

**Minutes**  
**Region 7W Transportation Policy Board (TPB)**  
**Minnesota Department of Transportation (MnDOT)**  
**District 3 B Headquarters Building, St. Cloud, Minnesota**  
**Room – Lewis North**  
**February 21, 2020**

**MEMBERS PRESENT**

A. Jake Bauerly..... Benton Co.	Rob Olson..... Wright Co. Cities
Jack Brosh .....Benton Co. Cities	Joe Perske ..... Stearns County
John Dietz ..... Sherburne Co. Cities	Mike Potter .....Wright Co.
Dale Graunke ..... Wright Co. Cities	Jim Rothstein (Chair).....Stearns Co. Cities

**MEMBERS ABSENT**

Raeanne Danielowski..... Sherburne Co.	Nick Stay.....Sherburne Co. Cities
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**EX-OFFICIO MEMBERS PRESENT**

Stephanie Castellanos..... MnDOT D3	Jon Mason..... MnDOT D3
Kelvin Howieson ..... MnDOT D3	Mary Nieken..... MnDOT D3
Jeff Lenz ..... MnDOT D3	Steve Voss..... MnDOT D3

**GUESTS PRESENT**

Stacy Morse .....Congressman Emmer’s Office

**CALL TO ORDER AND INTRODUCTIONS**

- Meeting was called to order by Chair Rothstein and introductions were made.

**APPROVAL OF THE SEPTEMBER 20, 2019 MINUTES**

- Motion by Mr. Perske, second by Mr. Potter to approve the September 20, 2019 meeting minutes with no changes or additions. Motion carried.

## FY 2020-2023 LOCAL FEDERAL PROJECT UPDATE

### *Federal Local Projects*

- Review of the projects on the list. The majority of the projects have been approved or already completed. Benton County's trail project in Foley (S.P. 005-090-003) has been sent to Central Office.
- Currently waiting for plans on Sherburne County's Great Northern Trail (S.P. 071-090-005) project and the City of Big Lake's SRTS crossing improvement (S.P. 232-591-001) project.
- Benton County's CSAH 8 (S.P. 005-608-009) reclamation project and Sherburne County's CSAH 1 project (S.P. 071-601-024) will be advanced to this summer.

### *Highway Safety Improvement Program (HSIP)*

- Review of the projects on the list. All but one project has been sent to MnDOT's Central Office. Benton County's CSAH 8 rumble strip project (S.P. 005-070-007) may be advanced.

## TRANSIT VEHICLE FUNDING UPDATE AND OTHER TRANSIT ITEMS

- Mark Nelson of MnDOT's Office of Transit and Active Transportation updated Region 7W TAC members last week on changes within the Transit Office. Mr. Voss updated TPB members on Transit Office's activities from Mr. Nelson's presentation.
  - There are two rural transit systems in Region 7W, i.e. Tri-CAP and Trailblazer Transit. The St. Cloud Metro Bus system is located in the St. Cloud Area Planning Organization's boundaries.
  - Work has been taking place to:
    - Make transit investment decision-making transparent;
    - Make future funding levels more predictable; and
    - Align investments with local and statewide objectives.
  - Systems are developing five-year plans.
  - An Advisory Committee, which includes both rural and small urban systems has been created and will become a standing committee. All systems are invited to participate on the committee. Gary Ludwig, Trailblazer Transit, and Amy Christensen, Tri-CAP Transit, are participating on the committee.
  - For FY 2020-2023, \$482.5 million will be available in state and federal funds, excluding 5307 Urbanized Area funds.
  - Solicited for two-year operations contract for Calendar Years 2020 and 2021. Five investment categories have been identified and defined. Those categories include:
    - Operations;
    - Vehicles;
    - Facilities/Large Cap;
    - New Service; and
    - Improvements.
  - Established a four-year program of projects through a solicitation. Identified vehicles for replacement through 2023 but continue to procure through annual contracts.

