



Welcome to the MAP-21 MnDOT Review



Moving Ahead for Progress
in the 21st Century

Your Destination... Our Priority





Derrell Turner

Federal Highway
Administration
Division
Administrator

Opening Session
September 6, 2012

Illinois Public Transportation Association
Annual Conference



Your Destination... Our Priority



Overview of Presentation

- ▶ What is MAP-21?
- ▶ What does it mean for FTA grantees?
- ▶ Highlights of new and consolidated program changes



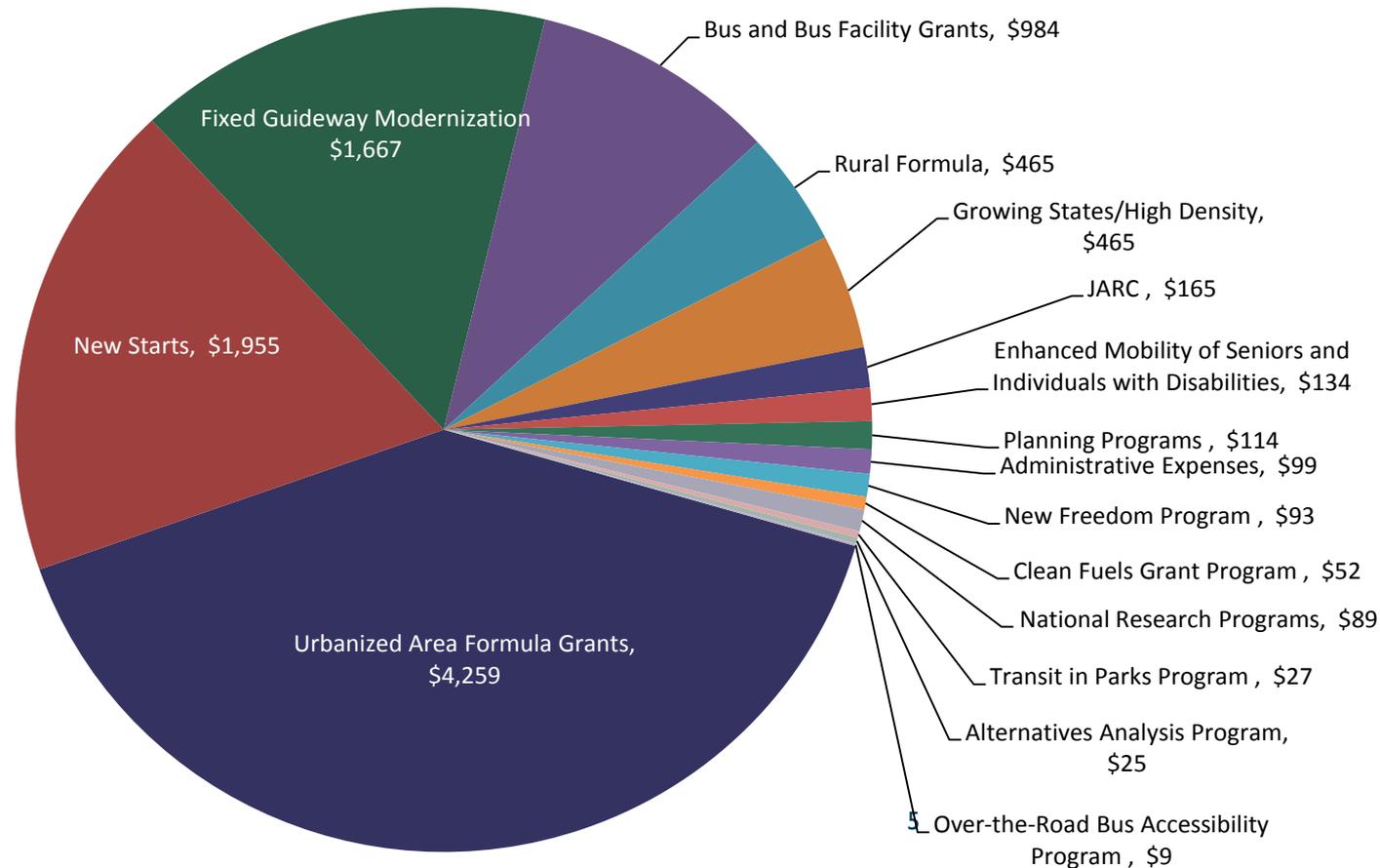
Moving Ahead for Progress in the 21st Century Act (MAP-21)

- ▶ Signed into law by President Obama on July 6, 2012
- ▶ Extends current law (SAFETEA-LU) through September 30, 2012
- ▶ Goes into full effect October 1, 2012
- ▶ Authorizes programs for two years, through September 30, 2014



