

AGENDA

APO TECHNICAL ADVISORY COMMITTEE MEETING

THURSDAY, SEPT. 28, 2023 – 10 A.M.
STEARNS COUNTY HIGHWAY DEPARTMENT
455-28TH AVE. S, WAITE PARK
ZOOM OPTION AVAILABLE BY REQUEST

1. Introductions
2. Public Comment Period
3. Consideration of Consent Agenda Items (*Attachments A-B*)
 - a. Approve minutes of Aug. 31, 2023, TAC meeting (Attachment A)
 - b. Consideration of the 2024 Technical Advisory Committee meeting schedule (Attachment B)
4. Consideration of the Looking Ahead 2050 Refined Scenario Model Results (Attachments C1-C13), *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action: Recommend Policy Board approval of the 2050 MTP Project List.**
5. Consideration of the 2024 PM1 Safety Targets (Attachment D1-D2), James Stapfer, Transportation Planning Technician
 - a. **Suggested Action: Recommend Policy Board approval.**
6. Overview of the 2023-2024 grant solicitations (Attachment E), *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action: None, informational.**
7. Other Business & Announcements
8. Adjournment

English

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Somali

Ururka Qorsheynta Deegaanka ee Cloud Cloud (APO) wuxuu si buuxda u waafaqsanahay Cinwaanka VI ee Xuquuqda Xuquuqda Rayidka ee 1964, Cinwaanka II ee Sharciga Naafada Mareykanka ee 1990, Amarka Fulinta 12898, Amarka Fulinta 13116 iyo qawaaniinta iyo qawaaniinta la xiriira. APO waa u furan tahay dhammaan dadka awooda oo dhan. Qofka u baahan dib-u-habeyn ama dejin, caawimaad gargaar ah, adeegyo turjumaad, adeegyo turjubaan, iwm, si uu uga qeyb galo kulan dadweyne, oo ay ku jiraan helitaanka ajendahaan iyo / ama ku lifaaqan qaab kale, ama luqadda fadlan la xiriir APO. 320-252- 7568 ama at admin@stcloudapo.org ugu yaraan toddobo (7) maalmood kahor kulanka.

Spanish

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**SAINT CLOUD AREA PLANNING ORGANIZATION TECHNICAL ADVISORY
COMMITTEE (TAC) MEETING
Thursday, Aug. 31 @ 10 a.m.**

A meeting of the Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) was held at 10 a.m. Thursday, Aug. 31, 2023. Senior Transportation Planner Vicki Johnson presided with the following people in attendance:

Voting Members:

Zac Borgerding	City of Saint Cloud
Matt Glaesman	City of Saint Cloud
Michael Kedrowski	Saint Cloud Metro Bus
Jon Noerenberg	City of Waite Park
Chris Byrd	Benton County
Mike Decker	Stearns County (alternate)
Kari Theisen	City of Sartell
Steve Voss	MnDOT District 3
Randy Sabart	City of Saint Joseph

Non-Member Attendees:

Vicki Johnson	APO, Senior Planner
Alex McKenzie	APO, Associate Planner
James Stapfer	APO, Planning Technician
Trina Ness	APO, Administrative Assistant

Zoom Attendees:

Jeff Lenz	MnDOT District 3
Erika Shepard	MnDOT MPO Coordinator
Angie Tomovic	MnDOT DSA
Barbara Willard	Tri-CAP
Innocent Eyoh	MPCA
Brian Gibson	APO, Executive Director

Introductions were made.

PUBLIC COMMENT PERIOD

No members of the public were present.

CONSIDERATION OF CONSENT AGENDA

- a. Approve minutes of the July 27, 2023, TAC meeting.
- b. Receive staff report of Aug. 10, 2023, Policy Board meeting.

***Mr. Glaesman made a motion to approve the Consent Agenda Items.
Mr. Sabart seconded the motion. Motion carried.***

Consideration of the 2024-2027 Transportation Improvement Program (TIP)

Ms. Johnson shared details of the public comment period for the 2024-2027 TIP which ran July 12, 2023, to Aug. 11, 2023. During this time, the APO advertised the public comment period through the following means: Legal notice in the St. Cloud Times; direct emails to interested individuals and organizations that work directly with traditionally underrepresented populations; developed 12 online surveys for all projects based on jurisdiction/agency; social media posts on Facebook, Instagram, and TikTok; and hosted an in-person open house at the library as well as a virtual public engagement on Facebook Live.

We had one person that partook in the overall TIP survey. We had individual survey responses for Benton County, Sherburne County, City of St. Cloud, City of Sartell, MnDOT, WACOSA, and St. Cloud APO.

Ms. Johnson added the public comments into chapter 5 of the TIP document, as well as appendix C. There were some technical corrections as Mr. Lenz advised that the following be amended: 073-675-041AC to 073-675-041AC1, 073-675-041AC1 to AC2, 073-675-042AC to AC1, and 073-675-042AC1 to AC2.

Mr. Byrd made a Motion to recommend Policy Board approval of the 2024-2027 Transportation Improvement Program. Ms. Theisen seconded the motion. Motion carried.

Consideration of the draft Looking Ahead 2050 Metropolitan Transportation Plan (MTP) Existing Conditions

Ms. Johnson began by explaining that one of the tasks the APO must accomplish is developing a long-range, multimodal, regional surface transportation plan. This is one of the reasons the APO exists. The MTP must be updated every five years and have a planning horizon of at least twenty years.

Ms. Johnson explained that we need to understand where we are as a region. She then presented the draft 'Looking Ahead 2050 Existing Conditions'. APO staff conducted a very detailed review of the MPO's current demographics, travel data, existing infrastructure – roadways, transit, active transportation, other transportation options, current freight corridors and, transportation and economic development.

She presented some of the highlights of the existing conditions section. This included the following information:

- The region's population grew 7.2% between the 2010 and 2020 Census.
- Black, Indigenous, or People of Color (BIPOC) population in the area grew to 23.2% as of the 2020 Census.
- Somali is the primary non-English language in the Metropolitan Planning Area (MPA)

- The number of households in the MPA has grown, but the percentage of people that own their own home is decreasing.
- About 13.2% of households in our region do not have access to the internet.
- There is a sizeable increase in people that are traveling a greater distance for work.
- Based on our base year model results, MN 15 and MN 23 throughout the MPA's core are either at/over or approaching capacity.
- Metro Bus's fixed route ridership has not bounced back from COVID.
- Local economic development experts stress the importance of the I-94 corridor in connecting workers to jobs and attracting new businesses to the region.

Mr. Norenberg made a Motion to recommend Policy Board approval of the draft 2050 Metropolitan Transportation Plan (MTP) - Existing Conditions. Mr. Kedrowski seconded the motion. Motion carried.

Consideration of the draft Looking Ahead 2050 Metropolitan Transportation Plan (MTP) Environmental Section

Mr. McKenzie presented on the environmental section of the Looking Ahead 2050 MTP.

During his presentation, Mr. McKenzie discussed the following topics:

- **Air Quality:** The air quality within the Saint Cloud area has been gradually improving since 2005.
- **Water Quality:** Transportation has a direct impact on water quality through runoff from streets, parking lots, and sidewalks which can lead to contamination entering the surface and groundwater systems.
- **Wildlife and Habitat:** Transportation has had adverse impacts on native habitats and ecosystems. This includes habitat fragmentation and reduced access to vital habitats.
- **Soil:** Transportation-related contaminants can also impact soil health. To prevent soil erosion as a result of transportation infrastructure, construction crews also utilize some sort of soil stabilization measures.
- **Cultural and Historic Properties:** A review of the local historic properties and historic districts within the planning area.