## FY 2021-2024 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) FUNDING GUIDANCE

- The State Transportation Improvement Program (STIP) Guidance for FY 2021-2024 was reviewed. Mr. Voss proceeded to review the funding targets for both the ATP-led and MnDOT funding programs that will be used for the development of the Draft FY 2021-2024 ATIP.
- The ATP-led programs include:
  - The ATP Managed Surface Transportation Block Grant Program (STBGP) targets for FY 2021-2024 changed slightly. In FY 2021, funding dropped from \$9.6 million to \$9.5 million. In FY 2022, the amount remained at \$9.5 million. In FY 2023, the target increased to \$9.9 million and in FY 2024, the target increased to \$10.4 million.
  - The FY 2021-2024 funding for the STBGP Transportation Alternatives (TA) and Highway Safety Improvement Programs (HSIP) remained the same. There will be \$1.6 million available each year for the TA program and \$3.4 million each year for the HSIP program. HSIP funds are distributed through a competitive statewide solicitation.
  - At ATP-3's January meeting, two alternatives to address the funding reductions in FY 2021 and FY 2022 were discussed.
    - The first option would have the Regions manage the reductions in the first two years and the increase in the third year. The second option would have MnDOT manage the reductions/increase in the first three years of the program.
    - ATP-3 determined to have MnDOT manage the decreases in the first two years and increase in the third year. As a result, the resulting increase of \$300,000 will be added to the FY 2024 funding, which will increase the balance to \$10.7 million. Each Region's percentage was assigned to the \$10.7 million. Region 7W receives the largest percentage of the four Regions at 33 percent. For FYs 2021-2024, Region 7W will be programming almost \$13 million (FY 2021-\$3.135 million; FY 2022-\$3.135 million; FY 2023-\$3.267 million; and FY 2024-\$3.432 million).
  - There has been a change on how MnDOT program-related funding will be managed in the STIP. In the past, the funding was broken into several categories but in an effort to streamline funding for the Districts, funding is now being put into three primary categories: Federal, State, and Bond funds. Previously, funding was targeted to the Statewide Performance Program (SPP), the District Risk Management Program (DRMP) and the Highway Safety Improvement Program (HSIP). These programs (e.g., SPP, DRMP, and HSIP) still exist to assist the District's in their project planning and project selection, but once the project enters the STIP, Districts will be able to manage their funds through the three more general funding sources.
- FY 2021-2024 Funding Guidance information is attached:
  - **Attachment 1** - ATP-3 Managed Program, Local HSIP funds and TA program;
  - **Attachment 2** - MnDOT District 3;

- **Attachment 3** - ATP-3 Regional total amounts, based on the target percentages for FY 2021–2024; and
- **Attachment 4** – ATP-3'S Selected Option for Managing Increases in ATP Managed Program Funding, FY 2021 to FY 2024
- At the TAC meeting last week, TAC members were encouraged to adjust their cost estimates for inflation to reflect year of construction dollars when programming projects in the STIP. As much as possible, TAC members were asked to verify that inflation is taken into account for applications received since projects are capped once in the STIP and any overruns over the STIP amount would become the local agency’s responsibility.
  - At the January ATP-3 meeting, concern was raised by an ATP member over the inflation factors and the apparent deflation that was shown in 2019. MnDOT’s Economic Policy Analyst, noted in 2018 and 2019, MnDOT experienced double digit inflation. In 2019, inflation totaled 19 percent. He anticipates that because inflation has been so high for the past couple of years that there is likely to be a correction taking place over the next few years, thus the negative inflation.

## **REGION 7W TRANSPORTATION ADVISORY COMMITTEE (TAC) FY 2024 FEDERAL SURFACE TRANSPORTATION PROGRAM BLOCK GRANT (STPBG) FUNDING LOCAL TRANSPORTATION PROJECTS RECOMMENDATION**

- Mr. Lenz and Mr. Byrd, Benton County’s Public Works Director, representing the Region 7W Transportation Advisory Committee (TAC), presented the TAC’s recommendation for the FY 2024 Federal Local Projects.
  - Discussion on the recommendation. Mr. Byrd indicated TAC members had taken into consideration the technical aspects of each project, the benefits derived, ADA compliance as well as looking at equity between the four counties.
  - A question was raised with regard to Sherburne County’s CSAH 13 project in Elk River on the project’s benefits as vehicles may not be able to travel to Main Street due to turning restrictions. Attempts to reach the City of Elk River’s engineer by phone to clarify the situation were not successful.
- Motion by Mr. Potter, second by Mr. Bauerly, to approve the Region 7W TAC FY 2024 Locally-Sponsored Federal Transportation Candidate Projects Ranking Recommendation, as shown on **Attachment 5**, with a provision to award the funds to projects ranked No. 3 and No. 4 in the event the No. 2 ranked project, Sherburne County CSAH 13 Elk River project, access issues were not clarified. Motion carried.

## **REGION 7W TAC FY 2024 TRANSPORTATION ALTERNATIVES (TA) PROGRAM PROJECTS RANKING RECOMMENDATION**

- Mr. Lenz reviewed the TA program process and Region 7W’s role in the process. For FY 2024, there is \$1.6 million available in TA funds. Regions 7W and 5 each received 5 applications, Region 7E received 1 application and the St. Cloud Area Planning Organization received 2 applications for a total of 13 TA projects submitted. He further indicated the 14-member TA subcommittee will be meeting on March 10 to review the projects and make their recommendation to the ATIP

Committee. Regional and equity points will be added to each project's technical score, which is determined by averaging the reviewers' technical scores.

- Mr. Lenz and Mr. Byrd presented the TAC's Region 7W FY 2024 TA program candidate projects ranking recommendation.
  - At the TAC's February meeting, presentations from all of Region 7W's TA applicants took place.
  - Discussion on the City of Rice's Fox Meadow project.
  - The City of Elk River's CSAH 12 and 13 Trail Gap Segments project was ranked as No. 1 and would receive ten regional significant points and Sherburne County's Zimmerman Community Transportation Alternatives project was ranked as No. 2 and would receive five regional significant points.

Motion by Mr. Potter, second by Mr. Dietz, to approve the Region 7W TAC FY 2024 Transportation Alternatives Program Candidate Projects Ranking Recommendation, as shown on **Attachment 6**. Motion carried.

