

AGENDA

APO TECHNICAL ADVISORY COMMITTEE MEETING

THURSDAY, FEBRUARY 4, 2021 – 9 A.M.
ZOOM MEETING

1. Electronic Meeting Notification (Attachment A)
2. Introductions
3. Public Comment Period
4. Consideration of Consent Agenda Items (*Attachments B-K*)
 - a. Approve minutes of Sept. 24, 2020, TAC meeting (Attachment B)
 - b. Recommend Policy Board approval of Federal and transit performance measures (Attachment C1-C4)
 - c. Recommend Policy Board approval of technical corrections to the APO's Stakeholder Engagement Plan (Attachments D1-D2)
 - d. Receive Technical Advisory Committee Attendance Record for 2020 (Attachment E)
 - e. Receive staff report of the Oct. 8, 2020, Central Minnesota Area Transportation Partnership meeting (Attachment F)
 - f. Receive staff report of the Jan. 14, 2021, Central Minnesota Area Transportation Partnership meeting (Attachment G)
 - g. Receive staff reports of Oct. 8, 2020, and Jan. 14, 2021 Policy Board meetings (Attachment H)
 - h. Receive staff report of Oct. 14, 2020, Active Transportation Plan Development Committee meeting (Attachment I)
 - i. Receive staff report of Nov. 2, 2020, and Jan. 25, 2021 Active Transportation Advisory Committee (ATAC) meeting (Attachment J)
 - j. Receive staff report on Speed Limit Working Group status (Attachment K)
5. FY 2021-2024 Transportation Improvement Program Amendments and Administrative Modifications (Attachments L1-L3): *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action: Recommend Policy Board approval.**
6. FY 2025 ATP-Managed Surface Transportation Block Grant Program prioritization (Attachments M1-M17): *Vicki Johnson, Senior Transportation Planner*

- a. **Suggested Action: Recommend a rank and prioritization of projects for Policy Board approval.**
- 7. FY 2025 Transportation Alternatives program prioritization (Attachments N1-N2): *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action: Recommend prioritization of projects for Policy Board approval.**
- 8. Other Business & Announcements
- 9. Adjournment

English

The Saint Cloud Area Planning Organization (APO) fully complies with the Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act of 1990, Executive Order 12898, Executive Order 13116 and related statutes and regulations. The APO is accessible to all persons of all abilities. A person who requires a modification or accommodation, auxiliary aids, translation services, interpreter services, etc., in order to participate in a public meeting, including receiving this agenda and/or attachments in an alternative format, or language please contact the APO at 320-252-7568 or at admin@stcloudapo.org at least seven (7) days in advance of the meeting.

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

La Organización de Planificación del Área de Saint Cloud (APO en inglés) cumple plenamente con el Título VI de la Ley de Derechos Civiles de 1964, con el Título II de la Ley sobre los Estadounidenses con Discapacidad de 1990), de la Orden Ejecutiva 12898, de la Orden Ejecutiva 13116 y los estatutos y reglamentos relacionados. La APO es accesible para todas las personas de todas las capacidades. Una persona que requiere una modificación o acomodación, ayudas auxiliares, servicios de traducción, servicios de interpretación, etc., para poder participar en una reunión pública, incluyendo recibir esta agenda y/o archivos adjuntos en un formato o idioma alternativo, por favor, contacta a la APO al número de teléfono 320-252-7568 o al admin@stcloudapo.org al menos siete (7) días antes de la reunión.



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

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Saint Cloud Area Planning Organization Electronic Meeting Notification

Feb. 4, 2021

The Executive Director has determined that an in-person meeting is not prudent and under MN Statute, 13D.021 subdivision 1 believes that a Zoom conference with jurisdictional planners, engineers, and other transportation-related technical staff, participating via video conference and/or conference call is warranted.

The following process for the Saint Cloud Area Planning Organization's Technical Advisory Committee meeting to be held on Thursday, Feb. 4, 2021, at 9 a.m. will be done in accordance with State Law:

1. The Executive Director will be present at the Saint Cloud Area Planning Organization office. The meeting will be audio recorded.
2. All votes will be done by rollcall so there is a clear record of who is in favor or opposed to the subject vote.
3. We will ensure that all members are able to hear one another and all discussions and testimony.
4. Notice of the meeting will be sent to all persons who have requested notice along with area media outlets.
5. Any member of the public may contact the Executive Director if he or she desires to be connected electronically to the meeting to hear the content of the meeting. If there is an expense for such connection, the Executive Director shall inform the public of the charge for such connection in advance of the meeting.

This meeting has been determined to not be feasible to have the public present at the meeting due to the health pandemic and emergency declaration and is authorized by MN Statute 13D.021, subdivision 1.

**SAINT CLOUD AREA PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING
Thursday, Sept. 24, 2020 @ 10 a.m.**

A Zoom meeting of the Saint Cloud Area Planning Organization's (APO) Technical Advisory Committee (TAC) was held at 10 a.m. on Thursday, Sept. 24, 2020. Senior Transportation Planner Vicki Johnson presided with the following members participating via Zoom or telephone access:

Ryan Daniel	Saint Cloud Metro Bus
Steve Voss	MnDOT District 3
Steve Foss	City of Saint Cloud
Matt Glaesman	City of Saint Cloud
Jon Halter	City of Sartell
Randy Sabart	City of Saint Joseph
Jon Noerenberg	City of Waite Park
Andrew Witter	Sherburne County
Jodi Teich	Stearns County
Michael Kedrowski	Saint Cloud Metro Bus
Anna Pierce	MnDOT
Bobbi Retzlaff	Federal Highway Administration
Vicki Johnson	APO, Senior Planner
Brian Gibson	APO, Executive Director
Alex McKenzie	APO, Planning Technician
Fred Sandal	APO, Associate Planner
Amber Blattner	APO, Administrative Assistant

Ms. Johnson reviewed the Electronic Meeting Notification requirements.

Introductions were made.

PUBLIC COMMENT PERIOD

No members of the public were participating.

Consider Minutes of July 30, 2020, TAC Meeting

Ms. Teich a made motion to approve the July 30, 2020, minutes. Mr. Voss seconded the motion. Motion carried. Roll Call: Daniel – YES; Foss – YES; Glaesman – YES; Voss – YES; Halter – YES; Sabart – YES; Noerenberg – YES; Witter – YES; Teich - YES

Draft Stakeholder Engagement Plan Update

Ms. Johnson provided a summary of the draft Stakeholder Engagement Plan (SEP). From March 2020 through mid-August APO staff worked to update the SEP. Major changes included the incorporation of Title II, revising the Title VI complaint form, discussion of virtual public involvement, a revised social media plan, and further

discussion and analysis with the Limited English Proficiency (LEP) plan. Ms. Johnson stated that APO is currently in the public comment period; August 19 through October 3, 2020. Ms. Johnson requested TAC recommend Policy Board approval of the revised Stakeholder Engagement Plan and asked if there were any questions.

Mr. Glaesman made a motion to recommend Policy Board approve the draft Stakeholder Engagement Plan. Mr. Daniel seconded the motion. Motion carried. Roll Call: Daniel – YES; Foss – YES; Glaesman – YES; Voss – YES; Halter – YES; Sabart – YES; Noerenberg – YES; Witter – YES; Teich - YES

Draft TAC Bylaws

Ms. Johnson reviewed the TAC bylaws revisions, which were last amended in March 2009. Ms. Johnson reviewed revisions that would better align with the Policy Boards existing Bylaws to Section 3 Membership and Voting; Section 3.1 members, 3.2 Primary Voting Representatives, 3.3 Alternative Voting Representatives, 3.4 Ex-Officio Members and Representatives, 3.5 Attendance. Ms. Johnson reviewed Section 5 Meetings. Ms. Johnson reviewed the special meetings definition and the discussion on 5.4 Quorum. Ms. Johnson looked at other MPOs and how they structure their Technical Advisory Committee. At the July 30, 2020, meeting it was debated if there should be a one-third (four members) or one-half quorum (six members). Ms. Johnson reviewed section 5.5 Video and Teleconference meeting, 5.6 Agenda, 5.7 Voting, Section 6 Sub-Committees, Section 7 Parliamentary Authority, and Section 8 Amendment of Bylaws. Ms. Johnson asked if there are any questions or comments.

Ms. Teich said pre-pandemic people had the option of calling into the meeting on a conference call and asked if this is something that would satisfy the virtual option. Ms. Johnson said yes. Ms. Teich asked if the Policy Board would be comfortable if the TAC recommends a one-third attendance for quorum. Ms. Johnson said the Policy Board feels that attendance should not be an issue, and everyone should be attending. The Policy Board would like to work toward one-half and consider implementing an attendance policy. Ms. Pierce thinks attendance and quorum are two separate issues and mentioned at other MPO meetings if a member misses more than three meetings a new member can be appointed in their position. Mr. Daniel asked if they could remove the marketing director and just have the planning manager. Ms. Johnson said they have not designated anyone specific for Metro Bus in the revised bylaws, Metro Bus can tell APO who they want. Mr. Gibson replied to Ms. Pierce's comment and said the APO will keep attendance and report it to jurisdictions and let them decide what they want to do if a member is not attending meetings. Mr. Gibson asked what would TAC members want to do for quorum and then APO will take that decision to the Policy Board meeting. Mr. Gibson said section 5.3.1 needs to correspond with section 5.2.1. Ms. Johnson said she will clarify that. Mr. Gibson said he would strike *special meetings* from 5.3.1. Mr. Foss asked if the Policy Board is heading toward one-half quorum. Mr. Gibson was not sure of the consensus of the Policy Board. Ms. Johnson had the same

assessment. Ms. Teich added TAC members are very respectful and are good about deferring things if there is not good attendance. Mr. Foss is hesitant to think one-third is enough. Mr. Voss thinks one-third sets the bar too low, especially since people can send alternates and are able to join virtually.

Ms. Teich made a motion to have the revised TAC Bylaws approved including the changes of requiring a one-half quorum and editing section 5.3.1 taking out special meetings from the ten-day agenda requirement. Mr. Foss seconded the motion. Motion carried. Roll Call: Daniel – YES; Foss – YES; Glaesman – YES; Voss – YES; Halter – YES; Sabart – YES; Noerenberg – YES; Witter – YES; Teich – YES

Draft 2020 Stakeholder Engagement Plan Annual Report

Ms. Johnson reviewed the 2020 SEP Annual Report. The goals of the report are to measure progress toward achieving SEP goals. Ms. Johnson said this was done by identifying all APO activities to involve the public from July 2019 through June 2020. This report evaluates the effectiveness of activities to inform and engage the public and provides recommendations for improving public outreach and engagement. Ms. Johnson reported that we have improved from the 2019 SEP report in advertising meetings, having less jargon, simpler language, events offered and participation in TIP development, and use of a demographic questionnaire. The APO could improve on preparing and distributing an e-newsletter and exploring other outreach options. Ms. Johnson summarized the recommendations for improving public engagement that Mr. Sandal found. Ms. Johnson asked if there were any questions.

Ms. Teich made a motion to approve the 2020 Stakeholder Engagement Plan Annual Report. Mr. Glaesman seconded the motion. Motion carried. Roll Call: Daniel – YES; Foss – YES; Glaesman – YES; Voss – YES; Halter – YES; Sabart – YES; Noerenberg – YES; Witter – YES; Teich – YES

Discuss Functional Classification

Mr. Gibson asked when Census data becomes available what will the role be of the APO for functional classification updates and what has their role has been in the past. Ms. Teich recalled that the APO was significantly involved in the discussions with MnDOT in the past. Mr. Foss recalled the same as Ms. Teich, he turned to APO to classify the roads. Mr. Voss also recalled that the APO helped with planning, he has worked with APO to help coordinate their functional classification. Mr. Gibson asked if there are changes to the functional class system that get requested and does that also flow through the APO. Mr. Voss said it should, if there is a request by a local agency to change a classification of one of their roadways, that would go through the region and on the local side it would go through the APO TAC and Policy Board and then get signed off on the district level. Ms. Retzlaff agrees the APO does have an active role in functional classification and the APO does act as a

facilitator. The approvals do need to eventually come from the APO. Mr. Gibson confirmed the APO will continue to act as a facilitator for functional classification. Ms. Pierce commented the functional class is the current existing condition of the roadway and it is not what you want it to be. Mr. Gibson said hopefully Census data will arrive by April or May of next year, we need new functional classification done and approved by the end of the year to avoid confusion when it comes time to submit roadway projects.

Discuss FY 2025 Surface Transportation Block Grant Program and Transportation Alternatives Solicitations

Ms. Johnson summarized the 2025 project solicitation for the Surface Transportation Block Grant Program (STBGP) and Transportation Alternatives (TA) programs. Solicitation for both programs is set to start in October. STBGP applications are due to Vicki Johnson by Jan. 4, 2021. Applications will be evaluated based upon the scoring rubric developed for the FY 2024 solicitation and APO staff will provide initial scoring and ranking. On Jan. 28, 2021, the APO TAC will review the preliminary APO staff rankings and provide recommendations to the Policy Board. Ms. Johnson stated that the Transportation Alternatives (TA) deadline has been changed and the letter of intent must be submitted electronically by the end of October. Full applications will be distributed on or about November 16th. Applications are due to Jeff Lenz by Jan. 15. Ms. Johnson also said the ATAC will now provide recommendations to the TAC on TA project prioritization. Ms. Johnson asked if there are questions on the solicitation process. Mr. Halter noted the date conflicted with the city engineer's conference that runs from January 27-29 and asked to consider a different date. Mr. Gibson told Ms. Johnson to poll members for a date.

Active Transportation Plan 2020 Progress Report

Mr. Sandal summarized the Active Transportation Plan (ATP). Data collection for the existing active transportation facilities and conditions are substantially complete. Chapter drafts are submitted to the ATP Development Committee for review. The chapters cover the introduction, regional environments, and system usage. Mr. Sandal mentioned clear findings from the data were a need for shared use paths, safer road crossings and intersections, and dedicated bicycle lanes along the road. Mr. Sandal summarized the next steps the APO will take for the ATP. Mr. Sandal asked if there are any questions. Ms. Pierce asked if you have reviewed the data as a rolling five-year average instead of a static five-year grouping. Mr. Sandal said they will be looking at that but has not yet looked at it specifically. Mr. Sandal said they are also looking at where the crashes have occurred. Mr. Gibson added the public is sharing safety concerns they have and that is why they want shared use paths to be separated from traffic. Mr. Gibson said as you think about changing speed limits to remember it is not just vehicles out there, it is walkers and bikers as well. Mr. Gibson noted that he was thrilled with the Parks and Trails Council of Minnesota and their electronic e-bike used to measure trails for 'bumpiness' of the pavement. Mr. Gibson asked for consideration of pavement improvements.

2019 Pavement Condition Report

Mr. McKenzie summarized the pavement condition report. The report is used to manage the operations and preservation of the roadway network efficiency and cost-effectively as identified in the APOs long-range Metropolitan Transportation Plan (MTP). Mr. McKenzie asked if there were any questions. There were no questions.

Speed Limit Working Group

Ms. Johnson summarized the statute in Minnesota that allows speed limits to be set. Ms. Johnson said that Mr. Foss suggested that this be looked at on a regional level and wondered if this is something that the TAC would be interested in having a working group for. Ms. Teich said that the county engineers look for consistency and thinks this is a great idea. It would help engineers establish consistency in speed limits. Mr. Foss is strongly interested in getting this committee going thought this should be looked at with a systemwide approach. Mr. Halter agreed that it is a worthwhile effort. Ms. Johnson mentioned at the previous meeting everyone was interested and wanted to include county engineers and local law enforcement. Mr. Foss thought initially the TAC working group would address the logistic problems and then bring in the law enforcement. Mr. Sabart asking if Mr. Foss has received request for lower speed limits. Mr. Foss says he gets a lot of push for increased enforcement because of speeding and changing the standard 30 MPH. Mr. Halter said the same for Sartell and they have considered moving down to 25 MPH, he is not sure if it is a speeding issue or a volume issue, and is not sure if a sign will make people slow down. Mr. Foss said some people's perception is worse than it really is but, in some cases, studies have shown that residents are right and there is a legitimate speeding concern. Mr. Gibson summarized Saint Cloud, Sartell, and Saint Joseph are on board. Mr. Gibson asked if Waite Park had any interest. Mr. Norenberg said he is also interested in being involved in the group. Mr. Daniel said he is interested in having Metro Bus involved in this committee. Ms. Johnson said she will take the next steps to have the APO facilitate this and she will send out a poll to see about meeting dates mid- to late-October.

Other Announcements

Ms. Johnson reminded members to send her their request for updates on annual listing of obligated projects. They are due in mid-November and are used to update the public and add to APO records. Any requests for amendments or modifications for 2021 will need to be sent to Ms. Johnson by Monday, Dec. 28 by 5 p.m. and Ms. Johnson will send out an email reminder two weeks and one week before. Mr. Gibson thanked members for sitting through a long meeting.

Adjournment

The meeting adjourned at 11:53 a.m.



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

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TO: Saint Cloud APO Technical Advisory Committee
FROM: Alex McKenzie, Planning Technician
RE: Consideration of NHS Bridge Condition Targets
DATE: February 04, 2021

The U.S. Department of Transportation established performance measures for bridge conditions on the National Highway System (NHS). Bridge Condition management supports the National Highway Performance Program (NHPP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set NHPP targets for two bridge condition performance measures. The goal of the NHPP is to; provide support for the condition and performance of the NHS, to provide support for the construction of new facilities on the NHS; and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

There are two performance measures for the purpose of carrying out the NHPP.

1. Percentage of NHS bridge deck area classified as in Good condition.
2. Percentage of NHS bridge deck area classified as in Poor condition.

The Saint Cloud APO established 2- and 4-year targets on June 14, 2018. The APO has the option to adjust 4-year targets in their mid-performance period progress report. MPOs must either support the State target or establish their own quantifiable 4-year targets within 180 days of the State target establishment. The APO is advocating no change for the 4-year targets previously adopted by the Policy Board.

Existing and historical NHS bridge conditions in the APO region are listed below.

NHS Bridge Condition							
	2015	2016	2017	2018	2019	<i>2-yr Target (2019)</i>	<i>4-yr Target (2021)</i>
Good	69.7%	64.5%	64.7%	66.9%	65.4%	60%	60%
Fair	30.3%	35.5%	35.3%	33.1%	33.7%	39%	39%
Poor	0.0%	0.0%	0.0%	0.0%	0.0%	1%	1%

Requested Action Today:

1. Recommend Policy Board approve support of the APO's previously adopted 4-year performance targets.



SAINT CLOUD | AREA PLANNING ORGANIZATION

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TO: Saint Cloud APO Technical Advisory Committee
FROM: Alex McKenzie, Planning Technician
RE: Consideration of Pavement Condition Targets
DATE: February 04, 2021

The U.S. Department of Transportation established performance measures for pavement condition on the National Highway System (NHS). Pavement Performance Management supports the National Highway Performance Program (NHPP) pavements on the NHS and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set NHPP targets for four safety performance measures. The goal of the pavement condition measures is to maintain pavements at or above a minimum condition level.

There are four performance measures for the purpose of carrying out the NPP.

1. Percent of Interstate pavements in Good condition
2. Percent of Interstate pavements in Poor condition
3. Percent of non-Interstate NHS pavements in Good condition
4. Percent of non-Interstate NHS pavements in Poor condition

Pavement condition is calculated using the following measures:

- Roughness (IRI)
- Rutting (asphalt pavements only)
- Cracking
- Faulting (concrete pavements only)

The Saint Cloud APO established 2- and 4-year targets on June 14, 2018. The APO has the option to adjust 4-year targets in their mid-performance period progress report. MPOs must either support the State target or establish their own quantifiable 4- year targets within 180 days of the State target establishment. The APO is advocating no change for the 4-year targets previously adopted by the Policy Board.

Existing and historical Interstate pavement conditions in the APO region are listed below.

Interstate Pavement Condition					
	2017	2018	2019	<i>2-yr Target (2019)</i>	<i>4-yr Target (2021)</i>
Good	90.3%	96.4%	96.3%	<i>85%</i>	<i>90%</i>
Fair	9.7%	3.2%	3.8%	<i>14%</i>	<i>9%</i>
Poor	0.0%	0.4%	0.0%	<i>1%</i>	<i>1%</i>



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Existing and historical Non-Interstate NHS pavement conditions in the APO region are listed below.

Non-Interstate NHS Pavement Condition					
	2017	2018	2019	<i>2-yr Target (2019)</i>	<i>4-yr Target (2021)</i>
Good	59.0%	64.9%	72.9%	<i>60%</i>	<i>60%</i>
Fair	40.8%	35.0%	26.3%	<i>39%</i>	<i>39%</i>
Poor	0.2%	0.1%	0.0%	<i>1%</i>	<i>1%</i>

Requested Action Today:

1. Recommend Policy Board approve support of the APO's previously adopted 4-year performance targets.



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

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TO: Saint Cloud APO Technical Advisory Committee
FROM: Alex McKenzie, Planning Technician
RE: Consideration of Travel Time Reliability Targets
DATE: February 04, 2021

The U.S. Department of Transportation established performance measures on the National Highway System (NHS) for of travel time reliability of vehicles and freight. Travel time reliability is defined as the consistency or dependability of travel times from day to day or across different times of the day. Level of Travel Time Reliability (LOTTR) is a comparison, expressed as a ratio, of the 80th percentile travel time of a reporting segment to the “normal” (50th percentile) travel time of a reporting segment occurring throughout a full calendar year.

Data collected from each reporting segment are a list of average travel times for all traffic (all vehicles) in 15 minute periods for the following time spans:

- a. Includes travel times occurring between the hours of 6 a.m. and 10 a.m. for every weekday (Monday-Friday) from January 1st through December 31st of the same year;
- b. Includes travel times occurring between the hours of 10 a.m. and 4 p.m. for every weekday (Monday-Friday) from January 1st through December 31st of the same year;
- c. Includes travel times occurring between the hours of 4 p.m. and 8 p.m. for every weekday (Monday-Friday) from January 1st through December 31st of the same year; and
- d. Includes travel times occurring between the hours of 6: a.m. and 8: p.m. for every weekend day (Saturday-Sunday) from January 1st through December 31st of the same year.

The Saint Cloud APO established 2- and 4-year targets on June 14, 2018. The APO has the option to adjust 4-year targets in their mid-performance period progress report. MPOs must either support the State target or establish their own quantifiable 4- year targets within 180 days of the State target establishment. The APO is advocating no change for the 4-year targets previously adopted by the Policy Board.



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Existing and historical conditions in the APO region are listed below.

Measure	2015	2016	2017	2018	2019	<i>2-yr Target (2019)</i>	<i>4-yr Target (2021)</i>
Non-Interstate Travel Time Reliability	80.9%	76.0%	97.3%	97.4%	96.5%	<i>90%</i>	<i>90%</i>
Interstate Travel Time Reliability	100%	100%	100%	100%	100%	<i>100%</i>	<i>100%</i>
Truck Travel Time Reliability	1.11	1.30	1.10	1.12	1.15	<i>1.24</i>	<i>1.24</i>

Requested Action Today:

1. Recommend Policy Board approve support of the APO's previously adopted 4-year performance targets.



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

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TO: Saint Cloud APO Technical Advisory Committee
FROM: Alex McKenzie, Planning Technician
RE: Consideration of PTASP Targets
DATE: February 04, 2021

The purpose of the Public Transit Agency Safety Plan (PTASP) is to provide consistent, systematic, and integrated program guidance. This guidance will enable Metro Bus to properly identify and address safety concerns or hazardous conditions while evaluating processes to mitigate those risks with the least amount of impact on employees, passengers, and equipment.

Metro Bus safety performance targets are calculated based on the average FY18 and FY19 as defined by the National Transit Database (NTD) by mode.

- **Fatalities:** Death confirmed within 30 days excluding trespassing and suicide-related fatalities.
- **Fatalities (per 65,000 VRM):** Total number of fatalities per total VRM by mode.
- **Injuries:** Harm to a person requiring immediate medical attention away from the scene excluding injuries resulting from assaults and other crimes.
- **Injuries (per 65,000 VRM):** Total number of injuries per total VRM by mode.
- **Safety Events:** All events reported on the Safety & Security (S&S-40) form for NTD (major safety event, excluding major security events).
- **Safety Events (per 65,000 VRM):** Total number of safety events per total VRM by mode.
- **System Reliability (VRM/Failures):** Mean distance between major mechanical failures as defined by NTD – a failure of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip because the actual movement is limited or because of safety concerns.

Adopted Saint Cloud Metropolitan Transit Commission Targets:

Mode of Transit Service	Fatalities (total)	Fatalities (per 65 thousand VRM)	Injuries (total)	Injuries (per 65 thousand VRM)	Safety Events (total)	Safety Events (per 65 thousand VRM)	System Reliability (65 thousand VRM/failures)
Fixed Route Bus	0	0	2	.2	2	.25	<3
ADA/Paratransit	0	0	2	.1	3	.15	<3
Commuter Bus	0	0	0	.1	0	.1	<3

Requested Action Today:

1. Recommend Policy Board approve support of the Saint Cloud Metropolitan Transit Commission Targets.



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

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TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: Stakeholder Engagement Plan (SEP) Technical Correction
DATE: Jan. 20, 2021

The Federal Government mandates all Metropolitan Planning Organizations (MPOs) like the Saint Cloud Area Planning Organization (APO) develop and use a documented public participation plan that defines a process for providing citizens, affected public agencies, and others with reasonable opportunities to be involved in the transportation planning process.

The Stakeholder Engagement Plan (SEP) is designed to help members of the public and affected organizations understand how to participate effectively in the APO's planning processes. In addition, the SEP serves as a guide for APO staff, advisory committees, and decision-makers on how they can engage and reach the community in a way that ensures everyone is given an equal and equitable opportunity to participate.

Along with serving as the APO's public participation plan, the SEP contains the Federally-required Title VI plan and the Limited English Proficiency (LEP) plan. Both of these documents provide assurances that the APO will not discriminate on the basis of race, color, national origin, or English language proficiency and offer strategies on how APO staff can work with these and other traditionally underrepresented populations (persons with low-income, people with disabilities, households without access to a motor vehicle, persons over the age of 65, and persons under the age of 18).

After the Oct. 8, 2020, Policy Board approval of updates to the APO's SEP, the Minnesota Department of Transportation (MnDOT) released new guidance pertaining to administrative modifications and amendments to the State Transportation Improvement Program (STIP). These guidelines also effect the APO's Transportation Improvement Program (TIP) administrative modification and amendment policies.

To align with MnDOT guidance, APO staff have reviewed the November 2020 memo "Minnesota Department of Transportation (MnDOT) Procedures for Amendments and Administrative Modifications to the Minnesota State Transportation Improvement Program (STIP)" and have recommended technical corrections to better align the SEP's guidance with MnDOT.

Attachment D2 is the proposed technical corrections to Chapter 5 of the SEP as indicated with the tracked changes to the document.

A majority of these changes involve adjusting the language in the SEP to mirror that found in the November 2020 memo. No substantial changes to either the administrative modification or the amendment process has been identified.

Suggested Action: Recommend Policy Board approval.



5 - ENGAGEMENT TACTICS AND APO DOCUMENTS

The purpose of public involvement is to make better decisions, create a better end product, and decrease the time required to implement by 1) facilitating a dialogue with a broad cross-section of citizens in the planning process, 2) organizing and recording information and other input for consideration and use by staff, planning partners, and the Board, and 3) informing citizens of the impact their input has on the development of regional policies. Accordingly, the APO strives to provide opportunities for citizens to help shape the region's future through an early, open, and active engagement process so decision-makers understand and incorporate civic insights.

At critical points in the development of APO plans and studies, input will be sought from the public and interested persons regarding existing conditions/operations, identified needs/deficiencies, proposed strategies/policies, and identified projects/improvements.

Each outreach activity and the applicable results will be incorporated within the appendices of the respective document.

There are two key transportation initiatives of the APO that are specially called out in Federal law as needing early and continuing opportunities for public participation: development of the MTP and the TIP.

Development of the Metropolitan Transportation Plan (MTP)

Requirements

The APO is required to adopt an MTP which outlines a short- and long-range list of transportation improvements (including policy considerations) regarding the surface transportation system for the Saint Cloud MPA. The MTP is updated every five years, or more frequently if necessary. At a minimum, the plan includes the following:

- Existing and proposed surface transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways/bicycle facilities, and intermodal connectors);
- Operational and management strategies;
- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure;
- Transportation and transit enhancement activities;
- Financial plan and coordinated implementation matrix.

The full list of Federal requirements for the development of the MTP can be found in [23 CFR §450.324](https://bit.ly/2VsNBcf) (<https://bit.ly/2VsNBcf>).

Engagement Tactics for the MTP

Because of its comprehensive, long-term vision, the MTP provides the earliest and the best opportunity for interested persons and public agencies to influence APO's policy and investment priorities for transportation. It is at this stage where investment priorities and major planning-level concepts are established and broad, regional impacts of transportation on the public and the environment are addressed.

Input will be sought from the public and identified stakeholders early and often throughout the development of the MTP, including at critical points in the development of the plan.

STAKEHOLDER ENGAGEMENT PLAN – 2020



The following parameters are used for engaging stakeholders in public input opportunities surrounding the development or update of the MTP:

- Public notice is posted no less than 10 days prior to a public meeting. A legal notice will be published in the St. Cloud Times, the newspaper of record for the planning area, posted on the APO website, posted on available social media outlets, and sent to those identified on the interested persons list.
- A period of no less than 30 days is provided during which public comments can be submitted.
- The public comment period will remain open at least seven calendar days following a public input meeting to give members of the public time to consider the information and provide their feedback.
- All materials made available at public meetings will also be made available electronically via the APO website in accessible formats so that persons who cannot attend a public meeting can still receive the information.
- Upon request, materials may also be provided in a language other than English if feasible and reasonable to do so.

The APO may use other additional forms of public notice including press releases, letters to the editor, and citizen surveys if deemed appropriate to disseminate public notice information regarding the MTP development or update.

At a minimum, the public notification for print and digital platforms will include the following information: a brief description of the anticipated planning process and actions to be taken; the MTP's purpose and effect on the region; a general schedule of the MTP's development or update; an explanation of the opportunities that will be available for public comment and participation; and an APO contact if further information is desired.

Availability of Draft Plan and Interim Support Materials

The APO shall make the draft MTP available to the public. At such time as a draft MTP is published, it will be available for public inspection at the APO office, 1040 County Road 4 in Saint Cloud, and on the APO's website in an accessible format. Printed copies of the draft MTP shall be mailed upon request. Translation of the draft MTP into additional languages may be completed upon request and if reasonable and feasible to do so.

Documenting and Addressing Public Input

With due consideration given to public comments or any other applicable information received from the previous procedural steps, the APO will prepare the final MTP. All comments received, either through the public involvement process or through the interagency consultation process, shall be documented in the final MTP, along with a report on the final disposition of every comment. Groups of similar comments may be addressed collectively rather than individually.

If public feedback results in substantive changes to the final draft MTP or if new substantive material which interested parties could not have reasonably foreseen is inserted into the document by staff, the Policy Board, or an advisory committee of the Board, APO staff will initiate a new round of public engagement (as described above) in order to present the new material for public scrutiny and feedback prior to final approval of the MTP. The final MTP will document the public involvement process, present a compilation of all public comments received, and demonstrate the APO's consideration to these comments.



Changing the MTP

Changes to the MTP are classified as technical corrections, administrative modifications, or amendments.

- **Technical Corrections:** Minor error corrections that do not change the substance of the MTP can be made by APO staff without public notice, TAC review, or Board approval. Examples of such errors include, but are not necessarily limited to, spelling, syntax, punctuation, verb agreement, and mathematical calculation errors as long as the correction of such errors does not substantially change the content of the MTP.
- **Administrative Modifications:** More than a technical correction, administrative modifications make minor changes to the content of the MTP, but do not require a coordinated review by FHWA or FTA, or a determination of conformity, if applicable, by these entities. Administrative modifications may be inclusive of, but not limited to, the following: descriptive material, traffic or demographic estimates or forecasts, numerical data, etc. No public notifications are required for administrative modifications. Administrative modifications require coordination with MnDOT. Administrative modifications shall be reviewed by the TAC and considered for approval by the APO Board.
- **Amendments:** Major changes to the MTP shall require an amendment. Amendments are inclusive of, but not necessarily limited to:
 - The addition or deletion of any project or group of projects including those that are regionally significant in nature;
 - Substantive alterations to the goals, objectives, policies, performance measures, and strategies of the MTP;
 - The addition of a project from the illustrative project list with a re-demonstration of fiscal constraint (i.e., a project for which no Federal funding had been previously identified);
 - A major change in the project cost and/or project phase initiation dates;
 - A major change in project design concept or design scope;
 - If the total estimated project costs for all projects exceeds the fiscal constraint threshold (i.e., the estimate of all revenue that is reasonably expected to be available to pay for projects).

An amendment to the MTP is subject to the requirements of the public involvement process outlined herein. The public notice requirements as outlined earlier in this section are followed for amendments to the MTP. Following the public input process, amendments are reviewed by the TAC and considered for approval by the Board.

Development of the Transportation Improvement Program (TIP)

Requirements

The TIP implements the policy and investment priorities adopted by the APO in the MTP. In this way, public comments made as part of the MTP are reflected in the TIP as well. The TIP is updated annually and is a coordinated listing of short-range transportation improvement projects anticipated to be undertaken in the next four-year period. All projects included in the TIP must be consistent with the MTP. The TIP is a listing of the region's surface transportation projects – including transit, highway, local roadway, bicycle and pedestrian



investments – that are scheduled to receive Federal or state funds, or are regionally significant regardless of funding source.

The TIP includes a financial plan that demonstrates there are sufficient revenues to ensure that the funds committed (or programmed) to the projects are available to implement the projects or project phases.

At a minimum, the TIP shall include the following:

- A list identifying all regionally significant projects requiring action by the FHWA or the FTA within the defined time period after the initial adoption of the TIP;
- A financial plan demonstrating how the approved TIP can be implemented and an indication of resources (public or private) that can be reasonably expected to be available in order to complete the projects;
- Identification of other financial alternatives/strategies to implement projects;
- An outline of project descriptions and applicable project phases.

The full list of Federal requirements for the development of the TIP can be found in [23 CFR S450.326](https://bit.ly/2PrUIxS) (<https://bit.ly/2PrUIxS>).

Engagement Tactics for the TIP

Following the development of the draft TIP, the document will be made available to the general public for their review and comment.

The following parameters are used for engaging stakeholders in public opportunities surrounding the development or amendment of the TIP:

- Public notice is posted no less than 10 days prior to a public meeting. A legal notice will be published in the St. Cloud Times, the newspaper of record for the planning area, posted on the APO website, posted on available social media outlets, and sent to those identified on the interested persons list.
- A period of no less than 30 days is provided for which public comments can be submitted.
- The public comment period will remain open at least seven calendar days following a public input meeting to give members of the public time to consider the information and provide their feedback.
- All materials made available at public meetings will also be made available electronically via the APO website in accessible formats so that persons who cannot attend a public meeting can still receive the information.
- Upon request, materials may also be provided in a language other than English if feasible and reasonable to do so.

The APO may use other additional forms of public notice including press releases, letters to the editor, and citizen surveys if deemed appropriate to disseminate public notice information regarding the TIP development or update.

At a minimum, the public notification will include the following information: a brief description of the anticipated planning process and actions to be taken; the TIP's purpose and effect on the region; a general schedule of the TIP's development or update; an explanation of the opportunities that will be available for public comment and participation; and an APO contact if further information is desired.



Availability of Draft TIP and Interim Support Materials

The APO shall make the draft TIP available to the public. At such time as a draft TIP is published, it will be available for public inspection at the APO office, 1040 County Road 4 in Saint Cloud, and on the APO's website in an accessible format. Print copies of the draft TIP can be mailed upon request. Translation of the draft TIP into additional languages may be completed upon request and if reasonable and feasible to do so.

Documenting and Addressing Public Input

With due consideration given to public comment or any other applicable information received from the previous procedural steps, the APO will prepare the final TIP. All comments received, either through the public involvement process or through the interagency consultation process, shall be documented in the final TIP, along with a report on the final disposition of every comment. Groups of similar comments may be addressed collectively rather than individually.

If public feedback results in substantive changes to the final draft TIP or if new substantive material which interested parties could not have reasonably foreseen is inserted into the document by staff, the Policy Board, or an advisory committee of the Board, APO staff will initiate a new round of public engagement (as described above) in order to present the new material for public scrutiny and feedback prior to final approval of the TIP. The final TIP will document the public involvement process, present a compilation of all public comments received, and demonstrate the APO's consideration to these comments.

Changing the TIP

Changes to the TIP are defined as either technical corrections, administrative modifications, or amendments. Any changes to the TIP through the use of technical corrections, administrative modifications, or amendments must be reported to MnDOT to be accurately reflected in the [State Transportation Improvement Program \(STIP\)](https://bit.ly/2PtICFt) (<https://bit.ly/2PtICFt>).

In order to align the development process of the APO's TIP with MnDOT's STIP, the APO has elected to base its policies on the amendment and administrative modifications policies outlined in the memo "[Minnesota Department of Transportation \(MnDOT\) Procedures for Amendments and Administrative Modifications to the Minnesota State Transportation Improvement Program \(STIP\)](https://bit.ly/3izKDfx)" (<https://bit.ly/3izKDfx>). ~~"FHWA/FTA and MnDOT Guidance for Formal STIP Amendments and Administrative STIP Modifications"~~ (<https://bit.ly/2O3AVRV>). For purposes of inclusion into the SEP, the guidance outlined in the aforementioned document for administrative modifications and amendments has been listed here and edited as it pertains to development of the APO's TIP.