Mr. McKenzie also discussed the impacts of climate change and the possible negative impacts on the transportation infrastructure system. This included a discussion on the increase in temperatures and rainfall amounts anticipated to occur by the end of this planning horizon. The environmental section concluded with a look at state and federal plans that address climate change and resiliency.

Mr. McKenzie said the next steps would be for APO staff to overlay the MTP projects with the various environmental factors and meet with local environmental planners to discuss mitigation efforts.

Mr. Eyoh stated that the MPCA has received a \$3 million Greenhouse Gas Emissions Reduction Grant and encouraged the MPO to apply.

Mr. Glaesman suggested that the APO should do a map of locally designated, locally sensitive environmental site areas.

Mr. Glaesman made a Motion to recommend Policy Board approval of the draft 2050 Metropolitan Transportation Plan (MTP) Existing Conditions – Environmental Section, with the addition of the locally designated sensitive environmental sites. Mr. Noreberg seconded the Motion. Motion carried.

Consideration of the draft Saint Cloud APO Urbanized Area Boundary

Mr. Stapfer presented the second draft of the Saint Cloud APO Urbanized Area (UZA) Boundary. Mr. Stapfer made changes to the first UZA draft based on conversations from last month's TAC meeting as well as individual feedback from TAC representatives to include additional areas for consideration.

Ms. Theisen made a Motion to recommend Policy Board approval of the Urbanized Area Boundary. Mr. Byrd seconded the Motion. Motion carried.

Other Business and Announcements

Ms. Johnson stated that HSIP solicitation should be opening around Labor Day.

Ms. Theisen asked, regarding the last Policy Board meeting, if the Policy Board is discussing the Beltline Corridor? Ms. Johnson stated, yes, the Policy Board is discussing the Beltline Corridor. Mr. Gibson stated that the Policy Board is looking at having an overall meeting of all members/entities sometime in January-February 2024 to discuss, "Is the Beltline still our regional priority?" As well as "If so, how do we want to pay for it?"

ADJOURNMENT

The meeting adjourned at 11:33 a.m.



1040 County Road 4, Saint Cloud, MN 56303-0643

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: Technical Advisory Committee 2024 Meeting Schedule
DATE: Sept. 18, 2023

The purpose of the Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) is to research, analyze, and report on all issues of a technical nature as well as to provide assistance and to make recommendations to the APO's Policy Board in carrying out the goals and objectives of the APO. The TAC will also provide guidance to APO staff and consultants in conducting the work specified in the Unified Planning Work Program (UPWP). Additional and specific responsibilities may be defined, as needed, by the APO Policy Board.

In order to fulfill its duties, TAC representatives will need to meet on a regular basis.

Under Section 5.1 of the APO TAC Bylaws, "Meetings of the TAC shall be held monthly based upon a schedule adopted by the TAC annually."

Attached is the proposed Regular Meeting schedule for the TAC for calendar year 2024. All meetings will be held at 10 a.m. at the Stearns Highway Department building (455-28th Ave. S, Waite Park).

Cancellation of regularly scheduled meetings will be provided electronically by the TAC Chair a minimum of 10 days prior to the next meeting date.

Proposed APO TAC Meeting Schedule for 2024

Month	TAC
January	N/A
February	Feb. 1, 2024 (SPECIAL MEETING) Feb. 29, 2024
March	March 28, 2024
April	April 25, 2024
May	May 30, 2024
June	June 27, 2024
July	July 25, 2024
August	Aug. 29, 2024
September	Sept. 26, 2024
October	Oct. 31, 2024
November	Nov. 28, 2024 (THANKSGIVING DAY)
December	Dec. 26, 2024

Of note, APO staff is proposing to cancel the January TAC meeting due to traditional conflict with city engineers conference. **Two meetings will be held in February. APO's Policy Board typically does not meet in December, thus making October the last TAC meeting of the year.*

Suggested Action: Approval.



1040 County Road 4, Saint Cloud, MN 56303-0643

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: Looking Ahead 2050 Metropolitan Transportation Plan Cost Estimates and
 2050 Refined Build Travel Demand Model and Beltline Model Results
DATE: Sept. 20, 2023

Since the beginning of 2023, APO staff have been working with consulting firm KLJ to complete portions of the APO's 2050 Metropolitan Transportation Plan (MTP) Looking Ahead 2050.

Specifically, KLJ was tasked with developing cost estimates for proposed projects within the MTP as well as modeling a fiscally constrained project list.

So far this year KLJ has worked to update both the 2020 base year travel demand model (TDM) as well as updating the 2050 no-build model. During this time frame, APO staff had conducted meetings with all member jurisdictions and the Minnesota Department of Transportation (MnDOT) to discuss possible reconstruction and expansion projects that would occur between now and 2050 within the APO's planning area.

Those project lists were subsequently turned over to KLJ for their staffers to begin the work of developing cost estimates. While KLJ was working to develop cost estimates, APO staff began their coordination work with each jurisdiction and MnDOT to develop revenue projections for the 2050 MTP. These projections would assist both APO and jurisdictional staffers in finalizing their priorities to develop a fiscally constrained list of projects to include in the 2050 initial build model run.

KLJ provided APO staff with the cost estimates for the proposed MTP projects in late April/early May. APO staff shared both the cost estimates and the revenue forecasts to the respective jurisdictions for their tentative approval. APO staff then began work on fiscally constraining each project based upon the proposed cost estimates and revenue forecasts. Staff held additional meetings with jurisdictions that could not fully constrain their initial project lists to confirm priorities for funding consideration. Once those meetings were completed, APO staff provided KLJ with the completed project list for the initial 2050 build model run.