### **DISTRICT 3 DRAFT FY 2021-2024 CONSTRUCTION PROGRAM**

- Mr. Voss reviewed MnDOT's Draft FY 2021-2024 construction program. The document is currently a work in progress and is not finalized. The first three years reflect any changes to the program and adding projects in FY 2024. For the first three-years of the program, the majority of the work will be taking place in the southern half of the District.
  - Changes are reflected using color coding and comments are added in the last column. Several factors have resulted in projects being delayed or changes to the projects. Those factors include:
    - If bids come in higher than what was planned for projects in the first three years, it can have an impact on the FY 2024 projects.
    - At the beginning of the program, there was more funds available at the beginning of the four-year program as a result of the Chapter 3 funded projects finishing up.
    - Additional funds had to be identified for the Interstate 94 projects (Clearwater to Monticello/Hasty to Clearwater) as it was determined to add concrete work. Reviewed the benefits, maintenance, etc. that was included with that project and determined to go with the concrete work.
  - Work will be continuing to develop the program and the finalized Draft will be submitted to MnDOT's Central Office mid-April.

### **DISTRICT 3 FREIGHT PLANNING INITIATIVES**

- Ms. Castellanos, MnDOT District 3's Public Engagement Coordinator, updated ATP-3 members on the District's freight planning initiatives.
  - District 3 Freight Plan Update
    - Since District 3 is the last District to complete the Manufacturer's Perspective Study, it will be the only Freight Plan that will have the immediate information included in the Plan.
    - Review of the various tasks and their status and key findings.

- Discussion on agricultural products that are being shipped throughout the Region. Question was raised on whether farmers delivering agricultural products, such as turkeys to Jennie-O, etc. are being accounted for in the figures. Ms. Castellanos indicated she would verify with MnDOT's Central Office on how this type of agricultural activity is being included.
- TPB members requested a copy of the PowerPoint be emailed to them.
- Manufacturer's Perspectives Study
  - Face-to-face interviews with 125 key manufacturers, shippers and freight carriers have now been completed. Data from interviews are being edited and compiled for analysis.
  - The final report will be compiled; however, as a result of the interviews, immediate short-term actionable items have been provided to the District throughout the process. As a result, manufacturers with immediate needs are being contacted for further feedback and information.
  - A final report on the study's outcomes and findings will be completed by fall 2020. A master action list will be provided in the final report.

## **REGION 7W LONG RANGE TRANSPORTATION PLAN UPDATE**

- Mr. Mason reviewed with TPB members the work that has taken place to date on the Region 7W Long Range Transportation Plan update.
  - Two meetings have been held to date.
    - The updated Plan's purpose has been defined as: "A fiscally constrained plan that analyzes and promotes additional funding to assist with transportation needs of the Region".
    - The main themes that have been identified are:
      - Contribute to annual project selection, scoring and selection;
      - Advance regional priorities local projects with potential regional significance; and
      - Communicate the needs of the Region.
  - Data collection activities are currently underway. Reviewing what information is currently available through various plans (county freight plans, airport system plans, transit, etc.).
  - MnDOT recently obtained a MetroQuest license, which will be used to reach out to the public, as well as continuing to work with Region7W committee members to determine existing conditions, demographic information, land use, a system inventory, review of any major developments that are scheduled or identified, etc. in Region 7W.
  - Will be holding a future meeting in the next couple of months with TAC members.
  - The next step is to bring the TAC members together for further discussion of results.
  - Discussion on Highway 23 coalition activities and studies.

## **MEMBERS REPORT**

- Mr. Potter – Updated TPB members on his trip to Washington, DC.

- Mr. Perske – Discussion on challenges being faced by townships and lack of funding. Discussed Stearns County’s projects.

## NEXT MEETING

- Over the last few years, the June meeting has been a joint meeting with TAC members. Discussion on a June meeting and potential conflict with the Minnesota Counties Engineers Association Summer Conference. June 5 had been selected as a potential date for a joint meeting.
- Mr. Brosh indicated the June 5 date would not work for his schedule. Mr. Brosh took first place in Minnesota’s Fall Maintenance Expo and will be competing in snowplowing at the National Western Snow and Ice Conference and Snow Rodeo in Colorado.
- Tentative date – June 5, 2020 - 9:30 a.m. – 12 Noon – MnDOT District 3B Headquarters Building in St. Cloud.

## OTHER BUSINESS

- None.

## ADJOURNMENT

Motion by Mr. Potter, second by Mr. Olson to adjourn the meeting. Motion carried.

