>283,000</u>	
Amount required to make the \$300,000 maximum	17,000	17,000
RESEARCH ACCOUNT		
Research Account is limited to an amount not to exceed one-quarter of one percent of the preceding year's Apportionment Sum:		
1968 Apportionment Sum	\$45,244,948	
	<u>X .0025</u>	
1969 RESEARCH ACCOUNT (As determined by 1968 Screening Committee)	113,112	113,112
STATE PARK ROAD FUND		
After deducting for the Administrative Account, Disaster Fund, and Research Account, a sum of three quarters of one percent of the remainder but not exceeding \$200,000 annually, shall be set aside for use as prescribed by law.		
		<u>200,000</u>
		<u>1,055,697</u>
APPORTIONMENT SUM Available for Distribution to the counties in 1969		\$47,316,647

CHAPTER VI

Application of the Apportionment Formula

162.07 APPORTIONMENT OF MONEYS TO COUNTIES. Subdivision 1. Formula. After deducting for administrative costs and for the disaster account and research account and state park roads as heretofore provided, the remainder of the total sum provided for in section 162.06, subdivision 1, shall be identified as the apportionment sum and shall be apportioned by the commissioner to the several counties on the basis of the needs of the counties as determined in accordance with the following formula.

A. Equalization Apportionment

- (1) An amount equal to the ten percent of the apportionment sum shall be apportioned equally among the 87 counties.

In compliance with the law, 10 percent of \$47,316,647 or \$4,731,665, has been apportioned equally with \$54,387 to each county.

B. Motor Vehicle Registration Apportionment

- (2) An amount equal to ten 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 motor vehicle registration for the calendar year preceding the one last past, determined by residence of registrants, bears to the total statewide motor vehicle registration.

In compliance with law, 10 percent of \$47,316,647, or \$4,731,665, has been apportioned on the following basis.

County	1967 Motor Vehicle Registration	Motor Vehicle Registration Factor	Motor Vehicle Registration Apportionment	County	1967 Motor Vehicle Registration	Motor Vehicle Registration Factor	Motor Vehicle Registration Apportionment
Aitkin	7,569	.3681	\$ 17,417	Faribault	15,277	.7429	35,151
Anoka	47,074	2.2891	108,312	Fillmore	15,190	.7386	34,948
Becker	14,993	.7291	34,499	Freeborn	23,769	1.1558	54,689
Beltrami	13,099	.6370	30,141	Goodhue	21,498	1.0454	49,465
Benton	9,674	.4704	22,258	Grant	6,095	.2964	14,025
Big Stone	5,871	.2855	13,509	Hennepin	500,588	24.3421	1,151,787
Blue Earth	28,212	1.3719	64,914	Houston	10,344	.5030	23,800
Brown	17,761	.8637	40,867	Hubbard	6,882	.3347	15,837
Carlton	16,164	.7860	37,191	Isanti	9,095	.4423	20,928
Carver	13,632	.6629	31,366	Itasca	21,462	1.0436	49,380
Cass	9,936	.4832	22,863	Jackson	9,780	.4756	22,504
Chippewa	10,322	.5019	23,748	Kanabec	6,085	.2959	14,001
Chisago	10,741	.5223	24,713	Kandiyohi	19,000	.9239	43,716
Clay	25,270	1.2288	58,143	Kittson	5,800	.2820	13,343
Clearwater	5,345	.2599	12,298	Koochiching	9,641	.4688	22,182
Cook	2,365	.1150	5,441	Lac qui Parle	8,135	.3956	18,718
Cottonwood	10,519	.5115	24,202	Lake	7,174	.3489	16,509
Crow Wing	20,694	1.0063	47,615	Lake of the Woods	2,513	.1222	5,782
Dakota	52,971	2.5758	121,878	Le Sueur	12,967	.6305	29,833
Dodge	8,134	.3955	18,714	Lincoln	5,945	.2891	13,679
Douglas	14,209	.6909	32,691	Lyon	15,245	.7413	35,076

County	1967 Motor Vehicle Registration	Motor Vehicle Registration Factor	Motor Vehicle Registration Apportionment	County	1967 Motor Vehicle Registration	Motor Vehicle Registration Factor	Motor Vehicle Registration Apportionment
McLeod	17,396	.8459	40,025	Rock	7,524	.3659	17,313
Mahnomen	3,933	.1912	9,047	Roseau	7,730	.3759	17,786
Marshall	9,985	.4855	22,972	St. Louis	117,871	5.7317	271,205
Martin	16,695	.8118	38,412	Scott	18,682	.9085	42,987
Meeker	11,942	.5807	27,477	Sherburne	8,412	.4091	19,357
Mille Lacs	10,377	.5046	23,876	Sibley	10,146	.4934	23,346
Morrison	15,196	.7389	34,962	Stearns	43,989	2.1391	101,215
Mower	27,345	1.3297	62,917	Steele	15,944	.7753	36,685
Murray	8,517	.4142	19,599	Stevens	7,114	.3459	16,367
Nicollet	11,245	.5468	25,873	Swift	9,331	.4537	21,468
Nobles	15,156	.7370	34,872	Todd	13,002	.6322	29,914
Norman	8,187	.3981	18,837	Traverse	4,869	.2368	11,205
Olmsted	42,938	2.0879	98,792	Wabasha	10,615	.5162	24,425
Otter Tail	29,292	1.4244	67,398	Wadena	7,842	.3813	18,042
Pennington	7,938	.3860	18,264	Waseca	9,950	.4838	22,892
Pine	10,417	.5065	23,966	Washington	33,197	1.6143	76,383
Pipestone	8,665	.4214	19,939	Watsonwan	9,391	.4567	21,609
Polk	23,739	1.1544	54,622	Wilkin	6,549	.3185	15,070
Pope	7,183	.3493	16,528	Winona	23,243	1.1302	53,477
Ramsey	242,092	11.7722	557,021	Wright	20,863	1.0145	48,003
Red Lake	3,727	.1812	8,574	Yellow Medicine	10,139	.4930	23,327
Redwood	14,371	.6988	33,065	Total	2,056,468	100.0000	\$ 4,731,665
Renville	15,864	.7714	36,500				
Rice	20,825	1.0127	47,918				

As part of analysis of trends in the apportionment factors the following tabulation indicates the growth of motor vehicle registration in the individual seven counties in the Metropolitan Area. The increase of 54 percent in the Metropolitan Area compares with a 24 percent increase in rural areas and indicates a considerable population shift.

	1956 Registrations for 1958 Apportionment	1967 Registrations for 1969 Apportionment	11 Year Increase	11 Year Percent Increase
Anoka	18,094	47,074	28,980	160
Carver	9,586	13,632	4,046	42
Dakota	26,001	52,971	26,970	104
Hennepin	343,633	500,588	156,955	46
Ramsey	167,558	242,092	74,534	44
Scott	8,221	18,682	10,461	127
Washington	16,878	33,197	16,319	97
7 County Metropolitan	589,971	908,236	318,265	54
Remaining 80 Counties	927,486	1,148,232	220,746	24
	1,517,457	2,056,468	539,011	36

The effect of the greater increase rate in the seven county metropolitan area is indicated in a shift of over five percentage points in the registration factor.

	1958 Factor	1969 Factor	
Anoka	1.1924	2.2891	
Carver	.6317	.6629	
Dakota	1.7135	2.5758	
Hennepin	22.6453	24.3421	
Ramsey	11.0420	11.7722	
Scott	.5418	.9085	
Washington	<u>1.1123</u>	<u>1.6143</u>	
	38.8790	44.1649	+ 5.2859%
Remaining Counties	<u>61.1210</u>	<u>55.8351</u>	- 5.2859%
Total State Factors	100.0000	100.0000	

C. Mileage Apportionment

(3) An amount equal to 30 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 total miles of approved county state-aid highways bears to the total miles of approved state-aid highways bears to the total miles of approved statewide county state-aid highways.

In compliance with law, 30 percent of \$47,316,647, or \$14,194,994, has been apportioned on the following basis.