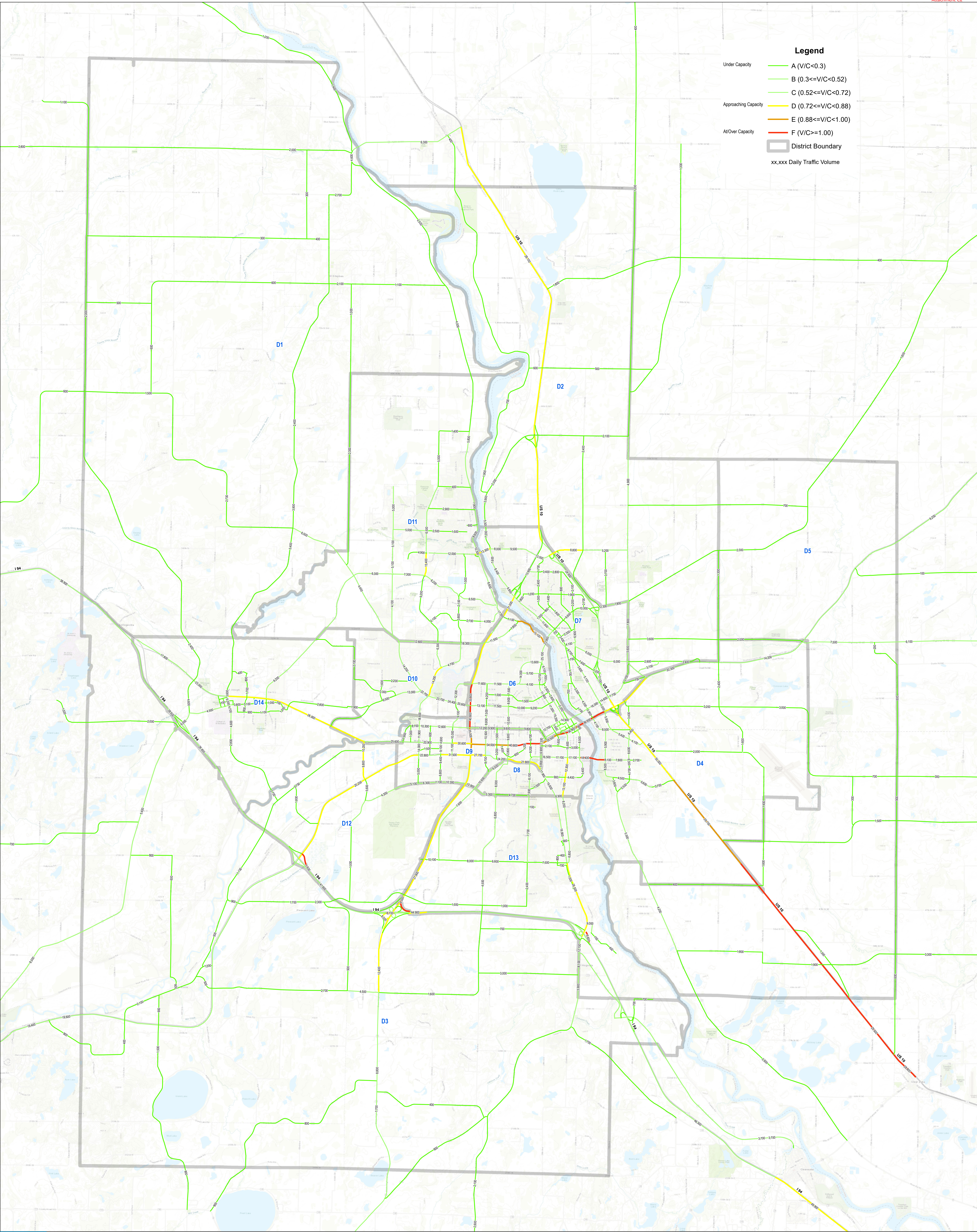
At the July 27 TAC meeting, TAC representatives heard a presentation from KLJ Project Manager Joe Devore regarding the initial 2050 Build model results. At that meeting, TAC representatives requested several adjustments be made to the proposed model. Those changes were subsequently incorporated into an additional model run – 2050 Refined Scenario.

In addition, KLJ worked to complete another model run – this time focusing on the proposed urban arterial beltline based upon the proposed alignment from the 2045 MTP, the Southwest Beltline study, and the 33rd Street S Bridge Study. This Beltline Scenario looks at the 2050 refined scenario and adds the non-fiscally constrained portions of the beltline to determine the impacts a completed beltline would have on vehicle miles traveled (VMT), vehicle hours traveled (VHT), as well as travel delay.

Attachments C2-C4 are the Level of Service/Volume-to-Capacity Ratio maps of the 2050 no-build, 2050 refined, and 2050 refined + beltline.

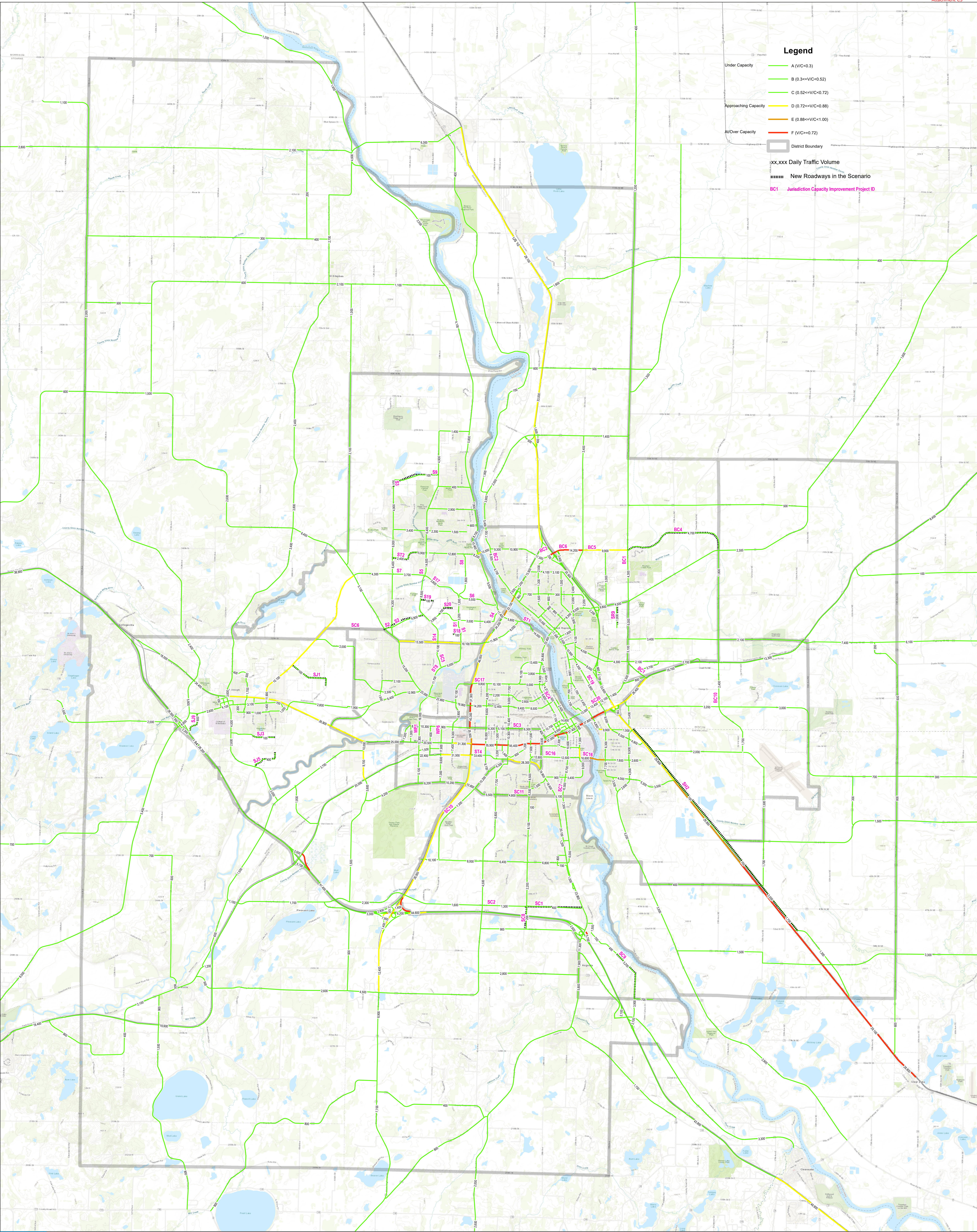
Attachments C5-C13 are all the fiscally constrained 2050 MTP projects – separated at the jurisdictional/agency level. Note that only the expansion projects are reflected in the model results.