- **Technical Corrections:** Minor error corrections that do not change the substance of the TIP can be made by APO staff without public notice, TAC review, or Board approval. Examples of such errors include, but are not necessarily limited to, spelling, syntax, punctuation, verb agreement, [revision of a project description without change to scope or conflict with the environmental documents \(i.e., clarifying project description, adding/removing project smart code or incidental work\)](#), project number changes to the TIP, and mathematical calculation errors as long as the correction of such errors does not substantially change the content of the TIP.
- **Administrative Modifications:** More than a minor error correction, administrative modifications make substantial changes to the content of the TIP, but do not require a coordinated review by FHWA or FTA, or a determination of conformity, if

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applicable, by these entities. No public notifications are required for administrative modifications. Administrative modifications require coordination with MnDOT. Administrative modifications shall be reviewed by the TAC and considered for approval by the APO Board.

- ~~o FHWA Administrative Modifications: For projects using highway funds, administrative modifications are required based on the following criteria:~~
 - ~~o An increase or decrease in a project's total programmed cost that falls within the ranges as listed in Figure 6, provided there is no change in scope. Of note, no TIP administrative modification is required for cost increase or decrease under 20% on FTA projects.~~
 - ~~o The increase or decrease in cost estimate meeting FHWA Administrative STIP Modification thresholds. Justification is required to maintain fiscal constraint. See Figure 6.~~
 - ~~1- o Changing a funding year which includes advance or deferring with no change to scope and cost (fiscal constraint justification required for advancing a project).~~
 - ~~2- Change in TIP or STIP year. Projects are advanced or deferred within TIP/STIP years with no changes to cost or scope. Justification is required to maintain fiscal constraint.~~
 - ~~o The addition of a state funded project to the TIP, which is not regionally significant.~~
 - ~~3- o Convert a non-federally funded project to a federally funded project with no change to cost or scope.~~
 - ~~4- Converting a state funded project to a federally funded project with no changes to scope or cost. Justification is required to maintain fiscal constraint.~~
 - ~~o The change adds a locally funded project to an existing federally funded project in the TIP if the revised total project cost is greater than \$2 million. This applies to both MnDOT let and local let projects. No action required if the revised total project cost is less than \$2 million. Combine a new non-federally funded project to an existing federally funded project provided the cost of the administrative modification is within the ranges as listed in Figure 6.~~
 - ~~5- o Add, remove, increase, or decrease Advance Construction (AC).~~
 - ~~6- Adding or removing Advance Construction (AC) — includes adding new AC, increase or decrease existing AC amount, or taking an existing AC off a project.~~
 - ~~o Removing a project currently programmed in the TIP.~~
 - ~~7- Split or combine individually listed projects provided projects remain within the original planned location, no change in split/combine scope/cost, no shift in funding year, and logical termini maintained.~~
 - ~~o~~
 - ~~8- o Changing federal funding from FTA funds to FHWA funds or vice versa. Fiscal constraint justification required. Splitting a project into two or more projects. Splitting projects have to be located within the original planned location, no change in combined total cost, and no shift in state fiscal year (MnDOT's Office of Transportation System Management's prior approval is required).~~

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**STIP (and TIP) Total Project Estimate
Cost**

**Administrative STIP Modification
required if increase/decrease more
than:**



<\$1,000,000	No Administrative STIP/TIP Modification is required when a STIP/TIP total project estimate cost is less than \$1 million AND the proposed total cost estimate remains less than \$1 million.
\$1,000,001 to \$10,000,000	20%
\$10,000,001 to \$100,000,000	10%
>\$100,000,000	Processing an Administrative STIP/TIP Modification for high profile projects (greater than \$100 million), which the change impacts financial constraint, requires prior collaborative discussion between MnDOT and FHWA.

Figure 6: FHWA Administrative STIP Modification Thresholds. Of note, these guidelines also apply to the TIP.

- ~~• FTA Administrative Modifications: For projects using transit funds, administrative modifications are required based on the following criteria:~~
- ~~• Moving projects between years of the current approved TIP.~~
- ~~• Changing federal funding from FTA funds to FHWA funds or vice versa. Fiscal constraint justification required.~~
- **Amendments:** Major changes to the TIP shall require an amendment.
 - ~~o FHWA TIP Amendments: For projects using highway funds, TIP amendments are required based on the following criteria:~~
 - ~~o Add a new project.~~
 - ~~o Revise a project scope such as changing the major work from bridge rehabilitation to replacement, resurface to reconstruct, removing or adding additional work/bridge/lane/intersection/route; removing or adding a phase of work such as preliminary engineering/right-of-way construction.~~
 - ~~9. The change adds a new individual FHWA or a regionally significant state funded project.~~
 - ~~o The change impacts financial constraint, including total cost increases or decreases meeting the Formal STIP Amendment thresholds. See Figure 7. Of note an increase or decrease of 20% or greater for FTA funding projects triggers a TIP/STIP amendment.~~
 - ~~o Change a project limit/termini/length greater than 0.3 miles in any direction.~~
 - ~~10. o Impact air quality conformity.~~
 - ~~11. The change adds or removes a phase of work such as preliminary engineering, right-of-way, construction, etc. to the project which increases or decreases the total project cost.~~
 - ~~12. The change results in project scope change to include, but is not limited to, changing work type such as bridge rehabilitation to replacement, resurface to reconstruct, adding additional work/bridge/lane/intersection/route.~~
 - ~~13. The change in project limit/termini greater than 0.3 miles in any direction.~~
 - ~~14. The change impacts air quality conformity for projects in an MPO.~~

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STIP (and TIP) Total Project Estimate Cost	FHWA STIP (and TIP) Amendment required if increase/decrease more than:
--	--



<\$1,000,000	No STIP/TIP Amendment is required when the STIP/TIP total project estimate cost is less than \$1 million AND the proposed total estimate cost remains less than \$1 million.
\$1,000,001 to \$3,000,000	50%
\$3,000,001 to \$10,000,000	35%
\$10,000,001 to \$50,000,000	20%
\$50,000,001 to \$100,000,000	15%
>\$100,000,000	10%

Figure 7: FHWA STIP Amendment Thresholds. Of note, these guidelines also apply to the TIP.

- ~~1. FTA TIP Amendments: For projects using transit funds, TIP amendments are required based on the following criteria:~~
 - ~~1. The change adds new individual FTA funded projects to the current approved STIP/TIP.~~
 - ~~2. The change increases the STIP/TIP total project estimate cost by more than 20%.~~
 - ~~3. The change impacts air quality conformity for projects in an MPO.~~

An amendment to the TIP is also subject to the requirements of the public involvement process outlined herein. The public notice requirements as outlined earlier in this section are followed for amendments to the TIP. Following the public input process, amendments are reviewed by the TAC and considered for approval by the Board.

Other Federally Required APO Documents

Unified Planning Work Program

In order to ensure the timely planning and implementation of metropolitan transportation priorities identified in the MTP, the APO is required to adopt a Unified Planning Work Program. The UPWP is an annual document that serves as the organization's operating budget; and identifies the planning studies, projects, and other planning work to be funded or undertaken by the APO. Public involvement in the development of the UPWP is not required by Federal law or regulation. However, since all meetings of the TAC and APO Board are open to the public, the development of the UPWP can be monitored as the draft document is created and subsequently presented to the TAC and the APO Board. The public will be provided an opportunity to comment in person at APO Board or advisory committee meetings.

Development of the UPWP occurs annually, so public comments on regional planning priorities are always welcome. Persons with comments or who are interested in the development of the UPWP are encouraged to call, mail, or email the APO Executive Director. The APO's mailing address is 1040 County Road 4, Saint Cloud, Minnesota 56303, and the phone number is 320-252-7568.

The full list of Federal requirements for the development of the UPWP can be found in [23 CFR §450.308](https://bit.ly/2Vo1GI0) (<https://bit.ly/2Vo1GI0>).

Stakeholder Engagement Plan

The SEP is a document that combines the required public participation plan, the Title VI Plan, and the Limited English Proficiency (LEP) Plan together with consultation from interested parties and agency governance and operations. This document creates a one-



stop-shop location for the public to reference. A draft SEP will go through a 45-day public comment period.

This comment period will include:

- Notifying the APO membership, interested parties, stakeholders, community organizations representing Title VI groups, ADA groups, and EJ groups, as well as federal resource agencies of the opportunity to comment on the plan.
- Posting the draft SEP online on the APO's website.
- Adding agenda information items to APO Board and committee meetings.
- Providing opportunities for public comment in person at APO Board or committee meetings.
- Posting information on social media.

APO Plans and Studies

Development of APO Planning Documents

In addition to the federally required documents the APO must produce; APO staff are often tasked with the development of other planning documents in relation to the aforementioned plans. Such planning documents are often specific in nature – such as those dealing with active transportation – and often serve to inform and guide the development of the APO's federally required documents such as the MTP.

Engagement Tactics for APO Planning Documents

Similar to the development of the MTP, providing interested persons and public agencies the opportunity to provide input throughout the development of various planning documents is vital to the development of investment priorities and major planning-level concepts within the Saint Cloud MPA.

The following parameters are used for engaging stakeholders in public input opportunities surrounding the development or update of APO planning documents:

- Public notice is posted no less than 10 days prior to a public meeting. A legal notice will be published in the St. Cloud Times, the newspaper of record for the planning area, posted on the APO website, posted on available social media outlets, and sent to those identified on the interested persons list.
- A period of no less than 30 days is provided for which public comments can be submitted.
- The public comment period will remain open at least seven calendar days following a public input meeting to give members of the public time to consider the information and provide their feedback.
- All materials made available at public meetings will also be made available electronically via the APO website in accessible formats so that persons who cannot attend a public meeting can still receive the information.
- Upon request, materials may also be provided in a language other than English if feasible and reasonable to do so.

The APO may use other additional forms of public notice including press releases, letters to the editor, and citizen surveys if deemed appropriate to disseminate public notice information regarding the development or update of various planning documents.



At a minimum, the public notification for print and digital platform's will include the following information: a brief description of the anticipated planning process and actions to be taken; the planning document's purpose and effect on the region; a general schedule of the plan's development or update; an explanation of the opportunities that will be available for public comment and participation; and an APO contact if further information is desired.

Availability of Draft Plan and Interim Support Materials

The APO shall make drafts of planning documents available to the public. At such time as a draft document is published, it will be available for public inspection at the APO office, 1040 County Road 4 in Saint Cloud, and on the APO's website in an accessible format. Printed copies of the draft document shall be mailed upon request. Translation of the draft documents into additional languages may be completed upon request and if reasonable and feasible to do so.

Documenting and Addressing Public Input

With due consideration given to public comments or any other applicable information received from the previous procedural steps, the APO will prepare the final planning document. All comments received, either through the public involvement process or through the interagency consultation process, shall be documented in the final plan, along with a report on the final disposition of every comment. Groups of similar comments may be addressed collectively rather than individually.

If public feedback results in substantive changes to the final plan or if new substantive material which interested parties could not have foreseen is inserted into the document by staff, the Policy Board, or an advisory committee of the Board, APO staff will initiate a new round of public engagement (as described above) in order to present the new material for public scrutiny and feedback prior to final approval of the document. The final plan will document the public involvement process, present a compilation of all public comments received, and demonstrate the APO's consideration to these comments.

Development of Corridor and Planning Studies

Often consultant-led and under the guidance of APO staff and other planning partners, corridor and other planning studies allow residents to look closely at and consider alternatives for a particular geographical area within the APO's planning area. Deciding to invest in a major infrastructure improvement is often a big undertaking, comprised of varying perspectives, concerns, costs, and potential impacts.

Facilities that carry a significant number of cars, trucks, buses, and trains are generally not perceived to be ideal neighbors, yet they are vital components of a healthy region. Decisions frequently reflect the dilemmas and tradeoffs between maintaining mobility and safety for people and goods, while minimizing costs and impacts (particularly on residential areas). Public policies have been established to promote cost-effective and contextually sensitive (including environmentally sensitive) improvements; however, social, physical, institutional, and financial factors must be weighed in each situation.

Engagement Tactics for Corridor and Planning Studies

Participation in corridor and planning related studies provides the most grassroots form of public involvement and engagement.

The following parameters are used for engaging stakeholders in public opportunities surrounding the development of corridor or planning studies:



- Public notice is posted no less than ten 10 days prior to a public input opportunity¹.
- All materials made available at public meetings will also be made available electronically via the APO website so that persons who cannot attend a public meeting can still receive the information.
- A period of no less than 30 days is provided for which public comments can be submitted on the draft document prior to it being finalized.
- The public comment period will remain open at least seven calendar days following a public input meeting to give members of the public time to consider the information and provide their feedback.

The public notice in the form of a legal notice will be published in the St. Cloud Times, the newspaper of record for the planning area, posted on the APO website, posted on available social media outlets, and sent to those identified on the interested persons list. Additional notifications will be circulated to any other relevant publications if applicable.

The APO may use other additional forms of public notice including press releases and letters to the editor as deemed appropriate to disseminate public notice information regarding the corridor or planning related studies.

At a minimum, the public notification will include the following information: a brief description of the anticipated planning process and actions to be taken; the corridor or planning related study's purpose and effect on the region; a general schedule of the study's development or update; an explanation of the opportunities that will be available for public comment and participation; and an APO contact if further information is desired.

Availability of Draft Corridor and Planning Related Studies

The APO shall make all significant materials developed throughout the process of the corridor and/or planning study, including the draft study document, available to the public for review and comment. Significant materials used in support of the study's development including the drafts will be posted to the APO website. At such time as a draft study is published, it will be available for public inspection at the APO office, 1040 County Road 4 in Saint Cloud, and on the APO's website.

¹ Public input opportunities may include (but shall not necessarily be limited to) traditional public input meetings, project open houses, planning charrettes and workshops, public exhibits and displays, public surveys, and others. Project managers will decide on a case-by-case basis how best to reach and engage stakeholders and the general public for each planning study.



Figure 8: APO staff presenting information to members of the Active Transportation Plan Development Committee at its March 2020 meeting.



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: 2020 TAC Representative Attendance
DATE: Nov. 17, 2020

As stated in Section 3.5 of the Bylaws of the Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC):

"There is no attendance requirement for individual representatives. However, attendance records of each Primary Voting Representative and Alternate Voting Representative will be kept and annually reported to member units to help ensure that each member unit is being represented to the extent that they so desire."

During calendar year 2020, there were seven TAC meetings. The attendance was:

Member Unit	2020 Attendance
Saint Cloud Metro Bus	4/7 (Primary attended 3 meetings)
Minnesota Department of Transportation	7/7 (Primary attended 5 meetings)
City of Saint Cloud (two representatives)	6/7 (Primary attended 6 meetings) 4/7 (Primary attended 4 meetings)
City of Saint Joseph	5/7 (Primary attended 4 meetings)
City of Sartell	7/7 (Primary attended 5 meetings)
City of Sauk Rapids	2/7 (Primary attended 2 meetings)
City of Waite Park	3/7 (Primary attended 3 meetings)
Benton County	4/7 (Primary attended 4 meetings)
Sherburne County	3/7 (Primary attended 3 meetings)
Stearns County	6/7 (Primary attended 5 meetings)
LeSauk Township	0/7 (TAC representation left vacant in 2020)

Suggested Action: None, informational.



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: Staff report of Oct. 8, 2020 Central Minnesota Area Transportation Partnership Meeting
DATE: Oct. 13, 2020

The Central Minnesota Area Transportation Partnership (ATP-3) met via Zoom on Thursday, Oct. 8, 2020. At that meeting, the following occurred:

1. Local Program Update

- a. MnDOT District 3 State Aid Engineer Kelvin Howieson provided information on the districtwide projects slated to occur in fiscal year 2021. One project in the APO's planning area – the construction of phase 3 of the ROCORI Trail along the railroad corridor from Cold Spring to Rockville – is in jeopardy of being delayed. Howieson said there is an issue with the securement of the local match.
- b. Mr. Howieson also said the fiscal year 2025 solicitation for the local Highway Safety Improvement Program (HSIP) has begun with applications due by Nov. 25. Local Partnership Program (LPP) solicitation will be starting at the end of October with the application due by January 2021.

2. Federal Transportation Update

- a. Federal Affairs Manager with MnDOT's Office of Government Affairs Serge Phillips provided updates on Federal issues including the extension of the Fixing America's Surface Transportation (FAST) Act for one calendar year (expires Sept. 30, 2021). Mr. Phillips discussed the Heroes 2 Act and the potential for approximately \$2.2 trillion in COVID stimulus money. Mr. Phillips also discussed the work the Mid America Association of State Transportation Officials (MAASTO) is doing with the creation of a diversity inclusion committee and a connected and automated vehicle (CAV) committee.

3. FY 2021-2024 STIP Update

- a. MnDOT District 3 Planning Director Steve Voss stated the ATP-3's Area Transportation Improvement Program (ATIP) has been incorporated into the State Transportation Improvement Program (STIP). The STIP is in the process of being reviewed by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) with an anticipated approval between October and November 2020.

4. ATP-3 FY 2022-2025 STIP Development Schedule

- a. Mr. Voss discussed changes to the FY 2022-2025 STIP Development Schedule – originally approved by the ATP-3 in April 2020. Changes include the deadline for letter of intent submittals for the Transportation Alternatives program (now due Oct. 30, 2020) and the application submittals (now due Jan. 8, 2021).

5. FY 2025 ATP-3 ATP Managed Program Federal Funding Project Solicitation

E. admin@stcloudapo.org W. stcloudapo.org

- a. MnDOT District 3 Engineering Specialist and Program Coordinator Jeff Lenz provided an overview of the FY 2025 Surface Transportation Block Grant Program (STBGP) applications. Mr. Lenz reviewed the application guidance and how to complete the application. Applications are due by Jan. 4, 2021, to the respective planning agencies (Region 5, Region 7E, APO, Region 7W).
6. FY 2025 ATP-3 Transportation Alternative Program Project Solicitation
 - a. Mr. Lenz provided an overview of the FY 2025 Transportation Alternatives (TA) program. Mr. Lenz discussed the timeline for the Letter of Intent and application process. He also reviewed the solicitation guidebook and application. Applications are due to Jeff Lenz – 17 hard copies and one electronic copy – by Jan. 8, 2021.
 7. Election of ATP-3 Vice Chairman
 - a. ATP-3 members voted to elect Sherburne County Commissioner and 7W representative Raeanne Danielowski to be vice chair.
 8. Update of Minnesota Statewide Multimodal Improvement Program (SMTP)
 - a. MnDOT Policy Planning Director Hally Turner discussed the progress made to the Statewide Multimodal Transportation Plan (SMTP) including possible focus areas on climate change, equity, cyber/data security, and asset management. The public facing portion of the plan development launched in October 2020. Ms. Turner asked ATP-3 members to participate in outreach and share the information provided with their networks.
 9. Support for MnDOT's Minnesota Highway Freight Program Application Seeking For Shoulder Widening/Paving on U.S. Highway 169 in Aitkin County
 - a. ATP-3 members took action to support a jointly sponsored application from MnDOT Districts 1 and 3 seeking funding from the Minnesota Highway Freight Program to widen and pave shoulders on a 23.6-mile section of U.S. Highway 169 from the Mississippi River Bridge north of the Aitkin to the junction of MN Highway 200 in Hill City.

Suggested Action: None, informational.



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: Staff report of Jan. 14, 2021 Central Minnesota Area Transportation Partnership Meeting
DATE: Jan. 21, 2021

The Central Minnesota Area Transportation Partnership (ATP-3) met via Zoom on Thursday, Jan. 14, 2021. At that meeting, the following occurred:

1. FY 2021-2024 Local Federal Projects Update
 - a. Minnesota Department of Transportation (MnDOT) District 3 Planning Director Steve Voss provided an update on projects programmed for construction in fiscal year 2021. All projects including three within the APO's planning area (City of Saint Cloud's County Road 136 reconstruction, City of Saint Cloud's County Road 136 multimodal improvements, and the City of Sauk Rapids' CSAH 1 trail) are on track.
2. FY 2022-2025 STIP Development Funding Guidance
 - a. Mr. Voss detailed the major sources of funding available to the Area Transportation Partnerships statewide. This includes: Surface Transportation Block Grant Program (STBGP), Transportation Alternatives (TA), Highway Safety Improvement Program (HSIP), and statewide performance funding (National Highway Freight Program or NHFP).
 - b. Mr. Voss said funding targets for fiscal years 2022, 2023, and 2024 have remained the same as last year. He also revealed that projected available funding for FY 2025 will remain at the same level as 2024. This means the ATP has \$10.4 million in STBGP funding and \$1.6 million available in TA funding.
 - c. Out of the \$10.4 million in STBGP funding available to ATP-3 in FY 2025, the Saint Cloud APO is expected to receive 20.35% based upon system size, population, and usage. This equates to \$2,135,120.
 - d. Mr. Voss said there may be impacts to the development of the MnDOT District 3 Capital Highway Investment Plan due to anticipated funding levels for MnDOT's specific funding targets (separate from the ones used by the ATP) falling short of what was anticipated. Mr. Voss said MnDOT District 3 was planning on receiving around \$140 million for its various programs, but funding targets from the state have FY 2025 sitting at approximately \$114 million.
 - e. Mr. Voss also revealed the latest cost estimate inflation conversion factor table. He said this table should be consulted by those entities applying for Federal funding to ensure they are requesting the right amount of funding for their projects (in year of expenditure dollars NOT in year of estimate dollars). Once a request for Federal funding is approved, Federal funding is capped – meaning that if the cost estimates increase dramatically the local agencies are responsible for making up the difference. Mr. Voss encouraged each

region (Region 5, Region 7E, Region 7W, and the APO) to discuss this with their respective technical advisory committees at their February meetings.

3. Local Candidates Seeking FY 2025 STBGP Funding under the ATP Managed Program by Region
 - a. Representatives from each of the four regions presented on the STBGP applications they received for FY 2025 funding consideration. Region 5 has received six applications; Region 7E has received two applications; Region 7W has received seven applications; and the APO has received six applications. Review and funding recommendations by these various planning regions will occur in February.
4. Review FY 2025 Transportation Alternatives (TA) Program Schedule and Candidate Projects
 - a. MnDOT District 3 Engineering Specialist/Program Coordinator Jeff Lenz presented on the 16 different applications received for the TA program. These 16 candidates are vying for \$1.6 million in Federal funding allocated to the district in FY 2025. Region 5 had three applicants; Region 7E had five applicants; Region 7W had seven applicants; and the APO had one applicant. The TA subcommittee will be reviewing these projects and will recommend a prioritization/funding to the ATP in April.
5. District 3 Freight Plan Update
 - a. MnDOT District 3 Public Engagement Coordinator Stephanie Castellanos provided an update on the District 3 Freight Plan. The plan was just released for 30 days of public comment on Jan. 13. She said the plan was designed to analyze short and long term needs for the freight network including highways, air, and rail. The plan includes a story map component with a look at the multimodal freight network and details freight issues including three bottleneck areas (two in the APO – the 10/23 intersection and TH 15 from Second Street S to Eighth Street N). The plan identifies 12 projects that would have a positive impact on the freight system.
6. Election of ATP-3 Chair
 - a. The ATP-3 voted to have current vice chair Raeanne Danielowski serve as the ATP-3 Chair. Chuck Parins was voted Vice Chair.

Suggested Action: None, informational.



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: Brian Gibson, Executive Director
RE: Staff Report on October 8, 2020 & January 14, 2021 Policy Board Meetings
DATE: January 21, 2021

The APO Policy Board met on October 8, 2020. The following is a summary of that meeting:

1. The Board approved **roadway safety targets** for 2021;
2. The Board approved the updates to the APO's **Stakeholder Engagement Plan**;
3. The Board approved **updated bylaws** for the Technical Advisory Committee;
4. The Board approved the **action plan** from the APO's 2019 stakeholder engagement self-assessment; and
5. The Board heard the results of the 2019 **roadway pavement condition** data collection effort;
6. The Board heard the results of the 2020 **shared-use path pavement condition** data collection effort;
7. The Board discussed further action regarding the **Northstar Rail Extension Feasibility Assessment** recently completed by MnDOT, and they instructed APO staff to continue having conversations with relevant parties to help maintain momentum for extending Northstar to the region.

The Policy Board also met on January 14, 2021. At that meeting:

1. The Board approved **annual resolutions** regarding the newspaper of record, bill-paying policies, and investment policies;
2. The Board elected the following **slate of officers** for 2021:
 - a. APO Board Chair: Joe Perske, Stearns County
 - b. 1st Vice-Chair: Raeanne Danielowski, Sherburne County
 - c. 2nd Vice-Chair: Ryan Fitzthum, Sartell
 - d. 3rd Vice-Chair: Paul Brandmire, St. Cloud
3. The Board heard a summary of the **Trunk Highway 15 Corridor Study** and accepted the document.

Suggested Action: None, informational.



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: Fred Sandal, Associate Transportation Planner
RE: ATP Development Committee Update
DATE: Jan. 25, 2021

The Active Transportation Plan Development Committee (DC) met on Oct. 14, 2020 via Zoom. Discussed and agreed at this meeting was action to consolidate the efforts of the ATP DC and the Active Transportation Plan Advisory Committee (ATAC) into one advisory body. This would enable fuller participation and require fewer meetings.

APO staff provided an overview of progress on the draft ATP, summarizing information included in each of the chapters. A presentation was given on the methodology staff is using to assess active transportation needs within cities and for the region. The process begins with a cursory review of factors relative to ATP goals for improved safety and comfort, facility condition, connectivity, and equity. Profiles and analyses for the five APO member cities are being developed to determine areas of focus. This will inform the analyses of active transportation needs from a regional perspective.

Following brief discussion, DC members expressed support and encouragement with the ATP planning process described. All were advised that their participation with ATP development will continue through the ATAC.

A separate staff memo to TAC summarizes the subsequent ATAC meetings.

Requested Action: None, informational only.



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: Fred Sandal, Associate Transportation Planner
RE: ATAC Update
DATE: Jan. 25, 2021

The Active Transportation Advisory Committee (ATAC) which was combined with ATP Development Committee (DC) met on Nov. 2, 2020.

Discussed were the final results of the active transportation survey and the comments received from the interactive Wikimap tool. Staff presented ATAC with an overview of the current ATP draft. Staff summarized regional data on active transportation facilities, surveys of pavement conditions, and crash history involving bicyclists and pedestrians. Staff reviewed how this data along with the results of the public engagement process will go into local and areawide evaluations of active transportation needs.

Discussion from ATAC members on the draft ATP included the following comments:

1. The ATP should have an education component and provide examples of best practices and designs for active transportation.
2. Consideration should be given to how to best complete or improve connections across jurisdictions.
3. Safety concerns for bicyclists and pedestrians could be alleviated by lowering speed limits.

Staff then provided a demonstration of the process being used to identify facility gaps and other areas of need first within jurisdictions and later for the region. Staff described how local staff are being consulted as jurisdictional profiles and needs assessments are being developed.

The ATAC next met on Jan. 25.

The first discussion item was an application from the City of Sartell requesting federal funding from the Transportation Alternatives (TA) program to address trail and sidewalk gaps. Staff described the TA program and how TA applications are ranked and scored for funding by the District Area Transportation Partnership. Sartell's application, the only application received by the APO, is competing among sixteen applications from throughout the District for limited TA funding. Anna Gruber, Sartell City Administrator, gave a presentation on the city's application. Following questions of the applicant, a motion was made to recommend to the TAC that the City of Sartell be awarded 10 points for their TA application.

Staff gave a brief status update and presentation on the development of the ATP. ATAC members were informed that a proposed vision statement, goals and objectives for active transportation will be presented for adoption by the TAC and the APO Policy Board.

Staff informed ATAC that a group of TAC representatives has been formed to collect data and study the feasibility of a uniform standard for local speed limits. Staff will further report to ATAC on this study and outcomes as discussions continue.

Requested Action: None, informational only.



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: Speed Limit Working Group Update
DATE: Jan. 21, 2021

Since April 2020, members of the APO's Technical Advisory Committee (TAC) have been discussing the implications of Minnesota Statute 169.14 Subd. 5h. This 2019 regulation allows for cities to establish speed limits for city streets under the city's jurisdiction – with some exceptions – without conducting an engineering and traffic investigation.

The statute reads:

“A city may establish speed limits for city streets under the city's jurisdiction other than the limits provided in subdivision 2 without conducting an engineering and traffic investigation. This subdivision does not apply to town roads, county highways, or trunk highways in the city. A city that establishes speed limits pursuant to this section must implement speed limit changes in a consistent and understandable manner. The city must erect appropriate signs to display the speed limit. A city that uses the authority under this subdivision must develop procedures to set speed limits based on the city's safety, engineering, and traffic analysis. At a minimum, the safety, engineering, and traffic analysis must consider national urban speed limit guidance and studies, local traffic crashes, and methods to effectively communicate the change to the public.”

At the September TAC meeting, TAC representatives felt it best to begin a regional conversation with city engineers and planners. A working group was established made up of the following members:

- Michael Kedrowski, Metro Bus.
- Steve Foss, City of Saint Cloud.
- Randy Sabart, City of Saint Joseph.
- Jon Halter, City of Sartell.
- Todd Schultz, City of Sauk Rapids.
- Jon Noerenberg, City of Waite Park.
- Andrew Witter, Sherburne County.

APO Senior Transportation Planner Vicki Johnson and APO Executive Director Brian Gibson serve as the group's administrative support – setting up meetings and coordinating information/research distribution.

Between September 2020 and January 2021, the Speed Limit Working Group has had three meetings. The first meeting on Oct. 22 was to outline some possible ways the group could start tackling this issue.

At the Dec. 3 meeting, members of the Speed Limit Working Group heard a presentation from City of Minneapolis Vision Zero Coordinator Ethan Fawley and City of St. Paul's Traffic Engineer Randy Newton about how their cities jointly handled lowering speed limits from 30 mph to 20 mph on locally owned streets utilizing the Safe Systems approach to speed limit setting.

At the group's most recent meeting, Jan. 19, City of Rochester's Deputy Public Works Director/City Engineer Dillon Dombrowski and Traffic and Parking Manager Budzyna presented on Rochester's approach to lowering speed limits.

The next meeting of the APO's Speed Limit Working Group – which has yet to be determined – will discuss the next steps the group would like to take in this conversation.

Suggested Action: None, informational.



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: REVISION FY 2021-2024 Transportation Improvement Program Amendments
DATE: Feb. 2, 2021

One of the responsibilities of the Saint Cloud Area Planning Organization (APO), as outlined by the Federal Government, is to develop and maintain a Transportation Improvement Program (TIP). The TIP is the document that programs federal funds for transportation improvements in the APO's Metropolitan Planning Area (MPA). Decisions about transportation investments require collaboration and cooperation between different levels of government and neighboring agencies and jurisdictions. As a document, the TIP reports how the various agencies and jurisdictions within the MPA have prioritized their use of limited Federal highway and transit funding.

Several changes have been proposed to the APO's FY 2021-2024 TIP from the following entities: Stearns County, Saint Cloud, Sartell, Sauk Rapids, WACOSA, ConnectAbility of Minnesota, and MnDOT. For details of all changes please view Attachment L2.

With all of the proposed changes, fiscal constraint has been maintained for each agency and jurisdiction.

The 30-day public comment period on these changes concludes on Friday, Jan. 29, 2021.

As of Jan. 22, 2021, APO staff have received 11 completed online surveys. Those comments can be found in Attachment L3. A final compilation of comments will be emailed to TAC representatives prior to the Feb. 4, 2021, TAC meeting.

On Feb. 2, MnDOT District 3 has notified the APO of an additional change to MnDOT project 0502-116 for the installation of median cable barrier guardrails along US 10. This project, as noted in attachment L2, was already in the process of being changed due to a clarification in project termini.

Per District staff, the cost estimate of this project has DECREASED from \$1,750,000 to \$1,379,584. The new project breakdown would include a decrease in the FHWA contribution from \$1,575,000 to \$1,241,626. The state contribution would also decrease from \$175,000 to \$137,958. Due to the project cost decrease, fiscal constraint has been maintained.

Suggested Action: Recommend Policy Board approval.



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

T. 320.252.7568 F. 320.252.6557

FY 2021-2024 Transportation Improvement Program Amendments

December 2020 – February 2021

The following is a detailed list of proposed changes to the Saint Cloud Area Planning Organization's (APO's) fiscal years (FY) 2021-2024 Transportation Improvement Program (TIP). Given the nature of some of these changes, an amendment process to this document has been initiated. Per guidelines documented in the APO's Stakeholder Engagement Plan (SEP), a 30-day public comment period is required before changes can be implemented.

Public comment on these requested changes will run from Wednesday, Dec. 30, 2020, through Friday, Jan. 29, 2021. Comments can be made via email (ikeogu@stcloudapo.org), phone (320-252-7568), or via mail (1040 County Road 4, St. Cloud, MN 56303).

The APO's Technical Advisory Committee (TAC) – a committee of area planners and engineers – will review these changes at its special meeting on Feb. 4, 2021. The APO's Policy Board is anticipated to take action on these changes at its regularly scheduled February meeting (Feb. 11, 2021).

Stearns County:

- 2021
 - 073-090-011: CONSTRUCT PHASE 3 OF THE ROCORI TRAIL ALONG RR CORRIDOR FROM COLD SPRING TO ROCKVILLE. Construction on this project has been delayed to FY 2023 due to lack of local match. Federal funding for this project will be split into FY 2023 (\$520,000) with an advance construction payback in FY 2024 (\$292,270). New project number for FY 2024: 073-090-011AC.
- 2023
 - 073-090-011: ****AC****: CONSTRUCT PHASE 3 OF THE ROCORI TRAIL ALONG RR CORRIDOR FROM COLD SPRING TO ROCKVILLE (PAYBACK IN 2024). This project was moved from FY 2021 to FY 2023. Local match remains \$1,000,730. Federal TA funding is \$520,000 with a target AC of \$292,270.
- 2024
 - 073-090-011AC: ****AC****: CONSTRUCT PHASE 3 OF THE ROCORI TRAIL ALONG RR CORRIDOR FROM COLD SPRING TO ROCKVILLE (PAYBACK 1 OF 1). This is the AC payback for the ROCORI Trail. Payback amount is \$292,270.
 - 073-733-006: STEARNS CSAH 133 FROM STEARNS CSAH 75 TO 15TH AVE IN ST JOSEPH; EXPAND TO 4 LANE, INTERSECTION IMPROVEMENTS AT ELM ST, DUAL LEFT TURN LANES FROM EB CSAH 75 TO NB CSAH 133. Project termini has been adjusted from 19th Avenue to 15th Avenue.

City of Saint Cloud:

E. admin@stcloudapo.org W. stcloudapo.org

- 2021
 - 162-090-007: CONSTRUCT BEAVER ISLAND TRAIL PHASE 8 FROM THE EXISTING TRAIL AT ST CLOUD'S WASTE WATER TREATMENT FACILITY TO THE SOUTH ST CLOUD CITY LIMITS. Project is being pushed back to FY 2022 due to inability to advance construct the project.
 - 162-175-001: ST. CLOUD; RECONSTRUCT STEARNS CR 136 FROM 22ND ST S TO 33RD ST S, TO MULTI MODAL CORRIDOR (ASSOCIATED WITH 162-591-005). Per MnDOT District State Aid, an additional \$127,000 in Federal funding has been allocated to this project. This has effectively reduced the local match contribution for this project. New totals are as follows: FHWA: \$969,482; Other/Local: \$900,518; Total: \$1,870,000.
- 2022
 - 162-090-007: CONSTRUCT BEAVER ISLAND TRAIL PHASE 8 FROM THE EXISTING TRAIL AT ST CLOUD'S WASTE WATER TREATMENT FACILITY TO THE SOUTH ST CLOUD CITY LIMITS. Project will be fully constructed in FY 2022. Elimination of AC.

City of Sartell

- 2022
 - 220-113-002: ****AC****: SARTELL 19TH AVE, FROM STEARNS CSAH 4 TO STEARNS CSAH 133, RECONSTRUCTION (AC PROJECT, PAYBACK IN 2023). Project cost has increased from \$4,799,920 to \$7,037,903. Local match has increased from \$2,710,000 to \$4,947,983.

City of Sauk Rapids

- 2021
 - 191-090-002: CONSTRUCT NEW TRAIL ALONG MAYHEW LAKE ROAD FROM BENTON CSAH 3 TO OSAUKA RD IN CITY OF SAUK RAPIDS. Project is no longer being advance constructed. Federal TA funding of \$314,400 has been made available in FY 2021.
- 2024
 - 191-090-002AC: CONSTRUCT NEW TRAIL ALONG MAYHEW LAKE ROAD FROM BENTON CSAH 3 TO OSAUKA RD IN CITY OF SAUK RAPIDS. Project is no longer being advance constructed. Federal TA funding of \$314,400 has been made available in FY 2021. No payback scheduled for FY 2024.

WACOSA

- 2022
 - TRF-9503-22: SECTION 5310: WACOSA, INC.; PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS. Project to be added to the TIP. Funding allocations as follows: FTA: \$74,400; Other/Local: \$18,600; Total: \$93,000.
 - TRF-9503-23: SECTION 5310: WACOSA, INC.; PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS. Project to be added to the TIP. Funding allocations as follows: FTA: \$76,800; Other/Local: \$19,200; Total: \$96,000.

ConnectAbility of Minnesota, Inc.

- 2021

- TRF-9504-21: SECTION 5310: CONNECT ABILITY OF MINNESOTA, INC. MOBILITY MANAGEMENT 7/1/21 -- 6/30/22. Project to be added to the TIP. Funding allocations as follows: FTA: \$98,000; SF: \$24,500.
- TRF-9504-22: SECTION 5310: CONNECT ABILITY OF MINNESOTA, INC. MOBILITY MANAGEMENT 7/1/21 -- 6/30/22. Project to be added to the TIP. Funding allocations as follows: FTA: \$101,295; SF: \$12,661; Other/Local: \$12,661; Total: \$126,617.

Minnesota Department of Transportation

- 2021
 - 0502-116: US 10 INSTALL MEDIAN CABLE BARRIER GUARDRAIL FROM CR 40 (N OF RICE) TO 66TH ST (N OF SAUK RAPIDS). (HSIP). Project termini has been clarified. Original description was US 10, install median cable barrier guardrail from north of St. Cloud to Rice (HSIP).
 - 7103-64: ST CLOUD HISTORICAL MARKER SITE – REINSTALL INTERPRETIVE PANELS WITH NEW CONCRETE FOOTINGS AND PAD, MINOR STONE REPAIRS TO HISTORICAL MARKER TO STABILIZE LOOSE STONES AND REPOINT MORTAR CRACKS. Project has been added to the TIP. Funding allocations as follows: Dist. C TH: \$50,000; Total: \$50,000.



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

T. 320.252.7568 F. 320.252.6557

FY 2021-2024 Transportation Improvement Program Amendments

Public Comments January 2021

Several substantial requests for changes to the Saint Cloud Area Planning Organization's (APO's) fiscal year 2021-2024 Transportation Improvement Program (TIP) have warranted a 30-day public comment period. During this period (Dec. 30, 2020 – Jan. 29, 2021) the APO has received the following comments (current through Jan. 22, 2021). Please note that a more complete list will be provided at the APO TAC meeting should additional comments be added.

Online Survey:

Agency/Jurisdiction	Proposed Project Number	Comments	Date
Stearns County	073-090-011 (ROCORI Trail)	Strongly approve (6) Approve (3) Strongly disapprove (1) Other (1): "Many industries can benefit with job entry opportunities for more people."	01/21/2021
Stearns County	073-733-006 (CSAH 133)	Strongly approve (3) Approve (7) Neither approve nor disapprove (1) Comments: "We need to think in the future years. The four lanes cost is better now than later years."	01/21/2021
City of Saint Cloud	162-090-007 (Beaver Island Trail)	Strongly approve (4) Approve (5) Neither approve nor disapprove (2)	01/21/2021
City of Saint Cloud	162-175-001 (CR 136 Reconstruction)	Strongly approve (7) Approve (2)	01/21/2021

Agency/Jurisdiction	Proposed Project Number	Comments	Date
		Neither approve nor disapprove (2) Comment: "This road is becoming very busy with the schools in the area."	
City of Sartell	220-113-002 (19 th Avenue)	Strongly approve (2) Approve (1) Neither approve nor disapprove (5) Disapprove (2) Comment: "I still wonder why 19 th Avenue wasn't curved to meet up with 322 nd Street, St. Cloud. There could be a traffic control at that point and the speed limit could be reduced to 40 miles per hour, like the rest of County road 4 going east. When this project finishes Pleasant Avenue will become a thoroughfare to points further south. Have those residents been surveyed yet?"	01/21/2021
City of Sauk Rapids	191-090-002 (CSAH 1 Trail)	Strongly approve (2) Approve (2) Neither approve nor disapprove (4) Disapprove (1)	01/21/2021
WACOSA	TRF-9503-22 TRF-9503-23 (Vehicle replacements)	Strongly approve (4) Approve (1) Neither approve nor disapprove (5) Disapprove (1)	01/21/2021
ConnectAbility of	TRF-9504-21 TRF-9504-22	Strongly approve	01/21/2021

Agency/Jurisdiction	Proposed Project Number	Comments	Date
Minnesota, Inc.	(Regional Transportation Coordinating Council)	(2) Approve (4) Neither approve nor disapprove (3) Disapprove (1) Strongly disapprove (1)	
MnDOT	0502-116 (Guardrails)	Strongly approve (4) Approve (4) Neither approve nor disapprove (3)	01/21/2021
MnDOT	7103-64 (Historical markers)	Strongly approve (1) Approve (6) Neither approve nor disapprove (1) Disapprove (1) Strongly disapprove (1)	01/21/2021

Facebook Live Open House:

Agency/Jurisdiction	Proposed Project Number	Comments	Date

Phone/In-Person

Agency/Jurisdiction	Proposed Project Number	Comments	Date

Facebook:

Agency/Jurisdiction	Proposed Project Number	Comments	Date

Email:

Agency/Jurisdiction	Proposed Project Number	Comments	Date



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: FY 2025 Surface Transportation Block Grant Program prioritization
DATE: Jan. 15, 2021

As a comprehensive, intergovernmental transportation planning agency for the Saint Cloud Metropolitan Planning Area (MPA), the Saint Cloud Area Planning Organization (APO) works with member agencies and jurisdictions to facilitate local, state, and Federal funds for programs and surface transportation improvement programs. In order to accomplish this, the APO is tasked with prioritizing projects that align with its long-range transportation vision for the region.

The Metropolitan Transportation Plan (MTP) is a long-range, multimodal, surface transportation plan that identifies a regional vision for transportation and the steps necessary to achieve that vision. Part of those steps includes the identification of various transportation improvement projects within the Metropolitan Planning Area (MPA).

In order to carry out the vision of the MTP, the APO develops and maintains a Transportation Improvement Program (TIP). The TIP is a short-range (four year) programming document that reports on how the various agencies and jurisdictions within the Saint Cloud MPA have prioritized their use of limited Federal highway and transit funding. This document is updated on an annual basis.

Projects contained within the TIP must either be identified within the MTP or align closely with the goals and objectives of the MTP. In addition, these projects are funded in part by the Federal Government or are projects sponsored specifically by the Minnesota Department of Transportation (MnDOT).

One of the sources of transportation funding the Federal Government uses is the Surface Transportation Block Grant Program (STBGP). 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.

Every year, MnDOT receives a projected STBGP funding target which is for four fiscal years out (example: this year we are looking at FY 2025). 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).

In the Central Minnesota ATP, STBGP funding is further divided among specific regions within the ATP – Region 5 Development Commission, East Central Regional Development Commission (7E), Region 7W Transportation Policy Board, and the Saint Cloud APO—based upon a formula that takes into account the roadway network system size and use factors. With this formula, the APO receives 20.53% of the STBGP allocation within the Central Minnesota ATP.

Region	Funding Target Percent	FY 2025 STBGP target allocation
Region 5	32.65%	\$3,395,600
Region 7E	13.82%	\$1,437,280
Region 7W	33.00%	\$3,432,000
Saint Cloud APO	20.53%	\$2,135,120
Total	100.00%	\$10,400,000

In order to determine how this funding will be spent in the APO, a project solicitation process is initiated. APO member jurisdictions complete an application for specific surface transportation projects they feel would be the best use of the limited Federal funds. Applicants are given scoring guidelines (see Attachments M2 and M3) to assist in writing the application. These scoring guidelines were developed by APO staff in conjunction with APO Technical Advisory Committee members during late summer, early fall 2019 and approved by the APO's Policy Board in September 2019.

Completed applications are then submitted to the APO Senior Planner in early January. Attachments M4-M9 are the submitted applications received by the APO for the FY 2025 STBGP solicitation.

Per the process outlined and agreed upon by the APO's Technical Advisory Committee at its October 2019 meeting, APO planning staff review, score, and rank those submitted projects. Attachment M10 is the individual scores/combined scoring and ranking for submitted projects as developed by APO staff. Attachments M11-M16 are the individual scores for each project using the average score from APO staff. These attachments also contain comments on how APO staff arrived at each score.

Prior to funding recommendations being made to the Policy Board, MnDOT District 3 Planning Director Steve Voss is urging all applicants review their proposed project costs and ensure they are properly inflated to year of expenditure dollars utilizing the Cost Estimate Inflation Conversion Factor Table developed by MnDOT and adopted by the Central Minnesota Area Transportation Partnership (ATP-3) at its Jan. 14, 2021, meeting. See attachment M17 for the Cost Estimate Inflation Conversion Factor Table. Once Federal funding has been awarded for these projects it is capped – meaning no additional Federal can be requested to complete this exact same project and all additional costs will be the responsibility of the implementing agency. Mr. Voss will be at the Feb. 4, 2021, TAC meeting to explain this further.

At the Feb. 4, 2021, TAC meeting, applicants will have the opportunity to present on and answer questions pertaining to their proposed projects. TAC members will be given the opportunity to discuss and adjust APO staff's initial rankings to develop an agreed upon rank and prioritization of projects with justifications of these rankings to be presented to the APO's Policy Board in February.

Suggested Action: Recommend a final ranking and prioritization of projects for Policy Board approval.



SURFACE TRANSPORTATION BLOCK GRANT PROGRAM

Project Score Sheet Rubric

About this rubric

This rubric is designed to complement the Central Minnesota Area Transportation Partnership (ATP-3)'s Surface Transportation Block Grant Program (STBGP) guidebook and application guidance. This rubric is designed to assist agencies and jurisdictions within the Saint Cloud Area Planning Organization's (APO's) planning area in completing the STBGP solicitation for ATP-3 STBGP dollars allocated to the APO's planning area.

Application requirements

All agencies and jurisdictions within the APO's planning area applying for STBGP funding must comply with the requirements dictated by the ATP. In addition, the APO is requiring a resolution of support from the applicant's governing body **PRIOR** to the submittal of the application to the APO. This resolution, if the project is selected for funding, will serve as the required resolution for ATP-3. Any application submitted without a resolution will not be eligible for scoring.

Project Qualifications

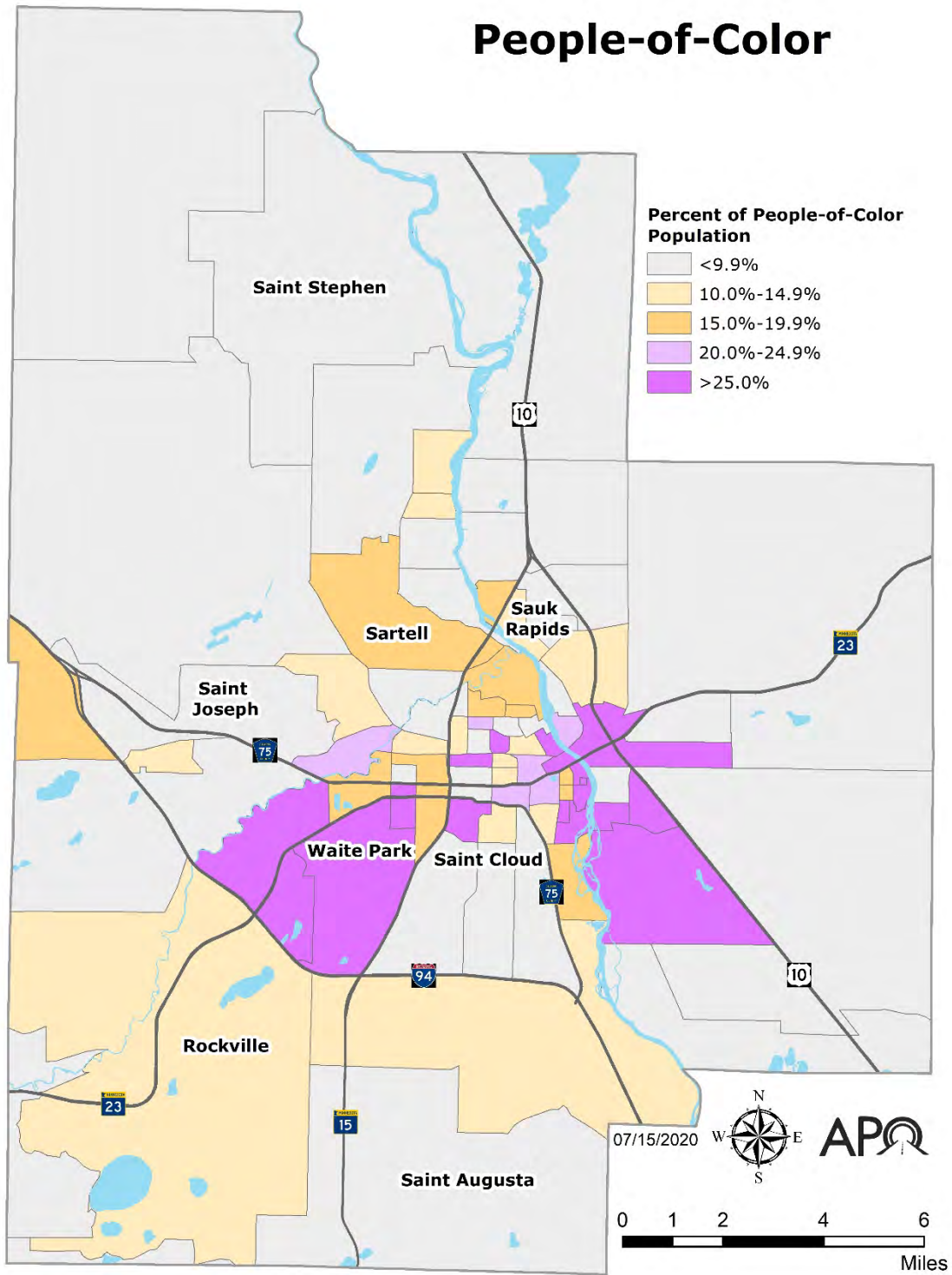
A. Access and Mobility

Explain how your project increases the accessibility and mobility options for people and freight. **(25 points total)**

- Criteria to consider
 - Project complies with the Americans with Disabilities Act (ADA) and meets Title VI and Environmental Justice (EJ) requirements.
 - Project improves travel time reliability and/or level of service (LOS).
- Evaluation criteria
 - ADA/Title VI/EJ
 - Project includes ADA compliant infrastructure such as curb ramps, pedestrian intersection crossing infrastructure.
 - Project improves (or facilitates the possible incorporation of) access to transit stops.
 - RECONSTRUCTION PROJECTS ONLY: Project occurs within an EJ area (areas with large minority and/or low-income populations).
 - EXPANSION PROJECTS ONLY: Project details mitigation efforts to lessen/minimize impact on EJ populations (areas with large minority and/or low-income populations).



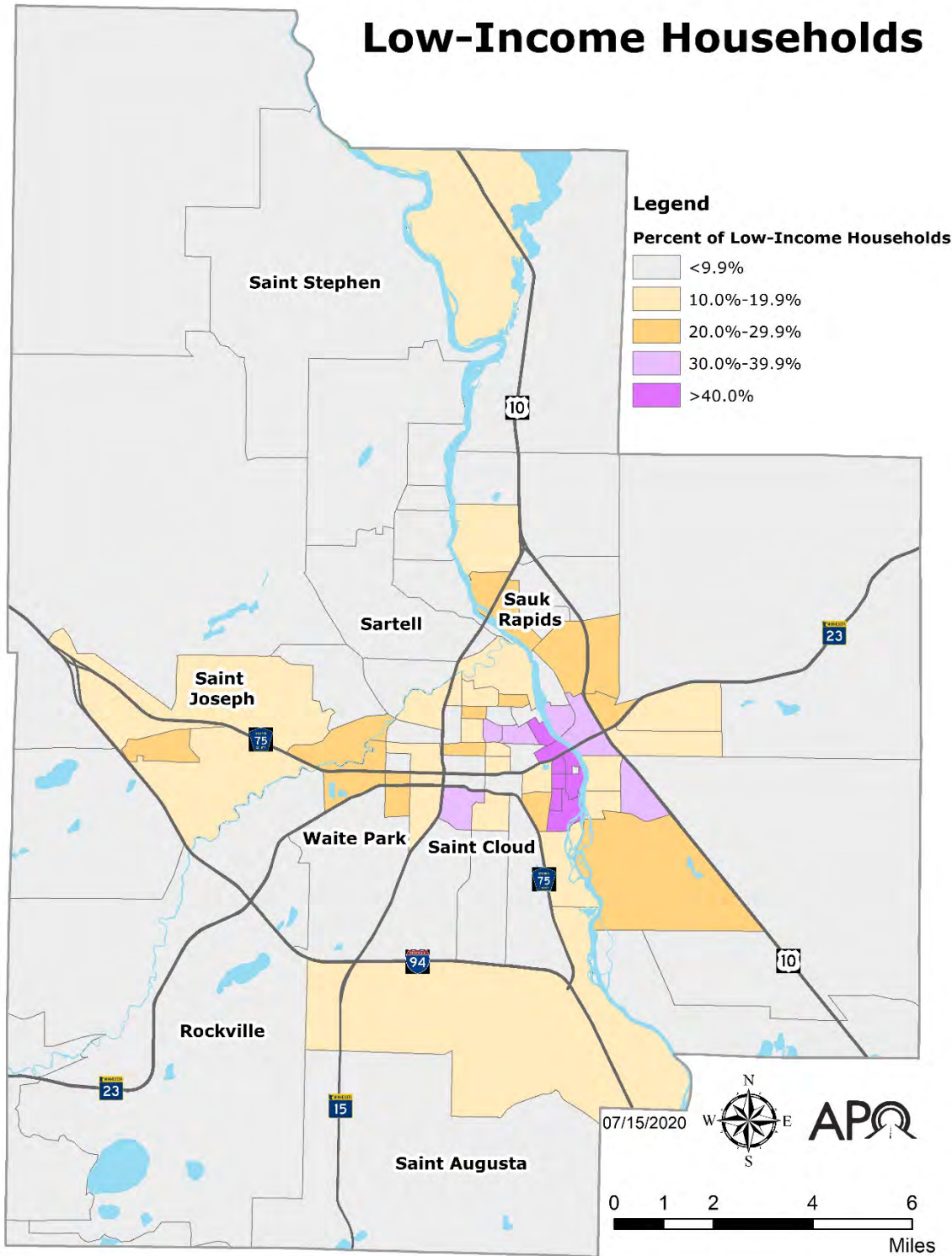
People-of-Color



Data source: U.S. Census Bureau, 2014-2018 American Community Survey Five Year Estimates.



Low-Income Households



Data source: U.S. Census Bureau, 2014-2018 American Community Survey Five Year Estimates.



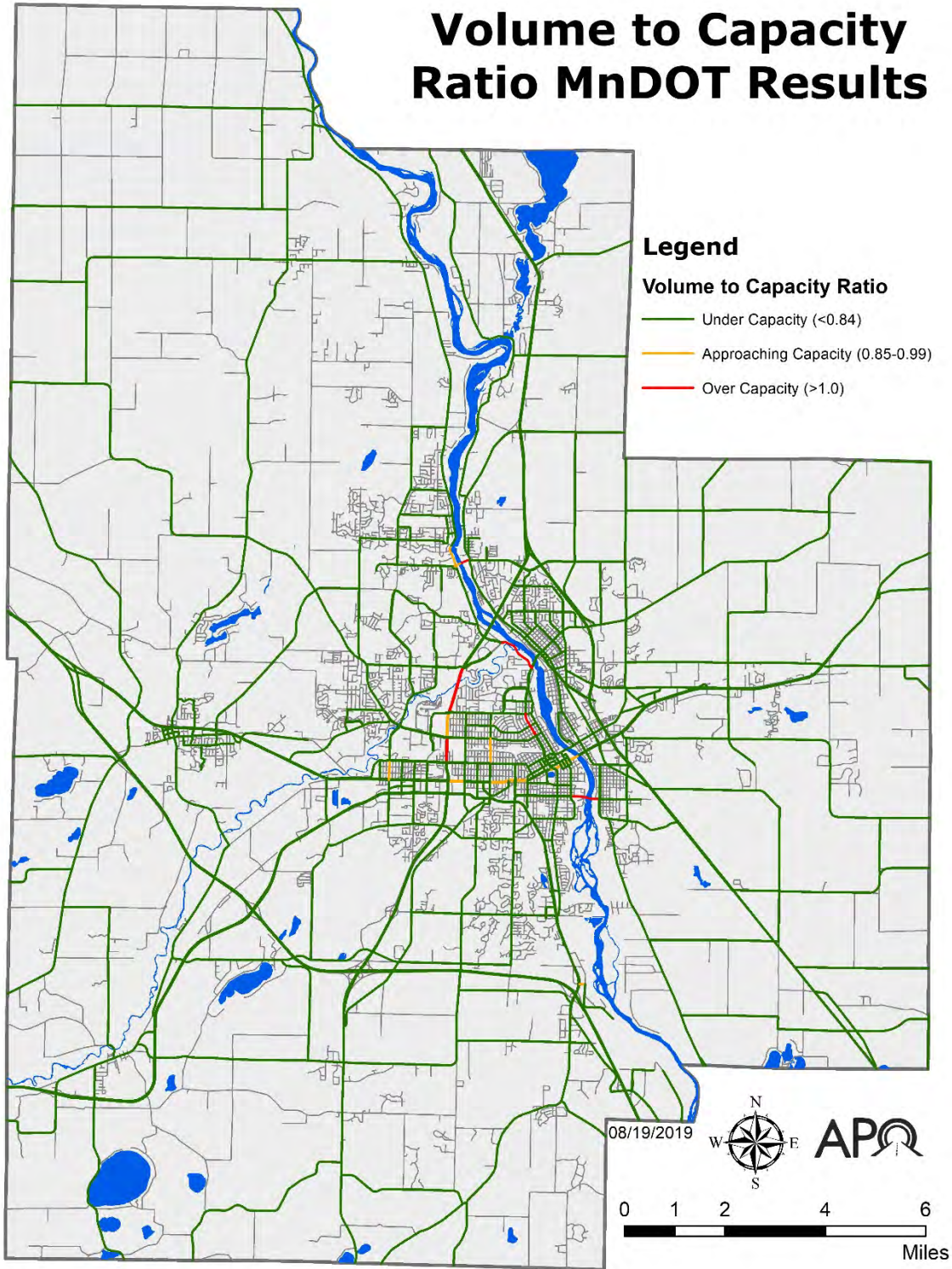
- Travel time reliability/LOS
 - Project improves the volume-to-capacity ratio of current roadway and/or roadways within close proximity (for expansion projects).
 - V/C ratio is:
 - >1.00.
 - 0.85 to 0.99.
 - <0.84.

Facility Type	Daily Capacity (vehicles/day)
Two-lane gravel road	1,000
Two-lane collector/local	10,000
Two-lane arterial	12,000
Three-lane (two-way left-turn lane) collector/arterial	18,000
Four-lane collector	20,000
Four-lane undivided arterial	27,000
Five-lane collector	28,000
Five-lane arterial	34,000
Four-lane divided (expressway)	36,000
Six-lane divided (expressway)	54,000
Four-lane unmetered freeway	74,000
Four-lane metered freeway	85,000
Six-lane unmetered freeway	111,000
Six-lane metered freeway	127,000
Eight-lane unmetered freeway	150,000
Eight-lane metered freeway	184,000

Data Source: SRF Consulting, Inc. 2019.



Volume to Capacity Ratio MnDOT Results



Data source: MnDOT 2017 Traffic Mapping Application.



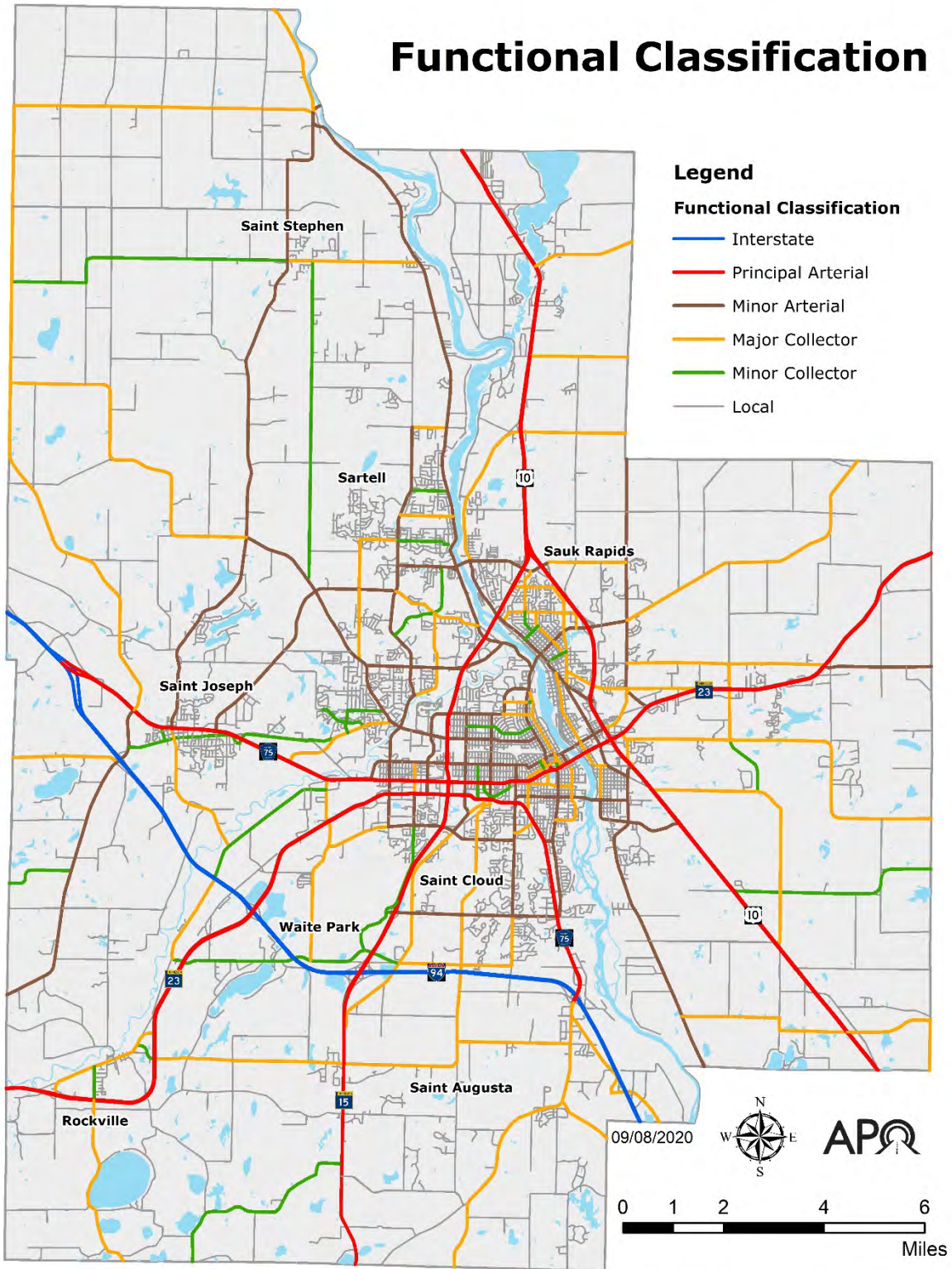
B. System Connectivity

Explain how your project enhances the integration and connectivity of the transportation system for people and freight. **(25 points total)**

- Criteria to consider
 - Project preserves and/or enhances an important long-distance commuter corridor for workers who commute into the greater Saint Cloud metropolitan area.
 - Project furthers or completes the connection of existing transportation infrastructure (roadways, transit, active transportation) within and between jurisdictions (fills a gap).
- Evaluation criteria
 - Project occurs on or constructs a new roadway with the following functional classification:
 - Interstate 94.
 - NHS system (MN 23, MN 15, US 10, CSAH 75).
 - Principal or minor arterial.
 - Principal or minor collector.
 - More information can be found:
<http://mndot.maps.arcgis.com/apps/View/index.html?appid=d64dc550380547b1a93e1071d0eaf8e0>
 - Furthers or completes connections (fills a gap).
 - Project is interjurisdictional.
 - Project completes a connection.



Functional Classification



Data source: MnDOT Functional Classifications, 2019. <https://bit.ly/3mkjONP>



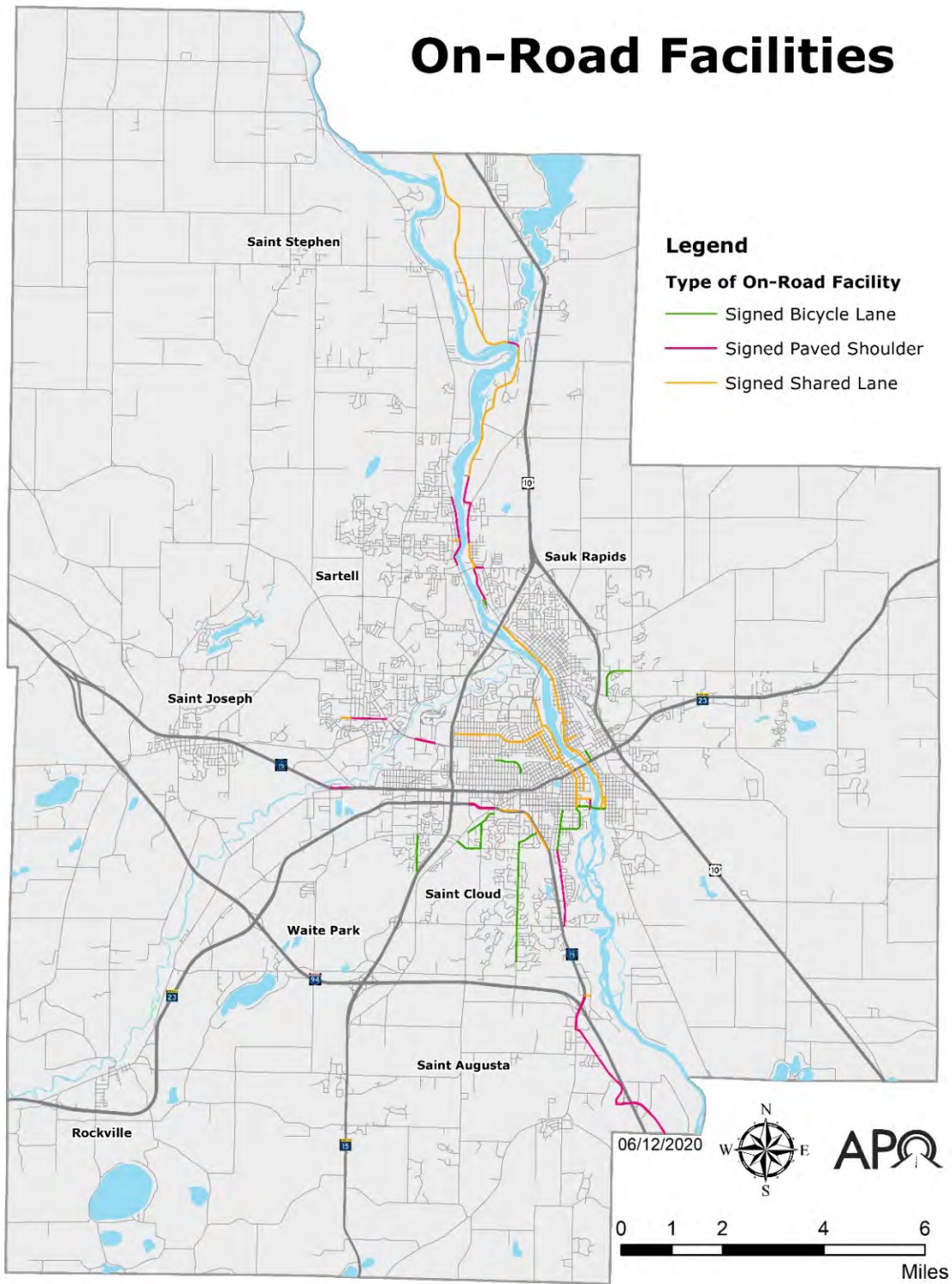
C. Multimodal

Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system. **(20 points total)**

- Criterion to consider
 - Project furthers or establishes new connections of existing multi-use paths, bicycle lanes, and/or sidewalks within and between jurisdictions (fills a gap).
- Evaluation criteria
 - Project contains the following:
 - Multi-use paths.
 - On-road bicycle lanes.
 - Sidewalks.
 - Connections within and/or between jurisdictions (5 points).
 - Connections to major trip generators (examples include schools, businesses, places of employment, etc.)



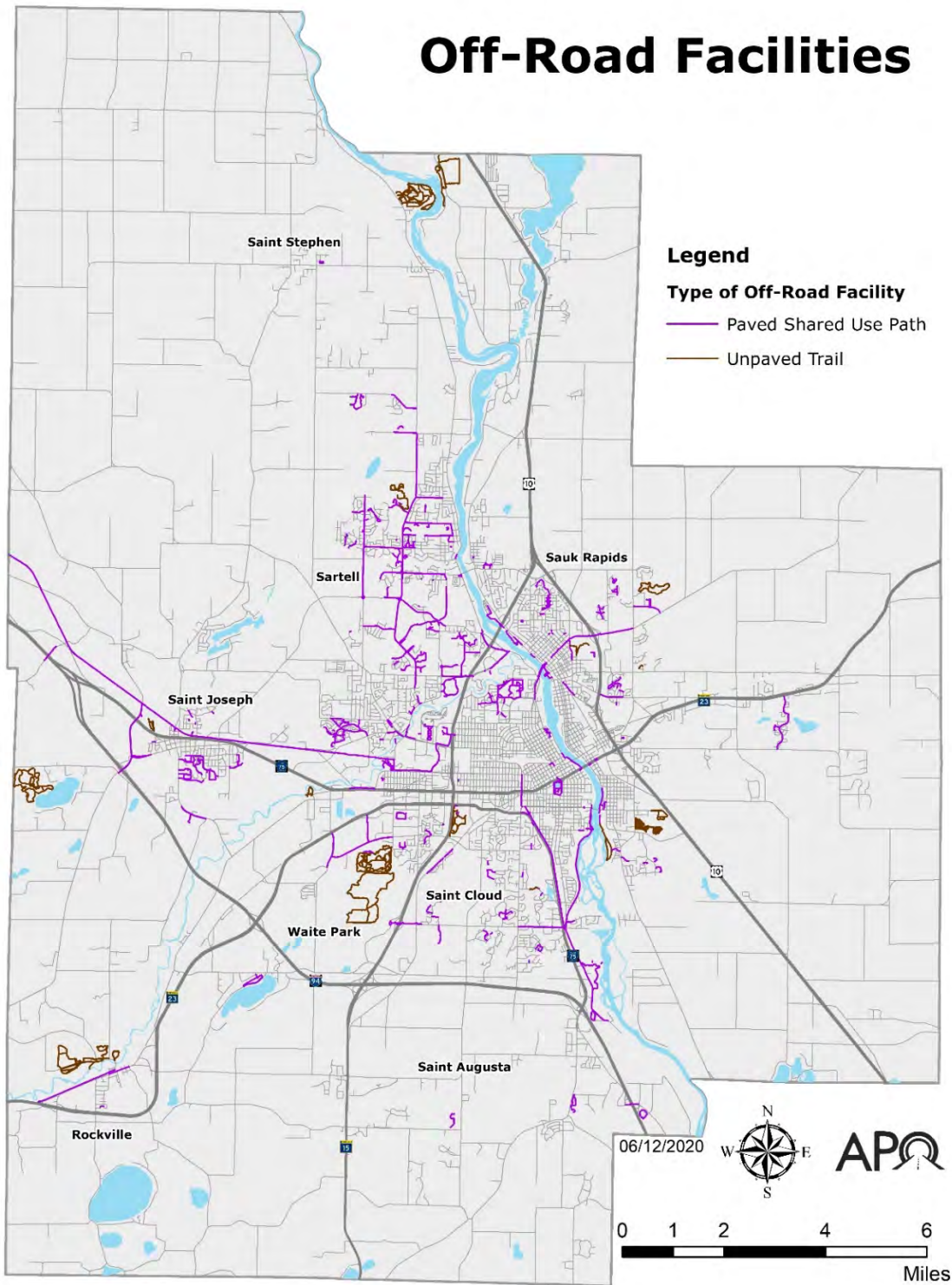
On-Road Facilities



Data courtesy of Saint Cloud APO.



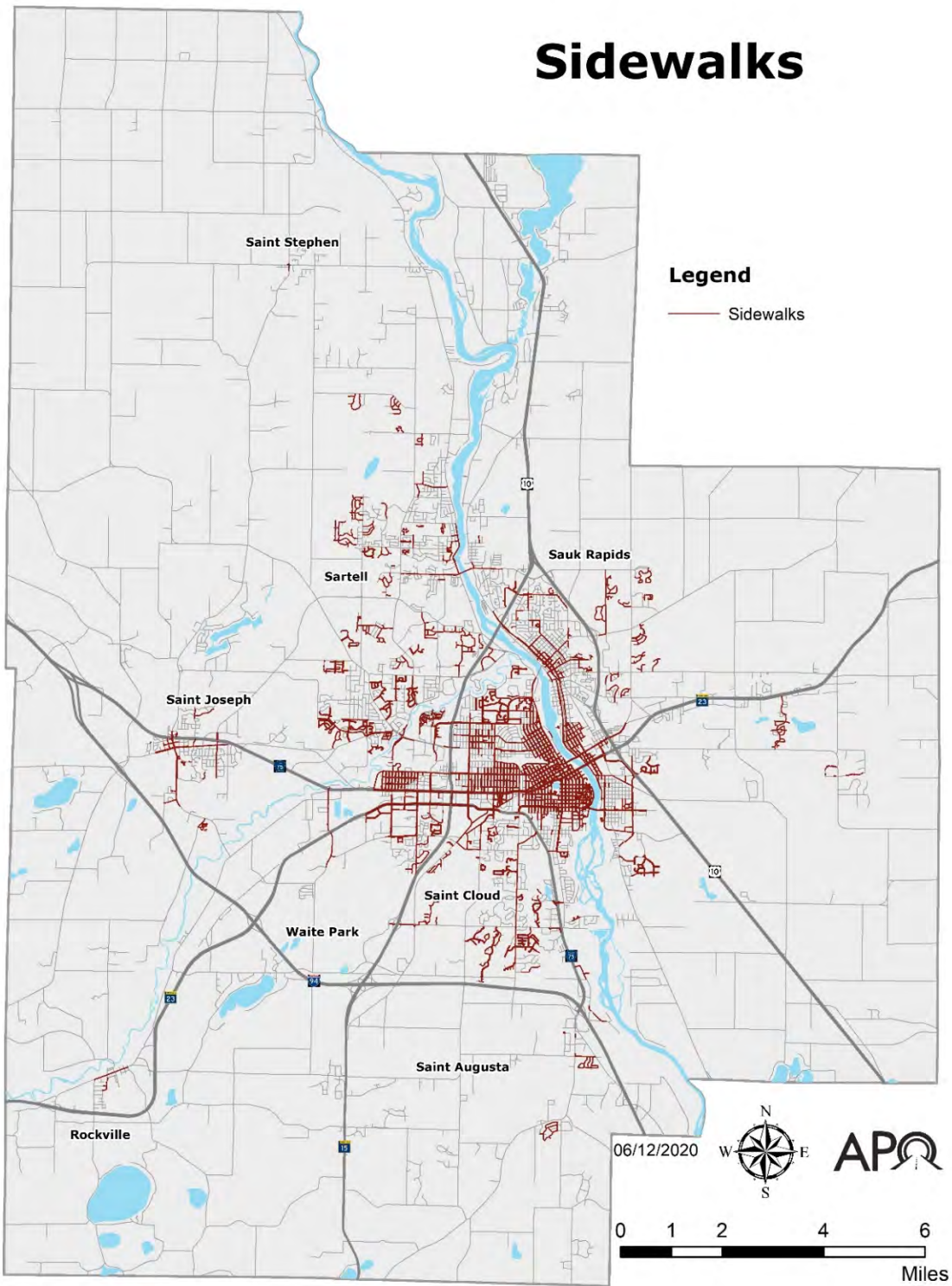
Off-Road Facilities



Data courtesy of Saint Cloud APO.



Sidewalks



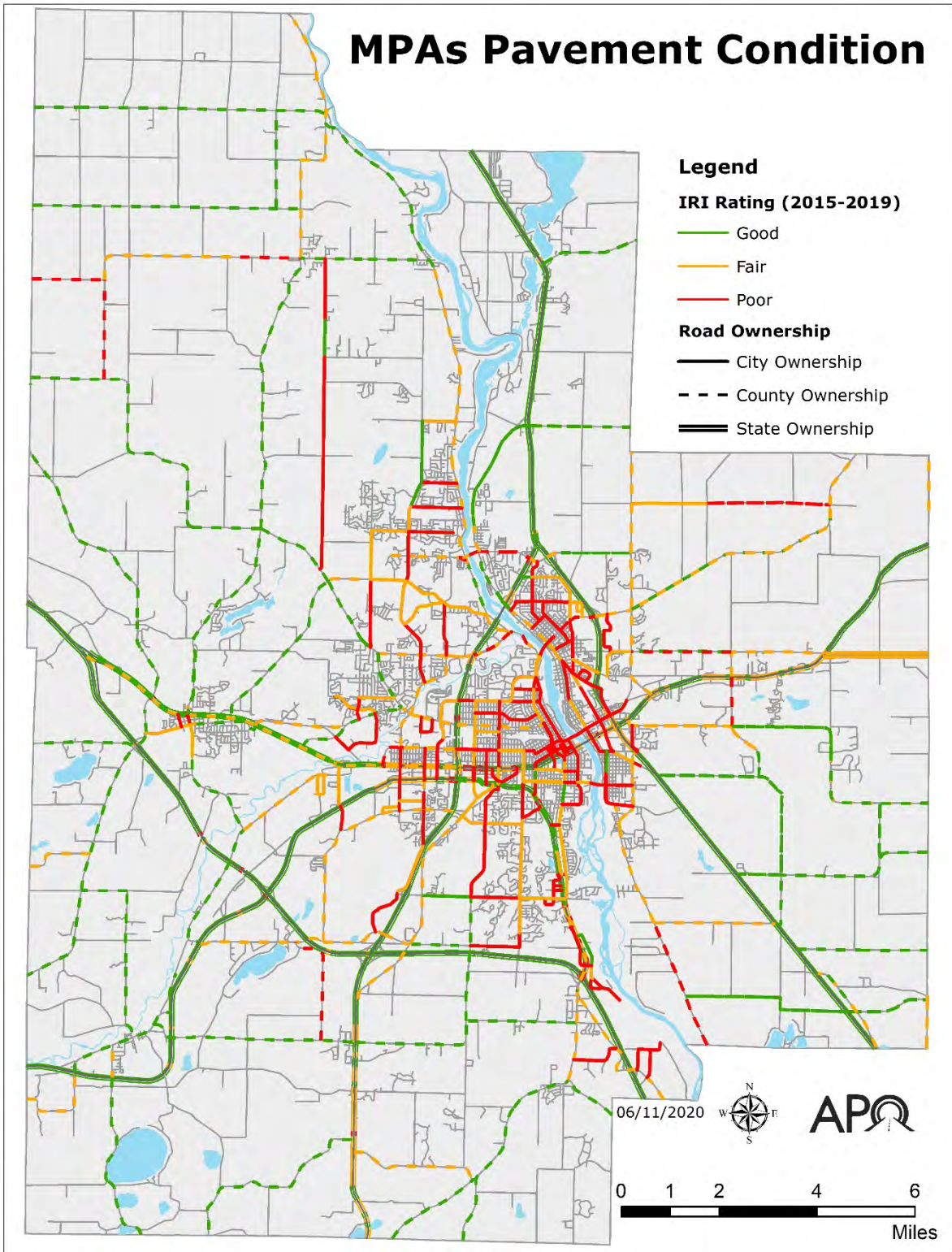
Data courtesy of Saint Cloud APO.



D. System Condition

Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations. **(50 points total)**

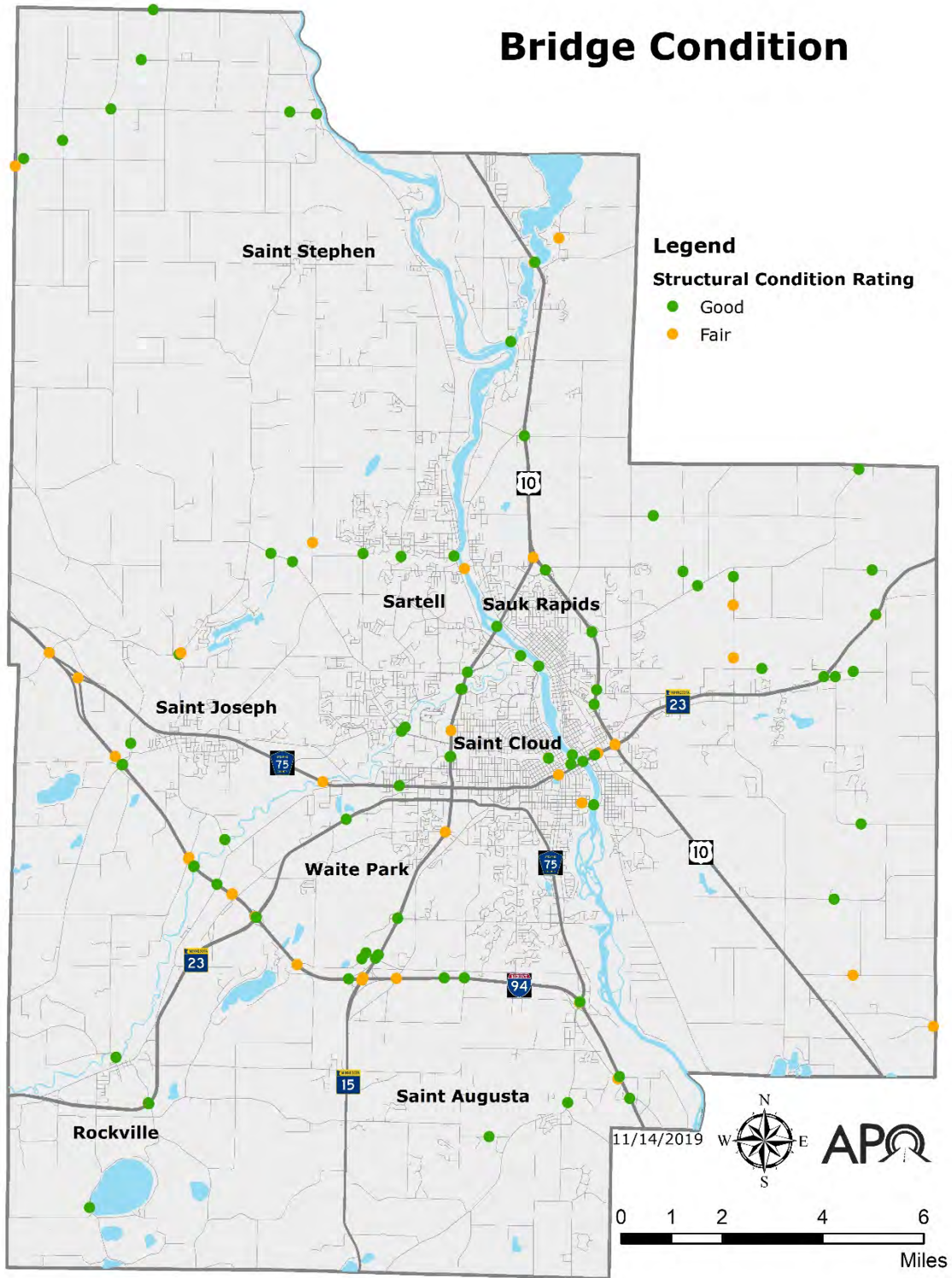
- Criterion to consider
 - Project improves the pavement condition of an existing bridge, roadway, multi-use path, or bicycle lane. Prioritization will be taken for projects that improve bridges with a 'poor' condition rating or roadways with a 'poor' International Roughness Index (IRI) rating.
- Evaluation criteria
 - Bridge/pavement condition:
 - Pavement IRI conditions (poor, fair, good).
 - Bridge conditions (poor, fair, good).
 - Multi-use paths conditions (poor, fair, good).
 - Consideration should also be given to the construction of new roadways and the impact of preserving or enhancing the current transportation infrastructure with the development of the addition to the roadway network.



Data source: MnDOT (2015, 2017, and 2018) and GoodPointe Technology (2019)



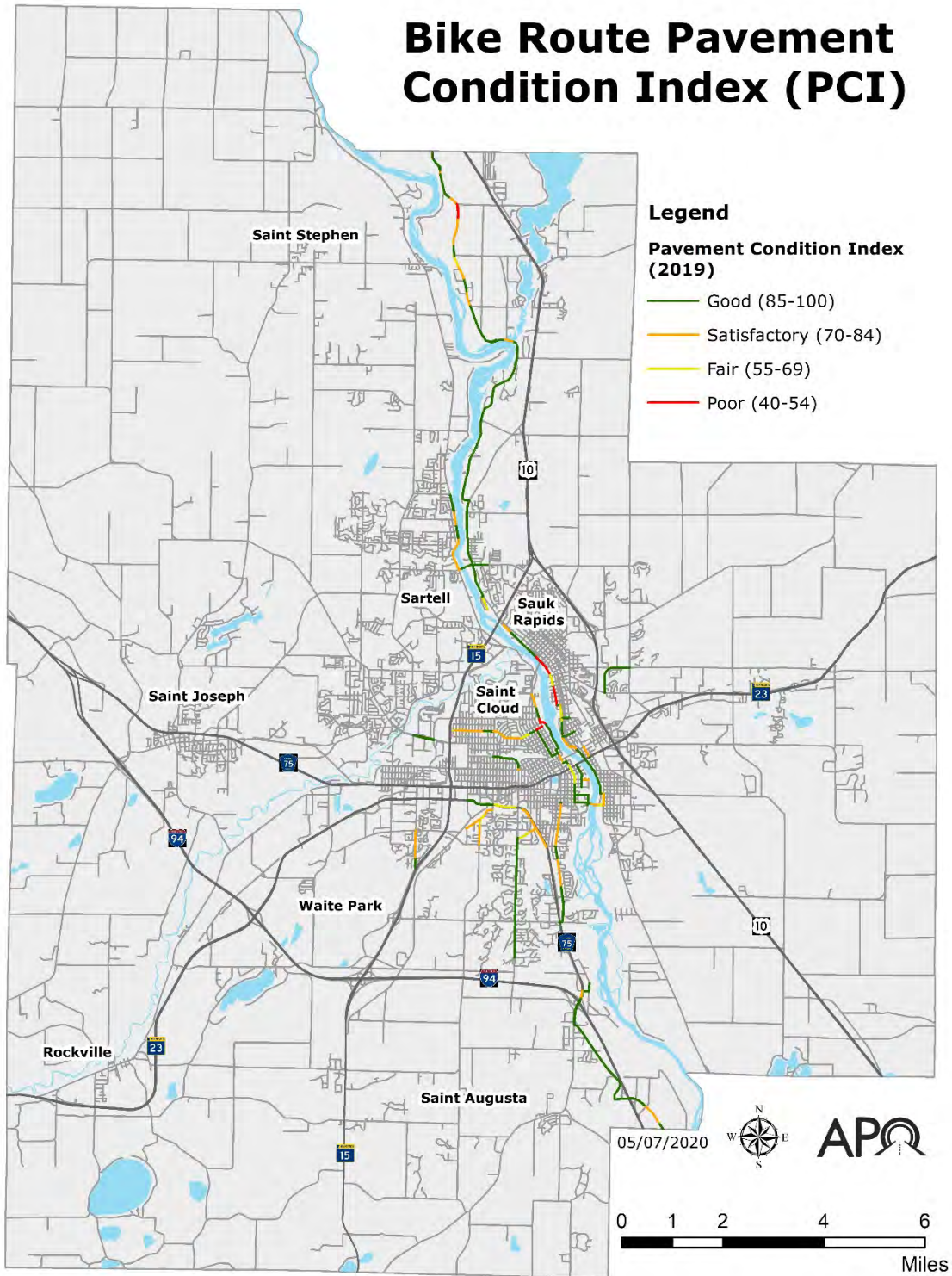
Bridge Condition



Data source: MnDOT, 2018.



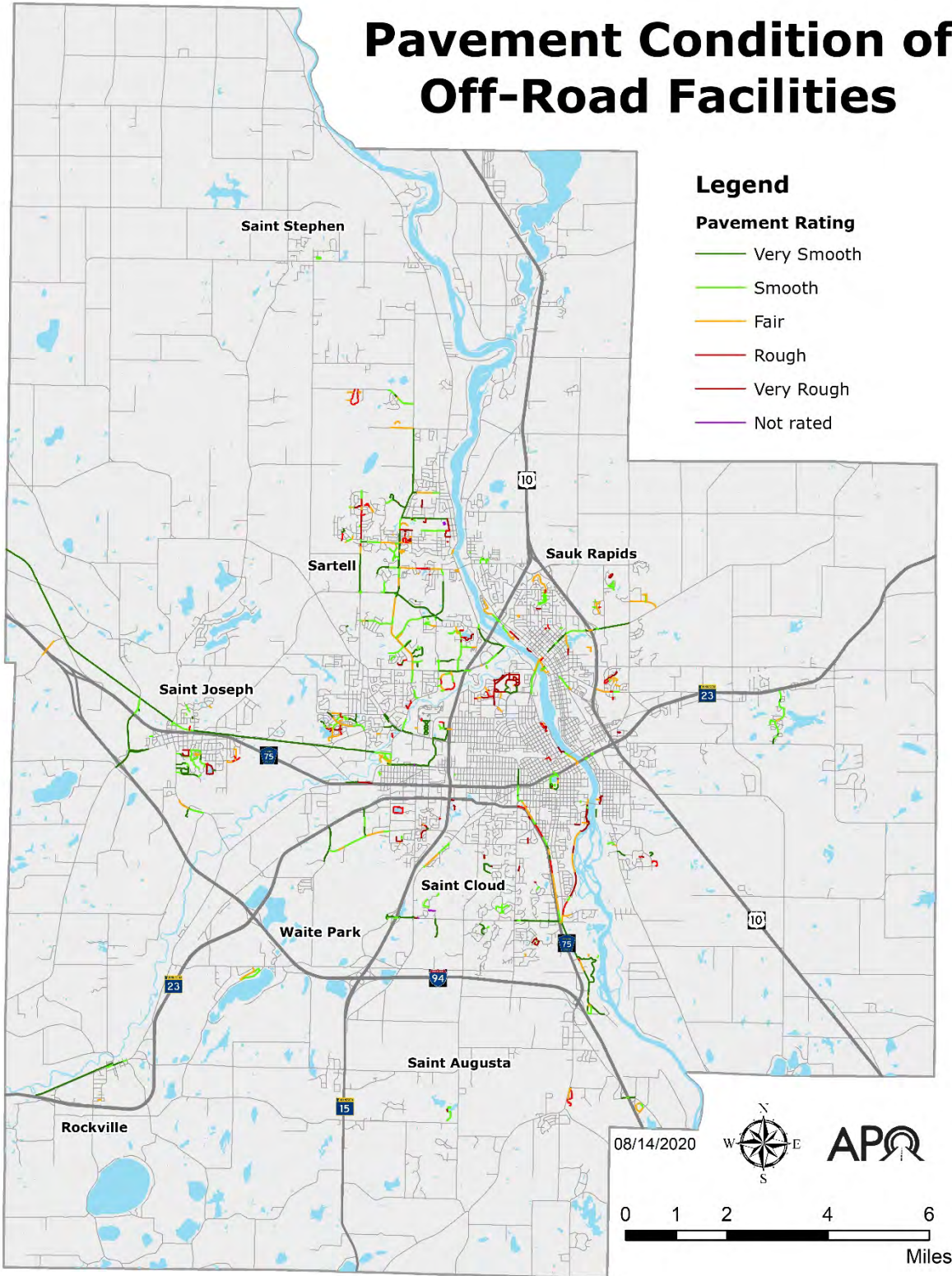
Bike Route Pavement Condition Index (PCI)



Data courtesy of GoodPointe Technology, 2019.



Pavement Condition of Off-Road Facilities



Data courtesy of Parks & Trails Council of Minnesota, 2020.



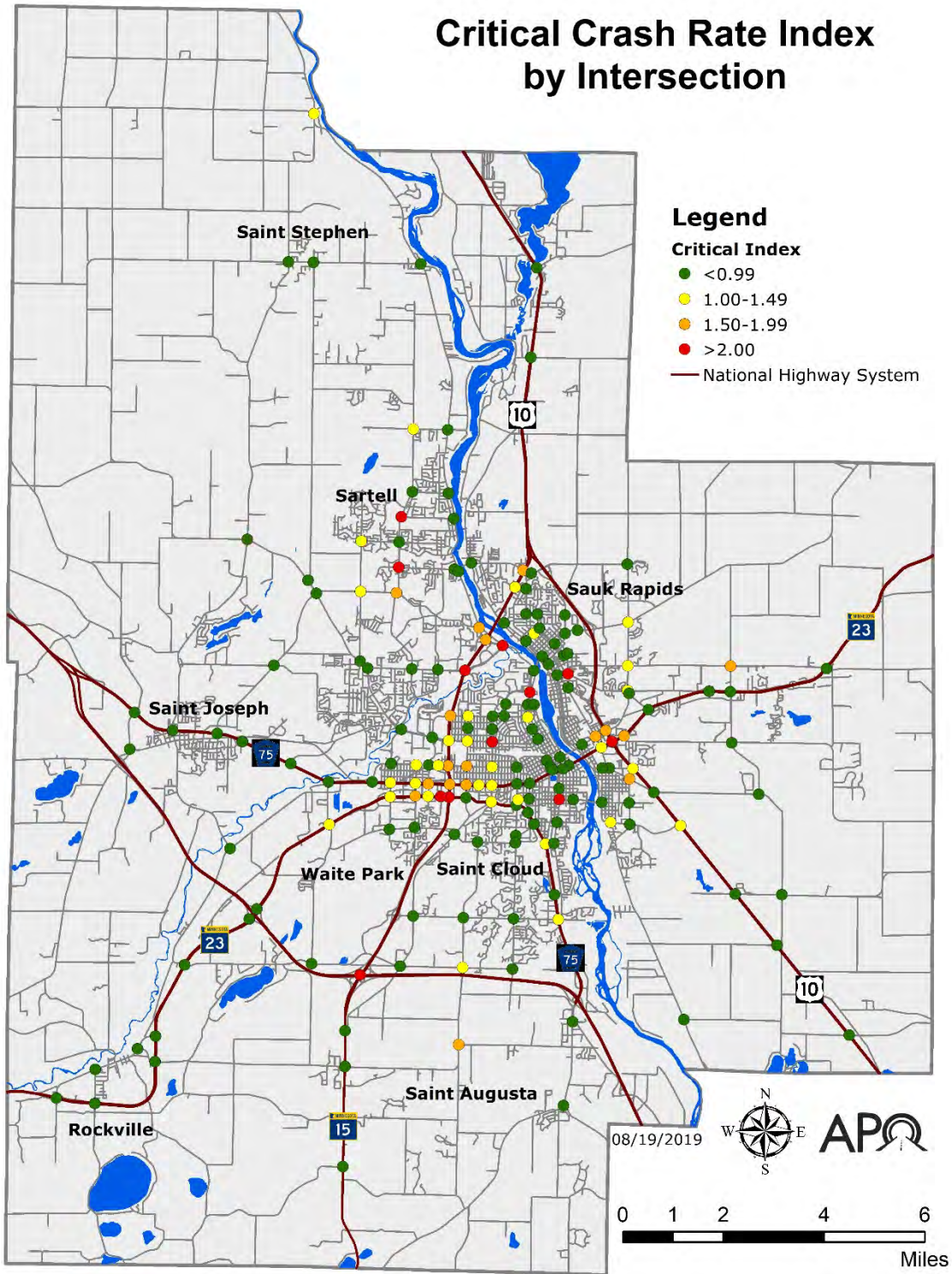
E. Safety

Explain how the project or elements of the project may improve safety. **(50 points total)**

- Criterion to consider
 - Project includes appropriate safety infrastructure to assist in preventing crashes (i.e. shoulder and centerline rumble and mumble strips and stripes; roundabouts; median barrier systems; crash cushions; guiderail end treatments; traffic calming measures; pedestrian crossing infrastructure; etc.) Prioritization will be taken for projects that are constructed at high crash locations.
- Evaluation criteria
 - High crash locations
 - Project occurs on a roadway (or near an intersection) with a high critical crash rate.
 - Safety infrastructure
 - Incorporation of various safety measures. Differences in rural and urban safety measures must be considered.



Critical Crash Rate Index by Intersection



Data source: 2011-2015 MnDOT Intersection Green Sheets Minnesota Crash Mapping Analysis Tool (MnCMAT)



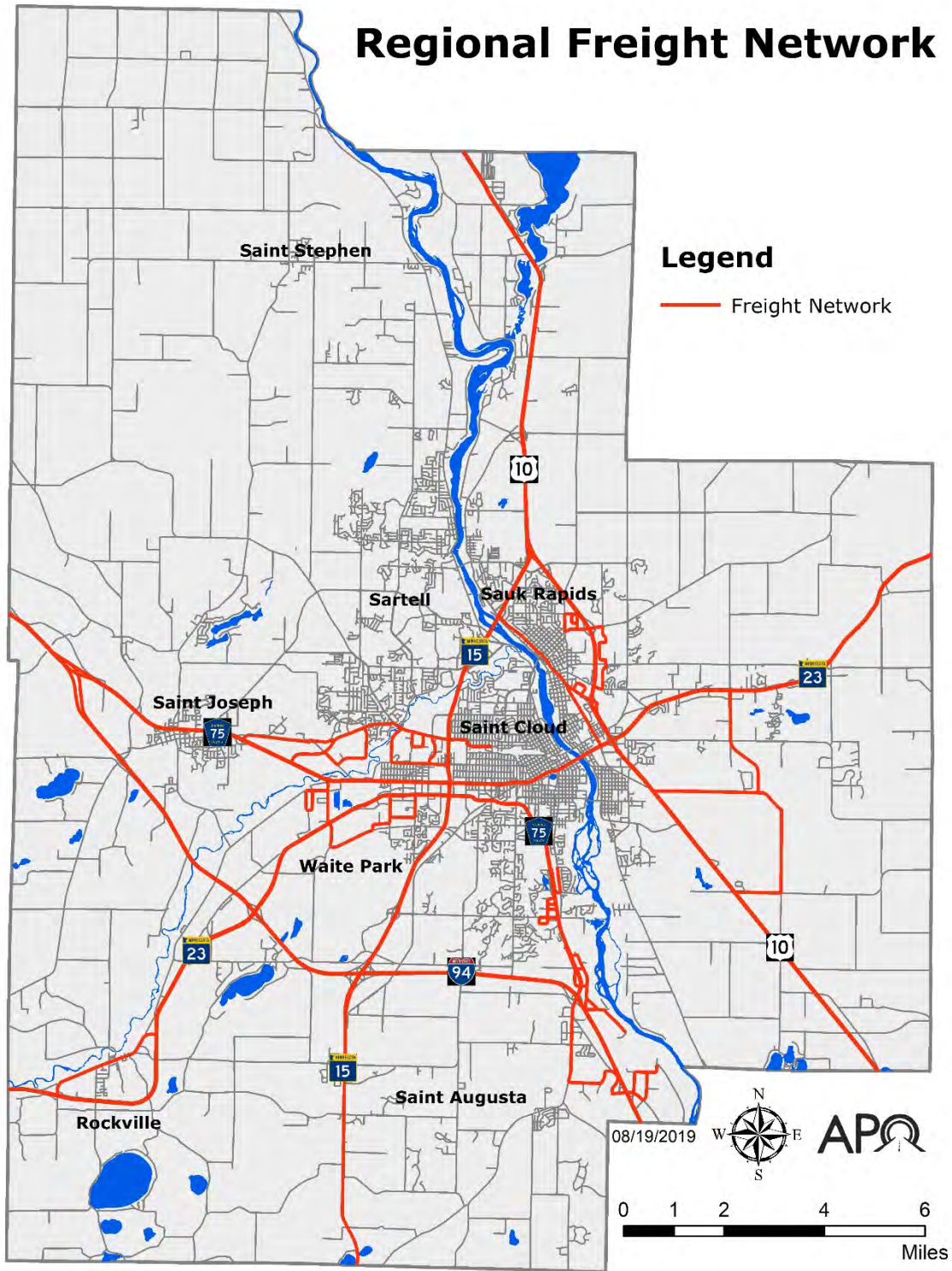
F. Economic Vitality

Explain how the project supports the economic development and job growth retention/creation goals in the community and region. **(15 points total)**

- Criteria to consider
 - Project improves the efficient movement of people and freight between the region and the rest of the state and/or nation.
 - Project promotes improved operation of the existing freight network.
- Evaluation criterion
 - Project occurs within the existing freight corridor.
 - Project explains the relationship between construction and the anticipated development, property tax generation, and job creation/retention.



Regional Freight Network



Data source: 2018, SRF Consulting, Inc.



G. Energy and Environmental Conservation

Explain how the project promotes energy conservation and improves public health and quality of life while sustaining and improving the resiliency and reliability of the transportation system. **(5 points total)**

- Criterion to consider
 - Project complies with the requirements of the National Environmental Policy Act (NEPA), the Minnesota Environmental Policy Act (MEPA), and appropriate mitigation options have been explored in order to minimize environmental impact.
- Evaluation criterion
 - Describe the environmental path you intend to follow (i.e. EA/EIS/CATX). Has coordination taken place with environmental planners/MPCA/DNR/etc. about the location of the project and potential impacts?
 - Project has undergone the local environmental review process.

H. Public Engagement, Plan Identification, Project Readiness

Identify where the project has been notated in one or more statewide, regional, or local plan, which has been adopted by federal, state, regional, or local agencies. **(10 points total)**

- Criterion to consider/Evaluation criterion
 - Proposers should identify the relationship of the project to any statewide, regional, or local plans/objectives that have gone through a public planning process. They should explain how the project is consistent with these plans and objectives, refer to specific sections of the plan, and describe the level of public involvement in which the project was developed, adopted and/or approved. Provide a link to the plan or cite plan document reference.
 - Include any pertinent excerpts from completed feasibility documentation for the project (i.e., scoping study, preliminary engineering, etc.). Describe the public outreach that has taken place and include any controversial issues that may affect this project.

Total Score: 200 points possible.

Equity scores to be added post evaluation.

Saint Cloud APO Locally-Sponsored Transportation Projects							Funding awarded by Agency					
Fiscal Year	Implementing Agency	Facility/Route	Project Description	Federal Funds Requested	Local Funds Provided	Project Total Cost	Agency	Number of project awards solicitation years 2017-2024	Federal Funding Total	Lane Miles	Federal Funding/Functional Class Lane Mile	
2024	Stearns County	CSAH 133	CSAH 133 FROM STEARNS CSAH 75 TO 19TH AVENUE IN ST. JOSEPH, EXPAND TO 4 LANES AND INTERSECTION IMPROVEMENTS AT ELM STREET, DUAL LEFT TURN LANES FROM EB CSAH 75 TO NB CSAH 133	\$1,440,000	\$360,000	\$1,800,000						
2024	Benton County	CSAH 1	CSAH 1 FULL DEPTH RECLAMATION AND RESURFACING	\$695,120	\$204,880	\$900,000						
2023	Sartell	19th Ave.	**AC** SARTELL 19TH AVE, FROM STEARNS CSAH 4 TO STEARNS CSAH 133, RECONSTRUCTION (AC PROJECT, PAYBACK 1 OF 1)	\$1,929,820	\$0	\$1,929,820	Sartell	2	\$2,089,920	34.31	\$60,912.85	
2022	Stearns County	CSAH 75	**AC** STEARNS CSAH 75, FROM 15TH AVE IN WAITE PARK TO PARK AVE IN ST. CLOUD ALONG DIVISION ST. REHABILITATE CONCRETE PAVEMENT (AC PROJECT IN 2021 WITH \$287,420 FEDERAL/\$1,100,000 TOTAL COST, AC PAYBACK 1 OF 1)	\$353,700	\$0	\$353,700	Stearns County	7	\$4,347,473	344.84	\$12,607.22	
2022	Saint Cloud	Cooper Ave	ST CLOUD MSAS 141 (COOPER AVE), FROM TRAVERSE ROAD TO STEARNS CSAH 75, RECONSTRUCTION WITH BICYCLE LANES AND SIDEWALK	\$1,457,080	\$1,042,920	\$2,500,000	Saint Cloud	3	\$3,599,328	137.41	\$26,194.08	
2022	Sartell	19th Ave.	**AC** SARTELL 19TH AVE, FROM STEARNS CSAH 4 TO STEARNS CSAH 133, RECONSTRUCTION (AC PROJECT, PAYBACK IN 2023 WITH \$1,970,880 FEDERAL/\$4,830,000 TOTAL COST)	\$160,100	\$2,699,020	\$2,859,120	Benton County	5	\$2,162,160	118.43	\$18,256.86	
2021	Stearns County	CSAH 75	**AC** FROM 700 FT S OF 33RD ST S TO 700 FT N OF 33RD ST S IN ST. CLOUD, INTERSECTION IMPROVEMENTS (AC PAYBACK) (YEAR 2 OF 2 YEAR PROJECT)	\$148,939	\$0	\$148,939	Sauk Rapids	1	\$1,366,025	23.72	\$57,589.59	
2021	Stearns County	CSAH 120	FROM STEARNS CSAH 4 TO STEARNS CR 134, RESURFACING	\$300,887	\$199,113	\$500,000	Saint Joseph	0	\$0	2.57	\$0.00	
2021	Saint Cloud	Stearns CR 136	FROM 22ND ST S, FULL DEPTH RECLAMATION, AND FROM 22ND ST S TO OAK HILL ELEMENTARY SCHOOL, URBAN RECONSTRUCTION	\$842,248	\$557,518	\$1,400,000	Waite Park	0	\$0	24.74	\$0.00	
2021	Benton County	CSAH 8	FROM 0.25 MI E OF MN 23 TO BENTON CR 47, CSAH 8 FULL DEPTH RECLAMATION AND NEW BITUMINOUS PAVEMENT	\$391,152	\$258,848	\$650,000	Sherburne County	0	\$0	45.6	\$0.00	
2020	Benton County	CSAH 29	BR 05525 EXP. JOINT REPLACEMENT	\$165,488	\$109,512	\$275,000	Metro Bus	1	\$160,000		N/A	
2020	Stearns County	CSAH 75	FROM 700 FT S OF 33RD ST. S TO 700 FT N OF 33RD ST S IN ST. CLOUD, INTERSECTION IMPROVEMENTS (AC PROJECT, PAYBACK IN 2021) YEAR 1 OF 2 YEAR PROJECT	\$151,947	\$199,114	\$351,061						
2020	Sauk Rapids	MSAS 109	FROM SUMMIT AVE. S TO US 10, RECONSTRUCTION BENTON DR., INCLUDING ROADWAY, SIDEWALK, DRAINAGE AND LIGHTING	\$1,366,025	\$903,975	\$2,270,000						
2019	Saint Cloud	MSAS 151	EXPANSION OF TWO-LANE UNDIVIDED ROADWAY (33RD STREET S) TO A FOUR-LANE DIVIDED ROADWAY WITH SIDEWALK AND TRAIL AMENITIES FROM SOUTHWAY DRIVE TO COOPER AVENUE	\$1,300,000	\$2,100,000	\$3,400,000						
*2019	Metro Bus	BB	ST. CLOUD METRO BUS PURCHASE 2 BUSES (CLASS 500)	\$160,000	\$198,000	\$358,000						
2018	Stearns County	CSAH 75	RESURFACING, FROM OLD COLLEGEVILLE ROAD TO CSAH 81 (AC PROJECT PAYBACK IN 2019)	\$1,160,000	\$315,000	\$1,475,000						
2018	Benton County	CSAH 33	INTERSECTION OPERATIONAL IMPROVEMENTS AT CSAH 29 (1ST STREET)/CSAH 33 INTERSECTION	\$400,000	\$100,000	\$500,000						
2017	Benton County	CSAH 1	TH 23 TO CSAH 3 (GOLDEN SPIKE ROAD), ROADWAY RESURFACING	\$510,400	\$127,600	\$638,000						
2017	Stearns County	CSAH 2	NORTH LIMITS OF CITY OF ST. JOSEPH TO CSAH 4, ROADWAY RESURFACING	\$792,000	\$198,000	\$990,000						

LOCAL SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FUNDING APPLICATION

Central Minnesota Area Transportation Partnership

FY 2025

1. APPLICANT INFORMATION

Local Agency: City of Sartell Project Manager: Anna Gruber
 Address: 125 Pinecone Rd N, Sartell MN 56377 Title: City Administrator
 Phone: 320-258-7306 Fax: N/A Email: anna.gruber@sartellmn.com
 Project Contact (If different from Proj. Mgr.): Jon Halter Title: City Engineer
 Phone: 320-250-6084 Fax: N/A Email: jhalter@sehinc.com

2. PROJECT IDENTIFICATION

RDC/MPO Region: APO Congressional District: 6 Legislative District: 13B Length: 1.0 Mi.
 Route # _____ &/or Street Name: 15th Street North
 Beginning Termini: Pinecone Road North
 Ending Termini: 19th Avenue North

3. TECHNICAL INFORMATION

A. Functional Classification of Roadway/Highway (Check all that apply)

Urban	Rural
<input type="checkbox"/> Urban Principal Arterial	<input type="checkbox"/> Rural Principal Arterial
<input type="checkbox"/> Urban Minor Arterial	<input type="checkbox"/> Rural Minor Arterial
<input checked="" type="checkbox"/> Urban Collector	<input type="checkbox"/> Rural Major Collector

B. Pavement Condition

Age of Surface:	Rating:
N/A	N/A

C. Traffic Volume

Current AADT: <u>0</u>	20-Year AADT: <u>2900</u>	SR: <u>N/A</u>
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D. Bridge Condition

4. PROJECT TYPE (Check all that apply)

<input type="checkbox"/> New Alignment	<input type="checkbox"/> Roadway Reclamation, Reconditioning & Resurfacing
<input checked="" type="checkbox"/> Roadway Expansion	<input type="checkbox"/> Bridge
<input type="checkbox"/> Roadway Reconstruction	<input type="checkbox"/> Other: (specify)

5. SHORT TITLE STIP DESCRIPTION (Limited to 120 characters)

15th Street North Corridor Expansion

6. PURPOSE AND NEED (Summary)

The City of Sartell has experienced exponential growth in the past twenty years, which has contributed to the region's prosperity. The City's population alone has grown 65% since 2000. As a part of this growth, the community identified in its 2016 Comprehensive Plan a future transportation network that serves as the foundation for facilitation of new growth and providing east to west and north to south connections in developing areas of Sartell. This future transportation network includes the extension of 15th Street North between Pinecone Road North and 30th Avenue North (otherwise known as Townline Road/7th Avenue), to be completed in two phases. This extension will provide a better east to

west connection and will impact multiple regional partners. A study was completed in 2017 to proactively measure and determine feasibility of this valuable road expansion. The recent development of the ISD 748 Sartell St. Stephen High School in the northern limits of Sartell has expedited the need for this corridor expansion, for connection, mobility, and safety reasons.

This project has completed extensive community and public engagement to determine the appropriate route, preferred bike/pedestrian models, and design elements. This included listening sessions with eleven affected property owners along the extension, two pop-up events for community members to attend, a focus group meeting attended by twenty-eight residents, and a final open house event to review the selected route and design elements. This final open house was held in March of 2017 and widely attended.

Our public engagement also included an online element. An online survey was created for residents to complete, via the City of Sartell website and Facebook page. Thirty-three residents completed the survey, and the City has appropriately compiled the results in determining the extension route and design elements.

Through this public engagement and multiple studies, the City has determined the need and priority for a 15th Street North corridor extension from Pinecone Road North to 30th Avenue North. This extension would be completed in phases – with the first phase being from Pinecone Road North to 19th Avenue North and the second phase being from 19th Avenue North to 30th Avenue North. This funding request is specifically for phase I. This extension provides the City with necessary mobility connections, access, and multi-modal routes. It also improves safety for residents traveling to and from multiple community facilities and amenities.

7. PROJECT QUALIFICATIONS

A. Access and Mobility

Explain how the project increases the accessibility and mobility options for people and freight.

This location in the northern portion of Sartell lacks connectivity overall. With the recent construction of the Sartell High School, among several other residential developments, the east to west connection on the western and northern limits of Sartell is crucial in improving access and mobility. The land surrounding 15th Street North includes multiple single-family homes and neighborhoods, Pine Ridge Softball Complex, Pine Ridge Golf Course, Blackberry Ridge Golf Club, Oak Ridge Elementary School, Sartell High School, and Bakers Lake. Combined, these land uses have contributed to the development pressures and need for the 15th Street North extension in this primary growth area. Not only has the City identified 15th Street North as an access and mobility need in its Comprehensive Plan, but the Sartell St. Stephen School District 748 identified the need as well in a 2005 North Transportation Study to provide great access and mobility between locations of student's homes and school buildings/facilities.

Traffic volumes on Pinecone Road North exceed 15,000 and traffic volumes on 19th Avenue South exceed 2500, while 30th Avenue exceeds 4000. Other major east to west connections, such as 2 ½ St N and 2nd St S, see over 8000 and 17,000, respectively. All these traffic volumes exceed the recommended daily capacity of vehicles per day and need alleviation from an additional connection to improve travel time and volume-to-capacity ratios.

The minority and low-income populations within five census block groups of this expansion would not be adversely impacted by the corridor expansion. Currently, the minority population within these five census block groups is 1-5%, which is like the City and County populations. The low-income populations range from 1.9% to 7.0% in the five census block groups within this area. This is also like City & County populations.

B. System Connectivity

Explain how the project enhances the integration and connectivity of the transportation system for people and freight.

Providing system connectivity, from not only Pinecone Road N, but also CSAH 1 River Road, from the east to the west side of Sartell to connect to 19th Avenue North is one of the most needed connections for access and mobility. To date there is only one east to west connection to the west side of Sartell via 2 ½ St N. It is estimated that 22% of Sartell's total population live in the neighborhoods located in western Sartell only accessible by 2 ½ Street North and 19th Avenue North.

This connectivity is crucial to providing an additional east to west route from as far as CSAH 1 to 30th Avenue North (Phase II) and 19th Avenue North (Phase I). This connectivity has especially become important as the development in the northern limits of Sartell continue to expand around the new high school, Oak Ridge Elementary, and several highly desired residential neighborhoods. There is currently no way to access the western neighborhoods of Sartell without driving south on Pinecone Road directly through Sartell, west on 2 ½ Street, and then back north on 19th Avenue North. All of this creates nearly double the driving time vs. having a direct east to west connection.

C. Multimodal

Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system.

The 15th Street North Corridor Expansion would include an urban three-lane road with curb and gutter and separate pedestrian and bicycle trail in 100 feet of right of way. This would allow for system connectivity beyond vehicles and complete a pedestrian and bike trail gap east to west as well. There is currently already a bike and pedestrian trail along Pinecone Road North that will be able to connect to this route. There is also already a pedestrian and bike trail on the stretch of 15th Street North between Pinecone Road and CSAH 1, which would connect to this 15th Street North Corridor Expansion as well.

D. System Condition

Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations.

There is currently no roadway in place, and this would be an expansion from 15th Street North. The intent would be a three-lane road urban connector. This would include separate off-street trails, while maintaining the rural character. It would include wider shoulders with curb/gutter as well as landscaping and trees along the corridor. Completing this extension will greatly improve the traffic volumes on adjacent corridors, primarily 2 ½ Street, 19th Avenue North, and Pinecone Road North. Since 2 ½ Street and 19th Avenue North are currently the only two access points to the whole west side of Sartell (4700 population), all traffic uses these routes for access. Allowing an additional connection point and route on 15th Street North will spread traffic out more evenly on 15th Street North and Pinecone and alleviate traffic on 2 ½ Street and 19th Avenue North. This will extend the life of these corridors and preserve pavement condition.

The roadway will result in an increase in impervious surface area, however, the route selected has resulted in the lowest possible increase in impervious area. The route will require fill during construction, as we assume wet soil conditions. We do not anticipate hazardous material contamination in or around the sites of the corridor expansion. We do anticipate wetland mitigation of just under 10 acres and have included those plans and costs as a part of our estimates.

There are no threatened or endangered species impacted and less than .01 acres of public water impacted by the expansion of this corridor.

E. Safety

Explain how the project or elements of the project may improve safety.

This corridor creates a connection for the newly constructed Sartell High School, as well as the elementary school (Oak Ridge Elementary School) north of the extension area. A 15th Street North extension will provide additional benefits to the existing community facilities within the area to have not only east-west connections and mobility, but a separated pedestrian/bike trail. This amenity will support active modes of transportation while opening stronger connections between neighborhoods and community facilities. The trail will be an opportunity to facilitate safer routes to school.

Community Facilities within a half mile of this extension that this extension will provide safer biking/walking connections include Celebration Lutheran Church, Waters Church, Pinecone Central Park, Celebration Park, Grace Baptist Fellowship Church, Pine Ridge Softball Complex. All these facilities have additional community amenities.

In addition, creating alternative traffic routes and connections for drivers in Sartell will lessen the traffic counts on main thoroughfares that currently exist. This will create increased safety, not only for drivers, but for pedestrians/bikers currently using these already established routes.

F. Economic Vitality

Explain how the project supports the economic development and job retention/creation goals in the community and region.

The project itself has no commercial business impact in the construction process, which is advantageous. It will also be an over \$6 million project for contractors, sub-contractors, planners, and engineers locally within the St. Cloud region.

Constructing this connection will also drive additional residential development in neighborhoods near the northern limits of Sartell, which creates jobs and projects for local developers and contractors.

In addition, economic development (especially commercial development) is often driven by population levels, rooftops, and the community. Additional connections and mobility in Sartell that drives residential development in turn drives commercial development.

G. Equity

What was the last year your jurisdiction received federal aid for a construction project?

2018

8. COST SUMMARY

Item	Amount	% of Total
Federal Funds Requested (<i>Maximum 80% / Minimum 30%</i>)	\$2,500,000	38%
Local Matching Funds (<i>Minimum 20%</i>)	\$4,132,000	62%
Total Eligible Costs	\$6,632,000	100%

9. RIGHT OF WAY NEEDS (*Check all that apply*)

Property to be purchased? Yes No Easement(s) needed? Yes No
 Donated property? Yes No Relocations anticipated? Yes No

10. PROJECT TIMELINE

Phase	Estimated Month / Year Completed
Environmental Document Completed	March / 2024
Construction Plan Prepared	January / 2025
Right of Way Acquired	November / 2024
Construction Start	May / 2025
Estimated Project Duration	15 Months

11. SUPPORTING PROJECT DETAILS

- A. Is the project identified in an approved or adopted statewide, regional, or local plan? Yes No
If yes, please list all relevant plans:

2016 City of Sartell Comprehensive Plan, 2017 APO 15th Street Corridor Study, City of Sartell Financial Management Plan, City of Sartell Capital Improvements Plan, 2005 North Transportation Network Plan (ISD 748), and APO's 2045 MTP

- B. Has your agency developed a financial strategy to match the federal funds and any additional funding necessary to complete your proposed project? Yes No

If no, please explain: _____

- C. If successfully funded, is your agency considering accelerating the project development and construction using Advance Construction? Yes No If yes, please list planned year of construction: _____

- D. Which environmental document path will the project likely follow? *(If unsure, consult with the District State Aid Engineer.)* Project Memo Environmental Assessment Environmental Impact Statement

12. ADDITIONAL PROJECT DETAILS (Optional)

The applicant recommends that this project be selected for federal funding and attests a commitment to the project's development, implementation, construction, maintenance, management, and financing.



City Administrator

12.30.2020

Signature

Title

Date

The sponsor will also be responsible for assuring future maintenance of the completed project by resolution and any additional costs associated with the project not covered by its request.

RESOLUTION NO. 2020-72

RESOLUTION AUTHORIZING THE APPLICATION AND MATCHING FUNDS TO THE SURFACE TRANSPORTATION BLOCK GRANT PROGRAM

WHEREAS: federal formula funding has been apportioned by the United States Congress to Minnesota for State and local transportation needs; and

WHEREAS: the Minnesota Department of Transportation (Mn/DOT) has distributed these federal funds to eight (8) Area Transportation Partnerships (ATPs) within Minnesota; and

WHEREAS: The City of Sartell has recognized the need to expand 15th Avenue North from Pinecone Road North to 30th Avenue North in Sartell by including this project in its Capital Improvement Program, Financial Management Plan, Comprehensive Plan, and the St. Cloud Area Planning Organization's (APO) Long Range Transportation Plan, and intends to submit this project to the APO as a candidate for FY 202__ federal funding; and

WHEREAS: federal transportation projects can compete through the APO's funding process for up to eighty (80) percent of eligible federal costs; and

WHEREAS: local jurisdictions submitting projects must guarantee that twenty (20) percent local matching funds, at a minimum, will be available for eligible federal costs; and

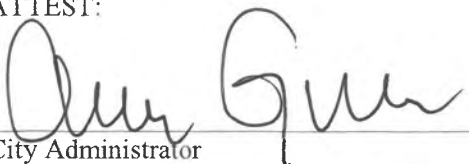
WHEREAS: it is recognized that to leverage more federal transportation projects, and fully utilize the annual allocation of federal funding, it may be necessary that a local match more than these twenty (20) percent minimum be guaranteed.

NOW, THEREFORE, BE IT RESOLVED: that the City of Sartell guarantees that twenty (20) percent local matching funds, at a minimum, will be available for eligible federal costs for the expansion of 15th Avenue North from Pinecone Road North to 30th Avenue North in Sartell;


BE IT FURTHER RESOLVED: that the City of Sartell also guarantees the availability of local funding for all federally non-eligible costs of this project.

Approved and adopted this 14th day of December 2020 by the Sartell City Council.

ATTEST:



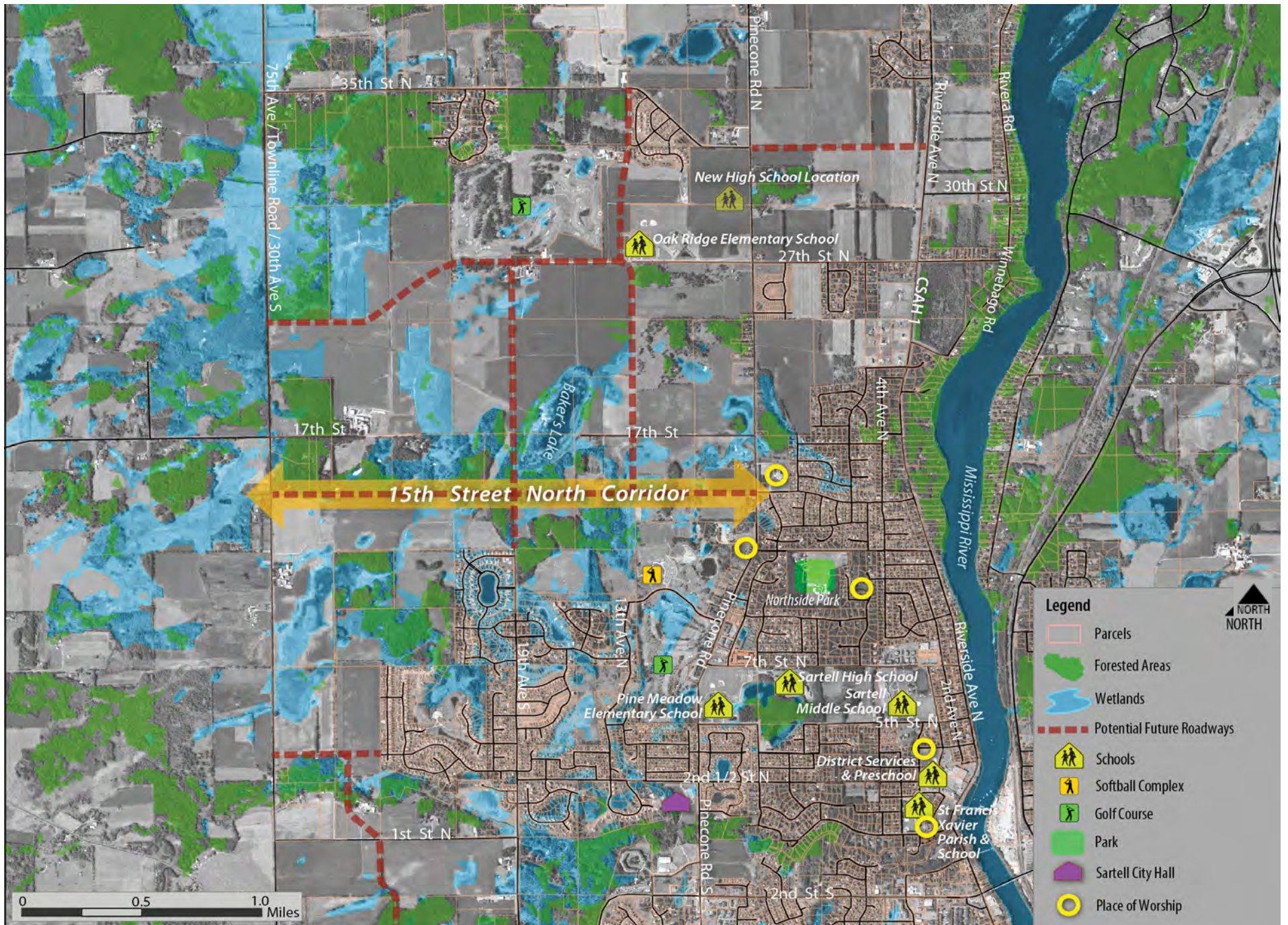
City Administrator



MAYOR

SEAL

APPENDIX: MAP EXHIBITS



Legend

- Parcels
- Forested Areas
- Wetlands
- Potential Future Roadways
- Schools
- Softball Complex
- Golf Course
- Park
- Sartell City Hall
- Place of Worship

15th Street North Corridor Study | Figure 2 - Future Transportation Network

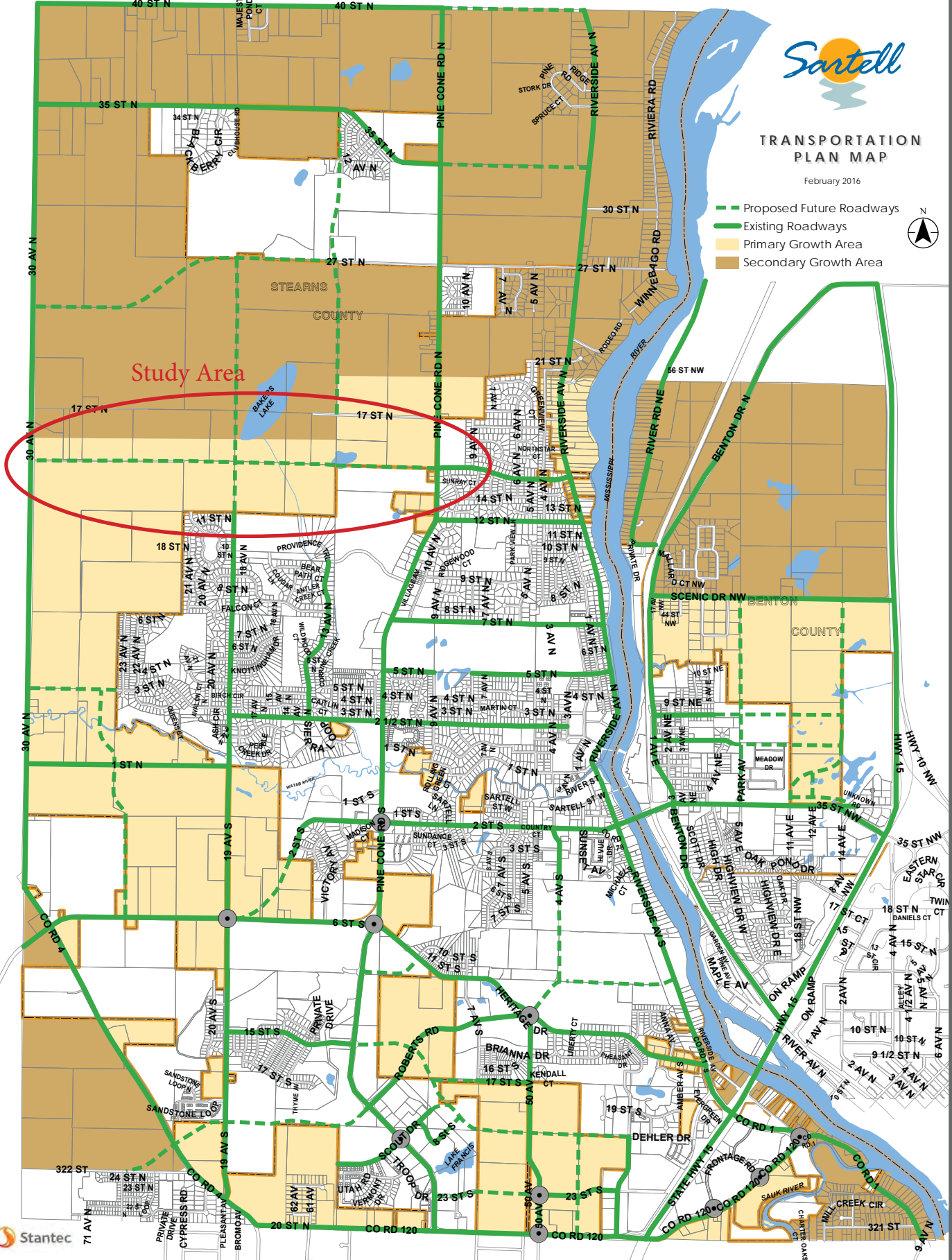
Attachment M4

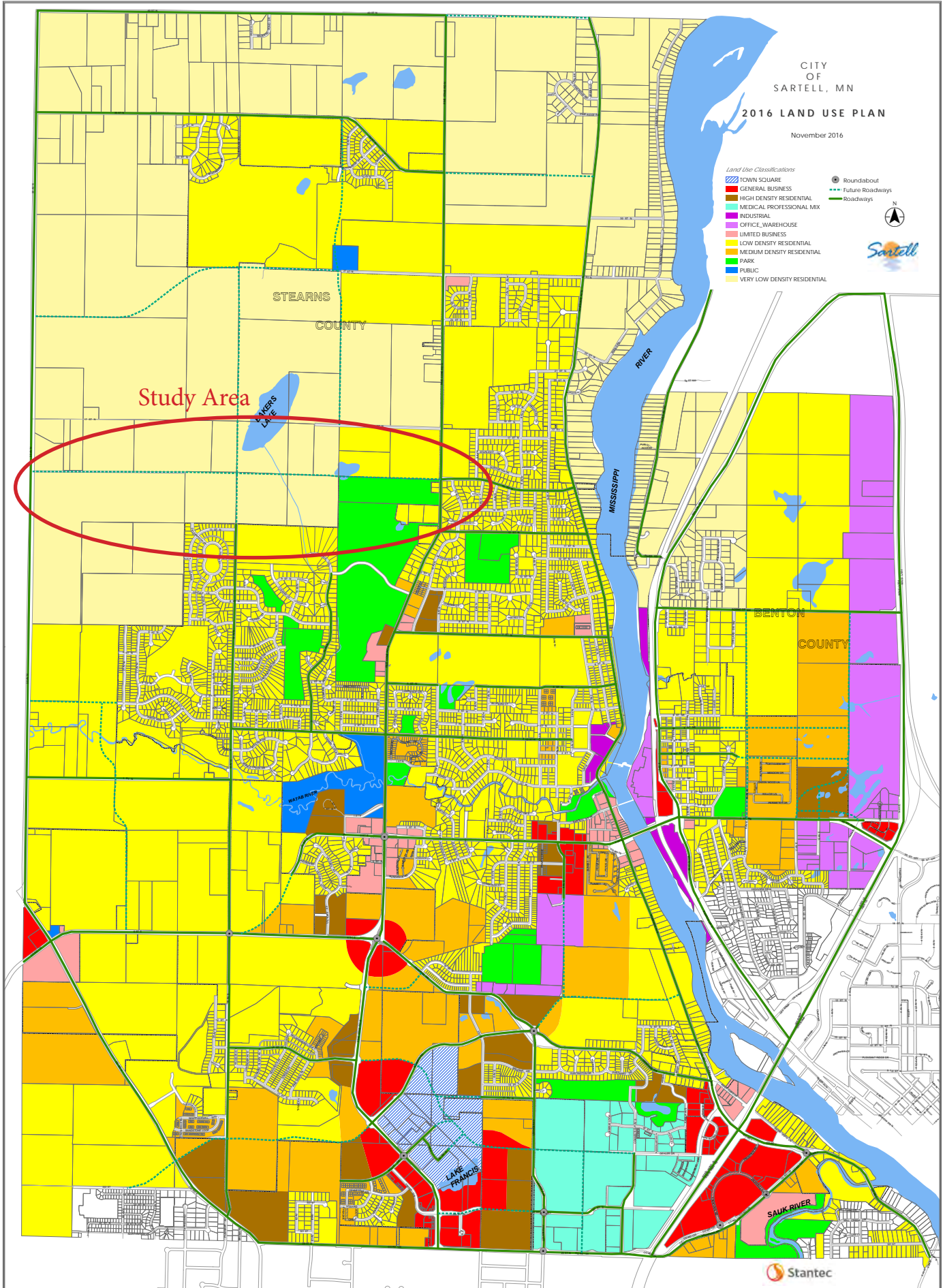


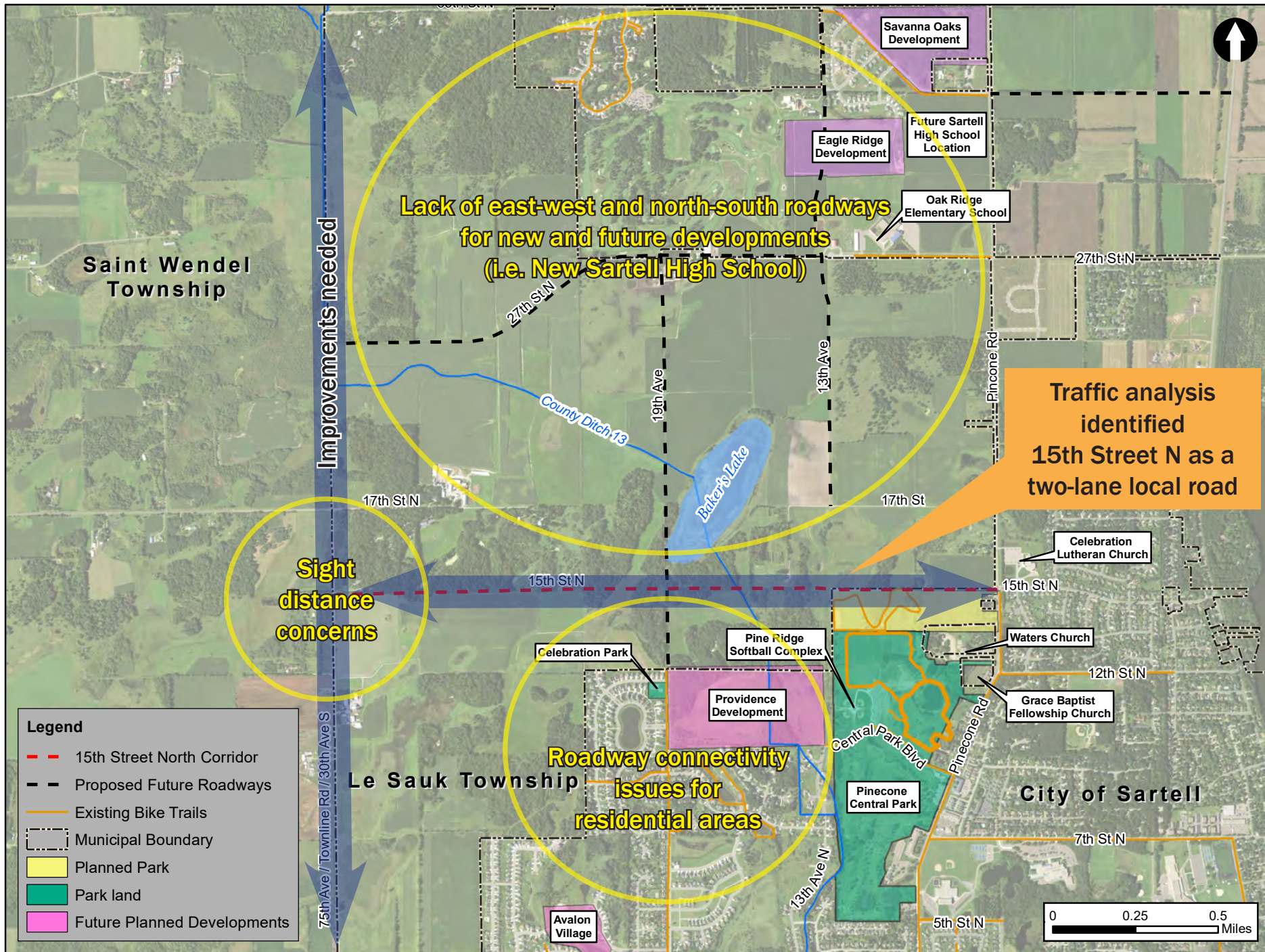
TRANSPORTATION PLAN MAP

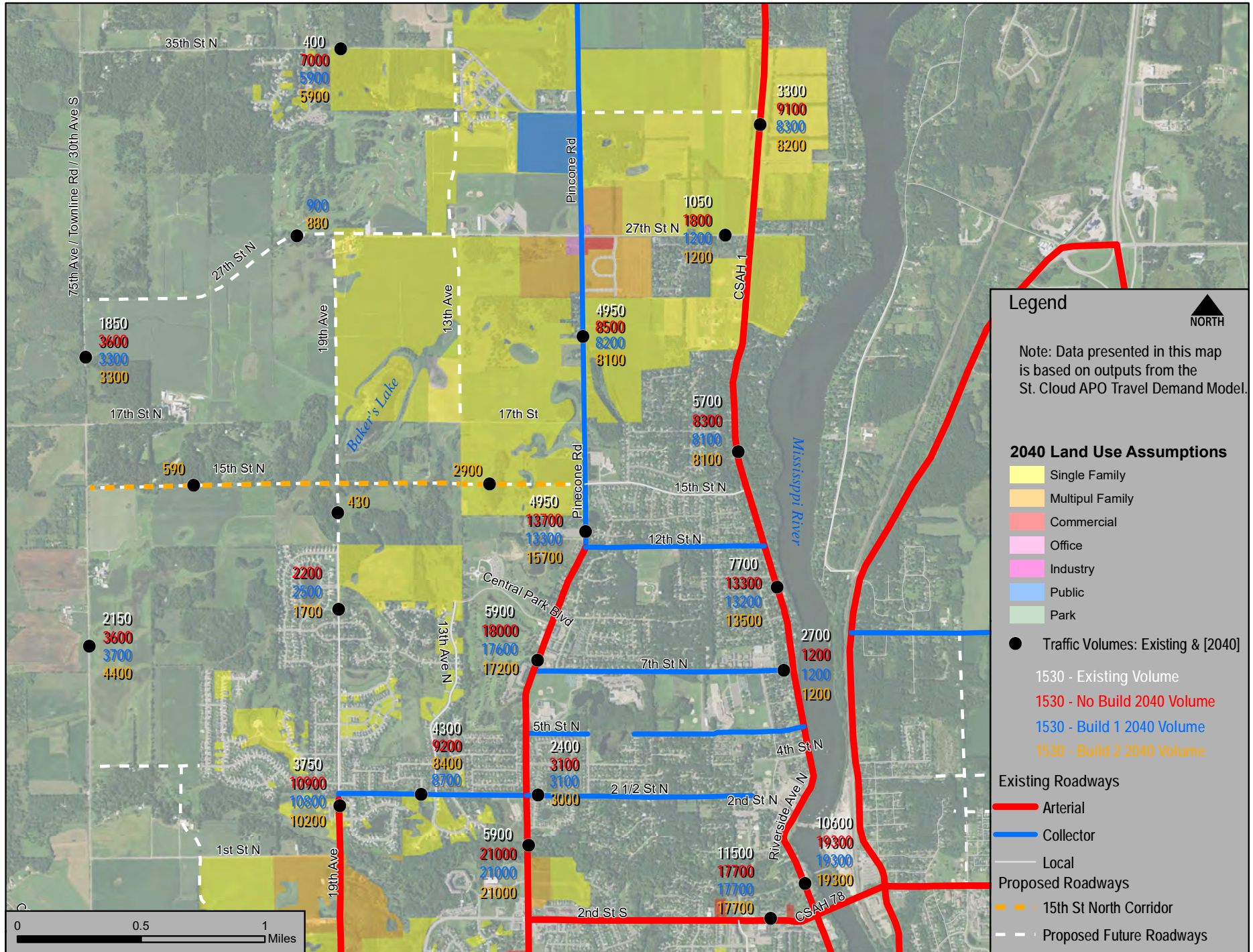
February 2016

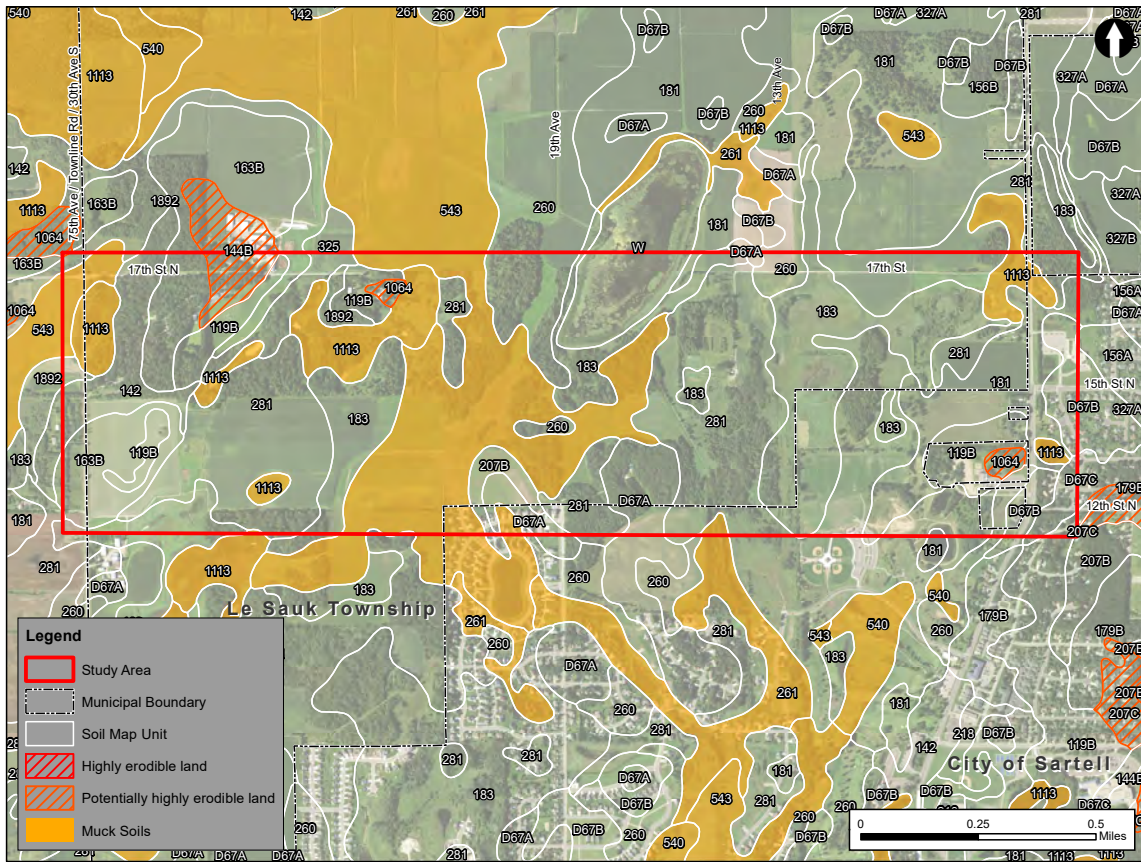
- Proposed Future Roadways
- Existing Roadways
- Primary Growth Area
- Secondary Growth Area



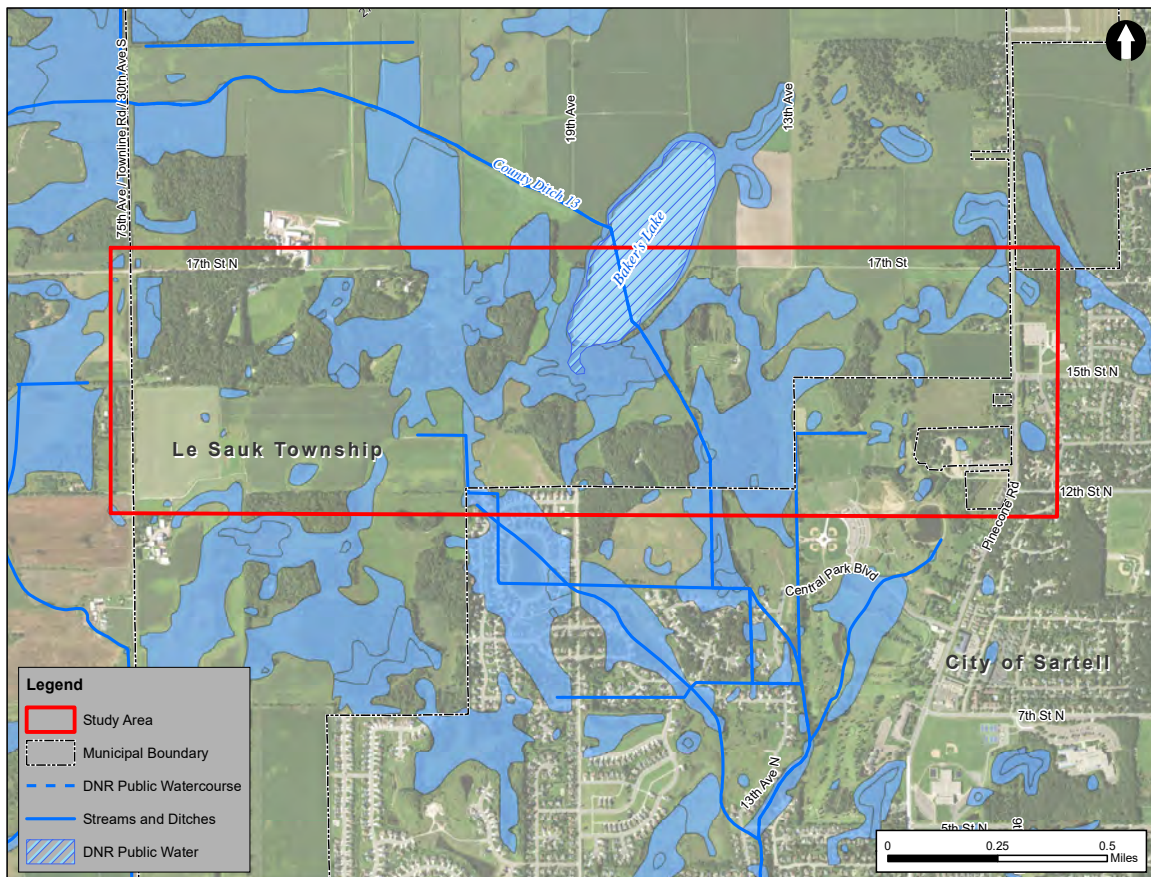








Wetland Resources



LOCAL SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FUNDING APPLICATION

Central Minnesota Area Transportation Partnership

FY 2025

1. APPLICANT INFORMATION

Local Agency: Stearns County Project Manager: Jodi Teich
 Address: 455 28th Avenue South, Waite Park, MN 56387 Title: County Engineer
 Phone: 320-255-6180 Fax: 320-255-6186 Email: Jodi.teich@co.stearns.mn.us
 Project Contact (If different from Proj. Mgr.): _____ Title: _____
 Phone: _____ Fax: _____ Email: _____

2. PROJECT IDENTIFICATION

RDC/MPO Region: APO Congressional District: 6 Legislative District: 14 Length: 1.3 Mi.
 Route # CSAH 81 &/or Street Name: 3rd Street North
 Beginning Termini: 12th Avenue in Waite Park
 Ending Termini: Trunk Highway 15 in St. Cloud

3. TECHNICAL INFORMATION

A. Functional Classification of Roadway/Highway (Check all that apply)

<u>Urban</u>	<u>Rural</u>
<input type="checkbox"/> Urban Principal Arterial	<input type="checkbox"/> Rural Principal Arterial
<input checked="" type="checkbox"/> Urban Minor Arterial	<input type="checkbox"/> Rural Minor Arterial
<input type="checkbox"/> Urban Collector	<input type="checkbox"/> Rural Major Collector

B. Pavement Condition

Age of Surface:	Rating: <u>2.3 (RQI)/2.9 (PQI) (in 2018)</u>
<u>24 (in 2025)</u>	

C. Traffic Volume

Current AADT:	<u>13000</u> (2017)	20-Year AADT:	<u>16900</u> (2037)
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D. Bridge Condition

SR:	<u>N/A</u>
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4. PROJECT TYPE (Check all that apply)

<input type="checkbox"/> New Alignment	<input checked="" type="checkbox"/> Roadway Reclamation, Reconditioning & Resurfacing
<input type="checkbox"/> Roadway Expansion	<input type="checkbox"/> Bridge
<input type="checkbox"/> Roadway Reconstruction	<input type="checkbox"/> Other: (specify)

5. SHORT TITLE STIP DESCRIPTION (Limited to 120 characters)

From 12th Avenue in Waite Park to Trunk Highway 15 in St. Cloud, Resurfacing

6. PURPOSE AND NEED (Summary)

CSAH 81 is a minor arterial that traverses through the city of Waite Park into the city of St. Cloud. The existing pavement along the proposed project section was constructed in 2001, and designed for less traffic that the roadway currently serves. The surface is badly deteriorated with significant potholing causing vehicles to swerve to avoid damage to vehicles. The proposed project will completely replace the existing pavement with a bituminous mix designed for the increased traffic volumes. There are also several pedestrian ramps that do not meet current ADA guidelines that will be upgraded with the project, as is done on all county resurfacing projects.

7. PROJECT QUALIFICATIONS

A. Access and Mobility

Explain how the project increases the accessibility and mobility options for people and freight.
All resurfacing projects in Stearns County include upgrading pedestrian amenities to be ADA compliant, so all curb ramps that were designed and constructed in 2001 will be upgraded as part of the project. The county receives complaints about the ride quality of CSAH 81 from transit users. The new roadway surface will improve transit users' experience. The project lies within an area that is above the 13.6% threshold for minority population.

B. System Connectivity

Explain how the project enhances the integration and connectivity of the transportation system for people and freight.
The proposed project will significantly improve the ride along CSAH 81/3rd Street North, a minor arterial that connects the cities of Waite Park and St. Cloud. 3rd Street North is a popular alternative to congested Division Street for those traveling to downtown St. Cloud from Waite Park and the western portions of the St. Cloud metro area as well as the rest of Stearns County. Two metro bus routes travel on the western two blocks of the proposed project area.

C. Multimodal

Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system.
The roadway currently has a sidewalk on the south side and a multi-use trail on the north side of the road. The proposed project will make any necessary pedestrian ramp upgrades to make them ADA compliant, and will ensure smoother pavement in the crossing areas. This roadway sections provides access to Crossroads Center, several businesses on both sides of the road, and Rivers Edge Park in Waite Park.

D. System Condition

Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations.
The pavement PQI is a bit misleading because of the patching that has been done along this section of road. The ride quality index is a little more indicative, but the pavement is rapidly deteriorating. The pavement is heavily potholed and requires a significant amount of maintenance, particularly after a thawing period in the spring. Both the city and county have spent a significant amount of their maintenance resources on patching this section of road to improve ride for the motoring public. The westerly portion of the project has sections of pavement considered to be in poor condition.

E. Safety

Explain how the project or elements of the project may improve safety.

Because the project is a resurfacing project with ADA upgrades there will not be a significant amount of safety improvements with the project. However, ground in wet-reflective pavement markings will be put in as part of the project, which increase the life of the markings and provide better visibility during wet conditions. This section of road does have two intersections with crash rates 1 – 1.49 times the rates expected.

F. Economic Vitality

Explain how the project supports the economic development and job retention/creation goals in the community and region.

As previously stated 3rd Street North serves as a popular alternative to Division Street, which can experience significant congestions during morning and afternoon peak times, for commuters and those doing business in downtown St. Cloud. It also serves as a connection to an industrial area along CSAH 138 (10th Avenue in Waite Park and 54th Avenue in St. Cloud). The majority of the project area is along the regional freight network.

G. Equity

What was the last year your jurisdiction received federal aid for a construction project?

2024

8. COST SUMMARY

Item	Amount	% of Total
Federal Funds Requested (<i>Maximum 80% / Minimum 30%</i>)	\$ 1,000,000	77 %
Local Matching Funds (<i>Minimum 20%</i>)	\$ 300,000	23 %
Total Eligible Costs	\$ 1,300,000	100 %

9. RIGHT OF WAY NEEDS (*Check all that apply*)

Property to be purchased? Yes No

Easement(s) needed? Yes No

Donated property? Yes No

Relocations anticipated? Yes No

10. PROJECT TIMELINE

<u>Phase</u>	<u>Estimated Month / Year Completed</u>
Environmental Document Completed	10 / 2023
Construction Plan Prepared	11 / 2023
Right of Way Acquired	N / A
Construction Start	05 / 2024
Estimated Project Duration	1 Months

11. SUPPORTING PROJECT DETAILS

- A. Is the project identified in an approved or adopted statewide, regional, or local plan? Yes No
If yes, please list all relevant plans: Stearns County Five Year Road Improvement Program
- B. Has your agency developed a financial strategy to match the federal funds and any additional funding necessary to complete your proposed project? Yes No
If no, please explain: _____
- C. If successfully funded, is your agency considering accelerating the project development and construction using Advance Construction? Yes No If yes, please list planned year of construction: 2024
- D. Which environmental document path will the project likely follow? *(If unsure, consult with the District State Aid Engineer.)* Project Memo Environmental Assessment Environmental Impact Statement

12. ADDITIONAL PROJECT DETAILS (Optional)

Public input meetings are held every year as Stearns County updates its Five Year Road Improvement Program. In 2019 a public hearing was held related to those updates because the county board was reallocating some of its sales tax money to additional projects. Because this is a preservation project there is no anticipated controversy. Conversely, NOT doing this project is likely to cause more controversy than doing it will. There should be no environmental impacts caused by the project and no permits will be required from the DNR, MPCA or Corps of Engineers. As with all resurfacing projects, Stearns County allow the use of recycled asphalt pavement in its new pavement mixtures in an effort to conserve resources. Because this project is a simple resurfacing there is not a significant amount of scoping that is necessary. All work will take place within existing right of way.

The applicant recommends that this project be selected for federal funding and attests a commitment to the project's development, implementation, construction, maintenance, management, and financing.



Signature

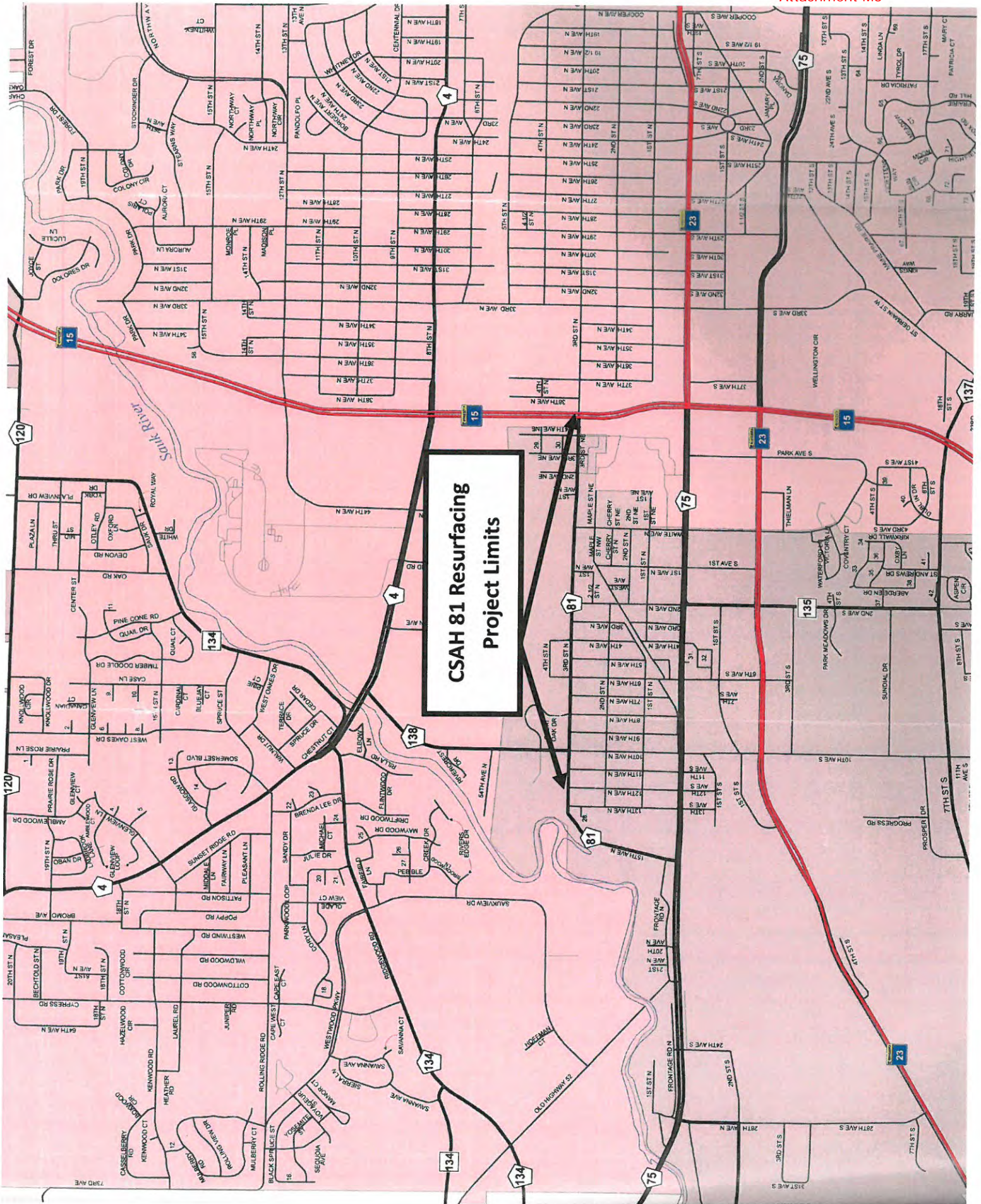
Stearns County Engineer

Title

01/04/2021

Date

The sponsor will also be responsible for assuring future maintenance of the completed project by resolution and any additional costs associated with the project not covered by its request.



20-58

RESOLUTION CERTIFYING AVAILABILITY OF LOCAL MATCH AND OTHER LOCAL COSTS FOR FY 2025 FEDERAL TRANSPORTATION PROJECT SUBMITTAL TO THE ST. CLOUD AREA PLANNING ORGANIZATION

CSAH 81 Resurfacing from 12th Avenue in Waite Park to Trunk Highway 15 in St. Cloud

WHEREAS: federal formula funding has been apportioned by the United States Congress to Minnesota for State and local transportation needs; and

WHEREAS: the Minnesota Department of Transportation (Mn/DOT) has distributed these federal funds to eight (8) Area Transportation Partnerships (ATPs) within Minnesota; and

WHEREAS: Stearns County has recognized the need to resurface CSAH 81 from 12th Avenue in Waite Park to Trunk Highway 15 in St. Cloud by including this project in its Capital Improvement Program, and intends to submit this project to the APO as a candidate for FY 2025 federal funding; and

WHEREAS: federal transportation projects can compete through the APO's funding process for up to eighty (80) percent of eligible federal costs; and

WHEREAS: local jurisdictions submitting projects must guarantee that twenty (20) percent local matching funds, at a minimum, will be available for eligible federal costs; and

WHEREAS: it is recognized that in order to leverage more federal transportation projects, and fully utilize the annual allocation of federal funding, it may be necessary that a local match in excess of this twenty (20) percent minimum be guaranteed.

NOW, THEREFORE, BE IT RESOLVED: that Stearns County guarantees that twenty (20) percent local matching funds, *at a minimum*, will be available for eligible federal costs for the resurfacing of CSAH 81 from 12th Avenue in Waite Park to Trunk Highway 15 in St. Cloud.

BE IT FURTHER RESOLVED: that the Stearns County also guarantees the availability of local funding for all federally non-eligible costs of this project.

Adopted by the Stearns County Board of Commissioners this 1st day of December, 2020.

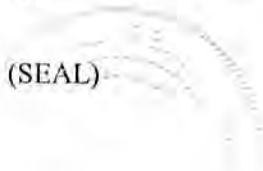
ATTEST:


Randy Schreifels,
County Auditor – Treasurer



Leigh Lenzeimer,
Chair of the Board of
County Commissioners

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution duly passed, adopted, and approved by the County Board of Commissioners of said County on the 1st day of December, 2020.



(SEAL)


Randy Schreifels
County Auditor - Treasurer

LOCAL SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FUNDING APPLICATION

Central Minnesota Area Transportation Partnership

FY 2025

1. APPLICANT INFORMATION

Local Agency: Stearns County Project Manager: Jodi Teich
 Address: 455 28th Avenue South, Waite Park, MN 56387 Title: County Engineer
 Phone: 320-255-6180 Fax: 320-255-6186 Email: Jodi.teich@co.stearns.mn.us
 Project Contact (If different from Proj. Mgr.): _____ Title: _____
 Phone: _____ Fax: _____ Email: _____

2. PROJECT IDENTIFICATION

RDC/MPO Region: APO Congressional District: 6 Legislative District: 13 Length: 1.2 Mi.
 Route # CSAH 133 &/or Street Name: 2nd Street South
 Beginning Termini: Pinecone Road in Sartell
 Ending Termini: 4th Avenue South in Sartell

3. TECHNICAL INFORMATION

A. Functional Classification of Roadway/Highway (Check all that apply)

Urban	Rural
<input type="checkbox"/> Urban Principal Arterial	<input type="checkbox"/> Rural Principal Arterial
<input checked="" type="checkbox"/> Urban Minor Arterial	<input type="checkbox"/> Rural Minor Arterial
<input type="checkbox"/> Urban Collector	<input type="checkbox"/> Rural Major Collector

B. Pavement Condition

Age of Surface:	Rating: <u>2.4 (RQI)/2.8 (PQI) (in 2018)</u>
<u>24 (in 2025)</u>	

C. Traffic Volume

Current AADT:	<u>11700</u> (2017)	20-Year AADT:	<u>15210</u> (2037)
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D. Bridge Condition

SR:	<u>N/A</u>
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4. PROJECT TYPE (Check all that apply)

<input type="checkbox"/> New Alignment	<input checked="" type="checkbox"/> Roadway Reclamation, Reconditioning & Resurfacing
<input type="checkbox"/> Roadway Expansion	<input type="checkbox"/> Bridge
<input type="checkbox"/> Roadway Reconstruction	<input type="checkbox"/> Other: (specify)

5. SHORT TITLE STIP DESCRIPTION (Limited to 120 characters)

From Pinecone Road to 4th Avenue South in Sartell, Resurfacing

6. PURPOSE AND NEED (Summary)

CSAH 133 is a minor arterial that traverses from CSAH 75 in St. Joseph to the Sartell bridge over the Mississippi River in Sartell. It serves as an Interstate 94 – US Highway 10 connection for commuters and truck traffic. The existing pavement along the proposed project section was constructed in 2001, and designed for less traffic than the roadway currently serves. The surface is badly deteriorated in areas. The significant increase in utility work along the corridor has also caused some settling in the roadway that is hard on the truck traffic that uses the corridor. The proposed project will completely replace the existing pavement with a bituminous mix designed for the increased traffic volumes. There are also several pedestrian ramps that do not meet current ADA guidelines that will be upgraded with the project, as is done on all county resurfacing projects.

7. PROJECT QUALIFICATIONS

A. Access and Mobility

Explain how the project increases the accessibility and mobility options for people and freight.
All resurfacing projects in Stearns County include upgrading pedestrian amenities to be ADA compliant, so all curb ramps that do not meet current ADA guidelines will be upgraded as part of the project. While Metro Transit does not currently have fixed route service in this area of Sartell, they have extended the ConneX service for on-demand transit. The roadway surface upgrade will improve the rider experience.

B. System Connectivity

Explain how the project enhances the integration and connectivity of the transportation system for people and freight.
CSAH 133 is a minor arterial that ultimately connects two roads on the National Highway System (CSAH 75 and US Highway 10). The proposed project lies fully within the city of Sartell, and will include upgrades to pedestrian ramps, crossings and connections along the corridor that serve a multi-use path on the north side of the road and a sidewalk on the south side. Stearns County currently has a fixed rate maintenance agreement with the city of Sartell to provide routine maintenance on this stretch of roadway, so replacing the pavement surface will also help Sartell with routine maintenance costs

C. Multimodal

Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system.
The roadway currently has a sidewalk on the south side and a multi-use trail on the north side of the road. The proposed project will make any necessary pedestrian ramp upgrades to make them ADA compliant, and will ensure smoother pavement in the crossing areas. This roadway section provides access to multiple commercial businesses on both sides of the road including a daycare center, a pediatric clinic, a bowling alley, multiple convenience stores and fast food restaurants. It also connects to one of very few Mississippi River crossings in the St. Cloud area.

D. System Condition

Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations.
The pavement PQI is a bit misleading because of the patching that has been done along this section of road. The ride quality index is a little more indicative, but the pavement is rapidly deteriorating with the increased traffic. Both the city and county have spent a significant amount of their maintenance resources on patching this section of road to improve ride for the motoring public. The pavement along the project area is considered to be in fair condition.

E. Safety

Explain how the project or elements of the project may improve safety.

Because the project is a resurfacing project with ADA upgrades there will not be a significant amount of safety improvements with the project. However, ground in wet-reflective pavement markings will be put in as part of the project, which increase the life of the markings and provide better visibility during wet conditions. As with all Stearns County projects, all signing is evaluated for replacement potential as the project is completed.

F. Economic Vitality

Explain how the project supports the economic development and job retention/creation goals in the community and region.

As previously stated CSAH 133 serves as a truck route connection between Interstate 94 and US Highway 10. The entire route is also commonly used by commuters to bypass the heavier traffic in the core of St. Cloud. The route also connects to Benton County and serves agricultural traffic that accesses the Pilgrim's Pride facility along Highway 10.

G. Equity

What was the last year your jurisdiction received federal aid for a construction project?

2024

8. COST SUMMARY

Item	Amount	% of Total
Federal Funds Requested (<i>Maximum 80% / Minimum 30%</i>)	\$ 480,000	80 %
Local Matching Funds (<i>Minimum 20%</i>)	\$ 120,000	20 %
Total Eligible Costs	\$ 600,000	100 %

9. RIGHT OF WAY NEEDS (*Check all that apply*)

Property to be purchased? Yes No

Easement(s) needed? Yes No

Donated property? Yes No

Relocations anticipated? Yes No

10. PROJECT TIMELINE

Phase	Estimated Month / Year Completed
Environmental Document Completed	10 / 2023
Construction Plan Prepared	11 / 2023
Right of Way Acquired	N / A
Construction Start	05 / 2024
Estimated Project Duration	1 Months

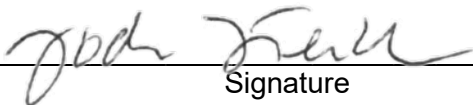
11. SUPPORTING PROJECT DETAILS

- A. Is the project identified in an approved or adopted statewide, regional, or local plan? Yes No
If yes, please list all relevant plans: Stearns County Five Year Road Improvement Program
- B. Has your agency developed a financial strategy to match the federal funds and any additional funding necessary to complete your proposed project? Yes No
If no, please explain: _____
- C. If successfully funded, is your agency considering accelerating the project development and construction using Advance Construction? Yes No If yes, please list planned year of construction: 2024
- D. Which environmental document path will the project likely follow? *(If unsure, consult with the District State Aid Engineer.)* Project Memo Environmental Assessment Environmental Impact Statement

12. ADDITIONAL PROJECT DETAILS *(Optional)*

Public input meetings are held every year as Stearns County updates its Five Year Road Improvement Program. In 2019 a public hearing was held related to those updates because the county board was reallocating some of its sales tax money to additional projects (no in person meeting was held in 2020 due to COVID). Because this is a preservation project there is no anticipated controversy. Conversely, NOT doing this project is likely to cause more controversy than doing it will. There should be no environmental impacts caused by the project and no permits will be required from the DNR, MPCA or Corps of Engineers. As with all resurfacing projects, Stearns County allow the use of recycled asphalt pavement in its new pavement mixtures in an effort to conserve resources. Because this project is a simple resurfacing there is not a significant amount of scoping that is necessary. All work will take place within existing right of way.

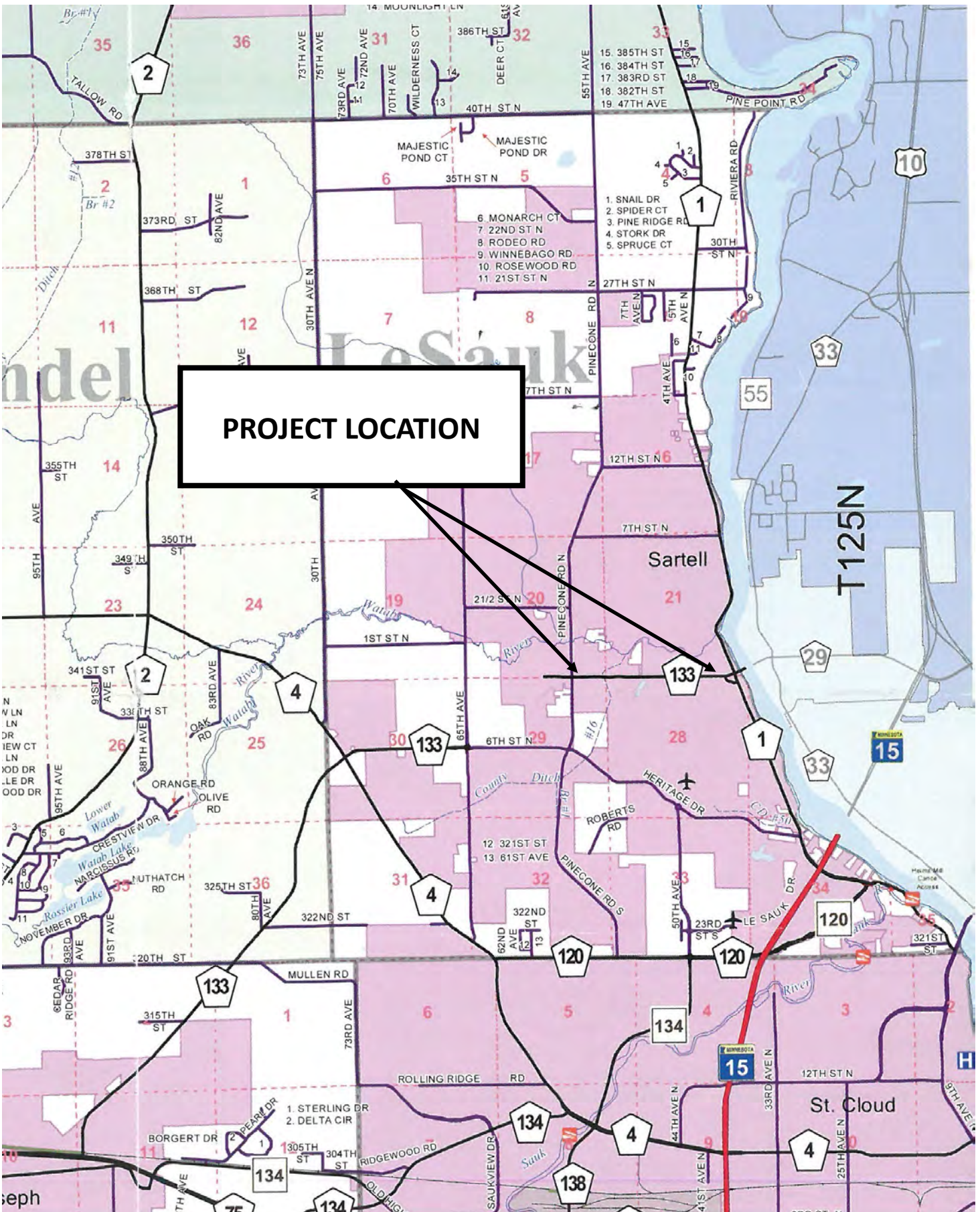
The applicant recommends that this project be selected for federal funding and attests a commitment to the project's development, implementation, construction, maintenance, management, and financing.


Signature

Stearns County Engineer
Title

01/04/2021
Date

The sponsor will also be responsible for assuring future maintenance of the completed project by resolution and any additional costs associated with the project not covered by its request.



20-59

**RESOLUTION CERTIFYING AVAILABILITY OF LOCAL MATCH AND OTHER LOCAL COSTS
FOR FY 2025 FEDERAL TRANSPORTATION PROJECT
SUBMITTAL TO THE ST. CLOUD AREA PLANNING ORGANIZATION**

CSAH 133 Resurfacing from Pinecone Road to 4th Avenue South in Sartell

WHEREAS: federal formula funding has been apportioned by the United States Congress to Minnesota for State and local transportation needs; and

WHEREAS: the Minnesota Department of Transportation (Mn/DOT) has distributed these federal funds to eight (8) Area Transportation Partnerships (ATPs) within Minnesota; and

WHEREAS: Stearns County has recognized the need to resurface CSAH 133 from Pinecone Road to 4th Avenue South in Sartell by including this project in its Capital Improvement Program, and intends to submit this project to the APO as a candidate for FY 2025 federal funding; and

WHEREAS: federal transportation projects can compete through the APO's funding process for up to eighty (80) percent of eligible federal costs; and

WHEREAS: local jurisdictions submitting projects must guarantee that twenty (20) percent local matching funds, at a minimum, will be available for eligible federal costs; and


WHEREAS: it is recognized that in order to leverage more federal transportation projects, and fully utilize the annual allocation of federal funding, it may be necessary that a local match in excess of this twenty (20) percent minimum be guaranteed.

NOW, THEREFORE, BE IT RESOLVED: that Stearns County guarantees that twenty (20) percent local matching funds, *at a minimum*, will be available for eligible federal costs for the resurfacing of CSAH 133 from Pinecone Road to 4th Avenue South.

BE IT FURTHER RESOLVED: that the Stearns County also guarantees the availability of local funding for all federally non-eligible costs of this project.

Adopted by the Stearns County Board of Commissioners this 1st day of December, 2020.

ATTEST:

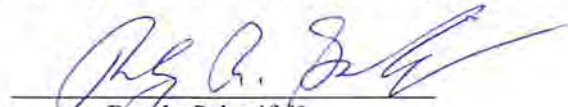

Randy Schreifels,
County Auditor – Treasurer


Leigh Lenzmeier,
Chair of the Board of
County Commissioners

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution duly passed, adopted, and approved by the County Board of Commissioners of said County on the 1st day of December, 2020.

(SEAL)


Randy Schreifels
County Auditor - Treasurer

LOCAL SURFACE TRANSPORTATION PROGRAM FUNDING APPLICATION

Central Minnesota Area Transportation Partnership

FY 2025

1. APPLICANT INFORMATION

Local Agency: City of St. Cloud Project Manager: Steven Foss
 Address: 400 – 2nd Street South Title: City Engineer
 Phone: 320-255-7243 Fax: 320-255-7250 Email: steven.foss@ci.stcloud.mn.us
 Project Contact (If different from Proj. Mgr.): _____ Title: _____
 Phone: _____ Fax: _____ Email: _____

2. PROJECT IDENTIFICATION

RDC/MPO Region: _____ Congressional District: _____ Legislative District: _____ Length: 0.76 Mi.
 Route # 153 &/or Street Name: 22nd Street South
 Beginning Termini: Oak Grove Road (County Road 136)
 Ending Termini: Cooper Avenue South

3. TECHNICAL INFORMATION

A. Functional Classification of Roadway/Highway (Check all that apply)

Urban	Rural
<input type="checkbox"/> Urban Principal Arterial	<input type="checkbox"/> Rural Principal Arterial
<input type="checkbox"/> Urban Minor Arterial	<input type="checkbox"/> Rural Minor Arterial
<input checked="" type="checkbox"/> Urban Collector	<input type="checkbox"/> Rural Major Collector

B. Pavement Condition

Age of Surface:	Rating: Poor
30 Years	

C. Traffic Volume

Current AADT:	<u>4,400</u>	20-Year AADT:	<u>6,600</u>
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D. Bridge Condition

SR:	
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4. PROJECT TYPE (Check all that apply)

<input type="checkbox"/> New Alignment	<input type="checkbox"/> Roadway Reclamation, Reconditioning & Resurfacing
<input type="checkbox"/> Roadway Expansion	<input type="checkbox"/> Bridge
<input checked="" type="checkbox"/> Roadway Reconstruction	<input type="checkbox"/> Other: (specify)

5. SHORT TITLE STIP DESCRIPTION (Limited to 120 characters)

Conversion from rural type roadway to an urban roadway with two traffic lanes, bicycle lanes and sidewalk.

6. PURPOSE AND NEED (Summary)

22nd Street South is a component of a transportation grid system in the southwest area of the City of St. Cloud. Due to physical restrictions including environmentally sensitive areas, large wetland complexes and cemeteries, 22nd Street South is the only continuous east-west collector roadway situated between the arterial roadways of CSAH 75 and 33rd Street South with these arterials separated by approximately 2.5 miles. 22nd Street South is in fair condition, but lacks proper surface drainage facilities. Due to lack of sidewalks, 22nd Street South creates a barrier between neighborhoods to the north and Oak Hill Elementary School to the south.

7. PROJECT QUALIFICATIONS

A. Access and Mobility

Explain how the project increases the accessibility and mobility options for people and freight.

Vehicular traffic is being negatively impacted by the roadway conditions and geometric deficiencies. The proposed roadway improvements will enhance the functionality of the roadway system.

Bicyclists and pedestrians face limited access and mobility as they are forced onto a roadway lacking significant shoulders. The inclusion of bicycle and pedestrian facilities not only increases the mobility along this 0.76-mile section of roadway, but also improves utilization of existing bicycle and pedestrian facilities within a multi-mile radius of the project.

B. System Connectivity

Explain how the project enhances the integration and connectivity of the transportation system for people and freight.

Bicycle and pedestrian facilities are in-place along Cooper Avenue South and Oak Grove Road/County Road 136. Installation of bicycle and pedestrian facilities along this section of 22nd Street South will fill a gap in the existing system providing connectivity to multiple miles of bicycle and pedestrian facilities.

22nd Street South serves as the only east-west collector in the 2.5 mile wide service area located between CSAH 75 and 33rd Street South.

C. Multimodal

Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system.

Bicyclists and pedestrians face limited access and mobility as they are forced onto a roadway lacking significant shoulders. The inclusion of bicycle and pedestrian facilities not only increases the mobility along this 0.76-mile section of roadway, but also improves utilization of existing bicycle and pedestrian facilities within a multi-mile radius of the project.

St. Cloud Metro Bus operates a line on 22nd Street South. Access to the multiple bus stops is hampered by the lack of sidewalk on 22nd Street South.

D. System Condition

Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations.

This roadway is in fair condition, but is geometrically deficient. There are safety concerns because bicycle and pedestrian facilities are absent. The proposed improvements address all these concerns with construction of a new driving surface with curb and gutter to improve roadway drainage. In addition, bicycle lanes coupled with sidewalk meet the multimodal needs of the community.

E. Safety

Explain how the project or elements of the project may improve safety.

Oak Hill Elementary School is located to the south of 22nd Street South. Many of the students attending this school live in residential neighborhoods located to the north of 22nd Street South. The installation of bicycle and pedestrian facilities along 22nd Street South will significantly improve safe access for students.

F. Economic Vitality

Explain how the project supports the economic development and job retention/creation goals in the community and region.

The southwest area of St. Cloud continues to be the area of highest growth in the City. Facilities that are deficient in meeting existing public needs hinder expansion and growth. Updating the infrastructure to increase capacity serves to promote economic investment in our region of primary growth.

G. Equity

What was the last year your jurisdiction received federal aid for a construction project?

2021

8. COST SUMMARY

Item	Amount	% of Total
Federal Funds Requested (<i>Maximum 80% / Minimum 30%</i>)	2,320,000	80
Local Matching Funds (<i>Minimum 20%</i>)	580,000	20
Total Eligible Costs	2,900,000	100

9. RIGHT OF WAY NEEDS (*Check all that apply*)

Property to be purchased? Yes No Easement(s) needed? Yes No
 Donated property? Yes No Relocations anticipated? Yes No

10. PROJECT TIMELINE

Phase	Estimated Month / Year Completed
Environmental Document Completed	12 / 2023
Construction Plan Prepared	12 / 2024
Right of Way Acquired	/
Construction Start	6 / 2025
Estimated Project Duration	6 Months

11. SUPPORTING PROJECT DETAILS

- A. Is the project identified in an approved or adopted statewide, regional, or local plan? Yes No
If yes, please list all relevant plans: St. Cloud Comprehensive Plan, St. Cloud Capital Improvements Program
- B. Has your agency developed a financial strategy to match the federal funds and any additional funding necessary to complete your proposed project? Yes No
If no, please explain: _____
- C. If successfully funded, is your agency considering accelerating the project development and construction using Advance Construction? Yes No If yes, please list planned year of construction: _____
- D. Which environmental document path will the project likely follow? *(If unsure, consult with the District State Aid Engineer.)* Project Memo Environmental Assessment Environmental Impact Statement

12. ADDITIONAL PROJECT DETAILS (Optional)

The applicant recommends that this project be selected for federal funding and attests a commitment to the project's development, implementation, construction, maintenance, management, and financing.


Signature

City Engineer
Title

1/4/21
Date

The sponsor will also be responsible for assuring future maintenance of the completed project by resolution and any additional costs associated with the project not covered by its request.

Submitted to Council for Consideration
December 18, 2017

Resolution No. 2017 - 12 - 216

**RESOLUTION CERTIFYING AVAILABILITY OF LOCAL MATCH AND OTHER LOCAL COSTS FOR
FY 2022 AND 2023 FEDERAL TRANSPORTATION PROJECT
SUBMITTAL TO THE ST. CLOUD AREA PLANNING ORGANIZATION**

COOPER AVENUE SOUTH FROM TRAVERSE ROAD TO CSAH 75

WHEREAS, federal formula funding authorized within the Fixing America's Surface Transportation Act or "Fast Act" has been apportioned by the United States Congress to Minnesota for State and local transportation needs; and

WHEREAS, the City of St. Cloud has recognized the need for improvements to Cooper Avenue South from Traverse Road to CSAH 75 by including this project in its currently held valid Capital Improvement Program, and intends to submit this project to the APO as a candidate for FY 2022 and 2023 federal funding; and

WHEREAS, federal transportation projects can compete through the APO's funding process for up to eighty (80) percent of eligible federal costs; and

WHEREAS, local jurisdictions submitting projects to the APO must guarantee that twenty (20) percent local matching funds, at a minimum, will be available for eligible federal costs; and

WHEREAS, it is recognized that in order to leverage more federal transportation projects, and fully utilize the APO's annual allocation of federal funding, the APO Board may request that a local match in excess of this twenty (20) percent minimum be guaranteed.

NOW, THEREFORE, BE IT RESOLVED, that the City of St. Cloud guarantees that twenty (20) percent local matching funds, at a minimum, will be available for eligible federal costs for the Cooper Avenue South from Traverse Road to CSAH 75 Improvements.

BE IT FURTHER RESOLVED, that the City of St. Cloud also guarantees the availability of local funding for all federally non-eligible costs of this project.

Adopted this 18th day of December, 2017.

ATTEST:



City Clerk

12-18-2017
Date

(SEAL)

LOCAL SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FUNDING APPLICATION

Central Minnesota Area Transportation Partnership

FY 2025

1. APPLICANT INFORMATION

Local Agency: City of Sauk Rapids Project Manager: Scott Hedlund, PE, PMP
 Address: 250 Summit Avenue North, Sauk Rapids, MN 56379 Title: Consulting Engineer
 Phone: 612.865.3509 Fax: 888.908.816 Email: shedlund@sehinc.com
 Project Contact (If different from Proj. Mgr.): _____ Title: _____
 Phone: _____ Fax: _____ Email: _____

2. PROJECT IDENTIFICATION

RDC/MPO Region: APO Congressional District: 6th Legislative District: 13B Length: 0.37 Mi.
 Route # _____ &/or Street Name: 2nd Avenue South
 Beginning Termini: Benton Drive
 Ending Termini: 10th Street South

3. TECHNICAL INFORMATION

A. Functional Classification of Roadway/Highway (Check all that apply)

<u>Urban</u>	<u>Rural</u>
<input type="checkbox"/> Urban Principal Arterial	<input type="checkbox"/> Rural Principal Arterial
<input type="checkbox"/> Urban Minor Arterial	<input type="checkbox"/> Rural Minor Arterial
<input checked="" type="checkbox"/> Urban Collector	<input type="checkbox"/> Rural Major Collector

B. Pavement Condition

Age of Surface:	Rating: <u>Poor</u>
60	

C. Traffic Volume

Current AADT:	<u>2950</u>	20-Year AADT:	<u>10,600</u>
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D. Bridge Condition

SR:	
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4. PROJECT TYPE (Check all that apply)

<input type="checkbox"/> New Alignment	<input type="checkbox"/> Roadway Reclamation, Reconditioning & Resurfacing
<input type="checkbox"/> Roadway Expansion	<input type="checkbox"/> Bridge
<input checked="" type="checkbox"/> Roadway Reconstruction	<input type="checkbox"/> Other: (specify)

5. SHORT TITLE STIP DESCRIPTION (Limited to 120 characters)

Reconstruction of 2nd Avenue South from Benton Drive to 10th Street South, including roadway, sidewalk, lighting, drainage, and water main improvements.

6. PURPOSE AND NEED (Summary)

The 60-year old bituminous pavement on this major collector roadway with a 2019 ADT of 2,950, and a 20-year projected ADT of 10,600, is in poor condition and has outlived its useful life. There are limited drainage facilities on this roadway segment. The improvements are proposed in order to modernize the roadway with the improved pavement condition, provide ADA compliant multi-modal facilities, improve safety with increased corridor lighting, improve the pedestrian crossing of the railroad tracks, improve drainage, and generally enhance the functionality of this high value multijurisdictional multimodal connection between the downtowns of Sauk Rapids and St Cloud. Other elements to be considered include a continuous sidewalk along the east side of the street and curb extensions at intersections to slow vehicle speeds and shorten pedestrian crossing distance, and provide safer pedestrian connectivity to corridor transit stops, area amenities, and assets.

7. PROJECT QUALIFICATIONS

A. Access and Mobility

Explain how the project increases the accessibility and mobility options for people and freight. **This heavily traveled major collector roadway corridor is used as a direct multimodal interregional route between St. Cloud and Sauk Rapids. It is part of St. Cloud Metropolitan Transit Commission's (MTC) Bus Route #'s 21 & 22 connecting the St Cloud and Sauk Rapids downtowns with the greater Sauk Rapids area. This project will maintain and facilitate possible enhancements to transit stops along the corridor. The project includes ADA upgrades to curb ramps and the sidewalk system on the west side of the roadway as well as investing possible addition of sidewalks on the east side for all or a portion of the project segment. Another project goal is to make ADA and pedestrian safety improvements to the existing shared pedestrian/motor vehicle crossing of the railroad tracks near Benton Drive. Second Avenue South is also the main access corridor to the Benton County Fairgrounds and Sports Arena East complex which together are a major regional cultural, recreational, and sports year around destination. The project corridor also provides overflow on street parking at major events while maintaining multimodal safety and emergency vehicle access. The project also has positive environmental justice impacts providing multimodal access and connectivity for adjacent EJ areas in St Cloud and Sauk Rapids to basic needs like employment, grocery stores, schools, and churches.**

2nd Avenue is one of only a few roads that cross the BNSF Railroad making it a critical link in the local and regional roadway network. Reconstruction will provide continued travel time reliability for users of 2nd Avenue as well as parallel routes such as Lincoln Avenue. Existing and future traffic demands are expected to operate within the operating capacity of a 2-lane collector roadway with an acceptable level of service.

B. System Connectivity

Explain how the project enhances the integration and connectivity of the transportation system for people and freight.

Second Avenue, is one segment of an interjurisdictional major collector roadway corridor providing multimodal connections to the downtown areas of St. Cloud and Sauk Rapids and to multiple regional arterial roadways. This project is Phase 1 of planned improvements to the 2nd Street South corridor with Phase 2 between 10th St So and the south City limits planned for 2026. This project (and corridor) intersects Benton Drive, a minor arterial, on the north end with connections to the industrial area in the south part of Sauk Rapids, and to TH 10, a principal arterial. The south end of the corridor in St Cloud directly connects to TH 23, another principal arterial in the St Cloud area.

The project also functions a reliever route to the area's arterials for regional trips with local destinations. As described in A. above the project improves multimodality, makes ADA upgrades, is part of the Metro Bus route that maintains and provides opportunities for improvements to transit stops, and is a conduit for the basic needs of employment, food, schools, cultural and spiritual organizations, and recreation, as well as area assets like the Mississippi River and Wilson Park.

C. Multimodal

Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system.

With the reconstruction of the sidewalk on the west side, possible addition of sidewalks on the east side, a new ADA compliant sidewalk system will be extended from the downtown to the heart of the southern residential part of the city. The project will maintain and enhance possible improvements to the transit elements of the corridor. See A. and B. above for additional discussion on interjurisdictional multi-modal connectivity improvements and project phasing.

Transit stops along the east side of the roadway are not currently ADA accessible, have no sidewalk or paved waiting areas. Transit users need to cross 2nd Avenue before boarding a bus or after alighting. The potential narrowing of 2nd Avenue at intersections will improve safety by increasing visibility between drivers and pedestrians, shorten crossing distances, and slow traffic speeds.

D. System Condition

Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations.

This segment is over 60 years old since it was last reconstructed, and has well exceeded its design life. It received an International Roughness Index (IRI) Rating (2015-2019) Pavement Condition of Poor per St Cloud APO's 2015-2019 Pavement Condition Report (October 2020). Any maintenance on this roadway is a poor investment until it is reconstructed. Replacing this segment will provide a sound multi-modal transportation route on this heavily traveled major collector. The sidewalk system has ADA compliance issues including at the pedestrian curb ramps.

Proposed multi-modal and walkability improvements will encourage walking and healthy lifestyles. Improved access to transit will decrease use of single occupant vehicles, decreasing vehicle emissions and reducing fuel consumption. The proposed infrastructure improvements will sustain reliability of the transportation system and contribute to an improved quality of life area residents and users of the multi-modal facilities.

E. Safety

Explain how the project or elements of the project may improve safety.

The reconstruction of the pavement will provide a road surface free of potential hazards for motorists and shared facilities for on-road commuter biker users. The reconstruction of the sidewalk will provide an ADA compliant sidewalk for pedestrians eliminating curb ramp deficiencies, offsets and settlements in the sidewalk, and proper grades and cross slopes at intersections. Lighting improvements will increase multimodal safety. Improvements that separate pedestrians from the roadway at the at-grade railroad crossing near Benton Drive will improve safety. Better delineation of driving lanes, parking lanes, and pedestrian crossings with improved signage and pavement markings, including narrower driving lanes to enhance traffic calming, are proposed to improve safety.

F. Economic Vitality

Explain how the project supports the economic development and job retention/creation goals in the community and region.

Properly designed multimodal transportation facilities are the backbone of commerce. This major collector connects the downtowns of St. Cloud and Sauk Rapids and is used by the MTC as a route for employees and customers of local businesses. This interjurisdictional multimodal corridor is a life line to basic needs of the adjacent neighborhoods and region which includes high percentage low income and people of color areas of Sauk Rapids and St Cloud whether it is by walking, biking, driving, or transit, for employment, food, schools, cultural and spiritual organizations, and recreation.

G. Equity

What was the last year your jurisdiction received federal aid for a construction project?

**2016 Road
2020 TA**

8. COST SUMMARY

Item	Amount	% of Total
Federal Funds Requested (<i>Maximum 80% / Minimum 30%</i>)	1,395,000	80
Local Matching Funds (<i>Minimum 20%</i>)	349,000	20
Total Eligible Costs	1,744,000	100

9. RIGHT OF WAY NEEDS (Check all that apply)

Property to be purchased? Yes No Easement(s) needed? Yes No
 Donated property? Yes No Relocations anticipated? Yes No

10. PROJECT TIMELINE

<u>Phase</u>	<u>Estimated Month / Year Completed</u>
Environmental Document Completed	2 / 2022
Construction Plan Prepared	6 / 2023
Right of Way Acquired	N / A
Construction Start	4 / 2024
Estimated Project Duration	5 Months

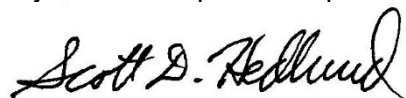
11. SUPPORTING PROJECT DETAILS

- A. Is the project identified in an approved or adopted statewide, regional, or local plan? Yes No
 If yes, please list all relevant plans: City of Sauk Rapids Capital Improvement Plan;
St Cloud APO's 2045 MTP
- B. Has your agency developed a financial strategy to match the federal funds and any additional funding necessary to complete your proposed project? Yes No
 If no, please explain: _____
- C. If successfully funded, is your agency considering accelerating the project development and construction using Advance Construction? Yes No If yes, please list planned year of construction: 2024
- D. Which environmental document path will the project likely follow? (If unsure, consult with the District State Aid Engineer.) Project Memo Environmental Assessment Environmental Impact Statement

12. ADDITIONAL PROJECT DETAILS (Optional)

This project has been in the City's Capital Improvement Plan (CIP) for several years with construction planned for 2024, and it is listed in the St Cloud APO's 2045 Metropolitan Transportation Plan (MTP). Both documents are available for ongoing public viewing and input via their respective organization's websites (including Sauk Rapids' homepage), typical early stage project public outreach and communication channels. The CIP is updated and reviewed annually by the City Council at a public meeting. One of the next steps in the project delivery process will be project specific public engagement anticipated to start in 2022. The project is not anticipated to be controversial, and planned to be constructed within the existing 80-foot wide right of way. The City has a long history of successfully delivering state aid and federal aid projects like this one. The "sister" project of constructing 2nd Ave So from 10th Ave S to Searle St is planned for 2026.

The applicant recommends that this project be selected for federal funding and attests a commitment to the project's development, implementation, construction, maintenance, management, and financing.



Signature

Project Manager

Title

01/04/2021

Date

The sponsor will also be responsible for assuring future maintenance of the completed project by resolution and any additional costs associated with the project not covered by its request.



Save: 12/28/2020 3:03 PM jknettel Plot: 12/29/2020 9:50 AM P:\PT\SAUKR\COMMON\General Numbers\G105_2024_2nd Ave South Improvements\1-gen118-grant\FY25 STBGP_Application\Project location map.dwg

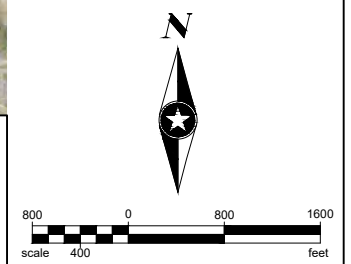


FILE NO.
SAUKR G105

DATE:
12/28/2020

**2ND AVENUE SOUTH
IMPROVEMENTS
PROJECT LOCATION MAP
SAUK RAPIDS, MINNESOTA**

**EXHIBIT
NO. 1**



City of Sauk Rapids Resolution No. 2020-43

**RESOLUTION CERTIFYING AVAILABILITY OF LOCAL MATCH AND OTHER
LOCAL COSTS FOR FY 2025 FEDERAL TRANSPORTATION PROJECT
SUBMITTAL TO THE ST. CLOUD AREA PLANNING ORGANIZATION**

2nd Avenue South from Benton Drive to 10th Street South

WHEREAS, federal formula funding authorized within the Surface Transportation Block Grant Program has been apportioned by the United States Congress to Minnesota for State and local transportation needs; and

WHEREAS, the Minnesota Department of Transportation (MnDOT) has distributed these federal funds to eight (8) Area Transportation Partnerships (ATPs) within Minnesota; and

WHEREAS, the District 3 ATP receives a portion of this federal formula funding, which is distributed partially to MnDOT District 3 and partially to local units of government within District 3; and

WHEREAS, the St. Cloud Planning Organization (APO) receives a portion of the District 3 ATP local government share for annual programming within the APO Planning Area; and

WHEREAS, the City of Sauk Rapids has recognized the need for improvements to 2nd Avenue South from Benton Drive to 10th Street South by including this project in its currently held valid Capital Improvement Program, and intends to submit this project to the APO as a candidate for FY 2025 federal funding; and

WHEREAS, federal transportation projects can compete through the APO's funding process for up to eighty (80) percent of eligible federal costs; and

WHEREAS, local jurisdictions submitting projects to the APO must guarantee that twenty (20) percent local matching funds, at a minimum, will be available for eligible federal costs; and

WHEREAS, it is recognized that in order to leverage more federal transportation projects, and fully utilize the APO's annual allocation of federal funding, the APO Board may request that a local match in excess of this twenty (20) percent minimum be guaranteed.

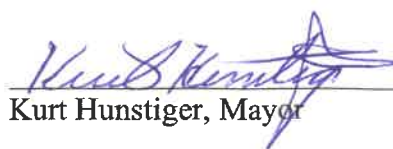
NOW, THEREFORE BE IT RESOLVED, that the City of Sauk Rapids guarantees that twenty (20) percent local matching funds, at a minimum, will be available for eligible federal costs for 2nd Avenue South from Benton Drive to 10th Street South; and

BE IT FURTHER RESOLVED, that the City of Sauk Rapids also guarantees the availability of location funding for all federally non-eligible costs of this project.

ATTEST:



Ross Olson, City Administrator



Kurt Hunstiger, Mayor

12-14-2020

Date

LOCAL SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FUNDING APPLICATION

Central Minnesota Area Transportation Partnership

FY 2025

1. APPLICANT INFORMATION

Local Agency: Sherburne County Project Manager: Andrew Witter, PE
 Address: 13380 Business Center Dr. NW, Elk River, MN 55330 Title: Public Works Director
 Phone: 763-765-3302 Fax: _____ Email: Andrew.Witter@co.sherburne.mn.us
 Project Contact (If different from Proj. Mgr.): _____ Title: _____
 Phone: _____ Fax: _____ Email: _____

2. PROJECT IDENTIFICATION

RDC/MPO Region: D3 Congressional District: 6 Legislative District: 14B Length: 0.6 Mi.
 Route # County Road 65 &/or Street Name: 42nd Street
 Beginning Termini: 800' west of Hwy 10
 Ending Termini: 500' north of Hwy 10

3. TECHNICAL INFORMATION

A. Functional Classification of Roadway/Highway (Check all that apply)

Urban	Rural
<input type="checkbox"/> Urban Principal Arterial	<input type="checkbox"/> Rural Principal Arterial
<input type="checkbox"/> Urban Minor Arterial	<input type="checkbox"/> Rural Minor Arterial
<input type="checkbox"/> Urban Collector	<input checked="" type="checkbox"/> Rural Major Collector

B. Pavement Condition

Age of Surface:	Rating:
<u>19</u>	RQI = 2.7
	SR = 2.5
	PQI = 2.6

C. Traffic Volume

Current AADT:	<u>548</u>	20-Year AADT:	<u>603</u>
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D. Bridge Condition

SR:	
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4. PROJECT TYPE (Check all that apply)

<input type="checkbox"/> New Alignment	<input type="checkbox"/> Roadway Reclamation, Reconditioning & Resurfacing
<input type="checkbox"/> Roadway Expansion	<input type="checkbox"/> Bridge
<input type="checkbox"/> Roadway Reconstruction	<input checked="" type="checkbox"/> Other: <i>Realignment, Rail & Access Consolidation</i>

5. SHORT TITLE STIP DESCRIPTION (Limited to 120 characters)

County Road 65 & 45th Avenue Realignment, Access Consolidation with US Highway 10, and BNSF Railroad Xing Consolidation



6. PURPOSE AND NEED *(Summary)*

Background

County Road (CR) 65 is a two-lane undivided roadway located in Haven Township. It provides an east-west connection between County State Aid Highway (CSAH) 8 and US Highway (Hwy) 10, and a north-south connection between Hwy 10 and the St. Cloud Regional Airport. 45th Avenue is a north-south two-lane Township road primarily providing local access to Hwy 10. Hwy 10 is a four-lane divided highway connecting St. Cloud with the Twins Cities. The current land use in this immediate area is primarily agricultural.

Characteristics of the intersections:

- Both CR 65 and 45th Avenue intersect with Hwy 10 at a skewed angle of approx. 45 degrees. This results in difficult sight lines on one direction. The skewed angle also increases the amount of time needed for vehicle to cross Hwy 10.
- Both CR 65 and 45th Avenue cross BNSF RR Tracks at the same angle as Hwy 10. Even thou both BNSF crossing are controlled with crossing arms, vehicle experience the same difficulty with sight lines.
- The two access points onto Hwy 10 and the two RR crossings are within 1,000 feet of the other. Having two access points and RR crossing increases the chance of vehicle and train incidents.

Purpose

The proposed project will improve access to Hwy 10 by realigning CR 65 and 45th Avenue into one intersection. This improvement will also create one at grade cross for BNSF. The proposed project will create several improvements to enhance safety and mobility of traffic along Hwy 10, vehicles crossing Hwy 10, and eliminating an at-grade BNSF Crossing.

This improvement will reduce the likelihood of serious crashes or fatalities. Furthermore, the intersection geometry will be realigned to will be perpendicular with Hwy 10 and BNSF mainline, instead of the current skews that are very unsafe for motorists.

Need

The proposed project is a regional need along the Hwy 10 Corridor. Many of the approaching roadways are skewed intersections along with the BNSF Crossings. Skewed intersections provide safety and access constraints that impacts the Hwy 10 corridor. They also are geometrically constraining for vehicles primarily commercial vehicles. The at grade BNSF Crossings are also skewed providing safety concerns for vehicles crossing the tracks.

Safety and mobility are the primary focus for this project. With the high number of vehicles on Hwy 10, the skewed intersections, and the proximity of the at grade BNSF Crossing, the need for improvements are crucial to ensure safe passage through the Hwy 10 corridor.

The proposed improvement is identified in the Sherburne County's Transportation Plan, and the St. Cloud APO's Transportation Improvement Program. These all reference the need to remove an at grade BNSF Crossing along with realigning CR 65 with 45th Avenue to create one access onto Hwy 10.

7. PROJECT QUALIFICATIONS

A. Access and Mobility

Explain how the project increases the accessibility and mobility options for people and freight.

One of the primary objectives of the project is to eliminate one at grade BNSF Crossing and one access point onto Highway 10. By reconfiguring the two intersections into one, it will contribute to the local and regional developments for the safe and efficient operation of an intersection constructed perpendicular to Highway 10.

Hwy 10 is a critical corridor for freight movement as over 1,500 trucks per day travel through the project area. Many trucks along with approx. 25,000 vehicles per day utilize Hwy 10 to connect with I-94 via Trunk Highway 24 across the Mississippi River. The Hwy 10 corridor is a part of the National Truck Network and a Principal Arterial which is projected to experience increased congestion over the next 20 to 25 years.

The Project will also support the reliability of BNSF's mainline by combining the two existing at-grade crossings into one new at-grade crossing. Both existing crossings have a risk rating of seven. This section of railroad is one of the busiest in Minnesota with between 30 and 60 trains per day operating at speeds of up to 79 mph. BNSF can operate more reliably with less at-grade crossings to reduce the risk of crashes and allow trains to maintain consistent speeds.

CR 65 north of Hwy 10 has an ADT of approx. 540 and provides the only direct north-south connection to the St. Cloud regional Airport. The nearby area is identified in the Sherburne County Transportation Plan as both "Future Growth Area" and identified for industrial and mining land uses. The Project provides capacity for CR 65 by upgrading the roadway and improving the intersection at Hwy 10 to accommodate future development along the corridor from the Twin Cities and Saint Cloud, as well as in Sherburne County outside of Saint Cloud. The Project will ensure CR 65 and 45th Avenue remains a reliable connection for residents and freight in the long-term.

B. System Connectivity

Explain how the project enhances the integration and connectivity of the transportation system for people and freight.

Hwy 10 is a Principal Arterial corridor that the local road system heavily relies. This segment of Hwy 10 is approaching capacity and contains a significant number of crashes. By 2040, it is estimated that it will be over capacity at this location. The project will improve mobility and enhance the safety by reducing the number of access points and intersections.

CR 65 north of US 10 is a Major Collector and provides a connection to the regional airport, as well as operates as a north-south bypass between US 10 and Trunk Highway 23 east of Saint Cloud and carrying approx. 540 vehicles per day as of 2018.

The Project will provide a significant benefit to BNSF's mainline. This section is considered the highest speed and highest volume corridor in Minnesota, a distinction that creates urgency for at grade improvements along this corridor. The two crossing (#067239A and #067238T) are skewed and operate immediately adjacent to Hwy 10 and cross CR 65 and 45th Avenue. Both crossings are high risk crossing as they rate 7 out of 9 which means improvements are required based on a variety of factors. BNSF's double track crosses two roadways currently and will receive safety and mobility efficiencies by combining those into one.

C. Multimodal

Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system.

The surrounding area is currently agricultural use with future land use identified as Business, Industrial, and Land Mining. The need for pedestrian mobility use will be minimal. However, the realignment of CR 65 and 45th Avenue will include wider shoulders to accommodate pedestrian mobility. The new BNSF Crossing will be constructed to accommodate the extra width of the roadway as well.

D. System Condition

Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations.

The reconfiguring of the alignments to CR 65 and 45th Avenue with Hwy 10 will enhance the transportation infrastructure and operations of both the Hwy 10 corridor and BNSF mainline. The proposed improvement will improve the operation and mobility while addressing the safety concerns associated number of crashes on Hwy 10 and the high-risk at grade BNSF Crossing.

Additional preservation and enhancements:

- The project will be designed to meet MnDOT and Federal standards
- BNSF will reconstruct the new to current standards
- The roadway surface for CR 65 westerly of Hwy 10 currently has an RQI of 2.7 which will be improved with the project
- Wider shoulders will be constructed to accommodate pedestrians and vehicle pull over area

E. Safety

Explain how the project or elements of the project may improve safety.

The two existing at-grade railroad crossings each have a risk rating of 7 out of 9, which would place them in the high-risk category. The project provides a dual benefit by combining the grade crossings into one improved, perpendicular crossing that will reduce the existing risk rating.

The project is identified in the Sherburne County Roadway Safety Plan as a high-priority project. It ranked 7 worst intersection out of 52 studied which illustrates the critical importance of the improvements toward county roadway network safety. The project is also identified in MnDOT's District 3 Safety Plan having a 2 out of 5 star rating and ranked number 91 out of 140 MnDOT rural intersection, four-lane expressway projects.

A review of the last ten years of crash data (1/1/2010-6/30/2020) was completed using MnCMAT2. It resulted in a 36 total crashes (1 fatal, 1 minor injury, 5 possible injury, 29 property damage only (PDO)).

The project will improve safety on CR 65, 45th Avenue, Hwy 10, and the BNSF mainline with the elimination of the skewed intersections and at grade crossings. The reconfigured alignment for CR 65 and 45th Avenue will allow the traveling public to enter the BNSF crossing and Hwy 10 at right angles improving sightlines in both directions. This also allows Hwy 10 and BNSF to operate more reliable with one less intersection and at grade crossing.

F. Economic Vitality

Explain how the project supports the economic development and job retention/creation goals in the community and region.

The project supports the economic development and job retention goals within the southerly portion of St. Cloud, Haven Township, and the St. Cloud Regional Airport.

Currently, there are several freight intensive businesses near the project area that employ well over 100 employees, along with multiple farming operations. These businesses rely heavily on the US 10 corridor to move their goods and attract employees to be successful. By creating a safer and more efficient intersection, the residential and commercial traffic enter a safer intersection with these improvements.

The corridor is a part of the National Truck Network and a Principal Arterial which is projected to experience increased congestion over the next 20 to 25 years. Development continues to extend outside of the Twin Cities along Hwy 10 to Saint Cloud, further straining the corridor. Between 2040-2045, the corridor is forecasted to be over capacity (volume-to-capacity greater than 1.0) and require improvements. Upon construction, the project will immediately provide mobility efficiencies along Hwy 10 and into the future by combining two skewed intersections into one, adhering to MnDOT's Access Management Guidance.

G. Equity

What was the last year your jurisdiction received federal aid for a construction project? **2020**

8. COST SUMMARY

Item	Amount	% of Total
Federal Funds Requested (<i>Maximum 80% / Minimum 30%</i>)	\$1,200,000	63
Local Matching Funds (<i>Minimum 20%</i>)	\$700,000	37
Total Eligible Costs	\$1,900,000	100

9. RIGHT OF WAY NEEDS (*Check all that apply*)

Property to be purchased? Yes No Easement(s) needed? Yes No
 Donated property? Yes No Relocations anticipated? Yes No

10. PROJECT TIMELINE

Phase	Estimated Month / Year Completed
Environmental Document Completed	December / 2021
Construction Plan Prepared	March / 2022
Right of Way Acquired	March / 2023
Construction Start	June / 2023
Estimated Project Duration	3 Months

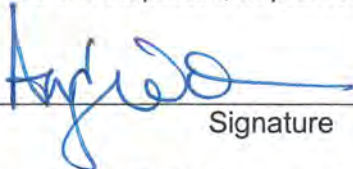
11. SUPPORTING PROJECT DETAILS

- A. Is the project identified in an approved or adopted statewide, regional, or local plan? Yes No
If yes, please list all relevant plans: Sherburne County Roadway Plan, MnDOT District 3 Safety Plan, St. Cloud APO 2021-2024 Transportation Improvement Program.
- B. Has your agency developed a financial strategy to match the federal funds and any additional funding necessary to complete your proposed project? Yes No
If no, please explain: _____
- C. If successfully funded, is your agency considering accelerating the project development and construction using Advance Construction? Yes No If yes, please list planned year of construction: 2023
- D. Which environmental document path will the project likely follow? (If unsure, consult with the District State Aid Engineer.) Project Memo Environmental Assessment Environmental Impact Statement

12. ADDITIONAL PROJECT DETAILS (Optional)

- Sherburne County will be reconstructing CR 65 from CSAH 8 to Hwy 10 in 2021. It will be reconstructed with 2-12' driving lanes and 6' paved shoulders. The project will terminate west of the BNSF RR to accommodate the combined realignment project of CR 65 and 45th Avenue.
- Haven Township approves the proposed project and favors the alignment shown on the attached layout.
- The proposed project is identified in the Sherburne County's Capital Improvement Program (2021-2025)
- MnDOT Rail Safety Office has already dedicated \$300,000 towards the construction of the new consolidated crossing, RR signal and gate arms. This amount was not included in the road construction costs, nor in the Cost Summary in this application.

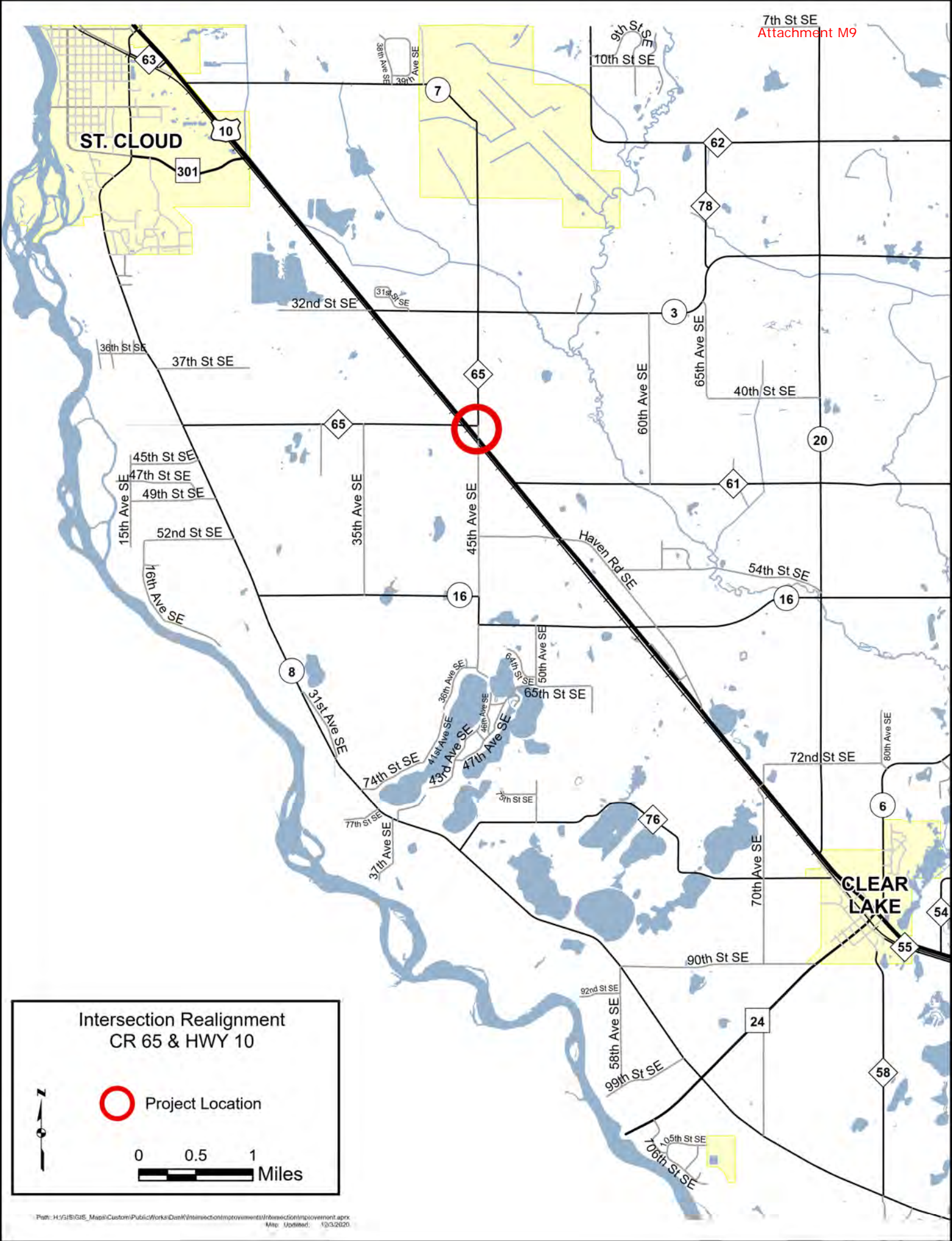
The applicant recommends that this project be selected for federal funding and attests a commitment to the project's development, implementation, construction, maintenance, management, and financing.


Signature



Title

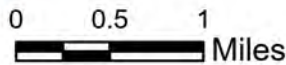
1/4/21
Date

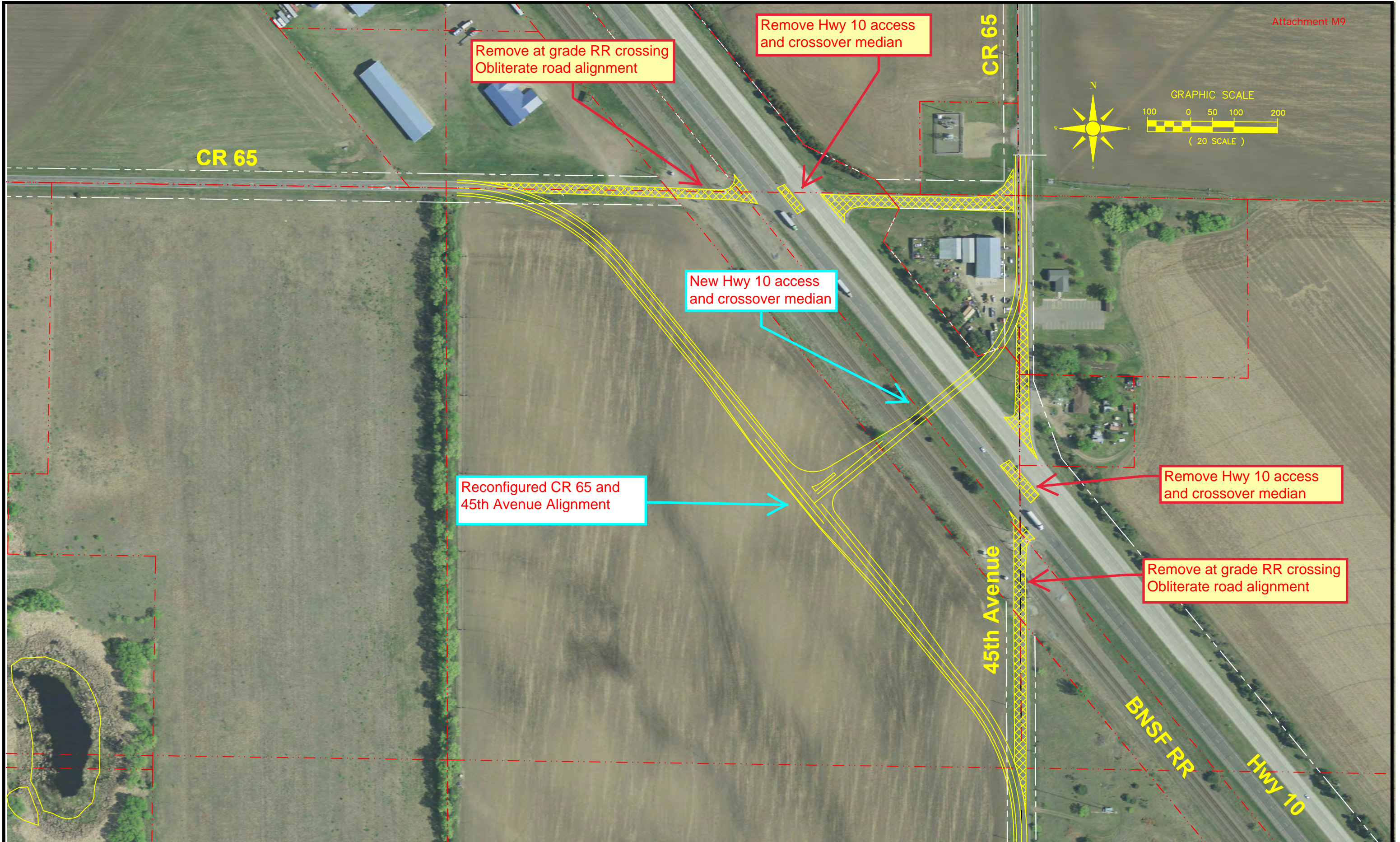
The sponsor will also be responsible for assuring future maintenance of the completed project by resolution and any additional costs associated with the project not covered by its request.



Intersection Realignment
CR 65 & HWY 10

 Project Location





SHERBURNE COUNTY PUBLIC WORKS
 13880 BUSINESS CENTER DRIVE ELK RIVER, MN 55330
 PHONE 763-765-3300

DATE	REVISION

DESIGN BY: _____
 CHECKED BY: _____
 I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
 Date xx/xx/2019
 Lic. No. 22434

Resolution No. 121520-AD-2006

RESOLUTION CERTIFYING AVAILABILITY OF LOCAL MATCH AND OTHER LOCAL COSTS FOR FY2025 FEDERAL TRANSPORTATION PROJECT SUBMITTAL TO THE ST. CLOUD APO CR 65 and 45th Ave. Intersection with TH 10 in Haven Township

WHEREAS, federal funds have been apportioned by the United States Congress to Minnesota for State and local transportation needs; and

WHEREAS, the Minnesota Department of Transportation (MnDOT) has distributed these federal funds to eight (8) Area Transportation Partnerships (ATPs) within Minnesota; and

WHEREAS, Sherburne County has recognized the need to improve the safety around the intersections of CR 65 and 45th Ave and TH 10 in Haven Township by including this project in its Capital Improvement Program and the St. Cloud Area Planning Organizations (APO) Long Range Transportation Plan, and intends to submit this project to the APO as a candidate for the FY 2025 federal funding; and

WHEREAS, federal transportation projects can compete through the APO's funding process for up to eighty (80) percent of eligible federal costs; and

WHEREAS, local jurisdictions submitting projects must guarantee that twenty (20) percent local matching funds, at a minimum, will be available for eligible federal costs; and

WHEREAS, it is recognized that in order to leverage more federal transportation projects, and fully utilize the annual allocation of federal funding, it may be necessary that a local match in excess of this twenty (20) percent minimum guarantee.

NOW, THEREFORE BE IT RESOLVED, that Sherburne County guarantees that twenty (20) percent local matching funds, at a minimum, will be available for eligible federal costs for the safety improvement around the intersections of CR 65 and 45th Ave and TH 10 in Haven Township.

BE IT FURTHER RESOLVED, that Sherburne County also guarantees the availability of local funding for all federally non-eligible costs of the project.

	YES	NO
District # 1 – Burandt	<input checked="" type="checkbox"/>	<input type="checkbox"/>
District # 2 – Danielowski	<input checked="" type="checkbox"/>	<input type="checkbox"/>
District # 3 - Dolan	<input checked="" type="checkbox"/>	<input type="checkbox"/>
District # 4 - Schmiesing	<input checked="" type="checkbox"/>	<input type="checkbox"/>
District # 5 - Fobbe	<input checked="" type="checkbox"/>	<input type="checkbox"/>

STATE OF MINNESOTA
COUNTY OF SHERBURNE

I, Bruce Messelt, County Administrator, Sherburne County, Minnesota, hereby certify that I have compared the foregoing copy of the resolution of the County Board of said County with the original record thereof on file in the Administration Office, Sherburne County, Minnesota, as stated in the minutes of the proceedings of said Board at a meeting duly held on December 15, 2020, and that the same is a true and correct copy of said original record and of the whole thereof, and that said resolution was duly passed by said Board at said meeting.

Witness my hand and seal this 15th day of December, 2020.

DocuSigned by:
Bruce Messelt
Bruce Messelt, County Administrator



2022 MnDOT County Road 65 Railroad Signal Improvements

Estimated project cost:
\$307,000

Construction year: 2022

Project Description
 Removing the at-grade rail crossing of the dual BNSF tracks along US 10 at 45th Avenue and realign the County Road 65/42nd Street crossing.

Project Number: 71-00129
Funding Source: RRS
Project Scope: N/A



Photo courtesy of Saint Cloud APO

Programmed Funds Breakdown	Total
FHWA	\$276,300
LF	\$30,700

Status updates

Feb. 3, 2020: Project added to the TIP per MnDOT’s Office of Freight and Commercial Vehicle Operations. **March 19, 2020:** Project cost has increased from \$300,000 to \$307,000. **Nov. 18, 2020:** Project is currently on track to be let on June 14, 2022. The estimate is current.