County	Miles	1968 Trunk Highway Turnback Mileage	Total Mileage	Mileage Factor	Mileage Apportionment
Aitkin	364.08	7.20	371.28	1.2513	177,622
Anoka	233.93		233.93	.7884	111,913
Becker	443.58	2.76	446.34	1.5043	213,535
Beltrami	451.92	0.30	452.22	1.5241	216,346
Benton	221.76		221.76	.7474	106,093
Big Stone	211.27		211.27	.7120	101,068
Blue Earth	416.39		416.39	1.4033	199,198
Brown	318.42		318.42	1.0731	152,326
Carlton	269.65	3.60	273.25	.9209	130,722
Carver	204.26		204.26	.6884	97,718
Cass	537.71		537.71	1.8122	257,242
Chippewa	240.24		240.24	.8097	114,937
Chisago	204.29		204.29	.6885	97,733
Clay	385.44		385.44	1.2990	184,393
Clearwater	325.04		325.04	1.0955	155,506
Cook	177.98		177.98	.5998	85,142
Cottonwood	315.88		315.88	1.0646	151,120
Crow Wing	386.39		376.39	1.2685	180,063

<u>County</u>	<u>Miles</u>	<u>1968 Trunk Highway Turnback Mileage</u>	<u>Total Mileage</u>	<u>Mileage Factor</u>	<u>Mileage Apportionment</u>
Dakota	275.42		275.42	.9282	131,758
Dodge	246.19		246.19	.8297	117,776
Douglas	364.91	24.01	388.92	1.3107	186,054
Faribault	317.80		317.80	1.0711	152,043
Fillmore	396.84		396.84	1.3374	189,844
Freeborn	420.99		420.99	1.4188	201,399
Goodhue	329.97		329.97	1.1121	157,863
Grant	226.80		226.80	.7644	108,507
Hennepin	501.83		501.83	1.6913	240,080
Houston	251.68		251.68	.8482	120,402
Hubbard	328.03		328.03	1.1055	156,926
Isanti	226.61		226.61	.7637	108,407
Itasca	654.85	0.64	655.49	2.2092	313,596
Jackson	341.84		341.84	1.1521	163,541
Kanabec	213.14		213.14	.7183	101,963
Kandiyohi	421.55		421.55	1.4207	201,668
Kittson	384.48		384.48	1.2958	183,939
Koochiching	255.56		255.56	.8613	122,261
Lac qui Parle	363.53		363.53	1.2252	173,917
Lake	214.13		214.13	.7217	102,445
Lake of the Woods	187.72		187.72	.6327	89,812
LeSueur	268.28		268.28	.9042	128,351
Lincoln	255.53		255.53	.8612	122,247
Lyon	313.12		313.12	1.0553	149,800
McLeod	235.37		235.37	.7933	112,609
Mahnomen	195.85		195.85	.6601	93,701
Marshall	639.59		639.59	2.1556	305,987
Martin	351.96		351.96	1.1862	168,381
Meeker	274.54		274.54	.9253	131,346
Mille Lacs	237.68	5.80	243.48	.8206	116,484
Morrison	425.10		425.10	1.4327	203,372
Mower	373.37		373.37	1.2583	178,616
Murray	354.94		354.94	1.1962	169,801
Nicollet	245.48		245.48	.8273	117,435
Nobles	315.53	6.23	321.76	1.0844	153,930
Norman	394.05		394.05	1.3280	188,510
Olmsted	314.09		314.09	1.0586	150,268
Otter Tail	895.18		895.18	3.0170	428,263
Pennington	260.06		260.06	.8765	124,419
Pine	473.77		473.77	1.5967	226,651
Pipestone	225.41		225.41	.7597	107,839
Polk	806.57		806.57	2.7183	385,863

County	Miles	1968		Mileage Factor	Mileage Apportionment
		Trunk Highway Turnback Mileage	Total Mileage		
Pope	293.83		293.83	.9903	140,573
Ramsey	227.47		227.47	.7666	108,819
Red Lake	186.99		186.99	.6302	89,457
Redwood	384.61		384.61	1.2962	183,995
Renville	442.97		442.97	1.4929	211,917
Rice	280.27		280.27	.9446	134,086
Rock	246.17	2.00	248.17	.8364	118,727
Roseau	481.59		481.59	1.6231	230,399
St. Louis	1,346.87	5.90	1,352.77	4.5592	647,178
Scott	181.21		181.21	.6107	86,689
Sherburne	213.79		213.79	.7205	102,275
Sibley	287.22		287.22	.9680	137,408
Stearns	568.39		568.39	1.9156	271,919
Steele	280.87		280.87	.9466	134,370
Stevens	244.15		244.15	.8228	116,796
Swift	329.58		329.58	1.1108	157,678
Todd	403.99		403.99	1.3615	193,265
Traverse	243.08		243.08	.8192	116,285
Wabasha	272.41		272.41	.9181	130,324
Wadena	230.18		230.18	.7758	110,125
Waseca	251.53		251.53	.8477	120,331
Washington	184.94		184.94	.6233	88,477
Watonwan	226.46		226.46	.7632	108,336
Wilkin	296.88		296.88	1.0006	142,035
Winona	305.35	2.36	307.71	1.0371	147,216
Wright	384.64	3.00	387.64	1.3064	185,443
Yellow Medicine	334.69		334.69	1.1280	160,120
State Total	29,607.70	63.80	29,671.50	100.0000	14,194,994

D. Money Needs Apportionment

- (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 shall receive in 1958 a total apportionment at least ten percent greater than its 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 compliance with law, 50 percent of \$47,316,647, or \$23,658,323, has been apportioned on the following basis.

County	Final 1968 Money Needs	Money Needs Factors	1969 Money Needs Apportionment	County	Final 1968 Money Needs	Money Needs Factors	1969 Money Needs Apportionment
Aitkin	\$ 415,782	1.273613	\$ 301,315	Martin	\$ 352,315	1.079201	\$ 255,321
Anoka	233,063	.713911	168,899	Meeker	211,301	.647251	153,129
Becker	414,243	1.268898	300,200	Mille Lacs	221,917	.679770	160,822
Beltrami	518,602	1.588568	375,829	Morrison	343,545	1.052338	248,966
Benton	241,194	.738820	174,792	Mower	405,587	1.242384	293,927
Big Stone	149,970	.459384	108,683	Murray	243,195	.744947	176,242
Blue Earth	430,233	1.317879	311,788	Nicollet	199,139	.609996	144,315
Brown	311,903	.955412	226,034	Nobles	268,294	.821832	194,432
Carlton	306,033	.937431	221,780	Norman	374,174	1.146160	271,162
Carver	272,852	.835794	197,735	Olmsted	491,501	1.505552	356,188
Cass	528,586	1.619151	383,064	Otter Tail	840,800	2.575514	609,323
Chippewa	255,607	.782969	185,237	Pennington	187,703	.574965	136,027
Chisago	195,790	.599737	141,888	Pine	434,888	1.332137	315,161
Clay	317,837	.973590	230,335	Pipestone	168,258	.515403	121,936
Clearwater	240,975	.738149	174,634	Polk	860,656	2.636337	623,713
Cook	194,016	.594305	140,603	Pope	176,190	.539700	127,684
Cottonwood	252,811	.774405	183,211	Ramsey	838,183	2.567499	607,427
Crow Wing	399,334	1.223228	289,395	Red Lake	172,803	.529324	125,229
Dakota	421,335	1.290620	305,339	Redwood	371,431	1.137758	269,174
Dodge	349,065	1.069246	252,966	Renville	403,416	1.235733	292,354
Douglas	287,081	.879378	208,046	Rice	244,224	.748100	176,988
Faribault	333,958	1.022972	242,018	Rock	213,810	.654937	154,947
Fillmore	713,316	2.185010	516,937	Roseau	409,602	1.254681	296,836
Freeborn	356,502	1.092026	258,355	St. Louis	2,334,212	7.150092	1,691,592
Goodhue	471,782	1.445149	341,898	Scott	219,618	.672727	159,156
Grant	138,995	.425764	100,729	Sherburne	222,525	.681633	161,263
Hennepin	1,894,177	5.802190	1,372,701	Sibley	250,614	.767673	181,619
Houston	558,645	1.711227	404,848	Stearns	425,085	1.302109	308,057
Hubbard	263,080	.805858	190,652	Steele	225,301	.690135	163,274
Isanti	161,700	.495314	117,183	Stevens	133,652	.409398	96,857
Itasca	674,914	2.067378	489,107	Swift	249,719	.764933	180,970
Jackson	305,085	.934527	221,093	Todd	320,538	.981863	232,292
Kanabec	196,798	.602827	142,619	Traverse	199,135	.609984	144,312
Kandiyohi	411,186	1.259534	297,985	Wabasha	499,457	1.529923	361,954
Kittson	380,772	1.166370	275,944	Wadena	175,942	.538942	127,505
Koochiching	443,717	1.359180	321,559	Waseca	244,613	.749291	177,270
Lac qui Parle	287,533	.880764	208,374	Washington	322,117	.986699	233,436
Lake	382,220	1.170806	276,993	Watonwan	251,741	.771126	182,435
Lake of the Woods	282,358	.864910	204,623	Wilkin	255,490	.782611	185,153
Le Sueur	259,789	.795778	188,268	Winona	554,989	1.700027	402,198
Lincoln	197,019	.603502	142,778	Wright	371,596	1.138262	269,294
Lyon	265,957	.814672	192,738	Yellow Medicine	292,033	.894548	211,635
McLeod	174,347	.534056	126,349				
Mahnomen	166,293	.509384	120,512	State Total	\$32,645,898	100.000000	\$23,658,323
Marshall	608,134	1.862819	440,712				

