

### **Distribution of Funds**

- Distribution to the District Risk Management Program (DRMP) will remain as FY2017**
  - **Performance:** 20% Non-Principal Arterial (NPA) Pavement Need, 20% NPA Bridge Need, 30% TH Lane Miles
  - **System Size and Use:** 24% Vehicle Miles Traveled (VMT), 6% Heavy Commercial Vehicle Miles Traveled (HCVMT), or 6% Heavy Commercial ADT (HCADT)
- Distribution to the Area Transportation Partnerships (ATPs) will be by revised formula**
  - Metro District/Met Council will receive the funds guaranteed to the Transportation Management Area (TMA)
  - Greater Minnesota local federal funds will be distributed 50% by population and 50% by State Aid formula (MSAS and CSAH).

### **Program Flexibility**

- ATPs will be able to select best projects (using STP funds) and OCPPM will manage the programs to ensure that federal funds are being correctly spent to the extent possible**
  - ATPs shall establish a performance based approach to project selection
  - ATPs may set minimum funding levels for federal-aid projects
- District Engineers will be given the ability to shift funds between MnDOT and local programs (for projects entering in Year 4)**
- District Balancing will continue**
- Divisional Balancing (for Statewide Performance Programs) will begin**
- SALT will continue to look for opportunities to swap Federal Funds and State Aid Funds between local agencies**

### **Communication and Outreach**

- The General approach to ATP membership will be reviewed**
  - This includes the role of MPOs and RDCs
  - With MAP-21 the membership may need some revisions
- An "annual" ATP meeting will take place**
- Additional outreach to the ATPs by OCPPM, OTST, and Rail Office will take place**
- Communications materials explaining the MnDOT's programming and decision-making process will be developed and shared with our local partners**
  - MnDOT will provide a consistently define what is a "commitment" and what is a "planned investment"
- Office of Transit, working with transit partners, will develop recommendations for funding Greater Minnesota transit consistent with the expectations of MAP-21**
- MnDOT will review the historical distribution of Federal-Aid funds compared to the new distribution**

**Transportation Program Investment Committee  
Programming Update Workgroup Recommendations Summary**

**Program Processes**

- Statewide Performance Programs (SPP) for the NHS will continue**
  - Processes have been developed for NHS Pavement and Bridge Preservation
    - *The program will look at the STIP+3 Years*
    - *Cost savings and overruns will be managed at the District level except for projects identified as major bridge projects.*
  - Metro will management NHS Performance/Metro Reliability for the near term until additional FHWA guidance is available
- Non-MnDOT NHS Pavement and Bridges will be part of the Statewide Performance Program (SPP)**
  - Non-MnDOT NHS will be treated the same as MnDOT needs
  - Local agencies will be responsible for matching federal funds.
- District and County Safety Plans will be updated with boarder coordination with RDCs and MPOs – Consideration will be given to address existing high crash locations**
- STIP Guidance will be revised and provide additional clarification**
  - STIP Guidance will be developed with additional coordination with the ATPs
  - STIP Guidance will provide greater detail with regards to federal funds