Attested by:



Presiding Officer



Date

FY18-24 ATP Managed	7.2%	4.1%	10.1%	5.1%	8.4%	5.8%	4.6%	54.7%	100%
FY21-24 HSIP Formula ATP	7.2%	3.4%	14.8%	5.8%	9.8%	6.0%	4.8%	48.3%	100%

FIXED WITH FY18-21 GUIDANCE	FY2021	ATP 1	ATP 2	ATP 3	ATP 4	ATP 6	ATP 7	ATP 8	Metro	Statewide	FY20-23 Guidance
	ATP Managed STBGP	6,800,000	3,900,000	9,500,000	4,900,000	7,900,000	5,500,000	4,300,000	51,700,000	-	94,500,000
	Local NHS Pavement	-	-	-	-	-	-	-	-	3,380,000	3,380,000
	TBI for Met Council	-	-	-	-	-	-	-	850,000	-	850,000
	Local NHFP	-	-	-	-	-	-	-	28,150,000	-	28,150,000
	STBGP-TA Setaside	900,000	400,000	1,600,000	700,000	1,200,000	700,000	700,000	7,200,000	-	13,400,000
	HSIP (100% Oblig.)	1,700,000	800,000	3,400,000	1,300,000	2,300,000	1,400,000	1,100,000	11,100,000	-	23,100,000
	CMAQ	-	-	-	-	-	-	-	31,600,000	-	31,600,000
	<b>Total</b>	<b>9,400,000</b>	<b>5,100,000</b>	<b>14,500,000</b>	<b>6,900,000</b>	<b>11,400,000</b>	<b>7,600,000</b>	<b>6,100,000</b>	<b>130,600,000</b>	<b>3,380,000</b>	<b>194,980,000</b>

FY20-23 Guidance: FY20/22 - Held harmless from earlier targets

FIXED WITH FY19-22 GUIDANCE	FY2022	ATP 1	ATP 2	ATP 3	ATP 4	ATP 6	ATP 7	ATP 8	Metro	Statewide	FY20-23 Guidance
	ATP Managed STBGP	6,800,000	3,900,000	9,500,000	4,900,000	7,900,000	5,500,000	4,300,000	51,700,000	-	94,500,000
	Local NHS Pavement	-	-	-	-	-	-	-	-	3,500,000	3,500,000
	TBI for Met Council	-	-	-	-	-	-	-	-	-	-
	Local NHFP	-	-	-	-	-	-	-	34,000,000	-	34,000,000
	STBGP-TA Setaside	900,000	400,000	1,600,000	700,000	1,200,000	700,000	700,000	7,200,000	-	13,400,000
	HSIP (100% Oblig.)	1,700,000	800,000	3,400,000	1,300,000	2,300,000	1,400,000	1,100,000	11,100,000	-	23,100,000
	CMAQ	-	-	-	-	-	-	-	31,600,000	-	31,600,000
	<b>Total</b>	<b>9,400,000</b>	<b>5,100,000</b>	<b>14,500,000</b>	<b>6,900,000</b>	<b>11,400,000</b>	<b>7,600,000</b>	<b>6,100,000</b>	<b>135,600,000</b>	<b>3,500,000</b>	<b>200,100,000</b>

FY20-23 Guidance: FY20/22 - Held harmless from earlier targets

NEW GUIDANCE FOR FY2023	FY2023	ATP 1	ATP 2	ATP 3	ATP 4	ATP 6	ATP 7	ATP 8	Metro	Statewide	FY20-23 Guidance
	ATP Managed STBGP	7,000,000	4,000,000	9,900,000	5,000,000	8,200,000	5,700,000	4,500,000	53,400,000	-	97,700,000
	Local NHS Pavement	-	-	-	-	-	-	-	-	3,500,000	3,500,000
	TBI for Met Council	-	-	-	-	-	-	-	585,000	-	585,000
	Local NHFP	-	-	-	-	-	-	-	10,000,000	-	10,000,000
	STBGP-TA Setaside	900,000	400,000	1,600,000	700,000	1,200,000	700,000	700,000	7,200,000	-	13,400,000
	HSIP (100% Oblig.)	1,700,000	800,000	3,400,000	1,300,000	2,300,000	1,400,000	1,100,000	11,100,000	-	23,100,000
	CMAQ	-	-	-	-	-	-	-	31,600,000	-	31,600,000
	<b>Total</b>	<b>9,600,000</b>	<b>5,200,000</b>	<b>14,900,000</b>	<b>7,000,000</b>	<b>11,700,000</b>	<b>7,800,000</b>	<b>6,300,000</b>	<b>113,885,000</b>	<b>3,500,000</b>	<b>179,885,000</b>

FY21-24 Guidance: FY23 - Adjusted

NEW GUIDANCE FOR FY2024	FY2024	ATP 1	ATP 2	ATP 3	ATP 4	ATP 6	ATP 7	ATP 8	Metro	Statewide	FY20-23 Guidance
	ATP Managed STBGP	7,400,000	4,200,000	10,400,000	5,300,000	8,600,000	6,000,000	4,700,000	56,300,000	-	102,900,000
	Local NHS Pavement	-	-	-	-	-	-	-	-	3,500,000	3,500,000
	TBI for Met Council	-	-	-	-	-	-	-	-	-	-
	Local NHFP	-	-	-	-	-	-	-	-	-	-
	STBGP-TA Setaside	900,000	400,000	1,600,000	700,000	1,200,000	700,000	700,000	7,200,000	-	13,400,000
	HSIP (100% Oblig.)	1,700,000	800,000	3,400,000	1,300,000	2,300,000	1,400,000	1,100,000	11,100,000	-	23,100,000
	CMAQ	-	-	-	-	-	-	-	31,600,000	-	31,600,000
	<b>Total</b>	<b>10,000,000</b>	<b>5,400,000</b>	<b>15,400,000</b>	<b>7,300,000</b>	<b>12,100,000</b>	<b>8,100,000</b>	<b>6,500,000</b>	<b>106,200,000</b>	<b>3,500,000</b>	<b>174,500,000</b>

