

Good morning,

The Central Minnesota Area Transportation Partnership (ATP-3) is currently conducting its solicitation for Fiscal Year 2028 Transportation Alternatives program (TA) projects. The TA program is for community-based projects that expand travel choices and enhance the transportation experience by integrating modes and improving the cultural, historic, and environmental aspects of our transportation infrastructure. The solicitation taking place this fall/winter is for projects that will be ready for construction in fiscal year 2028 within the 12 County ATP-3 boundary. Under the statewide process administered by the Minnesota Department of Transportation, ATPs throughout the state use a distinct process for project selection.

Please review the enclosed ATP-3 TA program information document included in this correspondence, which is specific to the Central Minnesota Area Transportation Partnership.

ATP-3 will be hosting two workshops in person with a MS-Teams option for potential applicants to learn more about the Transportation Alternatives program. The dates for the workshops are:

Thursday, October 5, 2023 **1:30 p.m. - 3 p.m.** **MN Department of
Transportation, 7694 Industrial Park Road, Baxter**

Tuesday, October 10, 2023 **1:30 p.m. - 3 p.m.** **MN Department of
Transportation, 3725 – 12th Street North, St. Cloud**

RSVP is requested a minimum of one day prior to the workshop date and applicants that would require a project sponsor are strongly encouraged to attend. To determine if you will need a project sponsor, please refer to the informational packet or contact me.

RSVPs can be sent by email to: jeff.lenz@state.mn.us or by calling 218/828-5808. Please indicate if you will be attending the meeting in person or by MS-Teams. Additional information and related links are available at www.dot.state.mn.us/ta/.

Jeff Lenz
MnDOT
Engineering Specialist/Program Coordinator
District 3A Planning & Programming
7694 Industrial Park Rd
Baxter, MN 56425
Monday – Friday 6:30-3:00

Thank you,



Loren L. Green · Administrative Assistant

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Transportation Alternatives (TA) Program Solicitation for Fiscal Year 2028

What is the Transportation Alternatives (TA) Program?

The TA Program provides Federal transportation funding for projects such as pedestrian and/or bicycle facilities, Safe Routes to School, historic preservation, environmental activities and more.

Who can apply for TA funding?

Eligible applicants include counties, cities, tribal units of government, natural resource or public land agencies, transit agencies, Regional Development Commissions, and school districts or educational agencies. If a non-State Aid City (City population under 5,000) would like to apply for funding, they would need to have their project sponsored, likely by their County.

Is there a local match required?

Yes, all TA funded projects require a minimum 20% local match of the eligible project costs.



How does the funding cycle work?

The solicitation taking place through the fall 2023 and winter 2024 is for projects that will be ready for construction in Federal Fiscal Year 2028.

Who reviews and evaluates the applications?

The central Minnesota ATP 3 incorporates a competitive process in selecting eligible projects. The ATP integrates recommendations from the four regions within it, including Region 5 Development Commission, East Central Regional Development Commission, Region 7W Joint Powers, and St. Cloud Area Planning Organization. The ATP also utilizes a Subcommittee that reviews and suggests TA projects to the ATP. www.mndot.gov/d3/atp/

Will the review process be competitive?

Yes - \$2.78 million is the anticipated programmable amount of funding for Fiscal Year 2028 in central Minnesota which includes the counties of:

- Benton
- Cass
- Crow Wing
- Isanti
- Kanabec
- Mille Lacs
- Morrison
- Sherburne
- Stearns
- Todd
- Wadena
- Wright

Learn more at a TA workshop

The Central Minnesota ATP 3 will host two workshops for potential applicants that want to learn about the program and its requirements

Baxter

Thursday, Oct. 5

1:30-3:00 p.m.

MnDOT Baxter Office
7694 Industrial Park Road
MS-Teams Option

St. Cloud

Tuesday, Oct. 10

1:30-3:00 p.m.

MnDOT St. Cloud Office
3725-12th Street North
MS-Teams Option

**Applicants needing a
sponsoring agency for
their project are strongly
encouraged to attend.**

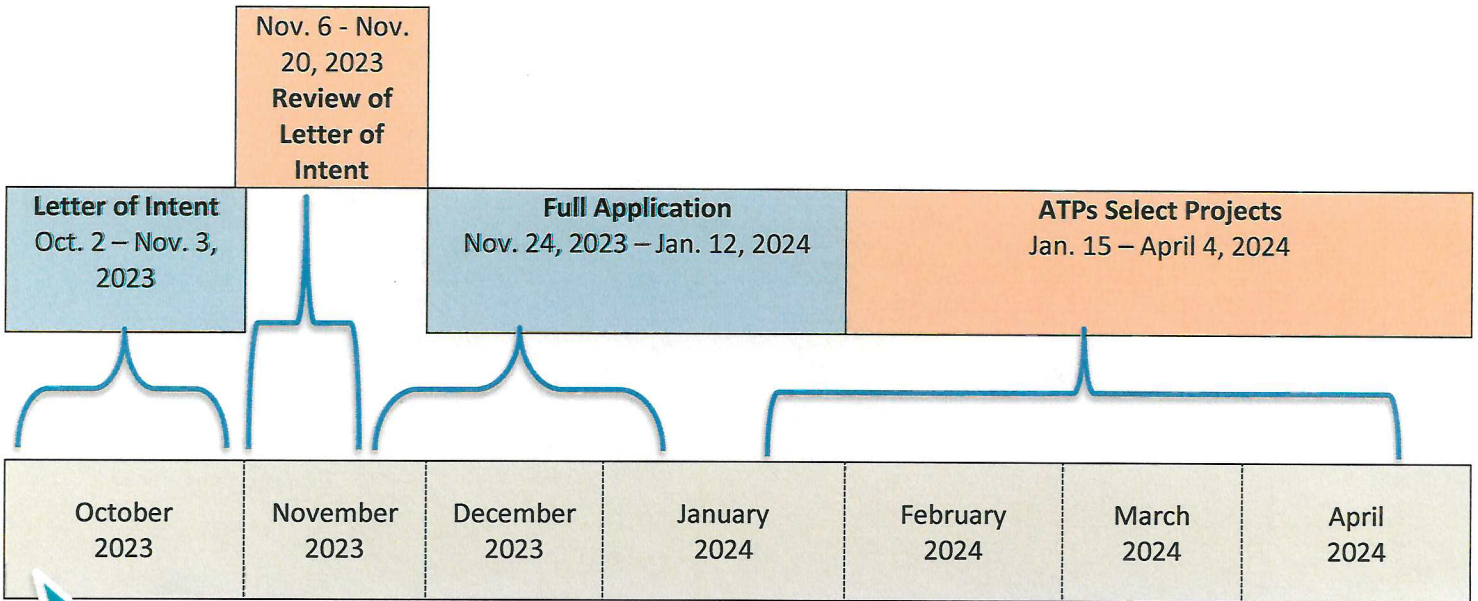
RSVP - Contact

Jeff Lenz

MnDOT District 3 Planning
218-828-5808

Jeff.Lenz@state.mn.us

Application schedule



Thursday, Oct. 5
TA Workshop
In Person & MS-Teams
1:30-3:00 pm

Tuesday, Oct.10
TA Workshop
In Person & MS-Teams
1:30-3:00 pm

Jan. 15 – Mar. 5
Region’s review,
rank and develop
their TA priority list
of projects

Mar. 6
ATP TA
Committee
evaluates,
scores, and
ranks TA
projects

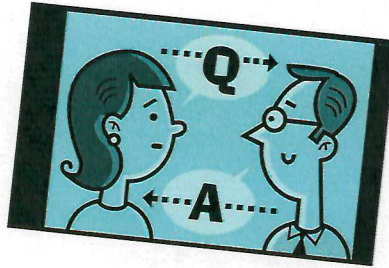
April 4
ATP reviews,
modifies, and
approves draft
ATIP

Key Dates		
	Oct. 2, 2023	Announce Solicitation / Begin process
	Nov. 3, 2023	Deadline to submit Letter of Intent (LOI) online through the fillable form
	Nov. 24, 2023	Applicant will be provided the full TA application by their Regional Planner if project meets eligibility requirements
	Jan. 12, 2024	Deadline to submit full TA Application to ATP 3 staff
	April 19, 2024	Applicant will be notified by ATP 3 staff and selected project(s) will be included in the Draft Area Transportation Improvement Program (ATIP)

Frequently asked Q&As

When can construction begin and end?

Fiscal Year 2028 is from July 1, 2027, to June 30, 2028. Since federal funds are not released for reimbursement until after October 1st, applicants typically wait until the second half of the fiscal year for which they are programmed for funding to start construction. In other words, for a FY 2028 project, applicants would complete their project development requirements by April 15, 2028, and then authorize, let, and award the project before June 30, 2028. Applicants can begin construction in the first half of the fiscal year but would need to upfront these costs until they can be reimbursed for their costs after October 1st.



If awarded, can we move up fiscal years to complete early?

If an agency wishes to “Advance Construct (AC)” their project, they can do so, but the local funds need to be in place and the project needs to be ready. An agency that wishes to AC their project would be doing so at their own risk of reimbursement in the original year of programmed funding from the federal government. An agreement would also need to be signed stating that they are taking that risk.

Could we delay construction?

Agencies are highly discouraged from delaying their project from the programmed funding year because there is a risk the funds will go away. Instances such as wetland impacts, right of way issues, and local funding often play a role in an agencies inability to complete a project on schedule. Deliverability plays a significant role in TA project selection.

Could we divert funds to pay for another project?

TA projects that are selected and programmed for TA funding have been done so based on the application contents through the ATP 3 competitive process. Alterations to the scope of a project, once programmed, are highly discouraged as funding reimbursement could be jeopardized.

What’s the minimum and maximum request?

The minimum project cost (eligible work) is \$100,000 and the maximum TA amount that can be requested through ATP 3 this solicitation is \$800,000. Example: If an applicant had eligible work totaling \$1,200,000, a traditional 80% federal/20% local cost split would be \$960,000 (federal) and \$240,000 (local). Since the maximum amount of federal funds that can be requested is \$800,000, the applicant cannot request the full \$960,000 based on the 80/20 formula, they could only request \$800,000. In this case the applicant would need to increase their local share from \$240,000 to \$400,000 to make up the difference.

Can the local match be provided over multiple years?

The only requirement is that the local matching funds need to be available in the fiscal year for which the project is programmed. How the funds are secured and managed is a local responsibility. Since federal funds are available upon reimbursement, it is necessary for the local agency to have local funds available initially for the project’s construction.

Can engineering costs, right of way acquisition, or in-kind time or labor count towards match?

Funding under the TA is competitive. In-kind or “soft” matches affect your overall project cost and in-turn, the federal reimbursable amount of funding. This type of match is discouraged as it is cumbersome to manage and document and has been known to cause deliverability issues at the time of construction.

Are letters of support taken into consideration with the application?

The letters are not considered as part of the evaluation criteria. However, letters do show community support for the project, and it is good to include them as it demonstrates the importance of the project to the community and the coordination of your application.

Contacts, resources



Jeff Lenz

MnDOT District 3 - ATP 3/Region 7W TA Contact
218-828-5808 – email: jeff.lenz@state.mn.us
Website: www.dot.state.mn.us/d3/region7w/

Tad Erickson

Region 5 Development Commission - TA Contact
218-894-6012 – email: terickson@regionfive.org
Website: www.regionfive.org/

Penny Simonsen

East Central Regional Development Commission (7E) - TA Contact
320-679-4065, ext. 23 – email: penny.simonsen@ecrdc.org
Website: www.ecrdc.org/

Vicki Johnson

St. Cloud Area Planning Organization - TA Contact
320-252-7568 – email: lkeogu@stcloudapo.org
Website: www.stcloudapo.org/

Steve Voss

MnDOT District 3 Planning Director
218-828-5779 – email: steve.voss@state.mn.us

Angie Tomovic

MnDOT District 3 State Aid Engineer
218-232-8981 – email: andjela.tomovic@state.mn.us

Web

MnDOT TA program

www.dot.state.mn.us/ta/

Central Minnesota ATP 3

<https://www.dot.state.mn.us/atp>

MnDOT State Aid

www.dot.state.mn.us/stateaid/