CHAPTER VII

Development of Money Needs

The following subsections A through G present the several modifications to the 25-year cost of constructing the County State-Aid Highway system that are required to develop the annual money needs for apportionment purposes.

A. County State Aid Highway Mileage and Needs by Rural and Municipal Locations

The tabulation shown on the following page lists each county's mileage and needs by rural and municipal locations. This tabulation is necessary to provide the data to comply with Chapter 162.08 which reads as follows.

162.08 ALLOCATION OF APPORTIONMENTS. Subdivision 1. County state-aid highways; allocation. When the commissioner has determined the sum of money to be apportioned to each county as hereinbefore provided he shall allocate a percentage of such sum for expenditure solely on those portions of each county's county state-aid highways located within cities, villages, and boroughs having a population of less than 5,000 according to the last federal census, or, if incorporated during the ten-year period between federal censuses, according to their incorporation census. The percentage so allocated shall equal the percentage that the total needs of the county state-aid highway system in such cities, villages, and boroughs bears to the total county state-aid highway needs in each county. Money so allocated shall be set apart and credited to the municipal account of each county.

This apportionment control was placed into law at the request of the Minnesota League of Municipalities to assure proper recognition of the smaller municipalities in the annual construction program.

B. Aid to Townships

The legislature provided each county with the opportunity to aid its townships with County State-Aid Highway funds. In spelling out the details for such aid, the legislature also directed the Commissioner to maintain a permanent record of the allocation to the township and to make deductions in the money needs of those counties making allocations in the amounts necessary to equalize their position with counties not having made allocations. Up to the present time, no county has given County State-Aid Highway funds to any township.

Subd. 3. County state-aid highway fund; aid to townships. Any county having within its boundaries organized town governments may, by resolution, allocate to the towns within its boundaries so much of the money apportioned to it under the provisions of Sections 162.01 to 162.19, that it deems necessary to aid the townships in the construction of town roads. The resolution shall set forth the amount of money or the percentage of its apportionment that the county has allocated to the towns. A certified copy of the resolution shall be forwarded to the commissioner on or before the second Tuesday of January of each year. Upon receipt of such resolution and as soon as he has determined the amount of money to be apportioned to the county, the commissioner shall certify to the state auditor the amount of money, as set forth in the resolution, that is to be paid out of the county's apportionment for distribution to the towns. The state auditor shall thereupon issue a warrant in that amount payable to the county treasurer, and the proceeds thereof shall be distributed by the county to the towns. All money so allocated and distributed shall be used by the towns solely for the construction of town roads. Each county board so allocating such funds may devise a formula taking into account each town's levy for road and bridge purposes, its mileage of town roads and population outside the corporate limits of all villages within the township, and such other factors as the county board shall deem advisable as a means of dividing the allocation among the several towns in order that such division among the towns be as equitable as possible. No part of the money allocated for expenditure solely within cities, village and boroughs having a population of less than 5,000 shall be allocated or distributed to the towns. The commissioner of highways shall maintain a permanent record of the allocations of county state-aid highway funds, to the townships in each county. In making the annual apportionments of county state-aid highway funds, he shall reduce the money needs of said counties in the amounts necessary to equalize their status with those counties not making such township allotments.

1968 COUNTY SCREENING COMMITTEE DATA
 October, 1968
 County and District Enumeration of 1968 Cows, Heifers and Breeds
 by Breed and Mixture Locations
 (1968 Township Mixture Not Included)

MIXTURE	COUNTY TOTALS		DISTRICT 1 TOTALS		DISTRICT 2 TOTALS		DISTRICT 3 TOTALS		DISTRICT 4 TOTALS		DISTRICT 5 TOTALS		DISTRICT 6 TOTALS		DISTRICT 7 TOTALS		DISTRICT 8 TOTALS		DISTRICT 9 TOTALS		STATE TOTALS
	Head	Count	Head	Count	Head	Count	Head	Count	Head	Count	Head	Count	Head	Count	Head	Count	Head	Count	Head	Count	
Red	13,000	1,200	13,000	1,200	13,000	1,200	13,000	1,200	13,000	1,200	13,000	1,200	13,000	1,200	13,000	1,200	13,000	1,200	13,000	1,200	13,000
Black	12,000	1,100	12,000	1,100	12,000	1,100	12,000	1,100	12,000	1,100	12,000	1,100	12,000	1,100	12,000	1,100	12,000	1,100	12,000	1,100	12,000
White	11,000	1,000	11,000	1,000	11,000	1,000	11,000	1,000	11,000	1,000	11,000	1,000	11,000	1,000	11,000	1,000	11,000	1,000	11,000	1,000	11,000
Blue	10,000	900	10,000	900	10,000	900	10,000	900	10,000	900	10,000	900	10,000	900	10,000	900	10,000	900	10,000	900	10,000
Green	9,000	800	9,000	800	9,000	800	9,000	800	9,000	800	9,000	800	9,000	800	9,000	800	9,000	800	9,000	800	9,000
Orange	8,000	700	8,000	700	8,000	700	8,000	700	8,000	700	8,000	700	8,000	700	8,000	700	8,000	700	8,000	700	8,000
Pink	7,000	600	7,000	600	7,000	600	7,000	600	7,000	600	7,000	600	7,000	600	7,000	600	7,000	600	7,000	600	7,000
Yellow	6,000	500	6,000	500	6,000	500	6,000	500	6,000	500	6,000	500	6,000	500	6,000	500	6,000	500	6,000	500	6,000
Purple	5,000	400	5,000	400	5,000	400	5,000	400	5,000	400	5,000	400	5,000	400	5,000	400	5,000	400	5,000	400	5,000
Brown	4,000	300	4,000	300	4,000	300	4,000	300	4,000	300	4,000	300	4,000	300	4,000	300	4,000	300	4,000	300	4,000
Grey	3,000	200	3,000	200	3,000	200	3,000	200	3,000	200	3,000	200	3,000	200	3,000	200	3,000	200	3,000	200	3,000
Black & White	2,000	100	2,000	100	2,000	100	2,000	100	2,000	100	2,000	100	2,000	100	2,000	100	2,000	100	2,000	100	2,000
Red & White	1,000	50	1,000	50	1,000	50	1,000	50	1,000	50	1,000	50	1,000	50	1,000	50	1,000	50	1,000	50	1,000
Black & Red	500	25	500	25	500	25	500	25	500	25	500	25	500	25	500	25	500	25	500	25	500
White & Red	250	12	250	12	250	12	250	12	250	12	250	12	250	12	250	12	250	12	250	12	250
Black & Blue	100	5	100	5	100	5	100	5	100	5	100	5	100	5	100	5	100	5	100	5	100
White & Blue	50	2	50	2	50	2	50	2	50	2	50	2	50	2	50	2	50	2	50	2	50
Black & Green	25	1	25	1	25	1	25	1	25	1	25	1	25	1	25	1	25	1	25	1	25
White & Green	12	0	12	0	12	0	12	0	12	0	12	0	12	0	12	0	12	0	12	0	12
Black & Orange	6	0	6	0	6	0	6	0	6	0	6	0	6	0	6	0	6	0	6	0	6
White & Orange	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3
Black & Pink	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1
White & Pink	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Black & Yellow	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
White & Yellow	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Black & Purple	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
White & Purple	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Black & Brown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
White & Brown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Black & Grey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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Black & Black & Orange	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
White & Black & Orange	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Black & White & Orange	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
White & White & Orange	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Black & Black & Pink	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
White & Black & Pink	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Black & White & Pink	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
White & White & Pink	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Black & Black & Yellow	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
White & Black & Yellow	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Black & White & Yellow	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
White & White & Yellow	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Black & Black & Purple	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
White & Black & Purple	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Black & White & Purple	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
White & White & Purple	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Black & Black & Brown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
White & Black & Brown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Black & White & Brown	0	0	0	0</																	

