SALT

S = STATE
A = AID
for
L = LOCAL
T = TRANSPORTATION

Established in 1957 by Minnesota Statutes Chapter 162 and Minnesota Rules Chapter 8820
About State Aid

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

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

SALT administers funding that supports more than 120,000 miles of roadway and almost 14,700 bridges.

WE work FOR you!
# ABOUT STATE AID

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SALT – Central Office

- Principal Role: Administer the distribution of funding
  - Distribute funds for highway maintenance and construction to counties, cities, and townships
- Other roles:
  - Provide Technical Assistance
    - Highway and bridge design
    - Construction and maintenance
  - Authorize funds for bridge construction
  - Coordinate locally funded projects
  - Provide overall management of the State Aid System
    - Consistency of Rules interpretation
    - Equitable division of funding
State Aid Administration

www.dot.state.mn.us/stateaid/

Julie Skallman
- State Aid Engineer/Division Director
- Legislative questions
- Mn/DOT policy questions & complaints
- 651 3664831 julie.skallman@state.mn.us

Rick Kjonaas
- Deputy State Aid Engineer
- Legislative questions
- Funding groups
State Aid Operations

- Minnesota Rule Chapter 8820
  - www.revisor.leg.state.mn.us/arule/8820/
- Standards for Rural & Urban designs
- Natural Preservation Routes (NPR), Forest Highway (FH), State Park Road Standards
- Bike Path Standards
- Variance Procedures
- Federal Aid Projects
  - Stewardship Plan
State Aid Plans Unit

- Review/approve state aid funded plans
- Facilitate Variances
- Assist with Rules and Standards issues
- Assign project numbers
- Review and authorize payment requests in Districts
- Establish policy and provide guidance via manuals and websites
Federal Aid Plans Unit

- Local federal aid projects
- Review/approve/process environmental documentation
- Review/approve plans
- Review/approve design exceptions
- Facilitate bid awards
- Prepare project agreements
- Review and Authorize payment requests for agreements with federal funds
District State Aid Engineers

- 1 DSAE and at least 1 Assistant per District
- Primary Role: Liaison to local agencies
  - State Aid responsibilities
    - Needs review
    - Plan approval/processing
    - Construction review/approval
  - Assist in local issues as needed.
- Greg Coughlin in Metro
  - 651 234-7761
State Aid Funding
Apportionments

- State Aid apportionments are made in accordance with Minnesota constitution, laws and rules
- Mn/DOT uses the MN Highway Users Tax Distribution Fund (HUTDF) to allocate funds to local governments
Apportionments

- 95% of the HUTDF is apportioned as follows:
  - 62% to the trunk highway fund
  - 29% to county state aid highway fund
  - 9% to the municipal state aid fund

- The remaining 5% is set aside for these three funds:
  - Town Road Account
  - Town Bridge Account
  - Flexible Highway Account
Minnesota Highway Users Tax Distribution Fund

GAS TAX REVENUE
$848,900,000
2011 Estimate

MOTOR VEHICLE TAX
$543,000,000
2011 Estimate

MOTOR VEHICLE SALES TAX
54.5%
$259,000,000
2011 Estimate

Interest, leased vehicle, fees
$4,500,000
2011 Estimate

TOTAL HIGHWAY USERS FUND
$1,655,000,000

(2011 dollars used in this slide)
CSAH Funds

- Regular CSAH fund is computed as follows:
  - 50% based on “NEEDS”
  - 30% based on CSAH lane miles
  - 10% based on motor vehicle registration
  - 10% based on equalization
- For 2011, it is approximately $349 million

- Excess Sum CSAH is computed as:
  - 40% registration
  - 60% needs
- For 2011, it is $92 million
MSAS Funds

☐ MSAS funds are computed as follows:
  ■ 50% based on “NEEDS”
  ■ 50% based on population

☐ For 2011, it is approximately $139 million
County Maintenance and Construction Funding

- 40% of the regular and municipal state aid allocation is set aside for maintenance of the county state aid system
- 60% is set aside for construction costs
What is included in the State Aid System?

- TH = Trunk Highway
  - 87 Counties
- CSAH = County State Aid Highway
  - 142 Cities Over 5000
- MSAS = Municipal State Aid Street
- Town Road & Bridge
Trunk Highways – 11,897 miles
State Aid Routes:
CSAH - 30,507 miles
MSAS - 3,382 miles
Trunk Highways – 11,897 miles
Local Roads – 90,029 miles

Trunk Highways – 11,897 miles

State Aid Routes:
CSAH - 30,507 miles
MSAS - 3,382 miles

Local Roads – 90,029 miles

Total – 135,836 miles
State Aid is governed by three entities:

- Screening Boards
- Rules Committee
- Variance Committee
Screening Boards

- Members are appointed by the Commissioner and include one engineer from each District, two engineers from Metro, and representatives from the largest cities or counties in the state.
- County screening board reviews needs of the CSAH system.
- City screening board reviews needs of the MSAS system.
Rules Committee

- Oversees State Aid rules for operations
- Members are selected by the officers of the statewide Association of Minnesota Counties and League of Minnesota Cities.
  - Includes one county member from each District, and no more than five county commissioners. At least four members must be county highway engineers.
  - Includes one city member from each district plus the first class cities.
Variance Committee

- Reviews all requests to deviate from State Aid standards
- Meet in March, June, September and December
- Once a variance is given, it cannot be revoked
- Members are appointed by the Commissioner, and consist of:
  - County Engineers
  - County Commissioners
  - City Engineers
  - City or elected officials
Questions?