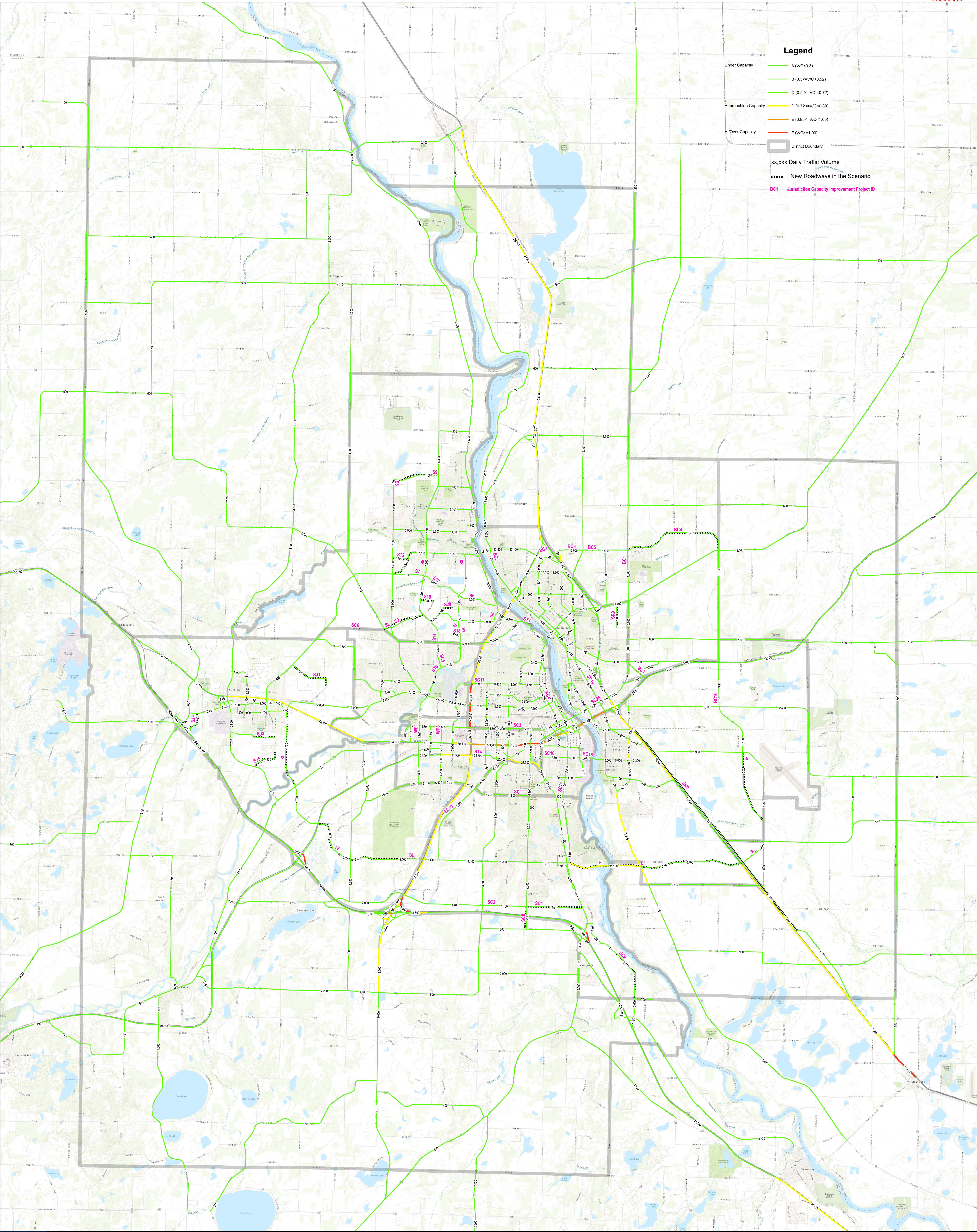
Suggested Action: Recommend Policy Board approval of the proposed 2050 MTP Projects.



Legend

- Under Capacity
 - A (V/C<0.3)
 - B (0.3<=V/C<0.52)
 - C (0.52<=V/C<0.72)
- Approaching Capacity
 - D (0.72<=V/C<0.88)
 - E (0.88<=V/C<1.00)
- All/Over Capacity
 - F (V/C>=1.00)
- District Boundary
- xx,xxx Daily Traffic Volume





Legend

- Under Capacity
 - A (V/C<0.3)
 - B (0.3<=V/C<0.52)
 - C (0.52<=V/C<0.72)
- Approaching Capacity
 - D (0.72<=V/C<0.88)
 - E (0.88<=V/C<1.00)
- At/Over Capacity
 - F (V/C>=1.00)
- District Boundary
- xxx,xxx Daily Traffic Volume
- New Roadways in the Scenario
- BC1 Jurisdiction Capacity Improvement Project ID

Looking Ahead 2050 MTP Refined Project List

Benton County

Expansion

Project ID	Roadway	Termini	Cost (in millions)	Timeframe
BC3	35 th Street NE	MN 15 to US 10	\$2.624	Short-Term (2025-2028)
BC5	CSAH 29	Fifth Avenue NE (CR 57) to CSAH 1 (Mayhew Lake Road)	\$3.099	Short-Term (2025-2028)
BC2	Benton Drive	First Street (CSAH 29) to 18 th Street NW	\$5.377	Mid-Term (2029-2034)
BC4	CSAH 29	Mayhew Lake Road (CSAH 1) to 35 th Avenue NE	\$6.692	Mid-Term (2029-2034)
BC6	CSAH 29	Fifth Avenue NE (CR 57) to US 10	\$2.190	Mid-Term (2029-2034)
BC1	Mayhew Lake Road (CSAH 1)	35 th Street (CSAH 29) to MN 23	\$42.665	Long-Term (2035-2050)
BC10	CSAH 8	Second Street SE to MN 23	\$6.220	Long-Term (2035-2050)

Total Projects: **7 projects**

Total Cost (in time-frame of expenditure): **\$68.886 million**

System Preservation

Project ID	Roadway	Termini	Cost (in millions)	Timeframe
BC7	CSAH 3	CSAH 1 to APO eastern planning boundary	\$3.300	Short-Term (2025-2028)
BC11	CR 57 (Quarry Road)	CSAH 3 to CSAH 29	\$6.269	Mid-Term (2025-2028)
BC8	CSAH 33	Third Street N to Ninth Street	\$2.859	Long-Term (2035-2050)
BC9	CSAH 8	MN 23 to CR 45/80	\$2.012	Long-Term (2035-2050)

Total Projects: **4 projects**

Total Cost (in time-frame of expenditure): **\$14.440 million**

Looking Ahead 2050 MTP Refined Project List

Sherburne County

Expansion

Project ID	Roadway	Termini	Cost (in millions)	Timeframe
SH2	Adjacent to US 10 (unspecified county roadways)	15 th Avenue S in Saint Cloud to southern border of Haven Township	\$14.490	Long-Term (2035-2050)

Total Projects: **1 project**

Total Cost (in time-frame of expenditure): **\$14.490 million**

System Preservation

Project ID	Roadway	Termini	Cost (in millions)	Timeframe
SH1	CR 62 (17 th Street SW)	Tee-to-Green Street to CSAH 20 (75 th Avenue SE)	\$6.391	Short-Term (2025-2028)

Total Projects: **1 project**

Total Cost (in time-frame of expenditure): **\$6.391 million**

Looking Ahead 2050 MTP Refined Project List

Stearns County

Expansion

Project ID	Roadway	Termini	Cost (in millions)	Timeframe
ST2	CSAH 133 (Second Street) in Sartell	Existing CSAH 133 to 19 th Avenue (3/4 mile)	\$2.309	Short-Term (2025-2028)
ST8	CR 134 in Saint Cloud	Sauk River Bridge to Pinecone Road	\$5.008	Mid-Term (2029-2034)
ST4	CSAH 75 (Second Street S) in Saint Cloud	MN 15 to 33 rd Avenue S	\$4.364	Long-Term (2035-2050)
ST1	CSAH 1 in Saint Cloud	Ninth Avenue N to CR 120	\$9.719	Long-Term (2035-2050)