C. Bond Account Adjustment

To compensate for unpaid County State-Aid Highway Bond obligations that are not reflected in the County State-Aid Highway Needs Studies, the County Engineers' Screening Committee passed a resolution which provides that a separate annual adjustment shall be made to the total money needs of a county that has sold and issued bonds pursuant to Minnesota Statutes, Chapter 162.181, for use on State Aid Projects. This Bond Account Adjustment, which covers the amortization period, and which annually reflects the net unamortized bonded debt, shall be accomplished by adding the adjustment to the 25-year construction needs of the county.

County	Amount of Issue	Unamortized Bond Balance	Total Disbursements and Obligations To December 31, 1967	Unencumbered Balance Available	Bond Account Adjustment
Aitkin	500,000	475,000	329,252	170,748	304,252
Carver	200,000	200,000	90,386	109,614	90,386
Chisago	400,000	160,000	400,000	-	160,000
Clearwater	300,000	240,000	259,780	40,220	199,780
(1) Fillmore	350,000	100,000	350,000	-	100,000
Freeborn	750,000	675,000	750,000	-	675,000
Houston	200,000	40,000	200,000	-	40,000
Jackson	200,000	120,000	200,000	-	120,000
Kandiyohi	935,000	935,000	-	935,000	-
Lk. of the Woods	65,000	65,000	-	65,000	-
Le Sueur	600,000	550,000	487,127	112,873	437,127
Marshall	288,000	255,000	243,289	44,711	210,289
Nicollet	350,000	130,000	350,000	-	130,000
Pennington	170,000	80,000	170,000	-	80,000
Pine	250,000	200,000	187,815	62,185	137,815
Polk	1,300,000	1,300,000	1,008,763	291,237	1,008,763
Rice	580,000	430,000	580,000	-	430,000
Sibley	745,000	465,000	745,000	-	465,000
Swift	450,000	270,000	450,000	-	270,000
Washington	600,000	535,000	599,540	460	534,540
Wilkin	640,000	640,000	259,578	380,422	259,578
Winona	750,000	750,000	417,162	332,838	417,162
Total	10,623,000	8,615,000	8,077,692	2,545,308	6,069,692

(1) The Adjustment in Fillmore County is all in the Municipal Account

D. Mill Levy Deduction

Minnesota Statutes, Chapter 162.07, Subdivisions 3 and 4 require 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 each county's total estimated construction cost.

Subdivision 3. Computation for rural counties. A two mill levy on each rural county's total taxable valuation for the last preceding calendar year shall be computed and shall be subtracted from such county's total estimated construction costs. The results thereof shall be the money needs of such county. For the purpose of this section, rural counties shall be construed to mean all counties having a population of less than 200,000.

County	1967 County Total Tax Valuation	Computed Mill Levy Deduction	County	1967 County Total Tax Valuation	Computed Mill Levy Deduction
Aitkin	4,313,520	8,627	Martin	22,947,500	45,895
Anoka	65,282,475	130,565	Meeker	11,248,346	22,497
Becker	10,966,408	21,933	Mille Lacs	4,768,564	9,537
Beltrami	6,707,589	13,415	Morrison	9,845,506	19,691
Benton	6,996,082	13,992	Mower	25,889,731	51,779
Big Stone	5,970,883	11,942	Murray	11,232,638	22,465
Blue Earth	34,024,593	68,049	Nicollet	12,736,976	25,474
Brown	21,114,225	42,228	Nobles	17,977,189	35,954
Carlton	14,710,257	29,421	Norman	7,139,369	14,279
Carver	13,833,710	27,667	Olmsted	60,228,050	120,456
Cass	7,716,084	15,432	Otter Tail	23,388,730	46,777
Chippewa	11,654,377	23,309	Pennington	4,703,815	9,408
Chisago	6,905,571	13,811	Pine	6,476,809	12,954
Clay	23,040,085	46,080	Pipestone	10,021,624	20,043
Clearwater	2,999,135	5,998	Polk	23,297,434	46,595
Cook	3,026,863	6,054	Pope	6,495,982	12,992
Cottonwood	13,451,341	26,903	Ramsey*	316,296,959	379,556
Crow Wing	13,854,892	27,710	Red Lake	2,272,132	4,544
Dakota	83,788,833	167,578	Redwood	17,324,879	34,650
Dodge	7,870,402	15,741	Renville	18,005,268	36,011
Douglas	10,552,554	21,105	Rice	18,388,290	36,777
Faribault	19,717,417	39,435	Rock	10,605,699	21,211
Fillmore	13,093,203	26,186	Roseau	3,938,277	7,877
Freeborn	26,112,459	52,225	St. Louis*	121,213,585	145,456
Goodhue	21,059,642	42,119	Scott	15,095,432	30,191
Grant	5,628,019	11,256	Sherburne	6,868,473	13,737
Hennepin*	709,506,329	851,408	Sibley	12,071,155	24,142
Houston	7,156,082	14,312	Stearns	33,558,809	67,118
Hubbard	4,546,429	9,093	Steele	17,295,583	34,591
Isanti	5,084,511	10,169	Stevens	7,243,233	14,486
Itasca	25,335,292	50,671	Swift	9,408,854	18,818
Jackson	14,776,525	29,553	Todd	7,279,229	14,558
Kanabec	2,832,441	5,665	Traverse	5,499,632	10,999
Kandiyohi	17,787,361	35,575	Wabasha	8,565,057	17,130
Kittson	6,360,637	12,721	Wadena	3,859,853	7,720
Koochiching	9,523,687	19,047	Waseca	10,921,451	21,843
Lac qui Parle	9,427,198	18,854	Washington	42,573,174	85,146
Lake	4,633,825	9,268	Watsonwan	11,152,559	22,305
Lake of the Woods	1,316,130	2,632	Wilkin	7,741,121	15,482
Le Sueur	12,719,074	25,438	Winona	21,801,348	43,603
Lincoln	6,263,599	12,527	Wright	15,949,927	31,900
Lyon	15,481,531	30,963	Yellow Medicine	11,939,056	23,878
McLeod	15,781,719	31,563	Totals	2,348,840,609	3,780,065
Mahnomen	1,692,146	3,384			
Marshall	8,958,176	17,916			

*Denotes Urban Counties

Subdivision 4. Computation for urban counties. A one and two-tenths mill levy on each urban county's total taxable valuation for the last preceding calendar year shall be computed and shall be subtracted from such county's total estimated construction costs. The result thereof shall be the money needs of the county. For the purpose of this section, urban counties shall be construed to mean all counties having a population of 200,000 or more.