FY21-24 Guidance: FY24 - 90% Obligation + \$25% Aug Redist (\$14.5M of \$58.5M)



FY2021										
Funding Targets	District 1	District 2	District 3	District 4	District 6	District 7	District 8	Metro	Statewide	Total
Federal Funds	166,150,000	13,404,800	54,040,000	4,740,000	20,830,000	20,040,000	24,180,000	145,160,000	40,830,000	489,374,800
Bond Funds (non-designated)	600,000	24,800,000	8,400,000	35,600,000	40,972,500	-	19,300,000	34,900,000	-	164,572,500
State Funds	151,380,000	25,201,200	50,935,000	34,160,000	43,710,000	51,690,000	28,520,000	125,614,500	51,080,000	562,290,700
<b>Total</b>	<b>318,130,000</b>	<b>63,406,000</b>	<b>113,375,000</b>	<b>74,500,000</b>	<b>105,512,500</b>	<b>71,730,000</b>	<b>72,000,000</b>	<b>305,674,500</b>	<b>91,910,000</b>	<b>1,216,238,000</b>

Guidance	District 1	District 2	District 3	District 4	District 6	District 7	District 8	Metro	Statewide	Total
Local Partnership Program Target	1,200,000	700,000	1,100,000	700,000	1,300,000	700,000	600,000	4,800,000	-	11,100,000
Guardrail Replacement Target	800,000	400,000	600,000	500,000	700,000	900,000	400,000	1,800,000	-	6,100,000
HSIP Target	1,500,000	800,000	2,500,000	900,000	1,700,000	1,300,000	1,200,000	4,900,000	-	13,900,000
SPP-Pavement	17,700,000	9,900,000	38,500,000	5,600,000	2,400,000	9,700,000	20,400,000	52,600,000	-	156,800,000
SPP-Bridge	34,500,000	1,400,000	12,000,000	-	15,700,000	3,000,000	4,100,000	23,800,000	-	94,500,000
ADA Target	910,000	6,000	2,800,000	300,000	1,040,000	430,000	100,000	3,760,000	660,000	10,006,000
<b>Total</b>	<b>56,610,000</b>	<b>13,206,000</b>	<b>57,500,000</b>	<b>7,100,000</b>	<b>22,840,000</b>	<b>16,030,000</b>	<b>26,800,000</b>	<b>91,660,000</b>	<b>660,000</b>	<b>292,406,000</b>

FY2022										
Funding Targets	District 1	District 2	District 3	District 4	District 6	District 7	District 8	Metro	Statewide	Total
Federal Funds	39,132,000	18,900,800	57,160,000	11,490,000	42,300,000	42,990,000	17,790,000	213,426,000	37,240,000	480,428,800
Bond Funds (non-designated)	-	-	661,800	10,500,000	-	-	-	37,300,000	-	48,461,800
State Funds	46,733,000	51,250,200	86,890,000	27,670,000	39,280,000	45,300,000	20,800,000	118,976,850	53,100,000	490,000,050
<b>Total</b>	<b>85,865,000</b>	<b>70,151,000</b>	<b>144,711,800</b>	<b>49,660,000</b>	<b>81,580,000</b>	<b>88,290,000</b>	<b>38,590,000</b>	<b>369,702,850</b>	<b>90,340,000</b>	<b>1,018,890,650</b>

Guidance	District 1	District 2	District 3	District 4	District 6	District 7	District 8	Metro	Statewide	Total
Local Partnership Program Target	1,200,000	700,000	1,200,000	700,000	1,300,000	700,000	600,000	5,000,000	-	11,400,000
Guardrail Replacement Target	800,000	500,000	600,000	500,000	600,000	800,000	400,000	1,800,000	-	6,000,000
HSIP Target	1,500,000	800,000	2,500,000	900,000	1,700,000	1,300,000	1,200,000	4,900,000	-	14,800,000
SPP-Pavement	37,900,000	9,600,000	47,300,000	7,000,000	40,200,000	39,700,000	15,500,000	104,300,000	-	301,500,000
SPP-Bridge	-	750,000	17,300,000	-	-	2,000,000	-	32,700,000	-	52,750,000
ADA Target	15,000	1,201,000	150,000	360,000	880,000	490,000	490,000	5,250,000	1,180,000	10,016,000
<b>Total</b>	<b>41,415,000</b>	<b>13,551,000</b>	<b>69,050,000</b>	<b>9,460,000</b>	<b>44,680,000</b>	<b>44,990,000</b>	<b>18,190,000</b>	<b>153,950,000</b>	<b>1,180,000</b>	<b>396,466,000</b>

