

# ATP Meeting

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## April 1, 2016

[Note: 7 handouts plus Nov. 20<sup>th</sup> minutes posted on the ATP webpage]

### Welcome/Introductions - Jim Dahlvang

- Jim Dahlvang welcomed group.
- Individuals conducted introductions.

### Approval of Nov. 20<sup>th</sup> Minutes -Jim Dahlvang

- Greg Schwaegerl moved for approval John Stahl – seconded.
- Motion carried.

### Legislative Audit Update & Discussion – Jon Huseby

- [handout – OLA Executive Summary]
- Jon reviewed the findings of the [Office of the Legislative Auditor’s MnDOT Highway Project Selection report](#).
- A Summary of Agency Response includes: “In a letter dated March 4, 2016, Minnesota Department of Transportation Commissioner Charles A. Zelle generally agreed with the report’s findings. He said that ‘MnDOT will implement best practices to improve transparency.’ Despite MnDOT’s focus on preservation over expansion projects, the commissioner said that ‘it would be prudent and proactive for MnDOT to develop a modest plan for identifying the most important expansion projects.’ The commissioner agreed with OLA’s recommendation to limit the use of project readiness as a criterion for project selection and said that MnDOT would begin tracking the spending of local dollars on the trunk highway system. When selecting projects for the Corridors of Commerce program, the commissioner said MnDOT will ‘adopt more objective criteria,’ ‘evaluate all of the nominated projects,’ and make more detailed reports to the Legislature.”

### FAST Act Update – Lindsey Knutson

- [two handouts]
- Lindsey reviewed changes due to the FAST act passage, including:
  - An overall increase in funding—about \$207 B over the next five years. This did include an infusion of \$70 B in general funds, therefore there has been no long-term solution to sustain the Highway Trust Fund.
  - Many of the funding programs remain the same from MAP-21. However, there is a new National Highway Freight Program (NHFP) with a nationwide solicitation for freight projects called the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE).

### Program Update Workgroup Update – Lindsey Knutson

- Lindsey reviewed the outcomes of the last Program Update Workgroup (PUW) meeting held on 03/03/16, which included:

- MnDOT's Office of Transit will use their forecasted revenue increases to replace the current ATP funding programmed for all rural transit bus replacements for FY 2017, 2018 and 2019.
- All funds will, in turn, be given back to each ATP to reprogram with other local projects.
- The funds to be reprogrammed for ATP 8 are \$425,600 in FY 2017, \$499,200 in FY 2018 and \$448,000 in FY 2019.
- For 2020, the Office of Transit will also cover needed rural transit vehicle replacements with their expected revenue increases.
- The PUW will have more discussions about how to approach 2021 and beyond.
- No changes to the Off-System Bridge Program process. State Aid (SALT) will continue to manage and program those funds.
- Upcoming topics for the PUW include:
  - STBGP (former STP) – population language impacts on ATP distribution
  - NHPP Bridge Program – discuss the issue of non-NHS bridge eligibility
  - STBGP Set-aside (former TAP) – discuss several issues including the ability to transfer the funds

#### STIP Amendments/Modifications – Lindsey Knutson

- [handout]
  - Lindsey reviewed the STIP Amendment that was previously sent out and approved via email for the US Highway 14 project (SP 6401-36) for a mill and overlay from just west of Revere to US Highway 71. This project is being amended because the scope of the project was increased to include work on MN 330. This project is listed in FY 2018 of the 2016 to 2019 STIP. The total construction cost went from \$2.3M to \$1.9M. The cost decreased by advancing the project combined with the new inflation rates.
  - The ATP members approved this project via email prior to the ATP meeting; there were no objections from other stakeholders at the meeting.

#### Adjustments to the Draft FY 2017-2020 ATIP

- MnDOT Projects – Susann Karnowski
  - Specialty program projects, such as rail, TED, etc. will be added to the final draft ATIP, we still don't have all of the information.
- Local Road & Bridge Projects – Todd Broadwell
  - [handout] – 2020 Local ATP-8 ATIP projects, from the last ATP meeting
  - Additional dollars are available to program due to the Office of Transit funding ATP 8 buses; Todd and Bill will work with locals to reprogram those dollars and include those projects in the final draft ATIP
- Transit Bus Replacements – Bev Herfindahl
  - No changes to buses funded; however Office of Transit will be paying for the buses, not ATP 8
- TAP Projects – Annette Fiedler
  - No changes

#### District Engineer Update – Jon Huseby

- No further updates.

### District Planner Update – Lindsey Knutson

- Statewide Plans update
  - There is a May 4<sup>th</sup> Stakeholder Forum for the Statewide Multimodal Transportation Plan (SMTP) and the Minnesota State Highway Investment Plan (MnSHIP). It will be held at MnDOT District 8 Headquarters in Willmar (2505 Transportation Road) from 9:00 am until noon.
- Next Meeting
  - We will discuss ATP appointments
- State Bike Plan – map (handout)
  - Plan has been completed
  - April 7, 5-7 pm ----Willmar Open House on bike/pedestrian trail ---- working with cities/counties on this issue

### 2016 Summer Road Construction Projects /Open House Information – Lindsey Knutson

- [handout]
- Lindsey handed out the 2016 Construction Projects Map. 2016 Construction projects were reviewed at the last ATP meeting, there were no questions regarding the map.

### Round Robin/Legislative Update

- No legislators present
- Jon Huseby – Thanked Greg Schwaegerl for his service on the ATP and congratulated him on his upcoming retirement
- Annette Fiedler – Asked for the opportunity for the ATP to review, comment on and potentially modify centrally selected projects that the ATP programs, such as rail, HSIP, TED, CIMS, CoC, etc.)
- Glenn Olson – Related to the OLA MnDOT Project Selection report, he disagrees that special programs, such as TED and CIMS, do not follow MnDOT's priorities and that there isn't much public input or knowledge—especially in Marshall, that was not the case. Glenn could not comment on the selection process, but did note that there are technical criteria applicants had to supply in the applications.

Adjourned at 11:40

Next Meeting – Sometime in June, more information to follow.

Thanks to Glenn and the City of Marshall for the bus tour of the MERIT Center!