



Area Transportation Partnership (ATP- 7)

Overview and prep for FY 2018 ATIP Programming

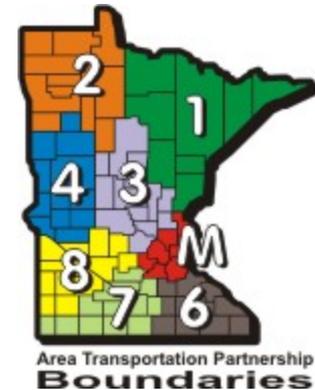
September 13, 2013

Your Destination...Our Priority



What is an ATP?

- ▶ Created to emphasize greater public involvement in transportation planning and programming (in response to TEA-21 - 1998)
- ▶ 8 ATPs in Minnesota
- ▶ Develop Annual Transportation Improvement Program (ATIP)
- ▶ ATIP includes all projects seeking federal aid highway, state trunk highway, and federal transit sources of funding



Counties in ATP-7

- Blue Earth
- Brown
- Cottonwood
- Faribault
- Jackson
- Le Sueur
- Martin
- Nicollet
- Nobles
- Rock
- Sibley
- Waseca
- Watonwan



Cities in ATP –7 (over 5000)

- ▶ Fairmont
- ▶ Mankato
- ▶ North Mankato
- ▶ New Ulm
- ▶ New Prague
- ▶ St. Peter
- ▶ Waseca
- ▶ Worthington



Representation on ATP-7:

- Transit
 - Cities
 - Counties
 - Regional Development Commissions
 - MnDOT
-
- Inclusion of Mankato/North Mankato MPO



MAP-21

- New federal surface transportation bill
- Moving Ahead for Progress in the 21st Century
- 27 month bill – July 2012 – October 2014
 - Proceeding like it will continue beyond 2014



MAP-21

- Consolidated program funding into 6 main categories:

NHPP (National Highway Performance Program) – \$43.7B (\$365M MN ↑)

STP (Surface Transportation Program) – \$20.1B (\$168M MN ↓)

HSIP (Highway Safety Improvement Program) – \$4.8B (\$40M MN ↑)

Transportation Alternatives Program – \$1.6B (\$17M MN ↓)

CMAQ (Congestion Mitigation & Air Quality Program) – \$4.4B (\$31M MN)

Metropolitan Planning – \$626M (\$4M MN)



Overarching Principles

- STIP funding guidance to ATP's/Districts in November
- Shift to Performance Measurement (“Needs based”)
- Consistency with planning efforts at the various levels (MinnesotaGO, MnSHIP, MPO, county safety plans, local plans)
- Separate funding for each program
 - Slippage – harder to accommodate
- Partnerships
 - Serving multiple agencies/city–county/private
 - Leveraging available resources
- Complete streets planning/quality of life



NHPP (National Highway Performance Program)

► Overview of changes:

- Statewide Performance Program
- Includes all Principal Arterials
 - Majority is MnDOT but a few locally owned segments
 - Locally we have:
 - Mankato – Madison Avenue
 - Mankato – Riverfront Drive
 - Fairmont – Blue Earth Avenue



NHPP (National Highway Performance Program)

► Planning/Programming process:

Pavement Condition Performance Measure (% poor)

- MnDOT's Materials Office runs pavement model
- Allocation to districts based on statewide pavement needs to ensure condition improvement
- Scopes/costs of projects determined through iterative process between Materials Office and MnDOT Districts
- Programmed by ATPs in ATIP



NHPP (National Highway Performance Program)

► Planning and Programming process:

Bridge Condition Performance Measure

- MnDOT runs BRIM (Bridge Replacement and Improvement Management) model to determine which bridges may need future investment
- MnDOT's Bridge Office works with district bridge engineers to select bridge projects
- Allocation to districts based on statewide bridge needs
- Iterative process between Bridge Office and MnDOT Districts
- Programmed by ATPs in ATIP



NHPP (National Highway Performance Program)

- ▶ Statewide Performance Program Budget
 - Move \$ from statewide budget to district budget
 - District manages cost savings and cost overruns
 - NHS Pavement
 - NHS Bridge
- ▶ MnDOT All–district annual meeting
 - Review and monitor performance



NHPP (National Highway Performance Program)

► Role of the ATP:

- Share and coordinate plans/transparency/optimize
 - Consider local agencies/public input
- Programmed by ATPs in ATIP



STP (Surface Transportation Program)