While the mill levy deduction trend for an individual county is not substantial on a year to year basis, the accumulative effect of the last eleven years is significant in some counties.

Based on the 1956-67 valuation years that were used for the 1958-69 apportionments, the state total valuation rose from \$1,998,709,162 to \$2,348,840,609 or a 17 percent increase.

As a comparison, the seven-county metropolitan area increased from \$868,590,473 to \$1,246,376,912 or a 43 percent rise. Leading the seven county group is Anoka with a growth from \$16,713,114 to \$65,282,475 or a quadrupling of its valuation in 12 years. An example of the opposite extreme is St. Louis County which dropped from \$227,174,912 to \$121,213,585 or to 53 percent of its 1956 valuation. Three other counties showed a slight loss in valuation in the same 12 year period, namely, Big Stone, Lac qui Parle and Pope.

It is an interesting observation that in 1956 the seven county area had 43 percent of the state total and 53 percent in 1967. The concentration of this 53 percent is emphasized when one considers the land area of the seven county metropolitan area is only 3-1/2 percent of the total land area in the state.

E. Minimum County Apportionment

The portion of Chapter 162.07, Subdivision 1, (4) pertaining to minimum apportionment is as follows.

- (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 ten percent greater than its 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 in the initial apportionment in 1958, it was necessary to adjust the money needs of the five listed counties.

Results of the adjustment to a minimum increase of 10 percent over the 1956 apportionment established the minimum total apportionment percentage as follows.

Big Stone	- 0.586782	Mahnomen	- 0.586782
Koochiching	- 1.099800	Red lake	- 0.586782
Lake of the Woods	- 0.749425		

In 1956, 24 counties received the same minimum \$115,420 apportionment of the counties one-third share of gasoline tax. Under the present formula, only three, Big Stone, Mahnomen, and Red Lake, continued at the minimum level.

In 1967, the tentative total apportionment to Grant County was less than that of the minimum counties that have a deficiency adjustment. This was a matter of concern to the County Screening Committee members who passed the following resolution to correct the situation.

BE IT RESOLVED

Minimum Apportionment 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.

The results of applying the minimum factor requirement to the 1969 total apportionment sum of \$47,316,647 is as follows:

<u>County</u>	<u>Apportionment Percentage</u>	<u>Minimum Apportionment</u>	<u>1969 Apportionment</u>
Big Stone	0.586782	277,646	277,647
Grant	0.586782	277,646	277,648
Koochiching	1.099800	520,388	520,389
Lake of the Woods	0.749425	354,603	354,604
Mahnomen	0.586782	277,646	277,647
Red Lake	0.586782	277,646	277,647

F. Trunk Highway Turnback Adjustment

As previously explained in Chapter II, Estimate of Road User Funds, a percentage of the Net Highway User Tax Distribution Fund has been set aside by law and apportioned to separate accounts in the County State-Aid Highway Fund and the Municipal State-Aid Street Fund, respectively identified as the County Turnback Account and the Municipal Turnback Account.

These turnback accounts were established by the 1965 Legislature to provide construction funds for former trunk highways that have reverted to local authority.

In order to properly incorporate the former trunk highways in the needs study and provide for proper maintenance and construction cost consideration, the Screening Committee passed the following resolution.

BE IT RESOLVED

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 shall be accomplished in the following manner.

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 \$700 per mile in apportionment funds for each month or part of a month that the county has 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 mile shall be added to the annual money needs. This needs adjustment per mile shall produce sufficient apportionment funds so that when added to the Turnback Mileage Apportionment per mile, at least \$700 in total apportionment shall be earned for each 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 provisions; and the resurfacing needs for the awarded project 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 adjustments.

Those turnbacks not fully eligible for 100 percent payment 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.

To provide for the turnback maintenance payment, the adjustments were made to the money needs of the specific counties which resulted in payments being made in the following amounts.

**1969 APPORTIONMENT DATA
1968 TURNBACK ACCOUNTS**

County	Total Miles	Fractional	Full Year		Total 1969 THTB Adjust.
		Year Adjustment 1968 Maint. Allowance (Money Needs)	1969 Maint. Allowance (Money Needs)	Allowance (Mileage)	
Aitkin	9.70	\$ 840	\$ 2,153	\$ 4,637	7,630
Anoka	5.81	-	1,290	2,777	4,067
Becker	7.20	1,183	1,598	3,442	6,223
Beltrami	0.30	17	67	143	227
Carlton	6.00	1,260	1,332	2,868	5,460
Cook	3.90	-	866	1,864	2,730
Dakota	2.82	-	626	1,348	1,974
Douglas	30.41	6,302	6,751	14,536	27,589
Freeborn	13.47	--	2,990	6,439	9,429
Goodhue	0.77	-	171	368	539
Grant	4.24	-	941	2,027	2,968
Hennepin	3.16	-	702	1,510	2,212
Itasca	0.64	299	142	306	747
Kanabec	0.30	-	67	143	210
Kittson	5.38	-	1,194	2,572	3,766
Koochiching	3.33	-	739	1,592	2,331
Lake	7.20	-	1,598	3,442	5,040
Martin	7.30	-	1,621	3,489	5,110
Mille Lacs	5.80	677	1,288	2,772	4,737
Mower	4.30	-	955	2,055	3,010
Nobles	6.23	2,907	1,383	2,978	7,268
Otter Tail	11.80	-	2,620	5,640	8,260
Pine	35.63	-	7,910	17,031	24,941
Ramsey	12.57	-	2,791	6,008	8,799
Rice	21.00	-	4,662	10,038	14,700
Rock	11.40	817	2,531	5,449	8,797
St. Louis	8.70	2,660	1,931	4,159	8,750
Scott	6.10	-	1,354	2,916	4,270
Sherburne	12.92	-	2,868	6,176	9,044
Steele	16.81	-	3,732	8,035	11,767
Winona	-	1,377	-	-	1,377
Wright	3.00	484	666	1,434	2,584
STATE TOTAL	268.19	\$18,823	\$59,539	\$128,194	206,556

NOTE: \$478 are earned in the mileage apportionment for each mile of turnback. Therefore, \$222 per mile must be earned in the money needs apportionment for each turnback that is eligible for a full year's maintenance out of the 1969 apportionment sum.

G. Recommendation to the Commissioner of Highways

As explained in Chapter V, County Screening Committee, the Committee, after reviewing all data as to the Mileage and Money Needs of each county, has submitted its recommendation to the Commissioner of Highways for his use in apportioning the 1969 County State-Aid Apportionment Sum.

October 23, 1968

Mr. N. T. Waldor
Commissioner of Highways
Department of Highways
St. Paul, Minnesota 55101

Dear Sir:

We, the undersigned, as members of the County Screening Committee, having reviewed all information relating to the mileage and money needs of the County State Aid Highway System of the several counties, do hereby submit on the attached sheets our findings on such mileage and money needs.

We recommend that the attached money needs be modified by making adjustments that will provide for the year 1969, a minimum adjustment at the rate of \$700 per mile for each mile or portion thereof of trunk highway turnbacks that is eligible for 100 percent construction payment with county turnback funds and for the year 1968, a minimum adjustment at the rate of 1/12 of \$700 per mile or portion thereof for each month or part of a month during 1968 that the turnback was eligible for 100 percent construction payment with county turnback funds. This allotment will provide aid to the county for additional maintenance. We also recommend that the attached mileages be modified by the addition of the 1968 Trunk Highway Turnback mileage that has been or will be designated State Aid before January 1, 1969.

We further recommend that the modified findings be used as the basis for apportioning to the counties the Apportionment Sum as provided by Minnesota Statutes, Section 162.07, Subdivision 5.