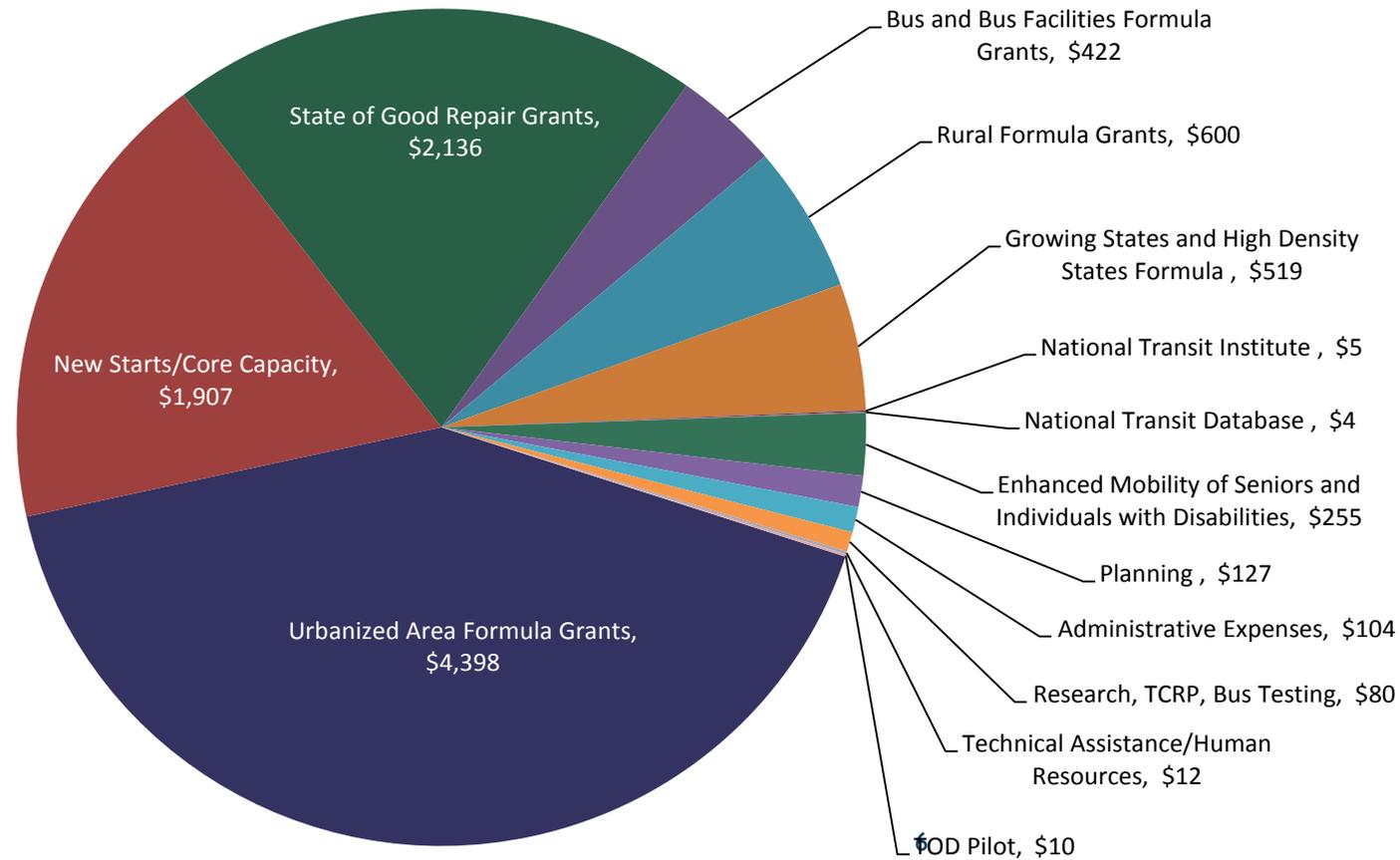
Current Authorized Funding

FY 2012 Authorized Funding = \$10.458 Billion



MAP-21 Authorized Funding

FY 2013 Authorized Funding = \$10.578 Billion



Highlights of Program Changes

New

- Safety Authority (5329)
- State of Good Repair Grants (5337)
- Asset Management (5326)
- Bus and Bus Facilities Formula Grants (5339)
- Public Transportation Emergency Relief (5324)
- TOD Planning Pilot Grants (20005(b) of MAP-21)

Repealed

- Clean Fuels Grants (5308)
- Job Access and Reverse Commute (5316) [JARC]
- New Freedom Program (5317)
- Paul S. Sarbanes Transit in the Parks (5320)
- Alternatives Analysis (5339)
- Over-the-Road Bus (Sec. 3038 – TEA-21)

Consolidated

- Urbanized Area Formula Grants (5307) [JARC]
- Enhanced Mobility of Seniors and Individuals with Disabilities (5310) [New Freedom]
- Rural Area Formula Grants (5311)[JARC]

Modified

- Fixed Guideway Capital Investment Grants (5309)
- Metropolitan and Statewide Planning (5303 & 5304)
- Research, Development, Demonstration, and Deployment (5312)
- Technical Assistance and Standards (5314)
- Human Resources and Training (5322)



What MAP-21 Means for FTA Grantees

- ▶ Steady and predictable funding
- ▶ Consolidates certain transit programs to improve their efficiency
- ▶ Targeted funding increases particularly for improving the state of good repair
- ▶ New reporting requirements
- ▶ Requires performance measures for SGR, planning, and safety



Safety Program

- ▶ FTA granted new Public Transportation Safety Authority
- ▶ Provides additional authority to set minimum safety standards, conduct investigations, audits, and examinations
- ▶ Overhauls State Safety Oversight
- ▶ New safety requirements for all recipients



State of Good Repair (SGR) Grants

- ▶ Provides formula based funding to maintain public transportation systems in a “state of good repair”
- ▶ Funding limited to fixed guideway investments (essentially replaces 5309 Fixed Guideway program)
- ▶ Defines eligible recapitalization and restoration activities
- ▶ New formula comprises: (1) former Fixed Guideway formula; (2) new service-based formula; (3) new formula for buses on HOV lanes
- ▶ Funding: \$2.1 billion (FY 2013) authorized



Transit Asset Management Provisions

- ▶ FTA must define “state of good repair” and develop performance measures based on that definition
- ▶ Establishes National Transit Asset Management system
- ▶ All transit agencies must develop their own asset management plan; covers all transit modes



New

Bus and Bus Facilities Formula Program

- ▶ Provides capital funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus related facilities
- ▶ Replaces discretionary bus program
- ▶ Funding: \$420 million (FY 2013) authorized



New

Public Transportation Emergency Relief

- ▶ Assists States & public transportation systems with emergency related expenses
- ▶ Pays for protecting, repairing, or replacing equipment and facilities that are danger of failure or have suffered serious damage as a result of an emergency
- ▶ Funding: As appropriated by Congress



TOD Planning Pilot

- ▶ Creates a discretionary pilot program for Transit Oriented Development planning grants
- ▶ Eligible projects are related to fixed guideway or core capacity projects as defined in section 5309
- ▶ Funding: \$10 million (FY 2013) authorized



Urbanized Area Formula Grants

- Funds capital, planning, plus JARC–eligible activities
- Creates new discretionary ferries grants
- New takedown for safety oversight
- Funding: \$4.8 billion (FY 2013) authorized (including funds from the 5340 formula)



Enhanced Mobility of Seniors and Individuals with Disabilities

- ▶ Consolidates current 5310 and New Freedom program eligibilities into single formula program
- ▶ Requires FTA to establish performance measures
- ▶ Funding: \$255 million (FY 2013) authorized



Rural Area Formula Grants

- ▶ Provides funding to States for the purpose of supporting public transportation in rural areas
- ▶ Incorporates JARC–eligible activities
- ▶ Establishes \$5 million discretionary and \$25 million formula Tribal grant program
- ▶ Establishes \$20 million Appalachian Development Public Transportation formula tier
- ▶ Funding: \$630 million (FY 2013) authorized (including funds from the 5340 formula)



Fixed Guideway Capital Investment Grants

- ▶ Modifies New Starts and Small Starts project approvals by consolidating phases and permitting streamlined review in certain circumstances
- ▶ Core Capacity: New eligibility for projects that expand the core capacity of major transit corridors
- ▶ Funding: \$1.9 billion (FY 2013) General Fund Authorization



Metropolitan and Statewide Planning Program

- ▶ Requires MPOs that serve TMAs to include transit agency officials in their governing structures
- ▶ Requires states, transit agencies, and MPOs to establish performance targets; and establishes a national performance measurement system
- ▶ Funding: \$127 million (FY 2013) authorized



Research, Development, Demonstration, and Deployment

- ▶ Separates research from technical assistance, training and workforce development
- ▶ Creates a competitive deployment program dedicated to the acquisition of low or no emission vehicles and related equipment, and related facilities
- ▶ Funding: \$89 million (FY 2013) General Fund Authorization



Technical Assistance and Standards

- ▶ Provides competitive funding for technical assistance activities
- ▶ Allows FTA to development voluntary standards and best practices
- ▶ Funding: \$7 million (FY 2013) General Fund authorization



Human Resources and Training

- ▶ Provides competitive grant program for workforce development
- ▶ Funding: \$5 million/year General Fund authorization
- ▶ Continues the National Transit Institute, but only through a competitive selection process
 - Funded with separate \$5 million/year Trust Fund authorization



Other Notable Provisions

- ▶ Buy America: Requires Annual Report to Congress on any transit waivers
- ▶ Veterans Preference: Includes preference language for transit construction projects
- ▶ Privatization: Includes several provisions for promoting private sector participation
- ▶ Bus Testing: Establishes performance standards and “Pass/Fail” requirements for new model buses
 - Including safety performance standards



FTA MAP-21 Website

www.fta.dot.gov/map21



U.S. Department of Transportation
Federal Transit Administration



[Newsroom](#)

[Grants](#)

[Legislation & Law](#)