Total Projects: **4 projects**

Total Cost (in time-frame of expenditure): **\$21.399 million**

System Preservation

Project ID	Roadway	Termini	Cost (in millions)	Timeframe
ST10	CSAH 2 (Central Avenue N) in Brockway Township	421 st Street to CSAH 1	\$3.534	Short-Term (2025-2028)
ST11	CSAH 1 in Brockway Township	CSAH 17 to northern Stearns County border	\$5.775	Short-Term (2025-2028)
ST12	CSAH 138 in Waite Park and Saint Joseph Township	MN 23 to CR 121	\$12.929	Long-Term (2035-2050)
ST13	CSAH 136 in Saint Cloud and Saint Augusta	CR 115 to 33 rd Street S	\$13.029	Long-Term (2035-2050)

Total Projects: **4 projects**

Total Cost (in time-frame of expenditure): **\$35.267 million**

Looking Ahead 2050 MTP Refined Project List

City of Saint Cloud

Expansion

Project ID	Roadway	Termini	Cost (in millions)	Timeframe
SC9	Heatherwood Road	47 th Street to 60 th Street S	\$8.389	Short-Term (2025-2028)
SC1	40 th Street S	Cooper Avenue to Roosevelt Road	\$14.015	Mid-Term (2029-2034)
SC2	40 th Street S	Oak Grove Road to Cooper Avenue	\$7.090	Mid-Term (2029-2034)
SC6	322 nd Street	CSAH 133 to CSAH 4	\$7.168	Mid-Term (2029-2034)
SC3	Third Street N	31 st Avenue N to Ninth Avenue N	\$21.981	Long-Term (2035-2050)
SC10	West Saint Germain Street	Seventh Street S/22 nd Street S to 33 rd Street S	\$16.957	Long-Term (2035-2050)
SC5	Pinecone Road S	CR 134 to CSAH 120	\$7.914	Long-Term (2035-2050)
SC4	Ninth Avenue N	15 th Street N to Eighth Street N/Veterans Drive	\$11.387	Long-Term (2035-2050)
SC7	Clearwater Road/Ninth Street S	University Drive to 22 nd Street S	\$5.525	Long-Term (2035-2050)
SC8	Cooper Avenue	Overpass of I-94	\$5.701	Long-Term (2035-2050)

Total Projects: **10 projects**

Total Cost (in time-frame of expenditure): **\$106.127 million**

System Preservation

Project ID	Roadway	Termini	Cost (in millions)	Timeframe
SC11	22 nd Street S	Oak Grove Road to Cooper Avenue	\$2.987	Short-Term (2025-2028)
SC19	Lincoln Avenue SE	Seventh Street SE to northern city limits	\$8.098	Short-Term (2025-2028)
SC15	Centennial Drive/10 th Street N	Ninth Avenue N to 33 rd Avenue	\$4.991	Short-Term (2025-2028)
SC20	East Saint Germain	Mississippi River to US 10	\$3.784	Short-Term (2025-2028)
SC16	University Drive	Mississippi River to 15 th Avenue SE	\$4.384	Short-Term (2025-2028)
SC18	Wilson Avenue SE	Seventh Street SE to Division Street	\$1.096	Short-Term (2025-2028)
SC17	12 th Street N	MN 15 to 33 rd Avenue N	\$1.526	Short-Term (2025-2028)
SC13	Fifth Avenue S	Ninth Street S to Ramsey Place	\$1.852	Short-Term (2025-2028)
SC12	Ninth Avenue N	Fourth Street S to University Drive	\$2.272	Short-Term (2025-2028)
SC14	Ninth Avenue N	Fourth Street S to Veterans Drive/Eight Street N	\$2.496	Short-Term (2025-2028)
SC22	255 th Street	CR 136 to CR 75	\$9.293	Short-Term (2025-2028)
SC23	County Road 74	33 rd Street S to 40 th Street S	\$3.055	Short-Term (2025-2028)
SC21	250 th Street	CR 136 to CR 74	\$9.563	Short-Term (2025-2028)

Total Projects: **13 projects**

Total Cost (in time-frame of expenditure): **\$55.395 million**

Looking Ahead 2050 MTP Refined Project List

City of Saint Joseph

Expansion

Project ID	Roadway	Termini	Cost (in millions)	Timeframe
SJ9	Gateway Avenue	Minnesota Street to Lake Sarah	\$2.035	Short-Term (2025-2028)
SJ5	20 th Avenue SE	Intersection of Jade Road and College Avenue to 16 th Avenue	\$4.721	Mid-Term (2029-2034)
SJ1	Westwood Parkway	Current terminus to Pearl Drive	\$11.578	Long-Term (2035-2050)
SJ3	Field Street	Seventh Avenue to 16 th Avenue	\$7.231	Long-Term (2035-2050)

Total Projects: **4 projects**

Total Cost (in time-frame of expenditure): **\$25.564 million**

System Preservation

Project ID	Roadway	Termini	Cost (in millions)	Timeframe
SJ11	Second Avenue NW	Minnesota Street to CSAH 75	\$0.828	Short-Term (2025-2028)
SJ13	Minnesota Street W	CSAH 2 to College Avenue	\$4.248	Short-Term (2025-2028)
SJ17	Callaway Street	College Avenue to Fourth Avenue SE	\$1.334	Short-Term (2025-2028)
SJ12	College Avenue	Minnesota Street to CSAH 75	\$0.419	Short-Term (2025-2028)
SJ14	Baker Street	Second Avenue SE to Minnesota Street E	\$4.309	Mid-Term (2029-2034)
SJ15	Northland Drive	CSAH 75 to 200 LF north of Jasmine Lane E	\$2.558	Mid-Term (2029-2034)
SJ16	Field Street	College Avenue to Seventh Avenue SE	\$3.535	Mid-Term (2029-2034)

Total Projects: **7 projects**

Total Cost (in time-frame of expenditure): **\$17.232 million**

Looking Ahead 2050 MTP Refined Project List

City of Sartell

Expansion

Project ID	Roadway	Termini	Cost (in millions)	Timeframe
S1	Leander Avenue	CSAH 120 to Heritage Drive	\$6.426	Short-Term (2025-2028)
S3	19 th Avenue N	11 th Street to 15 th Street	\$0.894	Short-Term (2025-2028)
S2	Roberts Road	Pinecone Road to CSAH 4	\$7.284	Short-Term (2025-2028)
S8	Fourth Avenue S	Second Street S to Fourth Street S	\$1.005	Short-Term (2025-2028)
S9	15 th Street N	Pinecone Road to 19 th Avenue N	\$4.808	Mid-Term (2029-2034)
S6	Heritage Drive	Huntington Drive (west leg) to CSAH 1	\$3.669	Mid-Term (2029-2034)
S7	Heritage Drive	Pinecone Road to 19 th Avenue S	\$2.703	Mid-Term (2029-2034)
S19	23 rd Street S	Seventh Avenue S to Leander Avenue	\$1.438	Mid-Term (2029-2034)
S20	15 th Street S	Pinecone Road to Roberts Roads	\$1.549	Mid-Term (2029-2034)
S21	Beetle Boulevard	17 th Street S to Scout Drive	\$0.588	Mid-Term (2029-2034)
S5	Pinecone Road	Heritage Drive to Second Street S	\$4.439	Mid-Term (2029-2034)