Respectfully submitted,

COUNTY ENGINEERS SCREENING COMMITTEE

By *Lawrence P. Ploumen*

Lawrence P. Ploumen, Chairman
District 5

Carl A. Sivertson
Carl A. Sivertson, District 1

Lewis P. Ahles
Lewis P. Ahles, District 3

Charles V. Sheehan
Charles V. Sheehan, District 6

Raymond L. Muchlinski
Raymond L. Muchlinski, District 8

Darryl E. Durgin
Darryl E. Durgin, District 2

Lawrence B. Schaub
Lawrence B. Schaub, District 4

Robert J. Koppen
Robert J. Koppen, District 7

Deane R. Anklan, District 9
James E. Gabiou - Alternate

James E. Gabiou

1968 COUNTY STATE AID HIGHWAY NEEDS STUDY
(1969 C.S.A.H. FUND APPORTIONMENT)

TABULATION OF THE COUNTY STATE AID HIGHWAY MILEAGE AND MONEY NEEDS
AS RECOMMENDED BY THE COUNTY ENGINEERS SCREENING COMMITTEE
FOR USE BY THE COMMISSIONER OF HIGHWAYS IN
APPORTIONING THE 1969 COUNTY STATE AID HIGHWAY FUND

<u>County</u>	<u>County State Aid Highway Mileage</u>	<u>Annual County State Aid Highway Money Needs</u>	<u>County</u>	<u>County State Aid Highway Mileage</u>	<u>Annual County State Aid Highway Money Needs</u>
Aitkin	364.08	413,078	Martin	351.96	353,050
Anoka	233.93	233,589	Meeker	274.54	211,561
Becker	443.58	412,491	Mille Lacs	237.68	219,514
Beltrami	451.92	519,125	Morrison	425.10	343,966
Benton	221.76	241,491	Mower	373.37	406,265
Big Stone	211.27	149,487	Murray	354.94	241,684
Blue Earth	416.39	430,761	Nicollet	245.48	185,228
Brown	318.42	312,287	Nobles	315.53	262,782
Carlton	269.65	303,705	Norman	394.05	374,634
Carver	204.26	273,188	Olmsted	314.09	492,104
Cass	537.71	529,235	Otter Tail	895.18	842,322
Chippewa	240.24	255,921	Pennington	260.06	187,934
Chisago	204.29	196,029	Pine	473.77	436,899
Clay	385.44	318,227	Pipestone	225.41	168,463
Clearwater	325.04	241,271	Polk	806.57	861,712
Cook	177.98	194,416	Pope	293.83	176,405
Cottonwood	315.88	253,122	Ramsey	227.47	839,732
Crow Wing	376.39	399,823	Red Lake	186.99	172,330
Dakota	275.42	421,968	Redwood	384.61	371,888
Dodge	246.19	325,169	Renville	442.97	403,911
Douglas	364.91	271,862	Rice	280.27	245,394
Faribault	317.80	334,368	Rock	246.17	212,744
Fillmore	396.84	714,192	Roseau	481.59	410,105
Freeborn	420.99	357,500	St. Louis	1,346.87	2,331,789
Goodhue	329.97	472,392	Scott	181.21	220,141
Grant	226.80	138,506	Sherburne	213.79	223,335
Hennepin	501.83	1,896,632	Sibley	287.22	250,921
Houston	251.68	559,331	Stearns	568.39	425,608
Hubbard	328.03	263,402	Steele	280.87	226,274
Isanti	226.61	161,899	Stevens	244.15	133,814
Itasca	654.85	675,142	Swift	329.58	250,025
Jackson	341.84	305,460	Todd	403.99	320,932
Kanabec	213.14	197,052	Traverse	243.08	199,377
Kandiyohi	421.55	411,691	Wabasha	272.41	500,070
Kittson	384.48	381,463	Wadena	230.18	176,158
Koochiching	255.56	442,804	Waseca	251.53	244,913
Lac qui Parle	363.53	287,885	Washington	184.94	322,512
Lake	214.13	382,989	Watonwan	226.46	252,051
Lake of the Woods	187.72	281,747	Wilkin	296.88	255,804
Le Sueur	268.28	260,108	Winona	307.71	553,795
Lincoln	255.53	197,261	Wright	384.64	370,487
Lyon	313.12	266,284	Yellow Medicine	334.69	292,393
McLeod	235.37	174,561	Total	*29,610.06	32,604,650
Mahnomen	195.85	165,829			
Marshall	639.59	608,881			

*Does not include 1968 tumbback mileage

CHAPTER VIII

Total County State Aid Highway Apportionment

After completing the application of the Apportionment Formula as described in Chapter V, the apportionment amounts of the four factors are added together to total the 1969 County State-Aid Highway Apportionment for each of the 87 counties.

<u>COUNTY</u>	<u>EQUALIZATION APPORTIONMENT</u>	<u>REGISTRATION APPORTIONMENT</u>	<u>MILEAGE APPORTIONMENT</u>	<u>MONEY NEEDS APPORTIONMENT</u>	<u>TOTAL 1969 COUNTY STATE-AID APPORTIONMENT</u>
Aitkin	54,386	17,417	177,622	301,315	550,740
Anoka	54,386	108,312	111,913	168,899	443,510
Becker	54,386	34,499	213,535	300,200	602,620
Beltrami	54,386	30,141	216,346	375,829	676,702
Benton	54,387	22,258	106,093	174,792	357,530
Big Stone	54,387	13,509	101,068	108,683	277,647
Blue Earth	54,387	64,914	199,198	311,788	630,287
Brown	54,387	40,867	152,326	226,034	473,614
Carlton	54,387	37,191	130,722	221,780	444,080
Carver	54,387	31,366	97,718	197,735	381,206
Cass	54,387	22,863	257,242	383,064	717,556
Chippewa	54,387	23,748	114,937	185,237	378,309
Chisago	54,387	24,713	97,733	141,888	318,721
Clay	54,387	58,143	184,393	230,335	527,258
Clearwater	54,387	12,298	155,506	174,634	396,825
Cook	54,387	5,441	85,142	140,603	285,573
Cottonwood	54,387	24,202	151,120	183,211	412,920
Crow Wing	54,387	47,615	180,063	289,395	571,460
Dakota	54,387	121,878	131,758	305,339	613,362
Dodge	54,387	18,714	117,776	252,966	443,843
Douglas	54,387	32,691	186,054	208,046	481,178
Faribault	54,387	35,151	152,043	242,018	483,599
Fillmore	54,387	34,948	189,844	516,937	796,116
Freeborn	54,387	54,689	201,399	258,355	568,830
Goodhue	54,387	49,465	157,863	341,898	603,613
Grant	54,387	14,025	108,507	100,729	277,648
Hennepin	54,387	1,151,787	240,080	1,372,701	2,818,955
Houston	54,387	23,800	120,402	404,848	603,437
Hubbard	54,387	15,837	156,926	190,652	417,802
Isanti	54,387	20,928	108,407	117,183	300,905
Itasca	54,387	49,380	313,596	489,107	906,470
Jackson	54,387	22,504	163,541	221,093	461,525
Kanabec	54,387	14,001	101,963	142,619	312,970
Kandiyohi	54,387	43,716	201,668	297,985	597,756
Kittson	54,387	13,343	183,939	275,944	527,613
Koochiching	54,387	22,182	122,261	321,559	520,389
Lac qui Parle	54,387	18,718	173,917	208,374	455,396
Lake	54,387	16,509	102,445	276,993	450,334
Lake of the Woods	54,387	5,782	89,812	204,623	354,604
Le Sueur	54,387	29,833	128,351	188,268	400,839
Lincoln	54,387	13,679	122,247	142,778	333,091
Lyon	54,387	35,076	149,800	192,738	432,001
McLeod	54,387	40,025	112,609	126,349	333,370
Mahnomen	54,387	9,047	93,701	120,512	277,647
Marshall	54,387	22,972	305,987	440,712	824,058

DISTRIBUTION OF 1969 COUNTY STATE-AID HIGHWAY APPORTIONMENT DATA

(Continued)