FY2023										
Funding Targets	District 1	District 2	District 3	District 4	District 6	District 7	District 8	Metro	Statewide	Total
Federal Funds	40,310,000	19,700,000	39,360,000	24,660,000	55,000,000	29,370,000	17,750,000	227,020,000	54,580,000	507,750,000
Bond Funds (non-designated)	-	-	420,950	7,788,000	-	-	-	-	-	8,208,950
State Funds	39,150,000	20,700,000	31,640,000	23,270,000	39,280,000	32,970,000	22,560,000	106,780,000	46,655,000	363,005,000
<b>Total</b>	<b>79,460,000</b>	<b>40,400,000</b>	<b>71,420,950</b>	<b>55,718,000</b>	<b>94,280,000</b>	<b>62,340,000</b>	<b>40,310,000</b>	<b>333,800,000</b>	<b>101,235,000</b>	<b>878,963,950</b>

Guidance	District 1	District 2	District 3	District 4	District 6	District 7	District 8	Metro	Statewide	Total
Local Partnership Program Target	1,200,000	700,000	1,100,000	700,000	1,300,000	700,000	600,000	4,700,000	-	11,000,000
Guardrail Replacement Target	800,000	500,000	600,000	500,000	700,000	700,000	400,000	1,800,000	-	6,000,000
HSIP Target	1,500,000	800,000	2,500,000	900,000	1,700,000	1,300,000	1,200,000	4,900,000	-	14,800,000
SPP-Pavement	20,700,000	11,400,000	24,800,000	13,100,000	28,800,000	16,000,000	7,900,000	132,000,000	-	254,700,000
SPP-Bridge	5,400,000	800,000	1,700,000	3,100,000	17,300,000	-	400,000	25,300,000	-	54,000,000
ADA Target	760,000	-	700,000	330,000	880,000	340,000	510,000	5,900,000	600,000	10,020,000
<b>Total</b>	<b>30,360,000</b>	<b>14,200,000</b>	<b>31,400,000</b>	<b>18,630,000</b>	<b>50,680,000</b>	<b>19,040,000</b>	<b>11,010,000</b>	<b>174,600,000</b>	<b>600,000</b>	<b>350,520,000</b>

FY2024										
Funding Targets	District 1	District 2	District 3	District 4	District 6	District 7	District 8	Metro	Statewide	Total
Federal Funds	57,200,000	25,900,000	40,000,000	29,900,000	42,600,000	29,600,000	21,100,000	194,200,000	70,300,000	510,800,000
Bond Funds (non-designated)	-	-	-	-	-	-	-	-	-	-
State Funds	42,000,000	25,200,000	32,900,000	24,900,000	35,100,000	32,500,000	20,100,000	106,000,000	52,110,000	370,810,000
<b>Total</b>	<b>99,200,000</b>	<b>51,100,000</b>	<b>72,900,000</b>	<b>54,800,000</b>	<b>77,700,000</b>	<b>62,100,000</b>	<b>41,200,000</b>	<b>300,200,000</b>	<b>122,410,000</b>	<b>881,610,000</b>

Guidance	District 1	District 2	District 3	District 4	District 6	District 7	District 8	Metro	Statewide	Total
Local Partnership Program Target	1,700,000	1,100,000	1,400,000	1,100,000	1,400,000	1,500,000	900,000	4,000,000	-	13,100,000
Guardrail Replacement Target	800,000	500,000	600,000	500,000	700,000	700,000	400,000	1,800,000	-	6,000,000
HSIP Target	1,500,000	800,000	2,500,000	900,000	1,700,000	1,300,000	1,200,000	4,900,000	-	14,800,000
SPP-Pavement	38,700,000	18,700,000	27,300,000	23,900,000	17,900,000	16,200,000	15,500,000	108,000,000	-	266,200,000
SPP-Bridge	8,500,000	1,000,000	4,600,000	900,000	18,500,000	4,300,000	-	17,500,000	-	55,300,000
ADA Target (Guidance not available)	-	-	-	-	-	-	-	-	10,000,000	10,000,000
<b>Total</b>	<b>51,200,000</b>	<b>22,100,000</b>	<b>36,400,000</b>	<b>27,300,000</b>	<b>40,200,000</b>	<b>24,000,000</b>	<b>18,000,000</b>	<b>136,200,000</b>	<b>10,000,000</b>	<b>365,400,000</b>

## ATP-3 REGIONAL TARGETS ATP MANAGED PROGRAM FUNDING (2020-2024)

Region	Target Percent	Fiscal Year				Total
		2021	2022	2023	2024	
Region 5	32.65%	\$ 3,101,750	\$ 3,101,750	\$ 3,232,350	\$ 3,395,600	\$ 12,831,450
Region 7E	13.82%	\$ 1,312,900	\$ 1,312,900	\$ 1,368,180	\$ 1,437,280	\$ 5,431,260
Region 7W	33.00%	\$ 3,135,000	\$ 3,135,000	\$ 3,267,000	\$ 3,432,000	\$ 12,969,000
St. Cloud APO	20.53%	\$ 1,950,350	\$ 1,950,350	\$ 2,032,470	\$ 2,135,120	\$ 8,068,290
<b>Total</b>	<b>100.00%</b>	<b>\$ 9,500,000</b>	<b>\$ 9,500,000</b>	<b>\$ 9,900,000</b>	<b>\$ 10,400,000</b>	<b>\$ 39,300,000</b>