- ▶ Overview of changes:
 - Initial funding will be distributed 50% to MnDOT (STP–Statewide) and 50% to local agencies (STP–rural, STP–small urban)
 - District Engineers could flex funds between District projects and local projects
 - District Engineers are responsible for achieving MnSHIP investment priorities.
 - Greater Minn ATPs will receive local STP funds based on 50% of State Aid distribution formulas for County and Municipalities and 50% on population



STP (Surface Transportation Program)

► Overview of changes:

◦ MnDOT

- District Risk Management Program
 - Funding distributed 40% based on performance need (pavement and bridge) and 60% based on system size and usage
 - Districts review and monitor performance annually
- Project selection for pavement and bridges starts with modeling and developed iteratively with specialty offices
- Districts that meet pavement and bridge performance targets have more flexibility (D7 limited)



STP (Surface Transportation Program)

► Overview of changes:

- City/County
 - Amount of funding
 - Formula distribution based on 50% MnDOT (statewide based on population) and 50% local (rural and small urban)
 - Small urban and rural to be balanced centrally
 - Local funds
 - Creation of Mankato/N. Mankato MPO
- BROS centrally programmed
- Transit – to be determined



STP (Surface Transportation Program)

▶ Planning and Programming process:

◦ County solicitation

- Subcommittee review and consider adjusting criteria (both qualifying and ranking)
- Review membership

◦ City solicitation

- Subcommittee review and consider adjusting criteria (both qualifying and ranking)
- Review membership

◦ Transit

- Subcommittee review and consider adjusting criteria (both qualifying and ranking)
- Review membership

◦ Ready prior to November Solicitation



STP (Surface Transportation Program)

- ▶ Role of the ATP:
 - Waiting for STIP Guidance – November
 - See timeline of activities



HSIP (Highway Safety Improvement Program)

- ▶ Overview of changes:
 - Development of County Highway Safety Plans
 - Projects selected through statewide solicitation
 - OTST and Rail Office will increase number of ATP visits
 - Rail Office will notify ATP of rail crossing projects selected for inclusion in the ATIP



HSIP (Highway Safety Improvement Program)

- ▶ Distribution of Funds:
 - Projects solicited statewide
 - Funding increased from \$35M to \$40M
 - Each ATP has designated amount
 - If unspent, rolls back into statewide



HSIP (Highway Safety Improvement Program)

- ▶ Planning and Programming process:
 - OTST solicits for city and county HSIP projects
 - Rail Office identifies crossing projects
 - MnDOT selects district safety projects
 - Not HSIP funds – District safety set-aside
 - STOPGO (Safety Traffic Operations Planning Group)
 - Proactive and above critical crash rate or fatal, Type A crash



HSIP (Highway Safety Improvement Program)

► Role of the ATP:

- Provide feedback to OTST and Rail Office on selected projects
- Consider role of sub-committee
 - Facilitate? Collect information?
- Program projects



TAP (Transportation Alternatives Program)

► Overview of changes:

- Funds distributed based on population and geographic requirements
- Was programmed centrally; now programmed at ATP
- Letter of Intent (LOI) process



TAP (Transportation Alternatives Program)

► Overview of changes:

- Consolidation of Enhancements, Safe Routes to School (planning, non-infrastructure, infrastructure), Scenic Byways
- Includes:
 - Provision of facilities for pedestrians and bicycles (ADA compliance)
 - Preservation of abandoned rail corridors
 - Inventory control and removal of outdoor advertising
 - Preservation of historic transportation facilities
 - Vegetation management
 - Archaeological planning and research
 - Environmental mitigation to address water pollution due to highway runoff



TAP (Transportation Alternatives Program)

- ▶ Distribution of Funds:
 - Reduction of funding
 - 15% soft target for SRTS



TAP (Transportation Alternatives Program)

- ▶ Planning and Programming process:
 - Consistency in statewide application
 - Each ATP develops selection criteria
 - Currently being developed by D7 ATP TAP subcommittee
- ▶ Review needed for expanded TAP subcommittee membership
- ▶ LOI (Letter of Intent) – October
 - RDO review
- ▶ Full application due by end of December



TAP (Transportation Alternatives Program)

- ▶ Role of the ATP:
 - TAP subcommittee
 - Develops selection and ranking criteria
 - Reviews and ranks applications
 - Makes recommendations to the ATP
- ▶ ATP reviews/acts upon TAP recommendations
- ▶ Include selected projects in ATIP



ATP Responsibilities

- ▶ Role and relationship with new MPO
- ▶ Timelines
- ▶ Consider role of Safety Sub-committee
- ▶ Review subcommittee recommendations



Subcommittee responsibilities

▶ Subcommittees

- Determine makeup of subcommittee membership
- Develop qualifying and ranking criteria
- Funding \$min or \$max?
- How to manage slippage