COUNTY	<u>EQUALIZATION APPORTIONMENT</u>	<u>REGISTRATION APPORTIONMENT</u>	<u>MILEAGE APPORTIONMENT</u>	<u>MONEY NEEDS APPORTIONMENT</u>	<u>TOTAL 1969 COUNTY STATE-AID APPORTIONMENT</u>
Martin	54,387	38,412	168,381	255,321	516,501
Meeker	54,387	27,477	131,346	153,129	366,339
Mille Lacs	54,387	23,876	116,484	160,822	355,569
Morrison	54,387	34,962	203,372	248,966	541,687
Mower	54,387	62,917	178,616	293,927	589,847
Murray	54,387	19,599	169,801	176,242	420,029
Nicollet	54,387	25,873	117,435	144,315	342,010
Nobles	54,387	34,872	153,930	194,432	437,621
Norman	54,387	18,837	188,510	271,162	532,896
Olmsted	54,387	98,792	150,268	356,188	659,635
Otter Tail	54,387	67,398	428,263	609,323	1,159,371
Pennington	54,387	18,264	124,419	136,027	333,097
Pine	54,387	23,966	226,651	315,161	620,165
Pipestone	54,387	19,939	107,839	121,936	304,101
Polk	54,387	54,622	385,863	623,713	1,118,585
Pope	54,387	16,528	140,573	127,684	339,172
Ramsey	54,387	557,021	108,819	607,427	1,327,654
Red Lake	54,387	8,574	89,457	125,229	277,647
Redwood	54,387	33,065	183,995	269,174	540,621
Renville	54,387	36,500	211,917	292,354	595,158
Rice	54,387	47,918	134,086	176,988	413,379
Rock	54,387	17,313	118,727	154,947	345,374
Roseau	54,387	17,786	230,399	296,836	599,408
St. Louis	54,387	271,205	647,178	1,691,592	2,664,362
Scott	54,387	42,987	86,689	159,156	343,219
Sherburne	54,387	19,357	102,275	161,263	337,282
Sibley	54,387	23,346	137,408	181,619	396,760
Stearns	54,387	101,215	271,919	308,057	735,578
Steele	54,387	36,685	134,370	163,274	388,716
Stevens	54,387	16,367	116,796	96,857	284,407
Swift	54,387	21,468	157,678	180,970	414,503
Todd	54,387	29,914	193,265	232,292	509,858
Traverse	54,387	11,205	116,285	144,312	326,189
Wabasha	54,387	24,425	130,324	361,954	571,090
Wadena	54,387	18,042	110,125	127,505	310,059
Waseca	54,387	22,892	120,331	177,270	374,880
Washington	54,387	76,383	88,477	233,436	452,683
Watonwan	54,387	21,609	108,336	182,435	366,767
Wilkin	54,387	15,070	142,035	185,153	396,645
Winona	54,387	53,477	147,216	402,198	657,278
Wright	54,387	48,003	185,443	269,294	557,127
Yellow Medicine	54,387	23,327	160,120	211,635	449,469
State Totals	4,731,665	4,731,665	14,194,994	23,658,323	47,316,647

A. Notification of Official Apportionment

This form 3049-A, is used to officially notify each county, thru its auditor and engineer, of its County State Aid Apportionment for the year.

Pursuant to law, the apportionment is divided into the Regular and Municipal Accounts.

Form 3049-A

**STATE OF MINNESOTA
DEPARTMENT OF HIGHWAYS
ST. PAUL, MINN. 55101**

County of _____

Date _____

County Auditor _____

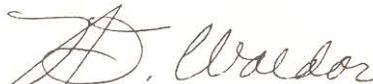
County Engineer _____

Address _____

**Notice of Annual Apportionment
County-State Aid Fund
For the Year _____**

<u>Total Allotment</u>	<u>Regular</u>		<u>Municipal Account</u>	
	<u>Maintenance</u>	<u>Construction</u>	<u>Maintenance</u>	<u>Construction</u>
_____	_____	_____	_____	_____

The above allocations have been credited to your County in compliance with the Commissioner's Order dated, _____, and will be released in accordance with the established Rules and Regulations currently in force.


Commissioner of Highways

B. Regular and Municipal Accounts

As previously mentioned, Chapter 162.08, Subdivision 1, requires that the counties apportionment be set aside in two separate accounts. The following tabulation lists each county's needs, percentage and apportionment in the regular and municipal accounts. Considerable variance in the percentage of municipal accounts can be noted from a low of 0.94 in Pennington County to a high of 34.67 in Washington County with the State average nine percent.

County	Total Regular Needs	Percent	1969 Regular Apportionment Account	Total Municipal Needs	Percent	1969 Municipal Apportionment Account	Total 1968 Needs	Total 1969 Apportionment
Aitkin	10,511,134	97.34	536,090	287,132	2.66	14,650	10,798,266	550,740
Anoka	7,114,256	77.36	343,099	2,081,861	22.64	100,411	9,196,117	443,510
Becker	10,453,297	94.24	567,909	638,458	5.76	34,711	11,091,755	602,620
Beltrami	13,206,272	97.57	660,258	329,066	2.43	16,444	13,535,338	676,702
Benton	5,663,272	87.28	312,052	825,659	12.72	45,478	6,488,931	357,530
Big Stone	3,733,527	92.04	255,546	322,871	7.96	22,101	4,056,398	277,647
Blue Earth	11,978,262	94.68	596,756	673,697	5.32	33,531	12,651,959	630,287
Brown	8,226,467	91.46	433,167	768,116	8.54	40,447	8,994,583	473,614
Carlton	7,423,541	87.08	386,705	1,101,161	12.92	57,375	8,524,702	444,080
Carver	5,416,676	70.93	270,389	2,219,918	29.07	110,817	7,636,594	381,206
Cass	12,614,408	91.15	654,052	1,225,502	8.85	63,504	13,839,910	717,556
Chippewa	6,630,664	93.54	353,870	458,028	6.46	24,439	7,088,692	378,309
Chisago	4,107,381	77.08	245,670	1,221,310	22.92	73,051	5,328,691	318,721
Clay	8,701,373	94.15	496,413	540,531	5.85	30,845	9,241,904	527,258
Clearwater	5,929,318	94.36	374,444	354,152	5.64	22,381	6,283,470	396,825
Cook	4,862,520	95.54	272,836	227,002	4.46	12,737	5,089,522	285,573
Cottonwood	6,626,164	93.23	384,965	481,215	6.77	27,955	7,107,379	412,920
Crow Wing	8,088,990	74.51	425,795	2,767,984	25.49	145,665	10,856,974	571,460
Dakota	12,740,730	85.43	523,995	2,172,878	14.57	89,367	14,913,608	613,362
Dodge	8,912,607	96.06	426,356	365,645	3.94	17,487	9,278,252	443,843
Douglas	7,041,185	89.89	432,531	792,050	10.11	48,647	7,833,235	481,178
Faribault	8,418,621	88.75	429,194	1,067,504	11.25	54,405	9,486,125	483,599
Fillmore	17,131,051	91.07	725,023	1,679,628	8.93	71,093	18,810,679	796,116
Freeborn	9,861,169	95.01	540,445	518,151	4.99	28,385	10,379,320	568,830
Goodhue	12,289,988	94.10	568,000	771,209	5.90	35,613	13,061,197	603,613
Grant	3,575,042	94.90	263,488	192,197	5.10	14,160	3,767,239	277,648
Hennepin	57,112,012	82.18	2,316,617	12,385,556	17.82	502,338	69,497,568	2,818,955
Houston	13,909,333	95.42	575,800	667,671	4.58	27,637	14,577,004	603,437
Hubbard	6,571,830	94.92	396,578	351,634	5.08	21,224	6,923,464	417,802
Isanti	4,141,369	94.77	285,168	228,615	5.23	15,737	4,369,984	300,905
Itasca	17,193,804	93.22	845,011	1,251,472	6.78	61,459	18,445,276	906,470
Jackson	7,653,107	89.99	415,326	851,033	10.01	46,199	8,504,140	461,525
Kanabec	4,784,438	92.89	290,718	366,270	7.11	22,252	5,150,708	312,970
Kanidyohi	10,617,356	93.50	558,902	737,947	6.50	38,854	11,355,303	597,756
Kittson	9,552,309	95.43	503,501	457,350	4.57	24,112	10,009,659	527,613
Koochiching	10,861,188	93.74	487,813	725,771	6.26	32,576	11,586,959	520,389
Lac qui Parle	7,353,120	94.39	429,848	436,800	5.61	25,548	7,789,920	455,396
Lake	9,416,417	94.54	425,746	543,768	5.46	24,588	9,960,185	450,334
Lake of the Woods	6,996,726	98.01	347,547	142,128	1.99	7,057	7,138,854	354,604
Le Sueur	6,182,355	85.29	341,876	1,065,983	14.71	58,963	7,248,338	400,839
Lincoln	4,556,692	85.53	284,893	771,212	14.47	48,198	5,327,904	333,091
Lyon	6,701,811	88.84	383,790	841,658	11.16	48,211	7,543,469	432,001