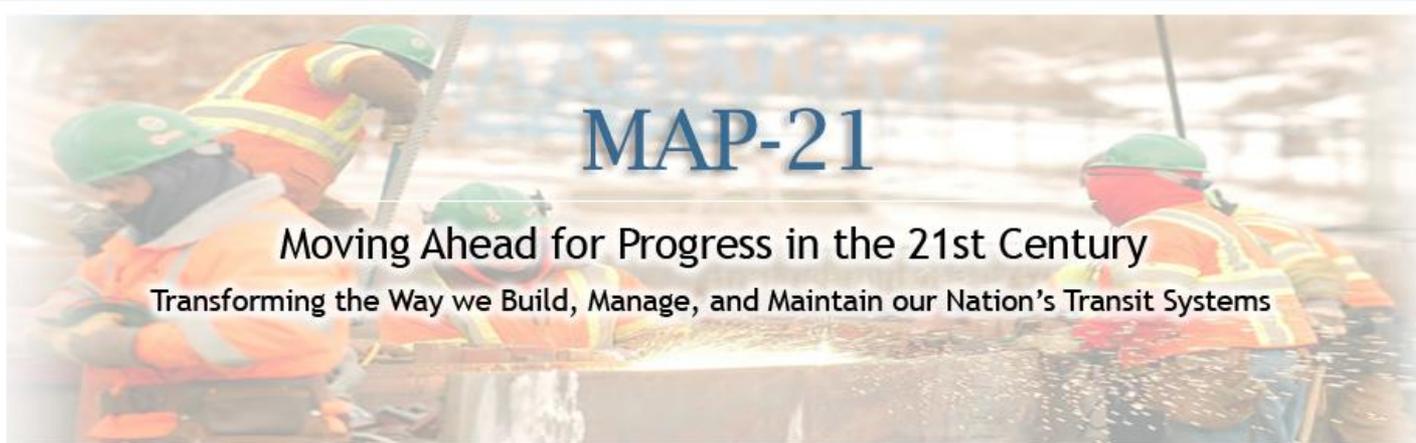
[About FTA](#)

[Civil Rights](#)

Search



[Advanced Search](#)



Visit this website often for information on FTA's implementation of MAP-21, including program information and guidance for grantees.

 Sign up for email updates on this topic.





Federal Transit
Administration
www.fta.dot.gov



Federal Transit Administration

Bill Wheeler

Federal Transit Administration Regional Representative





MAP-21

Themes and Issues

Serge Phillips
MnDOT Federal Relations

Your Destination...Our Priority



MAP-21

- ▶ Key themes:
 - Performance-based investment
 - National Highway System focus
 - Program consolidation and changes
- ▶ Issues
- ▶ Involvement



Performance Based Investment

- ▶ MAP-21 starts the transition to connecting transportation investments to specific, performance-based outcomes
 - New national goals establish outcomes
 - National performance measures will establish criteria for measuring progress toward those goals
 - State targets will measure progress toward goals
 - Federal funding tied to national priorities and achievement of targets



Performance Based Planning

- ▶ Requires consistency in state and MPO targets to achieve federal performance measures
 - Federal performance measures are still being developed
- ▶ Impact: Minnesota has already been utilizing performance measures as an accountability instrument, so is well-positioned to meet this challenge
- ▶ Question: How will the US DOT's performance measures impact state target setting?
- ▶ For statewide and Metropolitan planning, the scope of the planning process includes a new section on performance based planning and programming.



National Highway System

- ▶ Emphasis is on a new, expanded NHS system as the backbone of the national system
 - National Highway Performance Program gets the majority of highway funding
 - To preserve and maintain this system, minimum national conditions will be established for NHS and Interstate pavements and NHS bridges
- ▶ Impact: Meeting targets for pavement and bridge condition may require additional investment that will come from actual STIP projects and potential investments not on the interstate or NHS system



Program Consolidation

- ▶ Emphasis on investment and preservation of national highways
 - NHPP combines IM and Bridge in a new program that funds a backbone system with minimum conditions
 - STP is retained for local roads and off-system bridges, with no minimum conditions
 - Transit: Program consolidation, state of good repair
 - TA program: Expanded eligibility, but less funding



Program Consolidation

- ▶ The changes to the Surface Transportation Program (STP) formula program makes this the primary source of funding for minor arterials and off-system bridges
- ▶ Impact: This formula shift will affect funding distribution. Some STP funded projects in the current STIP may be deferred
- ▶ Impact: The off-system bridge funding requirement will obligate 15% of the funds without providing a new funding stream



Program Consolidation

- ▶ The new formula highway program Transportation Alternatives (TA) program consolidates enhancement and recreational trails programs
- ▶ Impact: Funding for these programs is significantly reduced. This will require difficult choices about priorities and distribution of resources
- ▶ Question: How will MnDOT identify projects for the available statewide apportionment (50% of TA funds)?



In Closing

- ▶ Key Themes
- ▶ MAP-21 Analysis by Technical Experts
- ▶ Feedback





MAP-21 Transportation Funding Overview

Mark Gieseke

MnDOT Capitol Programs and Performance Measures Director

Koryn Zewers

MnDOT Program Analysis & Management Director

Pat Bursaw

MnDOT Metro District Planning, Program Management &
Transit Director

Sue Groth

MnDOT Traffic, Safety & Technology Director

Your Destination... Our Priority



Outline

- ▶ **Overview: What's Old – Minnesota's Approach under SAFETEA-LU**
- ▶ **Highway Formula Funding Programs: What's New – MAP-21 Core Programs**
- ▶ **Impacts for the STIP: What's Next – Impacts to the STIP and MnDOT's Approach to Incorporating and Aligning with MAP-21**



Under SAFETEA-LU, MnDOT Treated Most Federal Funds as Green

- ▶ Federal Fund came to Minnesota under several programs
- ▶ Majority of Federal funds were distributed to the Area Transportation Partnerships (ATP)s
- ▶ ATPs selected the best projects
- ▶ MnDOT internally managed the funding



Apportionment vs. Obligation

- ▶ **Apportionment** is set in multi-year Authorization Bills (*MAP-21 was an Authorization Bill*)
 - Focuses on policy and overall funding
 - Provides an upper limit of contract authority (apportionments) for specific purposes/programs
 - Does not appropriate the money

- ▶ **Obligation Authority** set in annual Appropriations Bills
 - Provide real money to pay for the programs
 - Minnesota's **Obligation Authority** has averaged approximately 91% of **Apportionment** under SAFETEA-LU



Federal Fund Flexibility under SAFETEA-LU

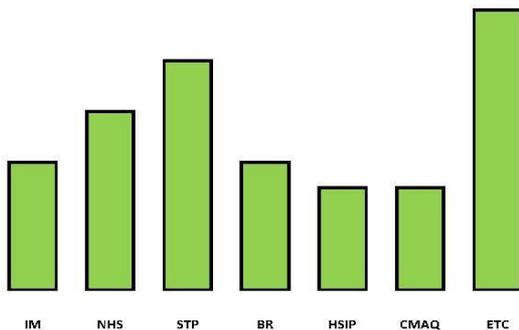
- ▶ Broad highway/transit capital eligibility
 - Allowed for transportation investments based on Minnesota's priorities rather than by federal apportionment distribution
- ▶ Transferability of apportionments within the Federal-aid programs (examples):
 - NHS to STP
 - BR to STP or NHS
 - IM to STP or NHS
- ▶ Federal-aid programs linked to “systems” not performance