Total Projects: **11 projects**

Total Cost (in time-frame of expenditure): **\$34.804 million**

System Preservation

Project ID	Roadway	Termini	Cost (in millions)	Timeframe
S15	19 th Avenue S	Sixth Street S to First Street N	\$2.537	Short-Term (2025-2028)
S10	75 th Avenue (Townline Road)	CSAH 4 to First Street N	\$0.371	Short-Term (2025-2028)
S4	LeSauk Drive	Riverside Drive to Dehler Drive	\$1.070	Short-Term (2025-2028)
S14	Pinecone Road	CSAH 120 to Roberts Road	\$3.414	Mid-Term (2029-2034)
S16	2-1/2 Street N	Pinecone Road to 19 th Avenue S	\$2.766	Mid-Term (2029-2034)
S17	Heritage Drive	Pinecone Road to west leg of Huntington Drive	\$5.014	Mid-Term (2029-2034)
S11	2-1/2 Street N	Pinecone Road to Third Avenue N	\$3.862	Mid-Term (2029-2034)
S13	12 th Street N	Pinecone Road to Riverside Drive	\$5.103	Long-Term (2035-2050)
S12	Seventh Street N	Pinecone Road to Riverside Drive	\$7.142	Long-Term (2035-2050)
S22	35 th Street N	Pinecone Road to Blackberry Circle West	\$7.504	Long-Term (2035-2050)

Total Projects: **10 projects**

Total Cost (in time-frame of expenditure): **\$38.782 million**

Looking Ahead 2050 MTP Refined Project List

City of Sauk Rapids

Expansion

Project ID	Roadway	Termini	Cost (in millions)	Timeframe
SR9	13 th Avenue NE	Existing 19 th Street NE to Golden Spike Road	\$2.710	Long-Term (2035-2050)

Total Projects: **1 project**

Total Cost (in time-frame of expenditure): **\$2.710 million**

System Preservation

Project ID	Roadway	Termini	Cost (in millions)	Timeframe
SR1	Second Avenue S	Benton Drive to 10 th Street S	\$1.288	Short-Term (2025-2028)
SR14	11 th Street N	First Avenue N to Second Avenue N	\$0.263	Short-Term (2025-2028)
SR13	First Avenue N	Benton Drive to 11 th Street N	\$0.641	Short-Term (2025-2028)
SR2	Second Avenue S	10 th Street S to Searle Street	\$1.691	Short-Term (2025-2028)
SR3	11 th Street N	Second Avenue N to Sixth Avenue N	\$2.135	Mid-Term (2029-2034)
SR12	First Street S	Second Avenue S to Summit Avenue	\$1.805	Mid-Term (2029-2034)
SR4	Fourth Avenue N	Eighth Street N to 13 th Street N	\$3.732	Long-Term (2035-2050)
SR5	Fifth Street S	Summit Avenue to US 10	\$4.337	Long-Term (2035-2050)
SR6	11 th Street N	Sixth Avenue N to Summit Avenue	\$3.449	Long-Term (2035-2050)
SR7	Second Avenue N	Eighth Street N to 11 th Street N	\$3.372	Long-Term (2035-2050)
SR8	Ninth Avenue N	Second Street N to 11 th Street N	\$3.258	Long-Term (2035-2050)
SR10	Sixth Avenue South and North	First Street S to 11 th Street N	\$6.682	Long-Term (2035-2050)
SR15	10 th Avenue NE	CSAH 3 to CSAH 29	\$9.686	Long-Term (2035-2050)
SR16	Summit Avenue	Second Street N to Ninth Avenue N	\$7.508	Long-Term (2035-2050)
SR17	Benton Drive	Third Street N to Second Avenue S	\$8.530	Long-Term (2035-2050)
SR18	18 th Street N	MN 15 to 4-1/2 Avenue N	\$2.341	Long-Term (2035-2050)
SR19	18 th Street N	Ninth Avenue N to 4-1/2 Avenue N	\$3.360	Long-Term (2035-2050)
SR11	Summit Avenue	Benton Drive to Second Street N	\$7.028	Long-Term (2035-2050)

Total Projects: **18 projects**

Total Cost (in time-frame of expenditure): **\$71.105 million**

Looking Ahead 2050 MTP Refined Project List

City of Waite Park

Expansion

Project ID	Roadway	Termini	Cost (in millions)	Timeframe
WP1	10 th Avenue N	Third Street N to Division Street	\$3.095	Long-Term (2035-2050)

Total Projects: **1 project**

Total Cost (in time-frame of expenditure): **\$3.095 million**

System Preservation

Project ID	Roadway	Termini	Cost (in millions)	Timeframe
WP2	Waite Avenue	Third Street N to First Street N	\$1.465	Short-Term (2025-2028)
WP5	Second Avenue S	Second Street S to Division Street	\$1.239	Short-Term (2025-2028)
WP3	10 th Avenue S	Division Street to Second Street S/MN 23	\$1.284	Mid-Term (2029-2034)
WP6	Second Avenue S	Division Street to Third Street N	\$2.282	Mid-Term (2029-2034)
WP4	10 th Avenue N	Second Street S to Seventh Street S	\$6.777	Long-Term (2035-2050)

Total Projects: **5 projects**

Total Cost (in time-frame of expenditure): **\$13.047 million**

Looking Ahead 2050 MTP Refined Project List

Minnesota Department of Transportation

System Preservation

Project ID	Roadway	Termini	Work Type	Cost (in millions)	Timeframe
M1	MN 23	US 10/MN 23 interchange project	Reconstruction	\$49.000	Short-Term (2025-2028)
M2	I-94	From eastern planning area boundary to western planning area boundary	ITS	\$0.500	Short-Term (2025-2028)
M3	MN 15	Bridge 73019 over MN 15	Overlay deck	\$0.800	Short-Term (2025-2028)
M4	I-94	Bridges 73877 (WB) and 73878 (EB) over Sauk River in Saint Joseph Township	Overlay deck	\$1.500	Short-Term (2025-2028)
M5	MN 15	Bridge 05003 over US 10	Redeck	\$1.850	Short-Term (2025-2028)
M6	MN 23	0.455 miles east of 93 rd Avenue to MN 15 in Waite Park, eastbound and westbound	Resurface	\$12.985	Short-Term (2025-2028)
M7	MN 95	From junction with MN 23 to eastern planning boundary (entire project extends to Benton/Mille Lacs County line)	Resurface	\$7.470 (entire project)	Mid-Term (2029-2034)
M8	I-94	Bridges 73855 and 73856 over MN 15	Overlay deck	\$2.405	Mid-Term (2029-2034)
M9	MN 23	MN 15 to Fourth Avenue in Saint Cloud	Resurface (medium mill and inlay including ADA improvements)	\$7.155	Mid-Term (2029-2034)
M10	I-94	Bridge 73873 over MN 15	Overlay deck	\$1.300	Mid-Term (2029-2034)
M11	US 10	CR 40 (Halfway Crossing) to Benton CSAH 4	Resurface	\$15.700 (entire project)	Mid-Term (2029-2034)
M12	US 10	1.2 miles east of MN 23 to southern planning boundary (eastbound lanes only)	Resurface	\$18.490	Mid-Term (2029-2034)
M13	MN 15	Stearns CSAH 47 in Saint Augusta to Benton CSAH 33	Resurface	\$12.000	Mid-Term (2029-2034)
M14	I-94	I-94 from Stearns CSAH 75/Roosevelt Road to Stearns CSAH 2	ITS/Fiber Optic Cable	\$0.750	Mid-Term (2029-2034)
M15	MN 23	1.1 miles east of CSAH 12 west of Richmond to 0.5 miles east of 93 rd Avenue (EB & WB)	Mill and Overlay	\$15.000 (entire project)	Mid-Term (2029-2034)
M16	I-94	Bridge 73869 (WB) and 73870 (EB) over CSAH 2	Overlay	\$2.300	Mid-Term (2029-2034)
M17	I-94	East end of Bridge 73865 and 73866 1.5 miles west of MN 23 to SE end of bridges 73853 and 73854 over CSAH 75	Mill and Overlay	\$14.614	Mid-Term (2029-2034)

Total Projects: **17 projects**

Total Cost (in time-frame of expenditure): **\$163.819 million**

Sources: 2023-2032 CHIP and 2024-2033 CHIP (note that the costs reflected here are the ones that were reflected in the appropriate CHIP).



