



PUW & COC Updates

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PUW

“Programming Update Workgroup”



What is the PUW?

- An advisory committee to MnDOT's Transportation Program & Investment Committee (Key MnDOT Leadership) regarding the programming of federal transportation funds in Minnesota.
- Provides an opportunity for Minnesota's transportation partners (those who can spend federal transportation funds) to have a seat at the table with MnDOT on how federal funds are distributed as required by federal rules.
- Is a mix of engineers, planners, and transportation specialist from MnDOT, cities, counties, tribal governments, regional and metropolitan planning organizations, along with a few other key stakeholders (example: Transportation Alliance).

Recent PUW Recommendations Resulting from Passage of IJA

- FFY 2022 Federal Funding Increases
- Continuation of Non-Suballocation to Small MPOs
- FFY 2023 Federal Funding Increases
- New Bridge Fund Program



FFY 2022 Federal Funding Increases



- MnDOT was in a good position to utilize the FFY 2022 federal funding increases, thanks to having a few projects ready for delivery.
- PUW recommended MnDOT utilize all the program increases from IIJA for FFY 2022.
- PUW recommended that the ATPs and Met Council receive an additional increase in FY 2023, 2024, 2025, & 2026 to off-set not receiving any FFY 2022 funding increases.

Continuation of Non-Suballocation to Small MPOs

- Minnesota has traditionally not sub-allocated federal funding to the smaller (less than 200,000 population) MPO areas.
- Local projects in these MPO areas compete with other regional projects as a part of MnDOT's Area Transportation Partnership (ATP) process.
- The PUW recommended that approach be continued into the future.

Duluth-Superior

La Crosse–La Crescent

Grand Forks – East Grand Forks

Rochester

St. Cloud

FFY 2023 Federal Funding Increases



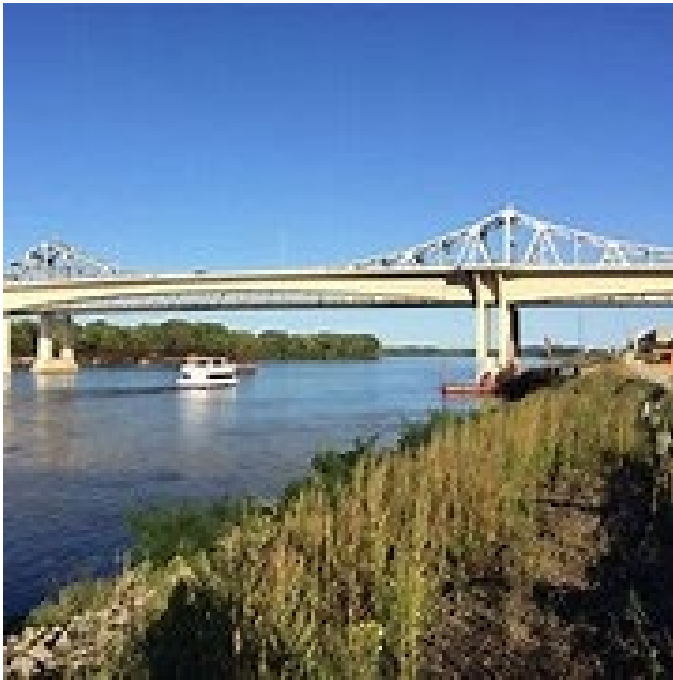
- Like FFY 2022, there was concern about whether FFY 2023 funding should be distributed or should MnDOT spend the funding up-front again.
- MnDOT's transportation partners voiced their support that they were positioned in FFY 2023 to deliver on the increased funds.
- The PUW recommended FFY 2023 program increases be distributed by their traditional 70% to MnDOT and 30% to local partners split.

New Bridge Fund Program

- This new program can only be used for bridges and 15% specifically must be used for off-system bridges.
- Members of the PUW were concerned that in some regions of the state the local governments might have a higher priority for pavement work over bridges.



New Bridge Fund Program



- Because of the sheer number and geographical distribution of state trunk highway bridges, MnDOT is situated to spend these funds efficiently.
- The PUW recommended that MnDOT utilize 85% of the New Bridge Fund, but that MnDOT reduce its share of the more flexible Surface Transportation Block Grant dollars by 15% to ensure the locals continue to receive 30% of the federal funds.

Future PUW Discussions

- No additional PUW discussions directly resulting from IIJA are needed at this time.
- Future (Beyond IIJA) MnDOT district target formula distribution discussion.

Climate and Resiliency Workgroup (CRW)

- IIA included three special new federal transportation programs of National Electric Vehicle Infrastructure (NEVI), Carbon Reduction, and Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT).
- Because of their unique nature and potential use by groups beyond the traditional transportation partners, MnDOT established a second advisory committee to TP&IC to deal specifically with these programs.
- The group is called the CRW and they are currently working on recommending how these three new IIA programs should be programmed in Minnesota.

COC

“Corridors of Commerce”



2022-2023 COC Recommendation Process Schedule

- \$200 M in bonds and \$50 M in trunk highway cash available.
- On-line recommendation website opened August 1, 2022.
- Recommendations being taken until November 30, 2022.
- MnDOT districts will work with local submitters to finalize scope and cost estimate by March 1, 2023.
- March 1, 2023 to May 1, 2023 MnDOT will score projects.
- May 1, 2023 targeted announcement date for projects.

MnDOT Changes to the 2022 Project Recommendation Process

- Who can recommend a project (ATP, city, county, tribal government, township, mpo, rdc, or a formal corridor coalition).
- Limit each eligible recommender to one project.
- Additional project recommendation information requirements.
- Added project deliverability to scoring criteria

2023 Legislative Session

- MnDOT does not intend to bring any legislative proposals forward regarding Corridors of Commerce during the 2023 Legislative Session.
- MnDOT implemented the changes noted in the previous slide because they were allowed within the current legislation to try to address its previous concerns.
- MnDOT will ask the Legislature to consider providing a more formal definition around “Regional Balance” in the law to avoid future concerns with interpretation prior to announcing the projects on May 1, 2023.

Thank you again!

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