County	Total Regular Needs	Percent	1969 Regular Apportionment Account	Total Municipal Needs	Percent	1969 Municipal Apportionment Account	Total 1968 Needs	Total 1969 Apportionment
McLeod	4,540,133	86.86	289,565	686,603	13.14	43,805	5,226,736	333,370
Mahnomen	4,120,454	96.89	269,012	132,431	3.11	8,635	4,252,885	277,647
Marshall	15,485,816	97.23	801,232	440,911	2.77	22,826	15,926,727	824,058
Martin	9,542,594	94.34	487,267	572,055	5.66	29,234	10,114,649	516,501
Meeker	5,499,138	92.57	339,120	441,525	7.43	27,219	5,940,663	366,339
Mille Lacs	5,487,891	93.23	331,497	398,768	6.77	24,072	5,886,659	355,569
Morrison	7,984,443	86.44	468,234	1,252,081	13.56	73,453	9,236,524	541,687
Mower	10,771,307	92.71	546,847	846,492	7.29	43,000	11,617,799	589,847
Murray	6,191,034	91.70	385,167	560,633	8.30	34,862	6,751,667	420,029
Nicollet	5,450,538	95.53	326,722	254,985	4.47	15,288	5,705,523	342,010
Nobles	7,148,236	92.51	404,843	579,022	7.49	32,778	7,727,258	437,621
Norman	9,454,879	95.69	509,928	425,946	4.31	22,968	9,880,825	532,896
Olmsted	14,850,586	95.68	631,139	670,985	4.32	28,496	15,521,571	659,635
Otter Tail	21,497,973	95.25	1,104,301	1,072,029	4.75	55,070	22,570,002	1,159,371
Pennington	4,962,455	99.00	329,766	50,357	1.00	3,331	5,012,812	333,097
Pine	10,226,457	89.77	556,722	1,165,698	10.23	63,443	11,392,155	620,165
Pipestone	4,287,507	89.63	272,566	496,209	10.37	31,535	4,783,716	304,101
Polk	22,046,434	95.56	1,068,920	1,024,682	4.44	49,665	23,071,116	1,118,585
Pope	4,400,071	91.49	310,308	409,273	8.51	28,864	4,809,344	339,172
Ramsey	25,780,141	83.64	1,110,450	5,042,706	16.36	217,204	30,822,847	1,327,654
Red Lake	4,261,108	95.86	266,152	184,093	4.14	11,495	4,445,201	277,647
Redwood	8,961,217	86.83	469,421	1,359,083	13.17	71,200	10,320,300	540,621
Renville	10,549,291	94.46	562,186	619,135	5.54	32,972	11,168,426	595,158
Rice	6,525,014	91.45	378,035	610,100	8.55	35,344	7,135,114	413,379
Rock	5,511,232	92.28	318,711	460,739	7.72	26,663	5,971,971	345,374
Roseau	9,906,372	93.26	559,008	716,140	6.74	40,400	10,622,512	599,408
St. Louis	61,101,825	96.91	2,582,033	1,946,722	3.09	82,329	63,048,547	2,664,362
Scott	5,643,089	88.94	305,259	701,478	11.06	37,960	6,344,567	343,219
Sherburne	5,381,015	89.58	302,137	626,022	10.42	35,145	6,007,037	337,282
Sibley	6,686,614	95.76	379,937	295,806	4.24	16,823	6,982,420	396,760
Stearns	10,988,640	87.93	646,794	1,509,020	12.07	88,784	12,497,660	735,578
Steele	6,404,065	97.05	377,249	194,859	2.95	11,467	6,598,924	388,716
Stevens	3,344,254	88.85	252,696	419,712	11.15	31,711	3,763,966	284,407
Swift	6,329,152	92.71	384,286	497,404	7.29	30,217	6,826,556	414,503
Todd	7,874,253	92.39	471,058	648,347	7.61	38,800	8,522,600	509,858
Traverse	4,779,230	89.44	291,743	564,304	10.56	34,446	5,343,534	326,189
Wabasha	11,888,840	90.47	516,665	1,252,082	9.53	54,425	13,140,922	571,090
Wadena	4,248,914	90.96	282,030	422,343	9.04	28,029	4,671,257	310,059
Waseca	6,485,666	95.77	359,023	286,528	4.23	15,857	6,772,194	374,880
Washington	6,861,109	66.44	300,763	3,466,367	33.56	151,920	10,327,476	452,683
Watonwan	6,205,514	89.09	326,753	759,698	10.91	40,014	6,965,212	366,767
Wilkin	6,489,783	94.19	373,600	400,231	5.81	23,045	6,890,014	396,645
Winona	14,321,953	94.12	618,630	894,081	5.88	38,648	15,216,034	657,278
Wright	8,237,942	80.33	447,540	2,017,667	19.67	109,587	10,255,609	557,127
Yellow Medicine	7,256,632	90.37	406,185	773,433	9.63	43,284	8,030,065	449,469
State Totals	840,832,593	90.91	43,089,682	84,056,578	9.09	4,226,965	924,889,171	47,316,647

CHAPTER IX

Accomplishments of the CSAH Program

The following tabulation shows the growth of the County State-Aid Highway Mileage and Apportionment since the initial apportionment in 1958.

<u>Year</u>	<u>Mileage</u>	<u>Apportionment</u>	<u>Accumulative Apportionment</u>
1958	29,003.30	\$23,895,255	
1959	29,128.00	26,520,631	\$50,415,886
1960	29,109.15	26,986,118	77,402,004
1961	29,177.31	29,195,071	106,597,075
1962	29,183.50	28,398,346	134,995,421
1963	29,206.63	30,058,060	165,053,481
1964	29,250.40	34,655,816	199,709,297
1965	29,285.26	35,639,932	235,349,229
1966	29,430.36	36,393,775	271,743,004
1967	29,493.85	39,056,521	310,799,525
1968	29,614.63	45,244,948	356,044,473
1969	29,610.06	47,316,647	403,361,120

The benefits of the State Aid program to the counties is reflected in the allocation of over \$400,000,000 for aid in constructing and maintaining an integrated system of nearly 30,000 miles of State Aid Roads. This \$400 million was distributed approximately 240 million for construction and 160 million for maintenance. Under the method of distribution prior to the passage of Amendment No. 2 only \$250,000,000 would have been distributed to the counties for construction and maintenance during this 12 year apportionment period.

Specific State Aid accomplishments of the 1958-68 period are listed as follows.

<u>Work Item</u>	<u>Value of Work</u>	
	<u>Miles</u>	<u>Amount</u>
Grading	8,100	\$105,000,000
Base Courses	9,500	95,000,000
Bituminous Surfaces	7,300	50,000,000
Concrete Pavement	45	5,000,000
Bridges (number)	500	21,000,000
Miscellaneous Work	-	7,000,000
TOTAL		<u>\$283,000,000</u>

The above data is based on a total of approximately 6,600 projects. Included in the \$283,000,000 value of work is \$65,000,000 Federal Aid Secondary Funds.

In the 1958-68 period, 1,478 construction projects were undertaken in 580 of the 767 municipalities under 5,000 population. This means that over 75 percent of the smaller municipalities have had some direct improvement from the County State-Aid Highway funds.

In summary, the accomplishments of the 1958-68 period have made substantial improvements in the 30,000 mile County State-Aid Highway System. The quantity and quality of these accomplishments were made possible by the passage of Amendment #2 and enabling legislation.