ATP-3'S SELECTED OPTION AT 01/16/2020 MEETING FOR MANAGING INCREASES IN ATP MANAGED PROGRAM FUNDING, FY 2021 TO FY 2024

Fiscal Year	2020-2023 Guidance	2021-2024 Guidance	Difference (+ -)	2021	2022	2023	2024
				For Demonstration Purposes			
2021	\$9.6	\$9.5	-\$0.1	-\$0.1	\$0.0	\$0.0	\$0.0
2022	\$9.6	\$9.5	-\$0.1		-\$0.2	\$0.0	\$0.0
2023	\$9.4	\$9.9	\$0.5			\$0.3	\$0.0
2024	\$0.0	\$10.4	\$10.4				\$10.7

SELECTED OUTCOME		
Region	2024	
	Percent*	Target
Region 5	32.65%	\$3.49
Region 7E	13.82%	\$1.48
Region 7W	33.00%	\$3.53
APO	20.53%	\$2.20
<b>Total</b>	<b>100.00%</b>	<b>\$10.70</b>

\* ATP-3 Regional Target Percentages established 6/23/1999

OPTION 1 – DISTRIBUTE TO EACH REGION IN YEAR FUNDING IS TARGETED TO ATP							
Fiscal Year	2020-2023 Guidance	2021-2024 Guidance	Difference (+ -)	Region-5	Region-7E	Region-7W	APO
				For Demonstration Purposes			
2021	\$9.6	\$9.5	-\$0.1	-\$0.03	-\$0.01	-\$0.03	-\$0.02
2022	\$9.6	\$9.5	-\$0.1	-\$0.03	-\$0.01	-\$0.03	-\$0.02
2023	\$9.4	\$9.9	\$0.5	\$0.16	\$0.07	\$0.17	\$0.10
2024	\$0.0	\$10.4	\$10.4	\$3.40	\$1.44	\$3.43	\$2.14
<b>Total</b>				<b>\$3.49</b>	<b>\$1.48</b>	<b>\$3.53</b>	<b>\$2.20</b>

OPTION 1 OUTCOME		
Region	2024	
	Percent*	Target
Region-5	32.65%	\$3.40
Region-7E	13.82%	\$1.44
Region-7W	33.00%	\$3.43
APO	20.53%	\$2.14
<b>Total</b>	<b>100.00%</b>	<b>\$10.40</b>

**REGION 7W 2024 LOCALLY-SPONSORED FEDERAL TRANSPORTATION CANDIDATE PROJECTS  
REGION 7W TRANSPORTATION POLICY BOARD PROJECT RANKING  
February 21, 2020**

PROJECT NUMBER	IMPLEMENTING AGENCY	ROUTE NUMBER	PROJECT DESCRIPTION	ESTIMATED COST & FUNDING SOURCE			FUNCTIONAL CLASS	WORK TYPE	MILES	STP POPULATION CATEGORY	Project Qualifications Factors							OVERALL RANKING	REGIONAL PRIORITY	RECOMMENDED FUNDING	COMMENTS
				FEDERAL \$	LOCAL \$	TOTAL \$					Access & Mobility	System Connectivity	Multimodal	System Condition	Safety	Economic Vitality	Equity				
005-607-XXX	BENTON CO.	CSAH 7	BENTON CSAH 7, FROM MN 95 TO BENTON CSAH 4, RECONSTRUCTION	\$2,500,000	\$2,500,000	\$5,000,000	MAJ COL	RC	5	RURAL	L	M	H	H	H	M	L	3H 2M 2L	1	\$2,500,000	
071-613-XXX	SHERBURNE CO.	CSAH 13	SHERBURNE CSAH 13, AT LINE AVE IN ELK RIVER, CONSTRUCT ROUNDABOUT	\$1,040,000	\$260,000	\$1,300,000	MAJ COL	SC	0.2	URBAN	H	M	M	H	M	M	L	2H 4M 1L	2	\$1,031,000	
071-604-XXX	SHERBURNE CO.	CSAH 4	SHERBURNE CSAH 4, CONSTRUCT MINI ROUNDABOUTS AT 10TH ST AND SHERBURNE CR 45; AND INSTALL RRFB AT 8TH ST IN ZIMMERMAN	\$760,000	\$190,000	\$950,000	MA	SC	0.6	URBAN	M	M	H	M	H	M	L	2H 4M 1L	3	\$0	
005-601-XXX	BENTON CO.	CSAH 1	BENTON CSAH 1, FROM NW CORNER OF SECTION 6, TOWNSHIP 36 NORTH, RANGE 30 WEST TO INTERSECTION OF BENTON CR 78, FULL-DEPTH RECLAMATION AND RESURFACING	\$540,000	\$135,000	\$675,000	MA	RD	1.5	RURAL	L	M	H	H	M	M	L	2H 3M 2L	4/5	\$0	
005-602-XXX	BENTON CO.	CSAH 2	BENTON CSAH 2, FROM US 10 OFF RAMP TO BENTON CSAH 1 INTERSECTION, RECONSTRUCTION	\$2,880,000	\$720,000	\$3,600,000	MA	RC	4.9	RURAL	L	M	M	M	H	H	L	2H 3M 2L	4/5	\$0	
071-633-XXX	SHERBURNE CO.	CSAH 33	SHERBURNE CSAH 33, FROM QUINCY ST TO SHERBURNE CSAH 13 (TWIN LAKES ROAD) IN ELK RIVER, REALIGNMENT	\$2,000,000	\$1,945,744	\$3,945,744	MA	MC	0.8	RURAL	M	M	M	H	M	M	L	1H 5M 1L	6	\$	
086-636-XXX	WRIGHT CO.	CSAH 36	WRIGHT CSAH 36, FROM WESTBOUND INTERSTATE 94 RAMPS EAST TO PADELFORD BLVD NE, RECONSTRUCTION	\$2,400,000	\$600,000	\$3,000,000	MAJ COL	RC	0.7	RURAL	M	L	M	L	M	H	L	1H 3M 3L	7	\$0	
<b>TOTALS</b>				<b>\$7,280,000</b>	<b>\$3,265,744</b>	<b>\$10,545,744</b>														<b>\$3,531,000</b>	