1040 County Road 4, Saint Cloud, MN 56303-0643

T. 320.252.7568

F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: James Stapfer, Planning Technician
RE: Consideration of 2024 Safety Targets (PM1)
DATE: September 18, 2023

Safety Performance Management supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for five (5) safety performance measures. The goal of the safety measures is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. MPOs must establish their HSIP targets by February 28 of the calendar year for which they apply.

There are five performance measures for the purpose of carrying out the HSIP. Each performance measure is reported using a five (5)-year rolling average.

1. Number of fatalities;
2. Rate of fatalities (Per 100 Million VMT);
3. Number of serious injuries;
4. Rate of serious injuries (Per 100 Million VMT); and,
5. Number of non-motorized fatalities and non-motorized serious injuries.

The APO's responsibilities when setting targets include;

- Establish HSIP targets for all public roads in the metropolitan planning area in coordination with the State.
- Estimate vehicle miles traveled (VMT) for all public roads within the metropolitan planning area for rate targets.
- Coordinate with the State and include the safety performance measures and the MPO's safety targets for those measures in the MTP.
- Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures, and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP.
- Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets.

Displayed in Figure 1.1 are the 2022 targets versus the results for 2022 safety measures in the APO region. The results show the APO met **3** of its targets; fatalities, fatality rate, and non-motorized fatalities and serious injuries. The APO desires fatalities and serious injuries to decline.

Figure 1.1



1040 County Road 4, Saint Cloud, MN 56303-0643

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Performance Measures	2022 Results	2022 Targets	2023 Targets	Proposed 2024 Targets	MnDOT 2024 Target
Fatalities	8.2	8.6	8.0	8.0	352.4
Fatality Rate (100 MVMT)	0.629	0.720	0.626	0.626	0.582
Serious Injuries	28.4	23.0	23.0	23.0	1,463.4
Serious Injury Rate (100 MVMT)	2.169	1.946	1.946	1.946	2.470
Non-Motorized Fatalities and Serious Injuries	6.2	7.8	6.6	6.2	258.4

**All Measures are Calculated Using the 5-Year Rolling Averages*

Attachment (D2) displays the full data set from 2013-2022 for reference.

Examples of programmed projects in the FY 2024-2027 TIP that will help achieve the APO's roadway targets include the following: the construction of a roundabout at the intersection of Benton County CSAH 1 and Benton County CSAH 29 (project number 005-070-014) and the construction of a J-turn at the intersection of MN 23 and Stearns CSAH 8 (project number 7305-132). These TIP projects are anticipated to positively impact target achievement by providing safety improvements for motorists, bicyclists, and pedestrians.

It is important to note that while the APO can promote a transportation system that is safe for all users through appropriate safety infrastructure to help prevent crashes, the APO cannot control driver behaviors that may lead to crashes. The APO and its member agencies and jurisdictions can only encourage, educate, and inform citizens of safe driving, walking, and bicycling habits to mitigate crashes.

Requested Action Today:

1. Recommend Policy Board Approval of the APO's 2024 safety targets.

Year	Fatalities	Fatalities (5-Year Rolling Average)	Serious Injuries	Serious Injuries (5-Year Rolling Average)	Non-Motorized Fatalities and Serious Injuries	Non-Motorized Fatalities and Serious Injuries (5-Year Rolling Average)	Fatality Rate (100 Million VMT)	Fatality Rate (100 Million VMT)(5-Year Rolling Average)	Serious Injuries Rate (100 Million VMT)	Serious Injuries Rate (100 Million VMT)(5-Year Rolling Average)
2013	9	7.2	23	23.2	7	5.8	0.835	0.666	2.134	2.144
2014	5	7.4	15	21.6	5	5.2	0.462	0.685	1.387	2.001
2015	14	8.2	19	21.4	12	7.0	1.275	0.756	1.730	1.978
2016	7	8.4	36	23.4	8	7.8	0.605	0.765	3.111	2.117
2017	8	8.6	25	23.6	7	7.8	0.666	0.769	2.081	2.088
2018	8	8.4	20	23.0	8	8.0	0.568	0.715	1.419	1.946
2019	7	8.8	24	24.8	6	8.2	0.493	0.721	1.689	2.006
2020	12	8.4	32	27.4	10	7.8	1.025	0.671	2.732	2.207
2021	5	8.0	32	26.6	2	6.6	0.377	0.626	2.414	2.067
2022	9	8.2	34	28.4	5	6.2	0.685	0.629	2.587	2.169



SAINT CLOUD | AREA PLANNING ORGANIZATION

1040 County Road 4, Saint Cloud, MN 56303-0643

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: Upcoming Program Solicitations
DATE: Sept. 18, 2023

As the 2023 construction season begins to wind down, solicitations (both at the state and Federal level) are going to be ramping up.

Below is an overview of the ongoing and upcoming solicitations for your consideration. Please note that this information is current as of the drafting of this memo. Any changes to final deadlines for solicitations will be relayed to you as soon as possible.

Open Solicitations (current as of Sept. 18, 2023)

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads.

The program is structured to:

1. Encourage widespread deployment of safety countermeasures.
2. Engage local and state agencies.
3. Emphasize effective treatments.

This funding source requires a 10% local match with a maximum cap of Federal funding assistance for a project set at \$750,000.

The 2025-2028 HSIP solicitation kicked off on Wednesday, Sept. 13 by the Minnesota Department of Transportation's Office of Traffic Engineering (OTE). Applications are due to OTE by no later than Wednesday, Nov. 22.

Funds for the local HSIP solicitation are divided out by the Area Transportation Partnerships (ATPs) based on need. With a large number of crashes within the Central Minnesota ATP (ATP-3), our ATP receives the largest amount of money for this non-metro solicitation.

The following table is a list of APPROXIMATE funding available to ATP-3 by year.

ATP	2025	2026	2027	2028
ATP-3	\$160,000	\$2,220,000	\$3,750,000	\$4,700,000

While this program tends to heavily favor counties, the program is also open to municipalities as well. MnDOT's OTE staff will be able to provide additional assistance for cities interested in applying for this program.

Applicants submitting projects within the APO's planning area MUST have a letter of support from the APO's Policy Board prior to completing the application. In order to meet this deadline, all applications must be submitted to APO Senior Transportation Planner Vicki Johnson by no later than noon on Monday, Oct. 16. The applications will then be included in

the APO's October TAC agenda packet. The APO's Policy Board is anticipated to make their final decision on recommending projects at the November board meeting.