Apportionment and Obligation Authority under SAFETEA-LU

APPORTIONMENT LEVELS

Distributed by Fund Category

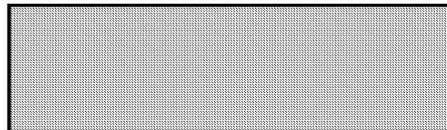


OBLIGATION AUTHORITY

Limitation on Spending

- Must be spent in fiscal year
- Not associated with a project

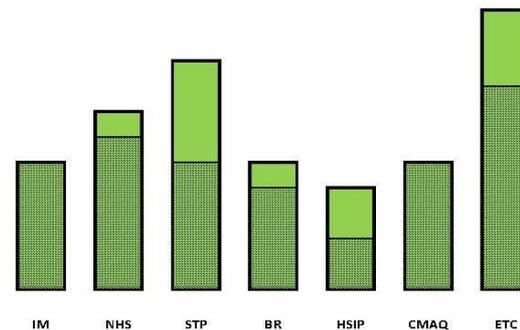
+



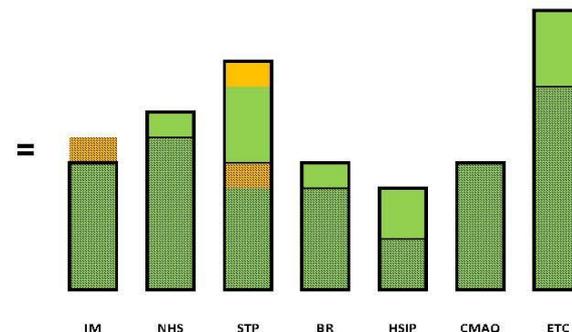
=

FED FUNDS SPENT & REMAINING APPORTIONMENT

Obligation Distributed across Apportionments
- Unspent apportionment accumulates

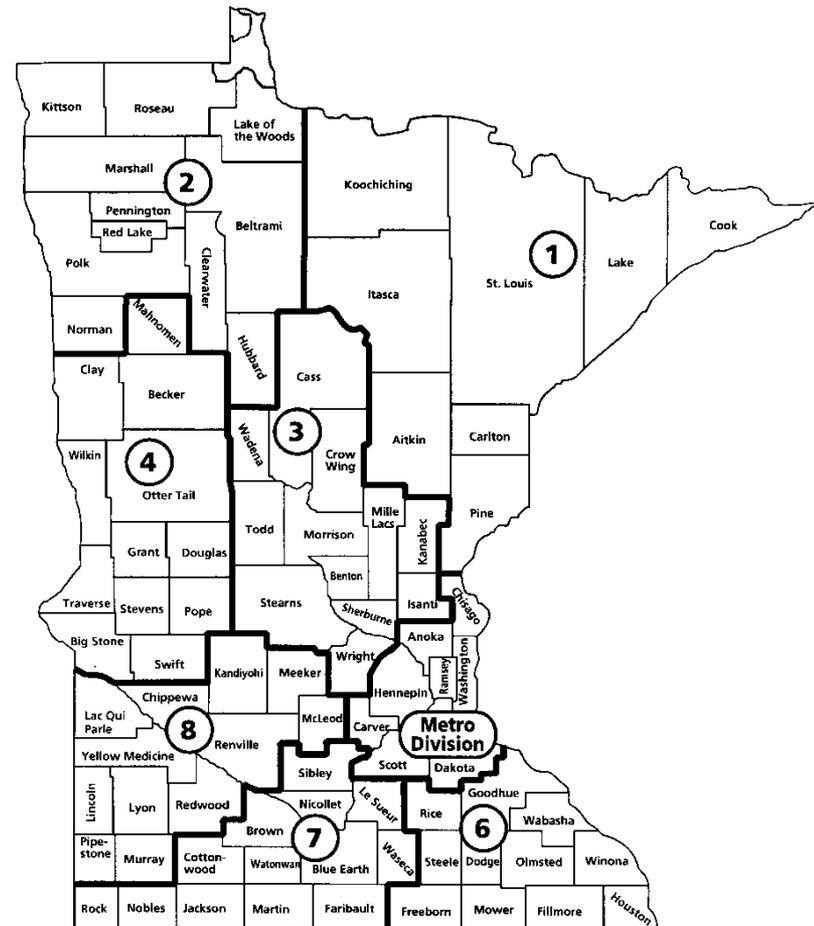


SAFETEA-LU provided Flexibility to Transfer between Programs



Federal Fund Target Formula Distribution to ATPs

- ▶ **Preservation (60%)**
 - Average Bridge Needs (20%)
 - HCVMT (5%)
 - Average Pavement Needs (35%)
- ▶ **Safety (10%)**
 - Fatal/A Injury Crashes (10%)
- ▶ **Mobility (30%)**
 - Congested VMT (15%)
 - Transit (5%)
 - Future VMT (10%)



Federal Fund Distribution under SAFETEA-LU

- ▶ Programmed Federal Funds \$525 M

- ▶ Standard Takedowns -\$53 M
 - *DNR Recreational Trails*
 - *Safe Routes to Schools*
 - *MPO Planning*
 - *Program Support/Delivery*

- ▶ Statewide Bridge/Corridor Fund -\$80 M

- ▶ ATP Target Funds \$392 M
 - *State Highway Projects*
 - *Local Road Projects*



Transition from SAFETEA-LU to MAP-21 *(\$ in millions)*

| MAP-21 Programs | SAFETEA-LU Programs | FY 2012 | FY 2013 |
|--|---|--------------|--------------|
| National Highway Performance Program (NHPP) | Interstate Maintenance, Bridge, National Highway System | \$308 | \$365 |
| Surface Transportation Program (STP) | STP (less Enhancements), Off-System Bridges, Coordinated Border | \$180 | \$168 |
| Highway Safety Improvement Program (HSIP) | HSIP, Rail | \$35 | \$40 |
| Congestion Mitigation and Air Quality (CMAQ) | CMAQ | \$32 | \$31 |
| Metropolitan Planning | Metropolitan Planning | \$4 | \$4 |
| Transportation Alternatives (TA) | Safe Routes to Schools, Recreational Trails, Enhancements, Other TA | \$24 | \$17 |
| N/A | Equity Bonus | \$42 | \$0 |
| Total Apportionment | | \$625 | \$625 |



Highway Formula Funding Programs



National Highway Performance Program (NHPP) – Changes

- ▶ Combines the Interstate Maintenance, Highway Bridge, and National Highway System Programs under a single new program
- ▶ Includes all Principal Arterials
- ▶ Approximately \$57 million in additional apportionment each year over SAFETEA-LU funding levels
- ▶ Matching requirements for each type of project remain
- ▶ Ability exists to transfer up to 50% of NHPP apportionment to STP, HSIP, CMAQ, and Metropolitan Planning programs



National Highway Performance Program (NHPP) – Changes

- ▶ Performance measures will be established by the Secretary
- ▶ NHS: Performance targets established by each state
- ▶ Interstates: Performance targets established by the Secretary
- ▶ Penalties if performance targets are not met



National Highway Performance Program (NHPP) – Policy 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?



Surface Transportation Program (STP) – Changes

- ▶ Apportionment for FY 2013 is approximately \$12 million less under MAP-21 for the STP program
- ▶ Project eligibility has changed:
 - Transportation enhancement projects are now eligible for Transportation Alternative funds
 - Off-system bridges will use STP funds
 - Coordinated Border projects now part of STP
- ▶ Transit capital continues to be eligible for STP funds
- ▶ Funding formula has changed:
 - MAP-21: 50% to any area of the state; 50% based on population
 - SAFETEA-LU: 37.5% to any area of the state; 62.5% based on population
- ▶ Primary federal funding source for projects on MnDOT's minor arterials and federal local non-NHS routes



Surface Transportation Program (STP) – Changes

- ▶ 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



Surface Transportation Program (STP) – Policy Questions

- ▶ How should MnDOT distribute the funds available for statewide use?
- ▶ Does the target formula need to change to accommodate STP formula changes?
- ▶ Until performance targets are determined, should NHPP apportionment be transferred to STP to manage the current program?



Transportation Alternatives (TA) – Changes

- ▶ Provides funding for Enhancements, Safe Routes to Schools, Recreational Trails, and other transportation alternative projects
- ▶ \$16.5 million in apportionment for FY 2013 (approximately \$7 million less than the apportionment for these programs under SAFETEA-LU)
- ▶ \$2.2 million in apportionment set aside for the Recreational Trails program
 - States can opt out of this provision prior to September 1st each fiscal year
 - If a state opts out, apportionment is transferred to CMAQ



Transportation Alternatives (TA) – Changes

- ▶ Competitive grant process required to fund projects
- ▶ Apportionment available to any area of the state (50% of funds) may be transferred to NHPP, STP, HSIP, CMAQ, and Metropolitan Planning apportionments.



Transportation Alternatives (TA) – Policy 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?



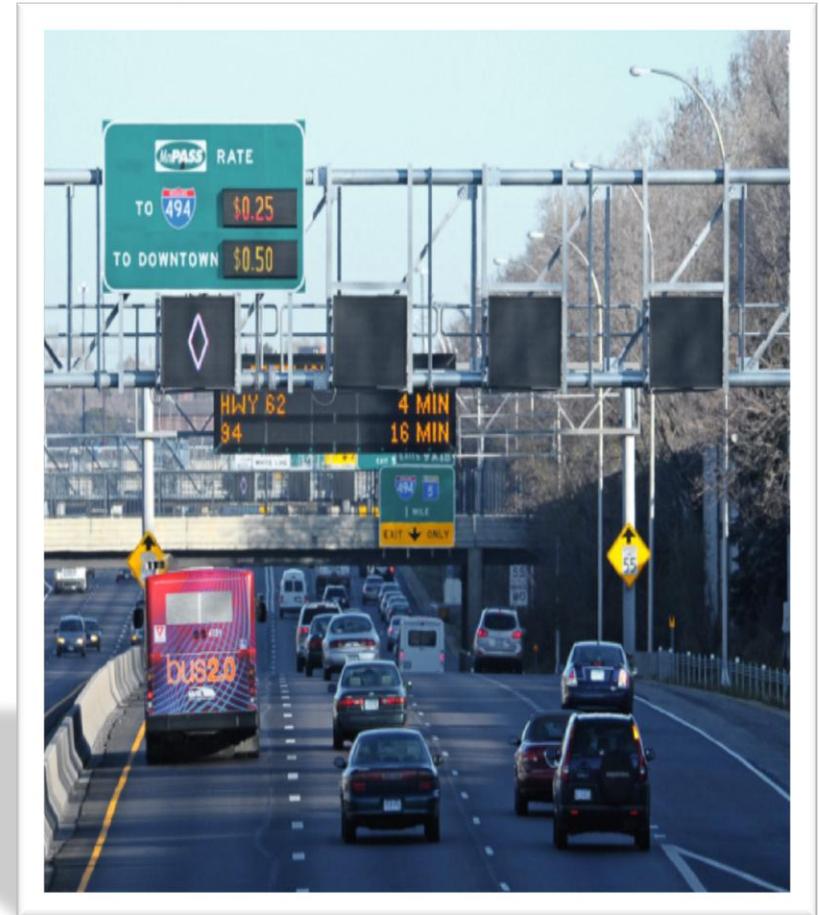
Congestion Mitigation & Air Quality (CMAQ) Improvement Program- Background

- ▶ Purpose: help states and metropolitan areas meet national air quality standards through projects that reduce emissions and improve congestion levels.
- ▶ Available to non-attainment and maintenance areas for certain pollutants.
- ▶ In Minnesota, Twin Cities, Duluth and St. Cloud have been eligible. Duluth and St. Cloud will reach attainment status in 2013-14 and no longer be eligible.



Congestion Mitigation & Air Quality (CMAQ) – Background

- ▶ Most projects have been in Twin Cities, selected through the Transportation Advisory Board (TAB) process.
- ▶ Eligible Projects Types:
 - Transit expansion (park/rides, vehicles, new service)
 - System management (signal timing, intelligent transportation technologies)
 - Transportation Management Organizations



Congestion Mitigation & Air Quality (CMAQ) – Changes

- ▶ Program is retained largely the same as under SAETEA-LU.
- ▶ CMAQ Performance Plan required, MPO responsibility.
- ▶ Additional project types spelled out for clarity and consistency– e.g. projects to improve incident and emergency response.



Congestion Mitigation & Air Quality (CMAQ) – Implications

- ▶ Minnesota receives approx. \$30M/year apportionment (same level as 2009).
- ▶ Twin Cities continues to be eligible; no projects programmed in Duluth or St. Cloud.
- ▶ Project eligibility clarified, stronger emphasis on projects that shift demand and improve mobility.
- ▶ Met Council must develop CMAQ plan; use USDOT measures and monitor and report progress.



Congestion Mitigation & Air Quality (CMAQ) – Policy 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?



Highway Safety Improvement Program (HSIP)

- ▶ Increase the level of funding for Minnesota by about \$10M
- ▶ Maintains current structure; adds requirement for regular updates of the SHSP
- ▶ Keeps setaside for rail–highway grade crossings (\$5.5M)
- ▶ No high risk rural roads setaside unless safety statistics worsen
- ▶ Secretary to establish measures and States to set targets for number of injuries and fatalities (and number per VMT)
- ▶ Strengthens link between HSIP and NHTSA Programs



Strategic Highway Safety Plans

- ▶ Must update Strategic Highway Safety Plan based on analysis of data one year after the Secretary establishes requirements
- ▶ Expands list of participants to SHSP
- ▶ Shall consider
 - Location of fatal and serious crashes
 - Locations that possess risk factors for potential crashes (systemic improvements)
 - Rural roads and safety audits
 - Pedestrian and bicyclist fatalities and serious injuries
 - Cost-effective improvements
 - Rail-highway grade crossings
 - All public roads (local and tribal lands)
- ▶ Penalty if no SHSP



Eligible HSIP Projects

- ▶ Strategies, activities, and projects on any public road, or bicycle or pedestrian pathway/trail including:
 - Intersections
 - Rumbles strips and stripes
 - Rail–highway crossing protective devices
 - Elimination of roadside hazards
 - Projects to maintain minimum levels of retro–reflectivity (pavement markings and signs)
 - Planning
 - Data improvement
 - Road Safety Audit



Special Rules

- ▶ High-Risk Rural Roads
 - If Fatality Rate on rural roads increases over a 2-year period, required to obligate 200% of high-risk rural roads from FY 2009 – For Minnesota this would be \$3 Million (\$1.5M for 2009).
- ▶ Older Driver
 - If Fatality and Serious injuries per capita for persons over 65 increases over a 2-year period, the state shall be required to address Older Drivers in the SHSP base on the “Highway Design Handbook for Older Drivers and Pedestrians”



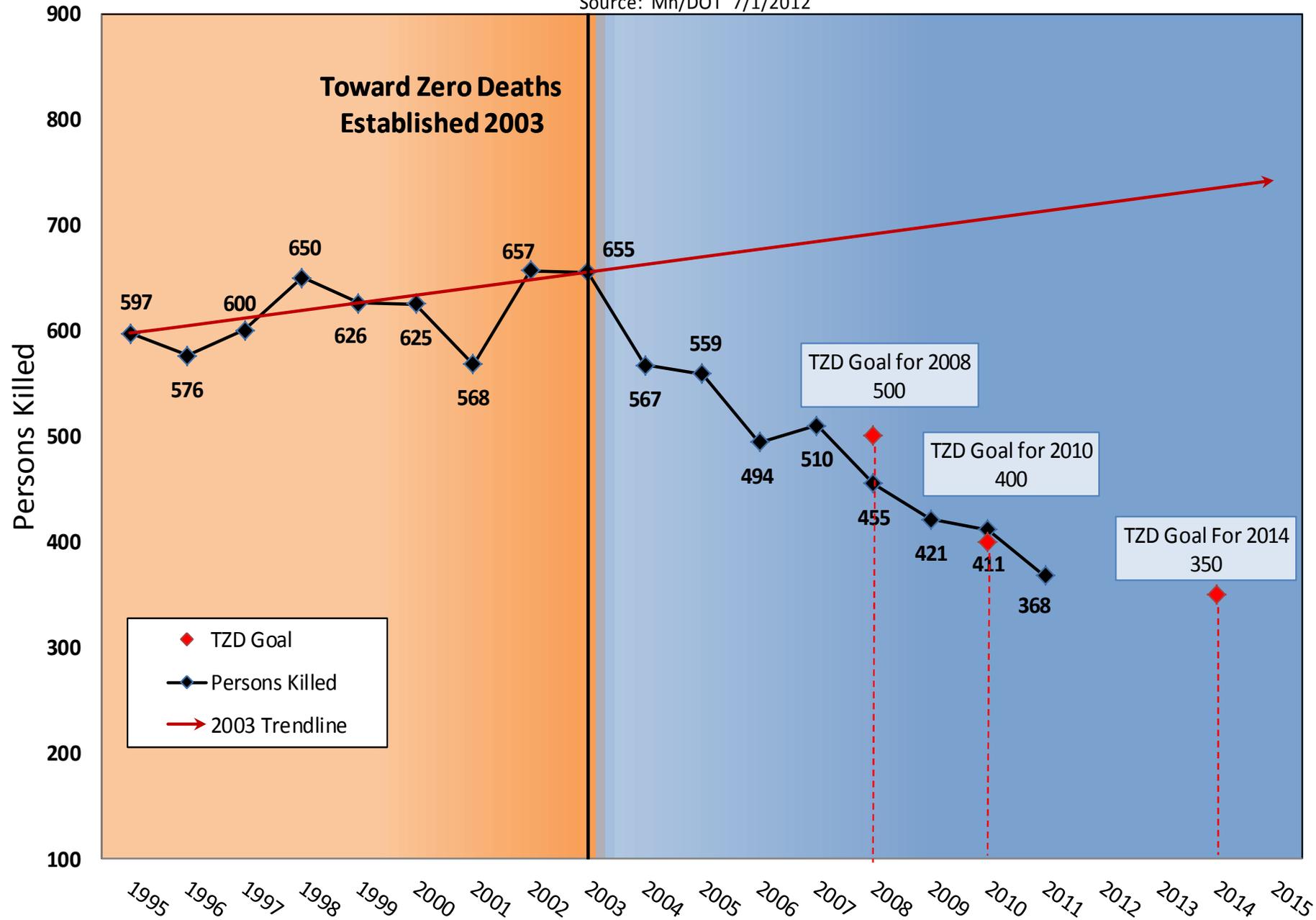
Performance Targets for Safety

- ▶ To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
 - Within 18 months the Secretary shall promulgate rulemaking that establishes performance measures and standards
 - ** Serious injury and fatalities per VMT
 - ** Number of Serious injury and fatalities
 - Not later than 1 year after rulemaking, the States shall set performance targets – may be different for urban and rural



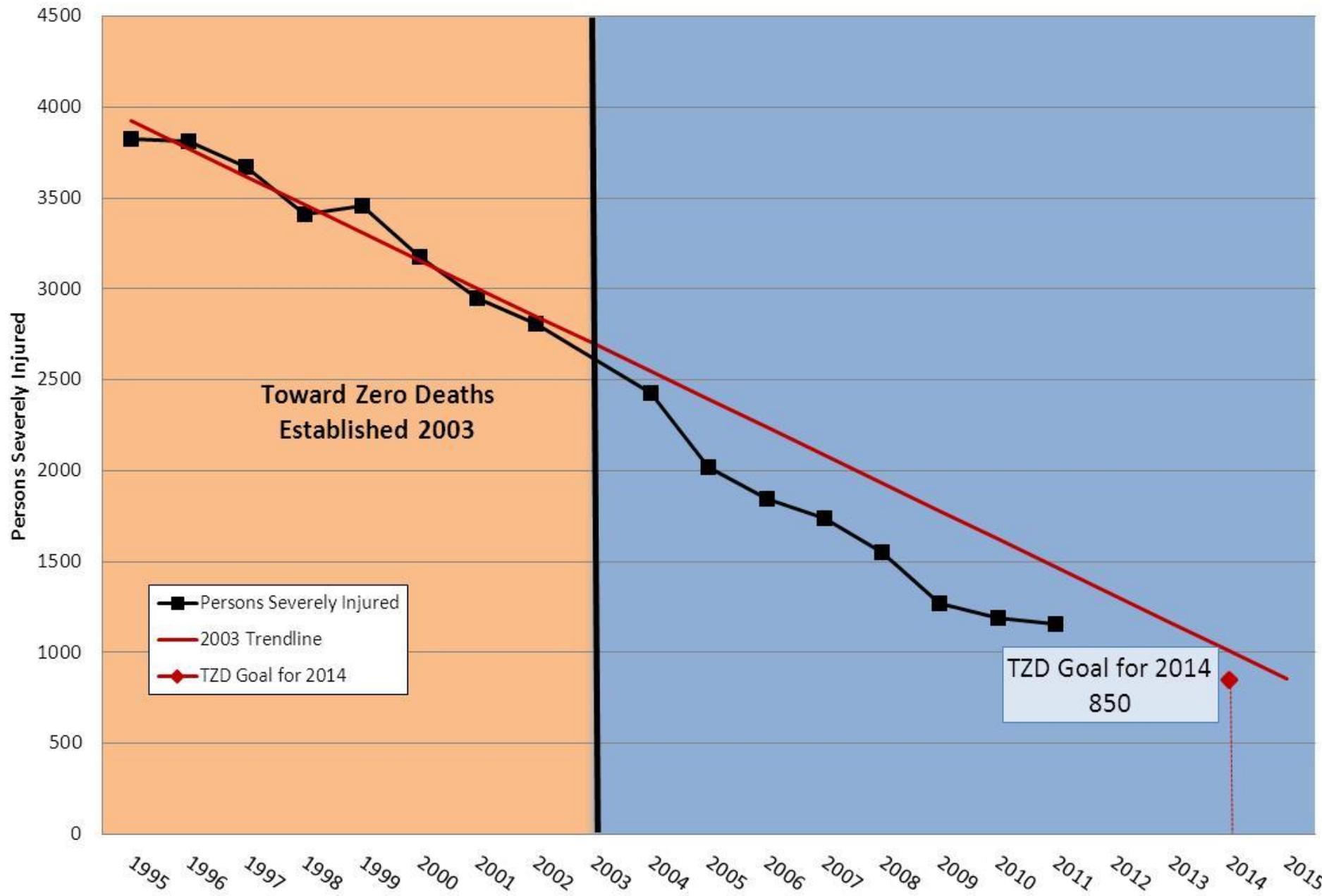
Minnesota Roadway Fatalities

Source: Mn/DOT 7/1/2012



Minnesota Traffic-Related Severe Injuries

Source: Mn/DOT 8/15/2012



NHTSA Safety – Behavioral

- ▶ Mn DPS – OTS expects to receive approximately the same level funding for behavioral programs as received in recent years; \$16,500,000 counting Repeat Offender (164AL) transfer funds.
- ▶ Some funding will be more flexible on which of the behavioral areas the funding can be spent (for example, seat belts and impaired driving) .



Safety – Behavioral

- ▶ MAP 21 reduces the number of funding sections/programs (only 402 and 405); however, the 405 section is further split into eight subsections with different requirements so the difference to OTS over previous years isn't noticeable.
- ▶ OTS will submit one application/plan for all the funding which will have as many subsections as separate apps had before. The due date of the application/plan to the regional NHTSA office is moved up to July 1 from September 1.
- ▶ At this point, the NHTSA is saying states will need to “meet specified criteria” for many of the funds. The criteria is unknown at this time until the rulemaking process is completed.



HSIP/Safety Policy Issues

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



Impacts for the STIP



MAP-21 Key Messages regarding Roadway Capital Programming

- ▶ Minnesota is receiving the same amount of funding, but it is appropriated differently
- ▶ Minnesota will have to realign its roadway capital program with funding and performance expectations of MAP-21
- ▶ MnDOT will work with its partners to reduce the impact of the transition to MAP-21
- ▶ Until MAP-21 is fully defined, it will be difficult to be fully flexible



Review of 2013–2016 STIP with regards to MAP-21 Appropriations

- ▶ Minnesota is under-programmed in NHPP and HSIP
- ▶ Minnesota is over-programmed in STIP and TA
- ▶ CMAQ funding is stable
- ▶ MPO Planning funds have not increased and now includes Mankato



Key Messages and Assumptions for Highway Capital Programming

- ▶ Minnesota is receiving the same amount of funding, but it is appropriated differently
- ▶ MAP-21 represents a change in the goals of the Federal program. Minnesota agrees with the spirit of MAP-21.
- ▶ Minnesota presumes that MAP-21 concepts will continue in the reauthorization, and so we will make long-term preparations to meet MAP-21 requirements.



Key Messages and Assumptions for Highway Capital Programming

- ▶ Minnesota will steer the mix of projects in the current STIP toward the MAP-21 program category levels.
- ▶ MnDOT will use available funding flexibility to meet project obligations in FY 13. Flexibility will be managed to ease the transition to MAP-21 programs for as long as possible.



Key Messages and Assumptions for Highway Capital Programming

- ▶ Until the due process determines otherwise, Minnesota will follow the MAP-21 suggested distribution of funds and historical distributions. MnDOT will not take over funding categories nor will money be flexed away from the NHPP for the sole purpose of maintaining the historical 70/30 split between MnDOT and locals.



Key Messages and Assumptions for Highway Capital Programming

- ▶ MnDOT will not use fund transfers until target objectives are satisfied. Then, funds can be transferred to investment needs with the highest risks.
- ▶ MnDOT will work with its partners to reduce the impact of the transition to MAP-21
- ▶ There is still a role for the ATP. MnDOT will encourage decision making at the ATP level wherever possible.



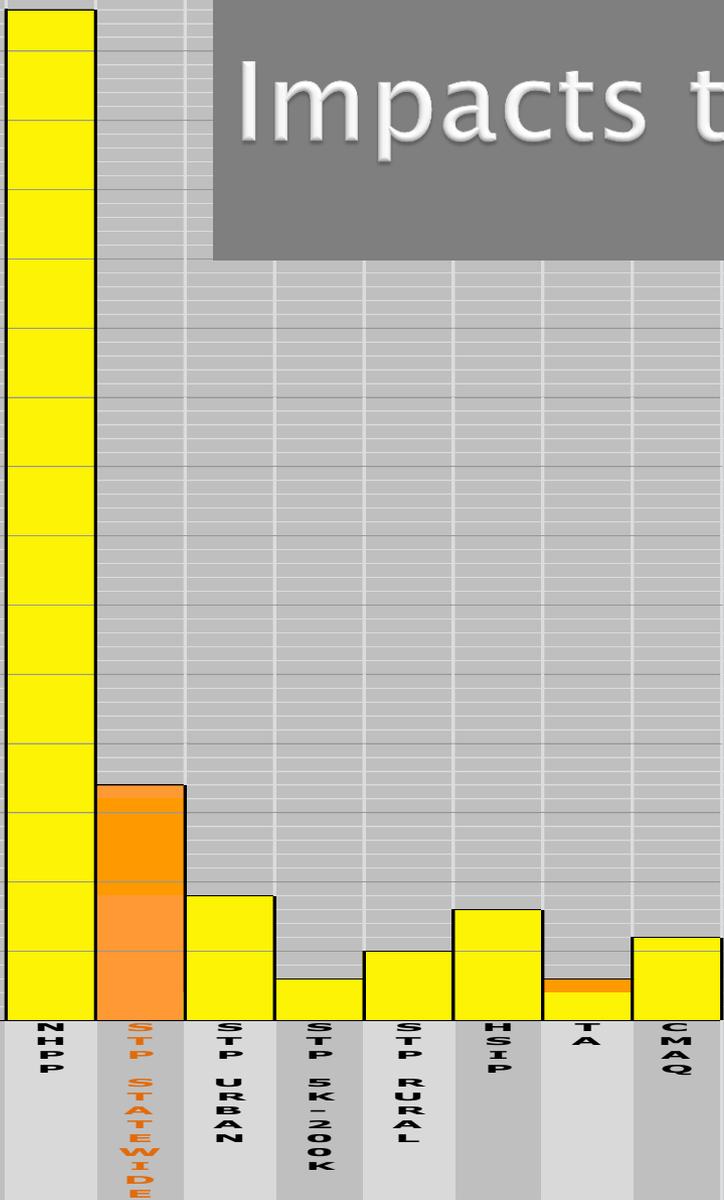
Review of 2013–2016 STIP with regards to MAP–21 Appropriations

- ▶ Minnesota is under-programmed in NHPP and HSIP
- ▶ Minnesota is over-programmed in STIP and TA
- ▶ CMAQ funding is stable
- ▶ MPO Planning funds have not increased and now includes Mankato

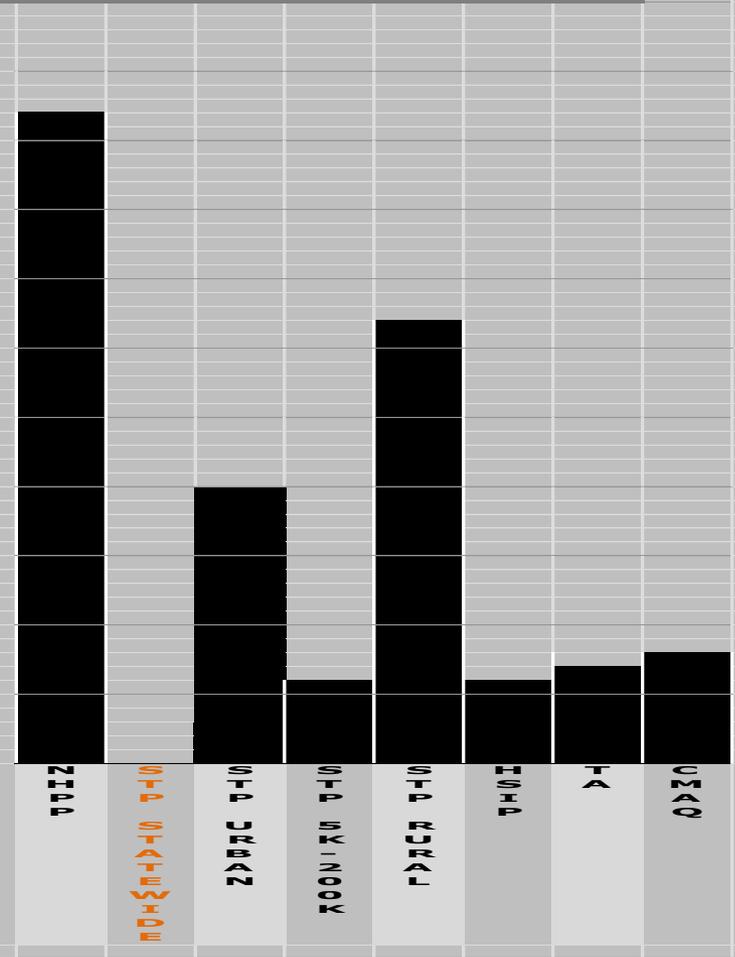


Impacts to 2013 STIP

\$375 M
\$350 M
\$325 M
\$300 M
\$275 M
\$250 M
\$225 M
\$200 M
\$175 M
\$150 M
\$125 M
\$100 M
\$75 M
\$50 M
\$25 M
\$0 M



MAP-21 Appropriation
How we received the funds



FY2013 STIP
How we programmed the funds

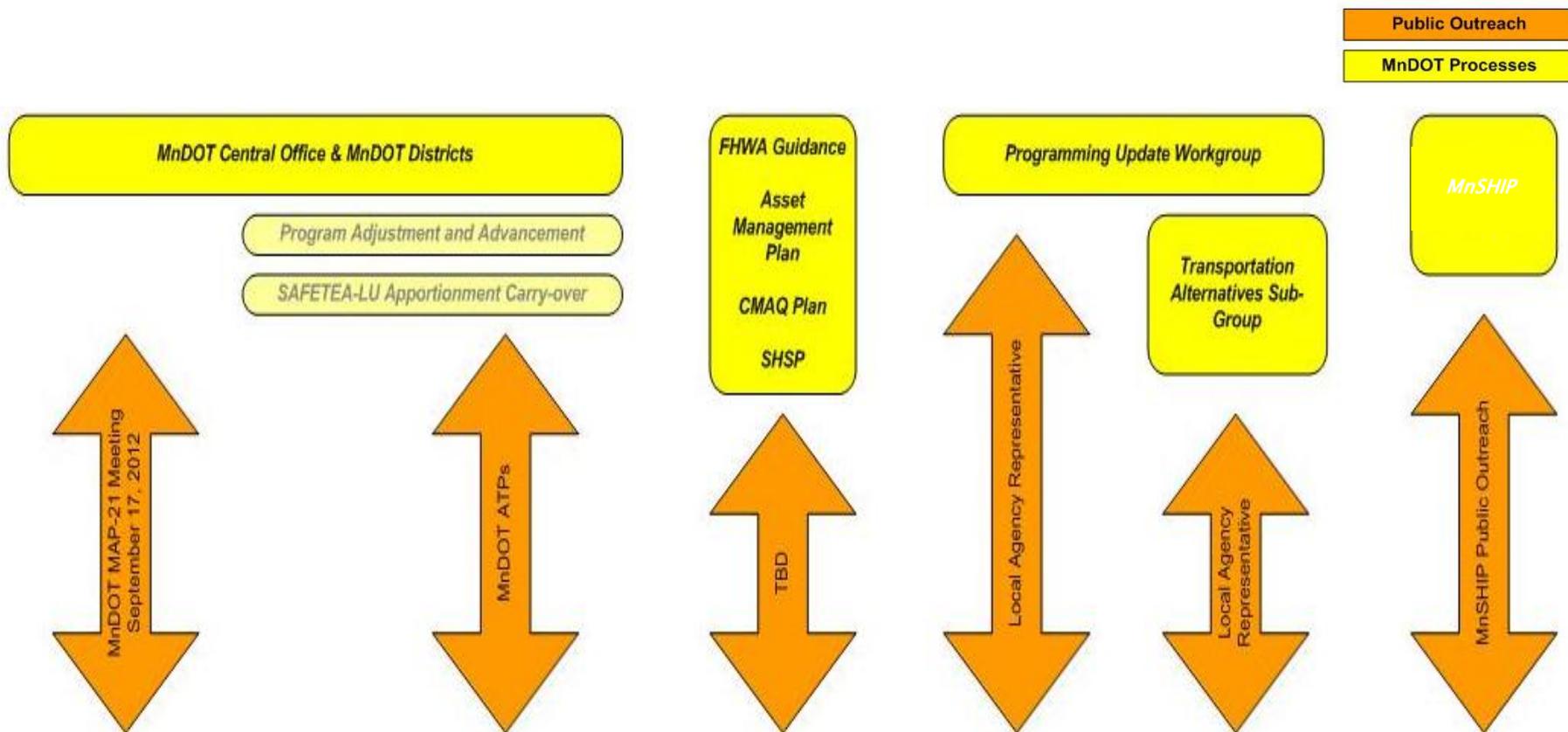


Impacts to 2013–2016 STIP

- ▶ Committed to SFY2013 Projects
- ▶ Working to provide as much flexibility as possible
- ▶ SFY2014–SFY2016 likely to see some changes
- ▶ Need to align the STIP (and the Program) with the funding and performance expectations of MAP-21
- ▶ Remaining SAFETEA-LU Appropriations may be used to impacts as we transition to MAP-21



MAP-21 - MnDOT's Approach to Programming/Investment Planning



Workgroup Charge Short Term

1. Provide recommendations to TPIC on investment direction for the 2014–17 STIP.
 - A. How to honor commitments in the STIP.
 - B. How to address over and under-programming in the new program categories.
 - C. What should be the interim program mix.
 - D. How do we transition to the new mix.



Workgroup Charge Long Term

2. Review MAP-21 and policy questions, identify policy issues, and make recommendations to TPIC.
 - A. How should funds be divided between MnDOT and local agencies?
 - B. Which funds should be distributed by ATP's?
 - C. How should the Transportation Alternatives program be structured?
 - D. Should the District/ATP target formula be changed?



Programming Update Workgroup

- ▶ Co-chair: Mark Gieseke – OCPPM
- ▶ Co-chair: Scott McBride – Metro District
- ▶ Jody Martinson – Greater MN Districts
- ▶ Steve Bot, City of St Michael – Cities
- ▶ Jake Huebsh, Region Five – RDCs
- ▶ Phil Wheeler, ROCOG – Greater MN MPOs
- ▶ Leslie Vermillion, Scott County – Counties
- ▶ Sue Miller, Freeborn – County Engineers
- ▶ Amy Vennewitz – Met Council
- ▶ Susan Moe – FHWA
- ▶ Mike Tardy – District 1
- ▶ Joe McKinnon – District 2
- ▶ Terry Humbert – District 3
- ▶ Shiloh Wahl – District 4
- ▶ Greg Paulson – District 6
- ▶ Lisa Bigham – District 7
- ▶ Patrick Weidemann – District 8
- ▶ Pat Bursaw – Metro District
- ▶ Mark Nelson – OSMP
- ▶ Jean Wallace – PARI
- ▶ Merry Daher – State Aid
- ▶ Keith Shannon – Material
- ▶ Bill Gardner – OFCVO
- ▶ Cassandra Isackson – TDA
- ▶ Karla Rains – Customer Relations
- ▶ Mike Schadauer – Transit
- ▶ Kevin Gutknecht – Communications
- ▶ Sue Groth – Traffic
- ▶ Nancy Daubenberger – Bridge
- ▶ Tracy Hatch – Finance
- ▶ Ed Idzorek – Operations
- ▶ Sergius Phillips – Government Affairs



Transportation Alternative Sub-Group to the Programming Update Workgroup (preliminary list)

- › Co-Chair: Brian Gage – OCPPM
- › Co-Chair: Scott Bradley – Environmental Stewardship
- › Carol Zoff – Environmental Stewardship
- › Koryn Zewers – OCPPM (Chris Berrens, alternate)
- › Sergius Phillips – Government Liaison
- › Lynnette Roshell, State Aid for Local Transportation
- › Lynne Bly – Multimodal Planning
- › Pat Bursaw – Metro District/Met Council Liaison
- › Susan Miller, Freeborn County – Counties
- › Steve Bot, City of St Michael – Cities
- › Kristie Billiar – ADA
- › Amber Blanchard – Historical Bridges
- › Robert Williams – Safety Rest Areas
- › Lisa Bender – Safe Routes to Schools (Non-Infrastructure)
- › Mao Ying – Safety Routes to Schools (Infrastructure)
- › Kathleen McFadden – Historical Roadside Structures
- › Tim Mitchell – Bicycle and Pedestrian Safety Program
- › Traci Vibro, DNR – Recreation Trails (Andrew Korsberg, DNR, alternate)
- › Holly Slagle – Scenic Byways
- › Mary Jackson – Complete Streets



Questions and Comments

- ▶ Questions for the Panel