**REGION 7W 2024 TRANSPORTATION ALTERNATIVES (TA) SOLICITATION CANDIDATE PROJECTS  
TRANSPORTATION POLICY BOARD RANKING  
February 21, 2020**

Applicant	Proposal Project Title	Staff Review							Comments	Region Ranking	Original Request		
		C1	C2	C3	C4	C5	C6	Overall Rank (H)igh (M)edium (L)ow			Requested TAP Funds	Local Match Funds	Eligible Project Total
City of Elk River	CSAH 12 & 13 Trail Gap Segments	H	H	H	H	H	H	<b>H (6 H)</b>		1	\$800,000	\$260,000	\$1,060,000
Sherburne County	Zimmerman Community Transportation Alternatives Proposal	H	H	H	H	H	H	<b>H (6 H)</b>		2	\$424,000	\$107,000	\$531,000
City of Rice	Fox Meadow Trail	M	M	H	H	M	H	<b>M (3H/3M)</b>		3	\$106,400	\$26,600	\$133,000
City of Howard Lake	US Highway 12 in Howard Lake- Pedestrian & Bike Connections & ADA Compliance	M	M	M	H	H	H	<b>M (3H/3M)</b>		4	\$776,248	\$194,062	\$970,310
Dassel-Cokato School District	D-C Student Trail	L	H	H	M	M	H	<b>M (3H/2M/1L)</b>		5	\$139,804	\$34,952	\$174,756
										<b>TOTALS</b>	<b>\$2,246,452</b>	<b>\$622,614</b>	<b>\$2,869,066</b>

<b>Criteria 1 (C1) - Identified in Plan (20 points available)</b>
H - Specifically identified in multiple adopted/approved state, regional or local plans that demonstrated high level of public involvement. M - Specifically identified in one and/or consistent with multiple state, regional or local plans w/some public involvement. L - No planning documentation provided to support the project.
<b>Criteria 2 (C2) - Connectivity (20 points available)</b>
H - Completes important gap or component of existing network and/or part of existing network and/or is part of larger project/plan. M - Furthers completion of important gap/component of existing network and/or part of larger project/plan. L - Does not assist in completion of important gap/component of existing network and/or part of a larger project/plan.
<b>Criteria 3 (C3) - Grouping (15 points available)</b>
H - (Bike/Pedestrian Facilities) - Provides direct access to multiple generators (school, park, public housing, senior housing, commercial center or major employer). M - (Bike/Pedestrian Facilities) - Provides access to outlying area; Consider distances to generators < 3 mi. bike (+) < 1 mi. walk (+); > 3 mi. bike (-) > 1 mi. walk (-). L - (Bike/Pedestrian Facilities) - Project in isolated area with little or no development.
<b>Criteria 4 (C4) - Purpose (15 points available)</b>
H - Commuting purpose and/or connects multiple destinations; Serves multiple major traffic generators, such as school, park, public housing, senior housing, commercial center or major employer. M - Commuting purpose and/or connects 2 destination points; Serves a major traffic generator, such as school, park, public housing, senior housing, commercial center or major employer. L - Serves primarily a recreational purpose.
<b>Criteria 5 (C5) - Feasibility (15 points available)</b>
H - Project design beyond scoping or preliminary engineering completed. The financial plan describing the local funding needed to construct and maintain the project is sound and no fiscal concerns. M - Detailed scoping study completed. Financial plan describing the local funding needed to construct and maintain the project lacks some detail and may require additional support. L - Scoping study lacked detail, identified significant project development changes, including permitting or not completed. Financial plan describing the local funding needed to construct and maintain the project lacks significant detail, identified significant issues or not completed.
<b>Criteria (C6) - Right of Way (15 points available)</b>
H - Right of Way is acquired. M - Funding has been designated or will require interagency agreement/permit to construct. L - Needed; acquisition hasn't begun/been successful.