

MAP-21 Review

Small Group Discussion Input Sheet

MAP 21 Transportation Funding

9:30 – 11:45

Policy issues for discussion:

NHPP Questions

Until performance targets are determined, should NHPP apportionment be transferred to STP to manage the current program?

How should NHPP funds be allocated (current target formula, revised target formula, centrally programmed, etc.)?

Should NHPP funds be used on non-MnDOT principal arterials?

STP Questions

Minnesota's performance on the National Highway System (NHS) and Interstate System could impact apportionment available for the STP program:

Apportionment would automatically be transferred from STP to the NHPP program if Interstate performance targets are not met

Must demonstrate movement towards meeting performance targets on the NHS system

Transportation Alternatives Questions

Should the funding for TA projects be managed statewide or should it be provided to the ATPs via a formula?

How does MnDOT use the 50% available statewide for TA projects?

How are the competitive grant processes managed?

Does Minnesota continue to fund the Recreational Trails program

Congestion Mitigation and Air Quality Questions

Current practice has been to program all CMAQ funds in the Twin Cities Metro area; should this continue? Or should it be distributed to all nonattainment and maintenance areas (Metro, Duluth, and St Cloud)?

Should MnDOT program any of the CMAQ funds for MnDOT use?

Should measures and targets identified in the CMAQ plan change the focus of types of projects selected to ensure greatest emissions and congestion reduction?

HSIP questions

When should we begin to update the SHSP and how will this plan be best coordinated with HSP CVSP?

What percentage of HSIP funding should go toward non-infrastructure/behavioral strategies?

Should some HSIP funds be managed on a Statewide basis, rather than allocated to ATPs?

Will Minnesota's current interim goal of fewer than 350 fatalities by 2014 be the MAP-21 "State Performance Target" and what are the impacts of this or other targets?

MAP-21 Transportation Funding, continued

Are there additional policy issues?

What is the key policy issue on this list and why?

Planning Provisions

12:30 – 1:30

Policy issues for discussion:

What do performance measures look like for smaller MPOs? Bi-state MPOs?

Do our existing Area Transportation Partnerships sufficiently incorporate the input of nonmetropolitan local officials?

How do we balance the call for performance based planning with the call for greater involvement of stakeholders?

Comments on these issues:

Technical Sessions 1:

1:30 – 2:45

- **Freight**
- **Transit**

Policy issues for discussion:

Transit

Pending FTA guidance, how should the revised Elderly and Disabled (Sect 5310) program be implemented in Minnesota—statewide or separate Metro/Greater MN?

How should Minnesota try to influence FTA guidance for the new Asset Management and Safety programs and revised Urbanized, Non-Urbanized and Elderly & Disabled programs?

Freight

How will the National Freight Network impact the Minnesota IRC system?

Will MnDOT’s investment strategies for roadways be impacted by National Freight Network?

Will the Statewide Freight Plan identify projects (recommended)? What is a Freight Project?

Truck Size and Weight harmonization

Truck Parking at state rest areas

Comments on these issues:

Technical Sessions 2

2:45 – 3:45

- Environmental Streamlining
- Tribal Transportation
- Intelligent Transportation Systems
- Research
- Alternative Finance

Policy issues for discussion:

Environmental streamlining

MAP-21 requires the US DOT to get public input for ideas for additional categorical exclusions. This is currently underway. What ideas do you have?

MAP-21 emphasizes programmatic approaches to the environmental review process. What ideas or suggestions do you have that would help with programmatic mitigation? (a Minnesota example is the wetland banking program)

ITS

How will ITS projects compete with traditional projects in a performance based plan?

Should federal funds be used for operations of ITS systems

Research

MnDOT is supportive of funding SHRP 2 implementation

MnDOT will likely compete for funding in all three categories: Reliability, Capacity and Renewal

MnDOT is pursuing lead state status on projects that support our Strategic Vision and position us as a global leader.

Alternative Finance:

Organizing P3 Office that oversees Project Procurement Processes and ensures Transparency

Municipal Consent Risk for Private Investors

Negotiation of Cost Participation with Trunk Highway Funds

Ongoing broad enabling legislation that gives flexibility to use all tools and techniques being promoted by Federal Government

Dedicated State Funding Match for P3 and Economic Development Projects

Debt Service Limit Policy and Availability payment P3s

Accounting for Value of P3 Procurements vs. Traditional

Finding Projects where the Private Sector is interested

Technical Sessions 2

Comments on these issues: