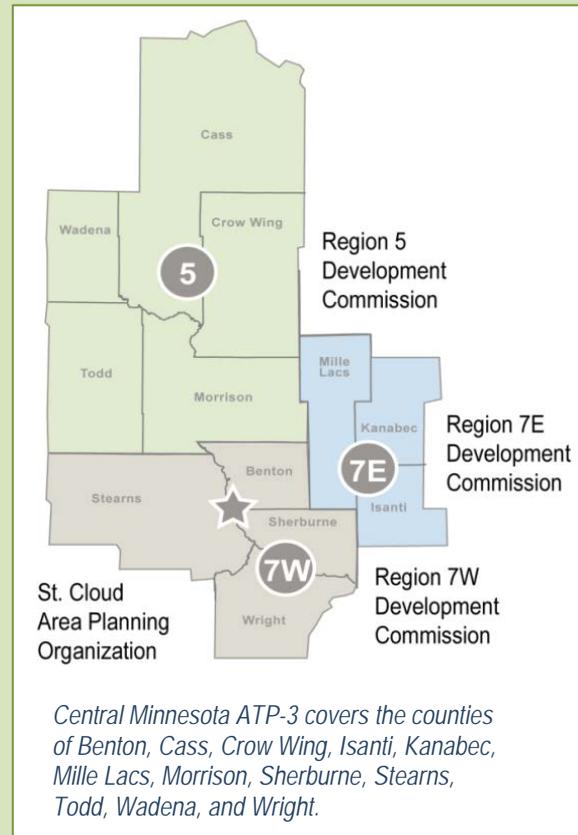


What is an Area Transportation Partnership (ATP)?

The Area Transportation Partnerships (ATPs) were created by MnDOT in the early 1990's to emphasize greater public involvement, enhance regional planning and increase cooperation development of Minnesota's State Transportation Improvement Program (STIP). There are eight ATPs throughout Minnesota.

Each year, we develop an Area Transportation Improvement Program (ATIP). The ATIP lists the state, regional and local transportation priorities for most of the area encompassed by MnDOT District 3. The regional priorities listed in the ATIP are then recommended for inclusion in Minnesota's STIP.



When developing the ATIP, we consider the transportation priorities of the region's Regional Development Commissions (RDCs), Metropolitan Planning Organizations (MPOs) and MnDOT District Offices.

Who is represented?

ATP Membership consists of 18 voting and six non-voting (ex-officio) members, which possess broad, multi-modal and multi-jurisdictional perspectives. Representation includes MnDOT, Regional Development Committees, Metropolitan Planning Organizations, city, county, and tribal governments, plus area public transit providers.

Voting Members (18)

MnDOT District 3	2
Region 5 Development Commission	2
East Central Regional Development Commission	2
Region 7W Transportation Policy Board	2
St. Cloud Area Planning Organization	2
County Engineer - northern half of District 3	1
County Engineer - southern half of District 3	1
City Engineer - northern half of District 3	1
City Engineer - southern half of District 3	1
Leech Lake Band	1
Mille Lacs Band	1
Rural Transit	1
St. Cloud Metropolitan Transit Commission	1

Non-Voting Members (6)

MnDOT District 3 Staff – ATP-3 Facilitator	3
RDC 5 Staff	1
RDC 7E Staff	1
Tribal Nation Advisor	1



Schedule of Activities

September – January: Solicit projects

February: Develop regional lists

March – April: Develop Draft ATIP

May: Public Review and Comment

June: Submit Final ATIP to MnDOT Central Office

July – August: STIP Approval by Commissioner

September – October: STIP Approval by Federal Transportation Authorities

More information

Learn more about the Central Minnesota ATP-3, including member contacts, meetings schedules and minutes, policies, program plans and investment opportunities, visit www.mndot.gov/d3/atp/

Contact us

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Central Minnesota ATP-3

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Central Minnesota Area Transportation Partnership



ATP-3

A Partnership with a vested interest in Central Minnesota Transportation



www.mndot.gov/d3/atp

What is the STIP? And, what projects are eligible for funding?

The STIP is a comprehensive four-year schedule of state and local transportation projects eligible for federal highway and transit funding. The STIP must list all transportation projects that seek federal funding under Title 23 (highway) of the U.S. Code and Title 49 (transit) under the U.S. Code and all regionally significant projects requiring action by the federal transportation authorities.

MnDOT updates the STIP annually. MnDOT also prepares guidance to assist each region's ATP members when producing its annual Draft ATIP.

The Central Minnesota ATP has an Operations and Policy Manual (online at www.mndot.gov/d3/atp/) to guide its governance and operations, including the development and management of its ATIP.

Projects eligible for federal funding consideration

	Roadways New alignment, expansion, reconstruction, reclamation, recondition, and resurfacing
	Bridges Replacement and rehabilitation
	Safety Improvements designed to reduce the number and severity of crashes
	Transportation Alternatives Bike trails/paths, sidewalks, pedestrian facilities, scenic byway corridor enhancements, safe routes to school improvements, etc.
	Transit Capital Replacement and refurbishment of public transit buses

State agencies; state aid eligible counties and cities with a population greater than 5,000; and tribal governments may apply directly for federal funding. Cities under 5,000 population, townships, and quasi-government/non-profit agencies may be eligible for some federal programs but will require sponsorship of their application and project by a qualifying state aid county or city.

How does the ATP's investment process work?

The ATP works with the area's regional planning partners when developing the Draft ATIP's locally-sponsored projects, and with MnDOT District 3 when developing projects for the trunk highway system.

Regional planning partners, including the Region 5 Development Commission, East Central Regional Development Commission, Region 7W Transportation Policy Board and St. Cloud Area Planning Organization play a key role in the solicitation, review, and selection of projects recommended for the ATP Managed Program. These regional partners also provide technical assistance to applicants seeking federal TAP funding, and assist the ATP when scoring projects and ranking project applications.

Developing the Trunk Highway system project list for the Central Minnesota Draft ATIP is closely linked to the annual development of MnDOT District 3's 10-year Capital Highway Investment Plan (CHIP). The CHIP is developed through a collaborative process between MnDOT District 3, specialty and central office staff.

Projects in years 1-4 of District 3's CHIP are considered to be "committed" and are recommended for funding and inclusion in the ATIP. Projects in years 5-10 of District 3's CHIP have more uncertainty and are considered "planned."

The Central Minnesota Draft ATIP begins to take form after the local transportation priorities of the regions within District 3 are merged and integrated

with MnDOT District 3's recommended priorities. The ATP then takes action to approve the Draft ATIP and forwards the project recommendations to MnDOT District 3's District Engineer. The District Engineer then reviews the document and submits it, along with any changes or comments, to MnDOT Central Office in St. Paul.



MnDOT Central Office then integrates the Central Minnesota ATP's Draft ATIP with the seven other regional ATP's Draft ATIPs to produce the draft Minnesota STIP. After it is finalized, the MnDOT Commissioner forwards the Minnesota Draft STIP to the Federal Highway Administration and the Federal Transit Administration for formal approval.

How are transportation improvements categorized?

MnDOT has established several investment programs for the ATPs and MnDOT District Offices to help support statewide planning goals and objectives.

The individual programs are tailored to attain declared national and state transportation system performance targets, while ensuring sufficient investment in local transportation needs.

Each investment program has its own unique focus and set of criteria. Generally speaking, programs intended to invest in local road systems are administered by the ATPs while programs that are intended for improvements on the State trunk highway system are administered by MnDOT.

Primary investment program categories used in the Draft ATIP

Program	Source	Applicant	System eligibility
Statewide Performance Program	Federal National Highway Performance Program (NHPP) and State Trunk Highway matching funds Federal National Highway Performance Program (NHPP) and State Trunk Highway matching funds	MnDOT District Offices Distribution - Performance based	Principal Arterial roadways
District Risk Management Program	Federal Surface Transportation Program (STP) and State Trunk Highway funds	MnDOT District Offices Distribution - System needs, size and use formula	Principal and Non-Principal Arterial roadways
ATP Managed Program	Federal STP Funds	City, county, and tribal governments and public transit providers	Any Federal aid eligible route or public transit system
Transportation Alternatives Program (TAP)	Federal TAP funds	City, county, and tribal governments and select non-profits	Transportation enhancements, Safe Routes to School, and Scenic Byways
Highway Safety Improvement Program (HSIP)	Federal HSIP funds	MnDOT District Offices and City, County, and Tribal governments	Any Federal Aid eligible route