Funding awards for this solicitation are typically announced at the beginning part of February.

Upcoming Solicitations

Transportation Alternatives (TA)

Projects eligible for Transportation Alternatives (TA) funding include, but are not limited to: the creation of facilities for pedestrians and bicycles, environmental mitigation or habitat protection as related to highway construction or operations, as well as infrastructure and non-infrastructure related to Safe Routes to Schools (SRTS) activities. States and localities are responsible for a minimum 20% share of project costs funded through this program.

Every year MnDOT receives a projected TA funding target which is for four fiscal years out. These funding targets are then divided amongst the Twin Cities metro and the greater Minnesota Area Transportation Partnerships (ATPs).

In order to be considered for TA funding within the Central Minnesota ATP, applicants must complete and submit a letter of intent to MnDOT District 3. Once the letter of intent period has passed, District 3 staff distribute those letters to their respective regional planning body – Region 5, 7E, 7W, and the APO.

The APO Senior Transportation Planner works with prospective applicants that have projects identified in the planning area on their applications which are due to MnDOT District 3 staff in early January.

All applications across the Central Minnesota ATP are scored and ranked by a committee comprised of regional planning representatives which includes one planner and one engineer from the Saint Cloud APO. Once these scores are compiled, a prioritized list is brought before the ATP board for approval and incorporation into the State Transportation Improvement Program (STIP) – a document similar to the TIP, but which encompasses the entire state of Minnesota.

Aside from participation in the ranking and scoring of all Central Minnesota ATP regional projects, the APO – along with the other regional planning bodies within the ATP – have a very minor role in addressing their own regional priorities for TA funded projects.

To address this concern, MnDOT District 3 has allowed for regions like the APO to assign regional priority points to projects being completed within their planning area. These points, combined with the average scores from the TA scoring committee and regional equity points, can influence the final score and ultimate ranking of a project. Regional priority points are assigned to the top two projects – the number one project receives 10 points, the number two project receives five.

Each regional planning body is able to rank their projects and assign these regional priority points accordingly.

For the FY 2028 solicitation process, APO staff will be working with the TAC's bicycle and pedestrian subcommittee – the Active Transportation Advisory Committee (ATAC) – in developing a recommended prioritization for TAC consideration.

The LOI process for TA begins in October and are typically due late October/first week of November. Full applications will be distributed by mid-November. TA workshops are scheduled to be held on Oct. 5 and Oct. 10.

TA applications are due to MnDOT District 3 Planning and Program Coordinator Jeff Lenz by Friday, Jan. 12, 2024. The APO's TAC will meet to rank/prioritize the submitted projects on Feb. 1, 2024.

Surface Transportation Block Grant Program (STBGP)

The Surface Transportation Block Grant Program (STBGP) provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge, and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. States and localities are responsible for a minimum 20% share of project costs funded through this program.

STBGP funding is received by the state from the Federal government. With that pre-determined sum of funding, MnDOT allocates approximately half of those Federal dollars to the Twin Cities metro area. The remaining half is then divided among the greater Minnesota Area Transportation Partnerships (ATPs).

The Central Minnesota ATP (ATP-3) – which encompasses MnDOT District 3 – further divides the allocated funding among specific regions within the ATP. Those regions include Region 5 Development Commission, East Central Regional Development Commission (7E), Region 7W Transportation Policy Board, and the Saint Cloud APO.

Within the APO, APO staffers initiate the solicitation process for projects. Agencies and jurisdictions within the APO's Metropolitan Planning Area (MPA) complete an application form for funding that is consistent across MnDOT District 3. APO staffers then review, score, and offer a preliminary ranking of those submitted applications using a technical merit scoring rubric. Those findings are then presented to the APO's TAC and used as a guide to assist in prioritizing STBGP funded projects for the region.

Information on this solicitation will be made available in October.

STBGP applications are due to APO Senior Transportation Planner Vicki Johnson by no later than 3 p.m. on Monday, Jan. 8, 2024. The APO's TAC will meet to rank/prioritize the submitted projects on Feb. 1, 2024.

Local Partnership Program (LPP)

The LPP is designed to address transportation issues on the trunk highway system that are of concern to local units of government but are typically not large-scale or high enough priority that they are directly selected as projects in the regular MnDOT transportation program. Selected projects must:

- Provide a clear benefit to the trunk highway system as well as to the local community.
- Be developed and administered by the local agency.
- Have preliminary design, final design, right-of-way and utility relocation costs (as appropriate) paid for by the local agency.
- Be designed to MnDOT Trunk Highway Standards for work on the trunk highway.

This program is administered through MnDOT District 3. Typically, solicitation opens for this program in October with applications due in January. Project selection typically occurs in March with final approval slated for early April.

Active Transportation (AT) Infrastructure

The AT grant is a state funded grant program designed to support the construction of pedestrian and bicycling infrastructure projects across the state. This program is open to a wide variety of planning partners – however it must be noted that non-state aid cities and townships will need to have a project sponsor (mostly likely at the county level).

There is approximately \$13.2 million available for projects that will be constructed in either 2024 or 2025. Because this is a state solicitation, this program does NOT require a local match. The minimum funding award will be \$50,000 with a maximum funding award of \$1 million. Funding from this program CAN be used as the local match for the Federal Transportation Alternatives (TA) program.

To be considered for this program, projects must:

1. Improve safety.
2. Have a resolution from the governing board and/or sponsoring agency as appropriate.
3. Have a letter of support from MnDOT if the project will be impacting trunk highways.
4. Have a useful life of at least 10 years.
5. Be constructed in 2024 or 2025.

Applications from across the state will be divided into three "selection pools." Ideally, projects will be funded equally across the three different selection pools. Projects will be scored on the following criteria:

- Improvements and safety – 40%.
- Planning and public engagement – 20%.
- Active transportation equity score – 40%.

The timeline for this program is as follows:

- Oct. 9 – Letter of Intent process opens.
- Nov. 9 – Deadline for Letter of Intent.
- Nov. 27 – Full application opens.
- Feb. 2, 2024: Applications are due.
- April/May 2024: Selected projects are announced.

Safe Routes to School (SRTS) Infrastructure

The SRTS grant is a state funded grant program designed to support the construction of pedestrian and bicycling infrastructure as a means to provide safer access to schools across the state. This program is open to a wide variety of planning partners – however it must be noted that non-state aid cities, townships, and school districts will need to have a project sponsor (mostly likely at the county and/or city level).

There is approximately \$10.9 million available for projects that will be constructed in either 2024 or 2025. Because this is a state solicitation, this program does NOT require a local match. The minimum funding award will be \$50,000 with a maximum funding award of \$1 million. Funding from this program CAN be used as the local match for the Federal Transportation Alternatives (TA) program.

Applications from across the state will be divided into five "selection pools." Ideally, projects will be funded equally across the five different selection pools. Projects will be scored on the following criteria:

- Improvements and safety – 50%.
- Planning and public engagement – 25%.
- Equity – 25%.

The timeline for this program is as follows:

- Oct. 9 – Letter of Intent process opens.
- Nov. 9 – Deadline for Letter of Intent.
- Nov. 27 – Full application opens.
- Feb. 2, 2024: Applications are due.
- April/May 2024: Selected projects are announced.

There will be solicitations coming up for programs such as the Carbon Reduction Program (CRP) and the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program over the next several months. More information will be shared on these programs closer to the start of these solicitations.

Suggested Action: None, informational.