Project Sponsor: MnDOT Office of Freight and Commercial Vehicle Operations
 Project Contact: Amy Johnson, Program Manager 651-366-3709 amy.l.johnson@state.mn.us

Saint Cloud APO FY 2025 Surface Transportation Block Grant Program Candidate Projects APO Staff Scores and Ranking Summary

Applicant	Proposed Project Title	Points						APO Staff Ranking	STBGP Request	Local	Project Total	Recommended STBGP funding
		Reviewer 1	Reviewer 2	Reviewer 3	Reviewer 4	Aggregate Score	Average Score					
City of Sartell	15th Street North Corridor Expansion from Pinecone Road North to 19th Avenue North	128	143	145	158	574	144	3	\$2,500,000	\$4,132,000	\$6,632,000	
Stearns County	CSAH 81, from 12th Avenue in Waite Park to Trunk Highway 15 in St. Cloud, Resurfacing	156	117	130	150	553	138	5	\$1,000,000	\$300,000	\$1,300,000	
Stearns County	CSAH 133, from Pinecone Road to 4th Avenue South in Sartell, Resurfacing	135	100	135	146	516	129	6	\$480,000	\$120,000	\$600,000	
City of Saint Cloud	22nd Street S, conversion from rural type roadway to an urban roadway with two traffic lanes, bicycle lanes, and sidewalk from Oak Grove Road (CR 136) to Cooper Ave S	153	153	165	156	627	157	2	\$2,320,000	\$580,000	\$2,900,000	
City of Sauk Rapids	Reconstruction of 2nd Avenue South from Benton drive to 10th Street S, including roadway, sidewalk, lighting, drainage, and water main improvements	187	155	177	164	683	171	1	\$1,395,000	\$349,000	\$1,744,000	\$1,395,000
Sherburne County	County Road 65 & 45th Avenue realignment, access consolidation with US Highway 10, and BNSF railroad xing consolidation	165	118	120	166	569	142	4	\$1,200,000	\$700,000	\$1,900,000	\$740,120
TOTAL (MUST EQUAL \$2,135,120)									\$8,895,000	\$6,181,000	\$15,076,000	\$2,135,120

Saint Cloud APO Surface Transportation Block Grant Program (STBGP) Project Review and Score Sheet	
Proposed Project Title: 15th Street N Corridor Expansion	Reviewer: APO STAFF
Applicant: City of Sartell	Date: Jan. 21, 2021
Project Qualifications	Evaluation Considerations
#1 Access and Mobility: Explain how the project increases the accessibility and mobility options for people and freight. (100 points total)	*Project includes ADA compliant infrastructure. *Project improves (or facilitates the possible incorporation of) access to transit stops. *SYSTEM PRESERVATION: Project occurs within an EJ area. *EXPANSION: Project details mitigation efforts to lessen/minimize impact on EJ populations. *V/C ratio: >1.00; 0.85-0.99; <0.84.
Criteria to consider	
*Project complies with the Americans with Disabilities Act (ADA) and meets Title VI and Environmental Justice Requirements. *Project improves travel time reliability and/or level of service (LOS).	
Comments: Gap filling, completing roadway connection not yet existing. Will connect schools, parks, and residential homes in west Sartell. In theory will relieve congestion and ADT on local routes. Will not impact EJ populations. Expands network to serve growth area, relieves other routes. Multimodal access, no transit. Explained the need for access (development pressures and added traffic along alternate corridors). It was also noted about the need to improve travel time and v/c ratios along adjacent corridors. Applicant was a bit weak on the EJ impacts (they exist, so how are you mitigating them?) and ADA compliance was not mentioned. No mention on access to transit (existing or future).	#1 Score
	78
#2 System Connectivity: Explain how the project enhances the integration and connectivity of the transportation system for people and freight. (100 points total)	*Project occurs on or constructs a new roadway with the following functional classification: Interstate 94; NHS system (MN 23, MN 15, US 10, CSAH 75); Principal or minor arterial; Principal or minor collector. *Project is interjurisdictional. *Project completes a connection.
Criteria to consider	
*Project preserves and/or enhances an important long-distance commuter corridor for workers who commute into the greater Saint Cloud metropolitan area. *Project furthers or completes the connection of existing transportation infrastructure (roadways, transit, active transportation) within and between jurisdictions (fills a gap).	
Comments: Estimated 2,900 if built, collector. Will connect from CSAH 1 to Townline Road making an east-west connection. Connection to Townline Road leads to Saint Stephen and Saint Cloud. New connecting collector routes, enhanced local network. Project would construct an important E/W connection and connect west Sartell more efficiently to the rest of the city (connecting almost 25% of the city's population). This is not an interjurisdictional route in nature. Route being constructed is a collector with an anticipated AADT of 2900 in 20 years.	#2 Score
	85
#3 Multimodal: Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system. (80 points total)	*Project contains the following: Multi-use paths. On-road bicycle lanes. Sidewalks. Connections within and/or between jurisdictions. Connections to major trip generators (examples include schools, businesses, places of employment, etc.)
Criterion to consider	
*Project furthers or establishes new connections of existing multi-use paths, bicycle lanes, and/or sidewalks within and between jurisdictions (fills a gap).	
Comments: Bike/ped shared use path included. Shared use path is included which will connect to Pinecone Road and CSAH 1 trails. Has the potential to connect to schools to the north. Adding shared use paths, closing gaps in service to schools and community facilities. Current connection on 15th Street N between Pinecone and CSAH 1 is a sidewalk. New connection will be a shared use path. This will expand a much needed E/W connection in Sartell (both roadway and AT). I would have appreciated the applicant discussing the importance of extending this connection (what can people access by completing this connection?).	#3 Score
	75
#4 System Condition: Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations (200 points total)	*Pavement IRI conditions (poor, fair, good). *Bridge conditions (poor, fair, good). *Multi-use paths conditions (poor, fair, good). *Consideration should also be given to the construction of new roadways and the impact of preserving or enhancing the current transportation infrastructure with the development of the addition to the roadway network.
Criterion to consider	
*Project improves the pavement condition of an existing bridge, roadway, multi-use path, or bicycle lane. Prioritization will be taken for projects that improve bridges with a 'poor' condition rating or roadways with a 'poor' International Roughness Index (IRI) rating.	
Comments: Saves wear and tear on other roadways by attracting trips from them? Will relieve ADT on adjacent roads and preserve their pavement qualities. New roadway and multiuse paths. There currently is no facility present. I do appreciate the discussion on the city's desire to preserve the environmental integrity of the existing area. Because this is a new roadway and will be diverting traffic off of 2 1/2 Street, 19th Avenue N, and Pinecone Road N I would have liked to have seen a discussion on the current pavement condition of these roadways (how fast are you having to do some sort of preservation treatment on these roadways right now due to the high volume of traffic using these facilities?) How, by completing 15th Street N, will this prolong the pavement life of these other vital roadways? FACTORING IN NONPAVEMENT CONDITION: Without this roadway present, traffic on the west side of Sartell have to go out of their way to connect to the eastern side of Sartell. By completing this phase (and subsequent second phase) this will facilitate better connectivity and improve the current transportation system (efficient usage and travel) for Sartell residents.	#4 Score
	127
#5 Safety: Explain how the project or elements of the project may improve safety. (200 points total)	*Project occurs on a roadway (or near an intersection) with a high critical crash rate. *Safety measures applied -- consideration for rural and urban safety improvements.
Criterion to consider	
*Project includes appropriate safety infrastructure to assist in preventing crashes (i.e. shoulder and centerline rumble and mumble strips and stripes; roundabouts; median barrier systems; crash cushions; guiderail end treatments; traffic calming; pedestrian crossings, etc.). Prioritization will be taken for projects that are constructed at high-crash locations.	
Comments: Will include shared use path for ped/bike safety. Reduce ADT on adjacent routes which can lead to safety improvements. No known vehicle crash safety issues. Creates new road and multi-use facilities in area of growing connection. Adds safe routes to school. There is currently no crash history along the	#5 Score

<p>safety issues. Creates new road and multi-use facilities in area of growing congestion. Adds safe routes to school. There is currently no crash history along the existing intersection of 15th Street N and Pinecone Road. Applicant discusses safer access to destinations along the already constructed portion of 15th Street N which is currently served by an AT facility. With no real development (rural farmland) along the proposed alignment, I'm not understanding the applicant's position on safer access to all of the listed facilities through the completion of this project. How are you going to ensure safe travel speeds through what looks like a predominately rural section? Traffic calming or lane narrowing or some discussion is needed. Are there specific parallel corridors with high crashes that you can associate with increase traffic volume? By doing that, could you argue that this project would impact safety to adjacent corridors? I do appreciate the SUP to remove peds/bikes from the travel lanes.</p>	115
<p>#6 Economic Vitality: Explain how the project supports the economic development and job growth retention/creation goals in the community and region. (60 points total)</p>	<p>*Project occurs within the existing freight corridor. *Project explains relationship between construction and the anticipated development, property tax generation, and job creation/retention.</p>
<p>Criteria to consider</p>	
<p>*Project improved the efficient movement of people and freight between the region and the rest of the state and/or nation. *Project promotes improved operation of the existing freight network.</p>	
<p>Comments: Construction. More rooftops = more jobs. Not located in commercial area, but does create an easier east-west connection. Construction and residential development of area could occur with expansion. New facilities to serve area of growth. Job, economic benefit difficult to assess. Only really focuses on the jobs created as a result of the new construction. Would have liked to have seen more discussion on the potential proposed plans to develop the northside of Sartell. Are there planned developments? Are you facing development pressures right now to complete this corridor? If so, from who? Residential, or are there desires to bring businesses (commercial/industrial) to this area. Project is not on the existing freight corridor nor does it provide a connection to a freight network route.</p>	<p>#6 Score</p> <p>35</p>
<p>#7 Energy and Environmental Conservation: Explain how the project promotes energy conservation and improves public health and quality of life while sustaining and improving the resiliency and reliability of the transportation system. (20 points total)</p>	<p>*Describe the environmental path you intend to follow (i.e. EA/EIS/CATX). Has coordination taken place with environmental planners/MPCA/DNR/etc. about the location of the project and potential impacts? *Project has undergone the local environmental review process</p>
<p>Criterion to consider</p> <p>*Project complies with the requirements of the National Environmental Policy Act (NEPA), the Minnesota Environmental Policy Act (MEPA), and appropriate mitigation options have been explored in order to minimize environmental impact.</p>	
<p>Comments: No direct routing, fewer VMT. Project has went thorough environmental assessment and will mitigate impervious surface of wetlands. Project memo or EA, will require added right-of-way, no relocations. Details possible environmental problems including wetland mitigation which indicates a closer look at potential impacts. Stated in application "route selected has resulted in the lowest possible increase in impervious area." Adding a shared use path for active transportation indicates consideration of public health, no (or virtually no) impact to endangered species.</p>	<p>#7 Score</p> <p>19</p>
<p>#8 Public Engagement, Plan Identification, and Project Readiness: Identify where the project has been notated in one or more statewide, regional, or local plan, which has been adopted by federal, state, regional, or local agencies. (40 points total)</p>	<p>*Proposers should identify the relationship of the project to any statewide, regional, or local plans/objectives that have gone through a public planning process. They should explain how the project is consistent with these plans and objectives, refer to specific sections of the plan, and describe the level of public involvement in which the project was developed, adopted and/or approved. Provide a link to the plan or cite plan document reference. *Include any pertinent excerpts from completed feasibility documentation for the project (i.e. scoping study, preliminary engineering, etc.). Describe the public outreach that has taken place and include any controversial issues that may affect this project.</p>
<p>Criterion to consider</p> <p>See evaluation considerations.</p>	
<p>Comments: Comp plan, MTP, City financial plan. Has been identified in various plans and went through public engagement process. Project identified in various city and school plans. Listed in the APO MTP. Project was noted in the 2016 City of Sartell Comp Plan, the 2017 APO 15th Street Corridor Study, City of Sartell Financial Management Plan, City of Sartell CIP, 2005 North Transportation Network Plan (ISD 748), and APO's 2045 MTP. Applicant details the level of public engagement which included listening sessions with 11 property owners, two pop up events, a focus group, and a final open house -- all with the 2017 corridor study.</p>	<p>#8 Score</p> <p>40</p>
<p>TOTAL SCORE (800 total points available)</p>	<p>574</p>

Saint Cloud APO Surface Transportation Block Grant Program (STBGP) Project Review and Score Sheet	
Proposed Project Title: CSAH 81 Resurfacing	Reviewer: APO STAFF
Applicant: Stearns County	Date: Jan. 21, 2021
Project Qualifications	Evaluation Considerations
#1 Access and Mobility: Explain how the project increases the accessibility and mobility options for people and freight. (100 points total)	*Project includes ADA compliant infrastructure. *Project improves (or facilitates the possible incorporation of) access to transit stops. *SYSTEM PRESERVATION: Project occurs within an EJ area. *EXPANSION: Project details mitigation efforts to lessen/minimize impact on EJ populations. *V/C ratio: >1.00; 0.85-0.99; <0.84.
Criteria to consider	
*Project complies with the Americans with Disabilities Act (ADA) and meets Title VI and Environmental Justice Requirements. *Project improves travel time reliability and/or level of service (LOS).	
Comments: Upgrades roadway, ped facilities, ADA elements. ADA curb ramps will be upgraded. Ride quality for vehicles and transit users will improve. Project is within a high minority area and will benefit from project. Upgrading ADA ramps to compliance. EJ neighborhood. Current ADT 13,000. Upgrading existing ped ramps to make ADA compliant. EJ minority area, would have liked to have seen more discussion on the impacts/mitigation aspect of EJ population. Mention of transit experience. No real discussion on v/c ratio or travel time reliability.	#1 Score 73
#2 System Connectivity: Explain how the project enhances the integration and connectivity of the transportation system for people and freight. (100 points total)	*Project occurs on or constructs a new roadway with the following functional classification: Interstate 94; NHS system (MN 23, MN 15, US 10, CSAH 75); Principal or minor arterial; Principal or minor collector. *Project is interjurisdictional. *Project completes a connection.
Criteria to consider	
*Project preserves and/or enhances an important long-distance commuter corridor for workers who commute into the greater Saint Cloud metropolitan area. *Project furthers or completes the connection of existing transportation infrastructure (roadways, transit, active transportation) within and between jurisdictions (fills a gap).	
Comments: Existing conditions resurfaced, none added. Project connects commercial areas of both Saint Cloud and Waite Park, as well as two transit routes. Also part of freight network. Serves two Metro Bus routes. Currently get complaints about ride quality. Arterial. Project is on a major arterial with poor to fair pavement condition -- serves as an alternate to Division (MN 23/CSAH 75). Does serve as an interjurisdictional routes and will preserve pavement quality.	#2 Score 78
#3 Multimodal: Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system. (80 points total)	*Project contains the following: Multi-use paths. On-road bicycle lanes. Sidewalks. Connections within and/or between jurisdictions. Connections to major trip generators (examples include schools, businesses, places of employment, etc.)
Criterion to consider	
*Project furthers or establishes new connections of existing multi-use paths, bicycle lanes, and/or sidewalks within and between jurisdictions (fills a gap).	
Comments: Upgrades ped. Ramp (only modal element mentioned). Connects high traffic generators. ADA curb ramps will help ped but no new facilities added. Not much impact other than improving roadway pavement at intersections. Bus routes. Upgrades to ADA pedestrian crossings and will ensure smoother pavement in the on-road crossing areas. Does mention the potential connections these ped crossings will have to the existing sidewalk (on the south side of the roadway) and the shared use path on the northside of the roadway.	#3 Score 41
#4 System Condition: Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations (200 points total)	*Pavement IRI conditions (poor, fair, good). *Bridge conditions (poor, fair, good). *Multi-use paths conditions (poor, fair, good). *Consideration should also be given to the construction of new roadways and the impact of preserving or enhancing the current transportation infrastructure with the development of the addition to the roadway network.
Criterion to consider	
*Project improves the pavement condition of an existing bridge, roadway, multi-use path, or bicycle lane. Prioritization will be taken for projects that improve bridges with a 'poor' condition rating or roadways with a 'poor' International Roughness Index (IRI) rating.	
Comments: Improves pavements, some in poor condition. Condition of pavement is in poor condition. Poor quality pavement. Applicant indicated the pavement is heavily potholed and requires significant investment from Waite Park/Saint Cloud and the county to maintain. Western most portion of the roadway is in poor condition, fair condition throughout according to 2019 GoodPointe study.	#4 Score 170
#5 Safety: Explain how the project or elements of the project may improve safety. (200 points total)	*Project occurs on a roadway (or near an intersection) with a high critical crash rate. *Safety measures applied -- consideration for rural and urban safety improvements.
Criterion to consider	
*Project includes appropriate safety infrastructure to assist in preventing crashes (i.e. shoulder and centerline rumble and mumble strips and stripes; roundabouts; median barrier systems; crash cushions; guiderail end treatments; traffic calming; pedestrian crossings, etc.). Prioritization will be taken for projects that are constructed at high-crash locations.	
Comments: Some intersections with crash history, minimal safety improvements, better pavement markings. ADA upgrades and wet-reflective pavement markings added. Improving pavement markings. Drivers swerving to dodge potholes. Upgrades to ADA pedestrian crossings. Ground is wet reflective.	#5 Score

<p>markings added. Improving pavement markings. Drivers swerving to dodge potholes. Upgrades to ADA pedestrian crossings. Ground in wet-reflective pavement markings to provide better visibility during wet conditions. Applicant does acknowledge critical crash intersections but due to nature of project does not provide information about how to address them.</p>	95
<p>#6 Economic Vitality: Explain how the project supports the economic development and job growth retention/creation goals in the community and region. (60 points total)</p>	<p>*Project occurs within the existing freight corridor. *Project explains relationship between construction and the anticipated development, property tax generation, and job creation/retention.</p>
<p style="text-align: center;">Criteria to consider</p>	
<p>*Project improved the efficient movement of people and freight between the region and the rest of the state and/or nation. *Project promotes improved operation of the existing freight network.</p>	
<p>Comments: Reliever freight route for Division. Resurfacing project does not likely contribute to economic development. Connects Waite Park and Saint Cloud commercial and industrial areas. Located on the regional freight network. Reliever/alternate route for congested Division Street. Project is on the APO's existing freight corridor. Applicant stated this roadway is used as an alternate to Division Street during peak commute times and serves as an E/W connector to the industrial areas along 10th Avenue in Waite Park and 54th Avenue in St. Cloud. Could have also mentioned traffic to Crossroads Center and other industrial areas along the corridor.</p>	<p style="background-color: #0070c0; color: white; padding: 2px;">#6 Score</p> <p style="text-align: center; font-size: 1.2em;">51</p>
<p>#7 Energy and Environmental Conservation: Explain how the project promotes energy conservation and improves public health and quality of life while sustaining and improving the resiliency and reliability of the transportation system. (20 points total)</p>	<p>*Describe the environmental path you intend to follow (i.e. EA/EIS/CATX). Has coordination taken place with environmental planners/MPCA/DNR/etc. about the location of the project and potential impacts? *Project has undergone the local environmental review process</p>
<p style="text-align: center;">Criterion to consider</p>	
<p>*Project complies with the requirements of the National Environmental Policy Act (NEPA), the Minnesota Environmental Policy Act (MEPA), and appropriate mitigation options have been explored in order to minimize environmental impact.</p>	
<p>Comments: Project memo. Existing right-of-way, minimal impact. No environmental concerns. Applicant anticipates that no environmental impacts will be caused by the project and no permits are needed from the DNR, MPCA, or Corps of Engineers. Applicant stated recycled asphalt pavements will be used to help conserve resources. Applicant will need to provide a project memo for the needed environmental documentation.</p>	<p style="background-color: #0070c0; color: white; padding: 2px;">#7 Score</p> <p style="text-align: center; font-size: 1.2em;">14</p>
<p>#8 Public Engagement, Plan Identification, and Project Readiness: Identify where the project has been notated in one or more statewide, regional, or local plan, which has been adopted by federal, state, regional, or local agencies. (40 points total)</p>	<p>*Proposers should identify the relationship of the project to any statewide, regional, or local plans/objectives that have gone through a public planning process. They should explain how the project is consistent with these plans and objectives, refer to specific sections of the plan, and describe the level of public involvement in which the project was developed, adopted and/or approved. Provide a link to the plan or cite plan document reference. *Include any pertinent excerpts from completed feasibility documentation for the project (i.e. scoping study, preliminary engineering, etc.). Describe the public outreach that has taken place and include any controversial issues that may affect this project.</p>
<p style="text-align: center;">Criterion to consider</p>	
<p>See evaluation considerations.</p>	
<p>Comments: Identified in the county's road improvement program. Public engagement input meetings were held. Stearns 5 Year Road Improvement Plan. Not in MTP. Project is listed in the Stearns County Five Year Road Improvement Program. Applicant discusses public input surrounding the development of the road improvement program including the public hearing in 2019. Applicant stated no anticipated controversy is expected. No significant scoping is needed since this will occur within existing right of way.</p>	<p style="background-color: #0070c0; color: white; padding: 2px;">#8 Score</p> <p style="text-align: center; font-size: 1.2em;">31</p>
<p>TOTAL SCORE (800 total points available)</p>	<p>553</p>

Saint Cloud APO Surface Transportation Block Grant Program (STBGP) Project Review and Score Sheet	
Proposed Project Title: CSAH 133 Resurfacing	Reviewer: APO STAFF
Applicant: Stearns County	Date: Jan. 21, 2021
Project Qualifications	Evaluation Considerations
#1 Access and Mobility: Explain how the project increases the accessibility and mobility options for people and freight. (100 points total)	*Project includes ADA compliant infrastructure. *Project improves (or facilitates the possible incorporation of) access to transit stops. *SYSTEM PRESERVATION: Project occurs within an EJ area. *EXPANSION: Project details mitigation efforts to lessen/minimize impact on EJ populations. *V/C ratio: >1.00; 0.85-0.99; <0.84.
Criteria to consider	
*Project complies with the Americans with Disabilities Act (ADA) and meets Title VI and Environmental Justice Requirements. *Project improves travel time reliability and/or level of service (LOS).	
Comments: ADA upgrades, no EJ mention (does not appear to be a factor based off EJ maps in rubric). No fixed route transit within Sartell, but ConneX service ride quality mentioned. Would have liked mention of current v/c and travel time reliability. ADT 11,700. Updated ADA compliant ramps will be installed. No transit stops but ConneX is in Sartell. Not in EJ area. Upgrades roadway, ped facilities, ADA elements.	#1 Score
	66
#2 System Connectivity: Explain how the project enhances the integration and connectivity of the transportation system for people and freight. (100 points total)	*Project occurs on or constructs a new roadway with the following functional classification: Interstate 94; NHS system (MN 23, MN 15, US 10, CSAH 75); Principal or minor arterial; Principal or minor collector. *Project is interjurisdictional . *Project completes a connection.
Criteria to consider	
*Project preserves and/or enhances an important long-distance commuter corridor for workers who commute into the greater Saint Cloud metropolitan area. *Project furthers or completes the connection of existing transportation infrastructure (roadways, transit, active transportation) within and between jurisdictions (fills a gap).	
Comments: ADA upgrades, no EJ mention (does not appear to be a factor based off EJ maps in rubric). No fixed route transit within Sartell, but ConneX service ride quality mentioned. Would have liked mention of current v/c and travel time reliability. Arterial. Connects CSAH 75 and US 10, which is an important connection between Sartell and Saint Joseph. No impacts to transit or active transportation. Businesses located along this stretch. May improve but does not add to existing connectivity.	#2 Score
	76
#3 Multimodal: Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system. (80 points total)	*Project contains the following: Multi-use paths. On-road bicycle lanes. Sidewalks. Connections within and/or between jurisdictions. Connections to major trip generators (examples include schools, businesses, places of employment, etc.)
Criterion to consider	
*Project furthers or establishes new connections of existing multi-use paths, bicycle lanes, and/or sidewalks within and between jurisdictions (fills a gap).	
Comments: Project will upgrade ped crossings/ramps to allow smoother access to existing active transportation infrastructure -- access to several businesses and facilitates a Mississippi River crossing. However this project does not do any DIRECT work for active transportation. Ped ramp ADA compliance. Updated compliant ADA ramps. Shared use path in poor condition, add on to project?? Upgrades multimodal crossings, ramps, connections. No transit component.	#3 Score
	39
#4 System Condition: Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations (200 points total)	*Pavement IRI conditions (poor, fair, good). *Bridge conditions (poor, fair, good). *Multi-use paths conditions (poor, fair, good). *Consideration should also be given to the construction of new roadways and the impact of preserving or enhancing the current transportation infrastructure with the development of the addition to the roadway network.
Criterion to consider	
*Project improves the pavement condition of an existing bridge, roadway, multi-use path, or bicycle lane. Prioritization will be taken for projects that improve bridges with a 'poor' condition rating or roadways with a 'poor' International Roughness Index (IRI) rating.	
Comments: GoodPointe Technology survey indicates pavement is in fair condition (2019). Applicant lists multiple patching efforts have been done. Pavement is 19 years old, heavy truck traffic and utility work so pavement has taken a beating. Pavement in poor condition. Improves condition from fair rating.	#4 Score
	150
#5 Safety: Explain how the project or elements of the project may improve safety. (200 points total)	*Project occurs on a roadway (or near an intersection) with a high critical crash rate. *Safety measures applied -- consideration for rural and urban safety improvements.
Criterion to consider	

*Project includes appropriate safety infrastructure to assist in preventing crashes (i.e. shoulder and centerline rumble and mumble strips and stripes; roundabouts; median barrier systems; crash cushions; guiderail end treatments; traffic calming; pedestrian crossings, etc.). Prioritization will be taken for projects that are constructed at high-crash locations.		
Comments: Ground in wet-reflective pavement markings, signing maybe be possible to upgrade. ADA compliant crossings. Strictly a resurfacing project so no much for safety (no crashes identified on corridor). ADA ramp upgrades and wet reflective pavement markings. Also signing replacements. Minimal safety improvements, better pavement markings.		#5 Score
		90
#6 Economic Vitality: Explain how the project supports the economic development and job growth retention/creation goals in the community and region. (60 points total)		
Criteria to consider		
*Project improved the efficient movement of people and freight between the region and the rest of the state and/or nation. *Project promotes improved operation of the existing freight network.		
Comments: Project not located on a regional freight network. However does serve as a connection between 94 (CSAH 75 access) and US 10. Applicant stated route serves as a truck route -- interjurisdictional along with directing commuter/ag traffic (Pilgrim's access on US 10). Connection between US 10 and CSAH 75 and between Sartell and Saint Joseph. Heavily used by trucks and along a business corridor. Freight connection. Not likely to grow jobs or development.		#6 Score
		50
#7 Energy and Environmental Conservation: Explain how the project promotes energy conservation and improves public health and quality of life while sustaining and improving the resiliency and reliability of the transportation system. (20 points total)		
Criterion to consider		
*Project complies with the requirements of the National Environmental Policy Act (NEPA), the Minnesota Environmental Policy Act (MEPA), and appropriate mitigation options have been explored in order to minimize environmental impact.		
Comments: Pursuing project memo. No environmental impacts/no permits needed from MPCA/DNR/Corps of Engineers. Use of recycled asphalt pavement to conserve resources. No environmental concerns. Project memo. Existing right-of-way, minimal impact.		#7 Score
		14
#8 Public Engagement, Plan Identification, and Project Readiness: Identify where the project has been notated in one or more statewide, regional, or local plan, which has been adopted by federal, state, regional, or local agencies. (40 points total)		
Criterion to consider		
See evaluation considerations.		
*Proposers should identify the relationship of the project to any statewide, regional, or local plans/objectives that have gone through a public planning process. They should explain how the project is consistent with these plans and objectives, refer to specific sections of the plan, and describe the level of public involvement in which the project was developed, adopted and/or approved. Provide a link to the plan or cite plan document reference. *Include any pertinent excerpts from completed feasibility documentation for the project (i.e. scoping study, preliminary engineering, etc.). Describe the public outreach that has taken place and include any controversial issues that may affect this project.		
Comments: Project is listed in the Stearns County Five Year Road Improvement Plan. Public input meeting in 2019 (no in person in 2020 due to COVID-19). Does not anticipate controversy since it's a preservation. No significant amount of scoping due to project occurring in existing ROW. NOT in MTP; Stearns County Five Year Road program, but only a resurface project. Public engagement was had. Identified in the county's road improvement program.		#8 Score
		31
TOTAL SCORE (800 total points available)		516

Saint Cloud APO Surface Transportation Block Grant Program (STBGP) Project Review and Score Sheet	
Proposed Project Title: 22nd Street S Reconstruction	Reviewer: APO STAFF
Applicant: City of Saint Cloud	Date: Jan. 21, 2021
Project Qualifications	Evaluation Considerations
#1 Access and Mobility: Explain how the project increases the accessibility and mobility options for people and freight. (100 points total)	<ul style="list-style-type: none"> *Project includes ADA compliant infrastructure. *Project improves (or facilitates the possible incorporation of) access to transit stops. *SYSTEM PRESERVATION: Project occurs within an EJ area. *EXPANSION: Project details mitigation efforts to lessen/minimize impact on EJ populations. *V/C ratio: >1.00; 0.85-0.99; <0.84.
Criteria to consider	
<ul style="list-style-type: none"> *Project complies with the Americans with Disabilities Act (ADA) and meets Title VI and Environmental Justice Requirements. *Project improves travel time reliability and/or level of service (LOS). 	
Comments: 4,400 current ADT. Will improve ped/bike and transit infrastructure. Road reconstruction plus multimodal improvements. Roadway not at capacity. No mention of EJ/ADA/access to transit. Need to sell me on why this is important to ensuring access.	#1 Score
	77
#2 System Connectivity: Explain how the project enhances the integration and connectivity of the transportation system for people and freight. (100 points total)	<ul style="list-style-type: none"> *Project occurs on or constructs a new roadway with the following functional classification: Interstate 94; NHS system (MN 23, MN 15, US 10, CSAH 75); Principal or minor arterial; Principal or minor collector. *Project is interjurisdictional . *Project completes a connection.
Criteria to consider	
<ul style="list-style-type: none"> *Project preserves and/or enhances an important long-distance commuter corridor for workers who commute into the greater Saint Cloud metropolitan area. *Project furthers or completes the connection of existing transportation infrastructure (roadways, transit, active transportation) within and between jurisdictions (fills a gap). 	
Comments: Collector. Fills multimodal gap. Only east-west collector between CSAH 75 and 33rd Street S. Bike/ped facilities will complete gap and connect to nearby school and parks. Reconstruction with urban design, enhances this corridor. Not a big commuter route. Collector roadway (only E/W connector between CSAH 75 and 33rd Street S -- 2.5 mile difference). Active transportation facilities would fill a gap (sidewalks and on-road bike facilities). Would have appreciated stronger argument on connection to Oak Hill Elementary and the work being done on Oak Grove Road in 2021.	#2 Score
	81
#3 Multimodal: Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system. (80 points total)	<ul style="list-style-type: none"> *Project contains the following: <ul style="list-style-type: none"> Multi-use paths. On-road bicycle lanes. Sidewalks. Connections within and/or between jurisdictions. Connections to major trip generators (examples include schools, businesses, places of employment, etc.)
Criterion to consider	
<ul style="list-style-type: none"> *Project furthers or establishes new connections of existing multi-use paths, bicycle lanes, and/or sidewalks within and between jurisdictions (fills a gap). 	
Comments: Adding bike lanes. Bus route on 22nd, but no sidewalks. Bike/ped facilities will fill gap and connect to school and parks. Improves existing connections, adds bike/ped facilities. Adding active transportation facilities (bike lanes and sidewalk) will help address transit usage by facilitating safe access.	#3 Score
	76
#4 System Condition: Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations (200 points total)	<ul style="list-style-type: none"> *Pavement IRI conditions (poor, fair, good). *Bridge conditions (poor, fair, good). *Multi-use paths conditions (poor, fair, good). *Consideration should also be given to the construction of new roadways and the impact of preserving or enhancing the current transportation infrastructure with the development of the addition to the roadway network.
Criterion to consider	
<ul style="list-style-type: none"> *Project improves the pavement condition of an existing bridge, roadway, multi-use path, or bicycle lane. Prioritization will be taken for projects that improve bridges with a 'poor' condition rating or roadways with a 'poor' International Roughness Index (IRI) rating. 	
Comments: Fair pavement quality. Roadway upgraded from fair condition. Roadway is in poor condition and also geometrically deficient. GoodPointe Technology survey in fair condition (2019). Applicant states roadway is geometrically deficient and has drainage issues. Will add bike/ped facilities.	#4 Score
	170
#5 Safety: Explain how the project or elements of the project may improve safety. (200 points total)	<ul style="list-style-type: none"> *Project occurs on a roadway (or near an intersection) with a high critical crash rate. *Safety measures applied -- consideration for rural and urban safety improvements.
Criterion to consider	
<ul style="list-style-type: none"> *Project includes appropriate safety infrastructure to assist in preventing crashes (i.e. shoulder and centerline rumble and mumble strips and stripes; roundabouts; median barrier systems; crash cushions; guiderail end treatments; traffic calming; pedestrian crossings, etc.). Prioritization will be taken for projects that are constructed at high-crash locations. 	
Comments: Bike lanes and sidewalks. Bike and ped facilities will improve safety, but no improvements for vehicles. Improve access and safety for school students who walk and bike. Crashes along corridor particularly at termini of project. Addition of bike/ped infrastructure will help remove peds/bikes from driving lanes or non-existent shoulders. Mention of students potentially using this corridor to walk/bike to Oak Hill Elementary.	#5 Score
	143

<p>#6 Economic Vitality: Explain how the project supports the economic development and job growth retention/creation goals in the community and region. (60 points total)</p>	<p>*Project occurs within the existing freight corridor. *Project explains relationship between construction and the anticipated development, property tax generation, and job creation/retention.</p>
<p>Criteria to consider</p>	
<p>*Project improved the efficient movement of people and freight between the region and the rest of the state and/or nation. *Project promotes improved operation of the existing freight network.</p>	
<p>Comments: More rooftops. Benefits, though unclear whether reconstruction will enhance job growth. South Saint Cloud is growing but project is in an established residential area. Not on regional freight network. Did mention area project is located is considered a high growth area for the city of St. Cloud. Current AADT is 4,400 with a 20 year AADT of 6,600. Could have done more to strengthen argument that this is the only E/W connector in a 2.5 mile radius.</p>	<p>#6 Score</p> <p style="text-align: right;">32</p>
<p>#7 Energy and Environmental Conservation: Explain how the project promotes energy conservation and improves public health and quality of life while sustaining and improving the resiliency and reliability of the transportation system. (20 points total)</p>	<p>*Describe the environmental path you intend to follow (i.e. EA/EIS/CATX). Has coordination taken place with environmental planners/MPCA/DNR/etc. about the location of the project and potential impacts? *Project has undergone the local environmental review process</p>
<p>Criterion to consider</p>	
<p>*Project complies with the requirements of the National Environmental Policy Act (NEPA), the Minnesota Environmental Policy Act (MEPA), and appropriate mitigation options have been explored in order to minimize environmental impact.</p>	
<p>Comments: Active transportation facilities. Project memo. Existing right-of-way, minimal impact. No known environmental concerns. Project memo. No mention of anticipated environmental impacts or coordination.</p>	<p>#7 Score</p> <p style="text-align: right;">14</p>
<p>#8 Public Engagement, Plan Identification, and Project Readiness: Identify where the project has been notated in one or more statewide, regional, or local plan, which has been adopted by federal, state, regional, or local agencies. (40 points total)</p>	<p>*Proposers should identify the relationship of the project to any statewide, regional, or local plans/objectives that have gone through a public planning process. They should explain how the project is consistent with these plans and objectives, refer to specific sections of the plan, and describe the level of public involvement in which the project was developed, adopted and/or approved. Provide a link to the plan or cite plan document reference. *Include any pertinent excerpts from completed feasibility documentation for the project (i.e. scoping study, preliminary engineering, etc.). Describe the public outreach that has taken place and include any controversial issues that may affect this project.</p>
<p>Criterion to consider</p>	
<p>See evaluation considerations.</p>	
<p>Comments: Comp plan, CIP, in MTP. Public engagement was completed. Identified in the city's CIP and Comprehensive Plan. Project identified in City of St. Cloud Comp Plan and Capital Improvements Plan. Also listed in 2045 MTP (not mentioned by applicant). Lacking discussion on existing public engagement to date and project readiness. Would have liked applicant to demonstrate some communication with ISD 742 on this project.</p>	<p>#8 Score</p> <p style="text-align: right;">34</p>
<p>TOTAL SCORE (800 total points available)</p>	<p style="text-align: right;">627</p>

Saint Cloud APO Surface Transportation Block Grant Program (STBGP) Project Review and Score Sheet	
Proposed Project Title: Second Avenue S Reconstruction	Reviewer: APO STAFF
Applicant: City of Sauk Rapids	Date: Jan. 21, 2021
Project Qualifications	Evaluation Considerations
#1 Access and Mobility: Explain how the project increases the accessibility and mobility options for people and freight. (100 points total)	*Project includes ADA compliant infrastructure. *Project improves (or facilitates the possible incorporation of) access to transit stops. *SYSTEM PRESERVATION: Project occurs within an EJ area. *EXPANSION: Project details mitigation efforts to lessen/minimize impact on EJ populations. *V/C ratio: >1.00; 0.85-0.99; <0.84.
Criteria to consider	
*Project complies with the Americans with Disabilities Act (ADA) and meets Title VI and Environmental Justice Requirements. *Project improves travel time reliability and/or level of service (LOS).	
Comments: ADA upgrades to curb ramps/sidewalk (west side). Improved shared crossing of railroad tracks. EJ areas mentioned along with the opportunity to improve access to employment, shopping, schools through multimodal improvements. No V/C issues. Did mention travel time reliability and by doing this project TTR will be maintained. ADT 2,950. On Metro Bus routes 21 and 22. ADA upgrades to current facilities will be included. Main corridor between Saint Cloud and Sauk Rapids. Also access to sports complex, fair grounds, and adjacent EJ areas. Road and sidewalk reconstruction, transit route, ADA elements, within EJ area.	#1 Score
	80
#2 System Connectivity: Explain how the project enhances the integration and connectivity of the transportation system for people and freight. (100 points total)	*Project occurs on or constructs a new roadway with the following functional classification: Interstate 94; NHS system (MN 23, MN 15, US 10, CSAH 75); Principal or minor arterial; Principal or minor collector. *Project is interjurisdictional. *Project completes a connection.
Criteria to consider	
*Project preserves and/or enhances an important long-distance commuter corridor for workers who commute into the greater Saint Cloud metropolitan area. *Project furthers or completes the connection of existing transportation infrastructure (roadways, transit, active transportation) within and between jurisdictions (fills a gap).	
Comments: Interjurisdictional roadway though this project is contained fully within Sauk Rapids with phase II connecting to Saint Cloud. Connection of Second Avenue S to a minor arterial (Benton Drive) with a thorough connection to MN 23 in Saint Cloud. Project connects Saint Cloud and Sauk Rapids and nearby Highway 23 and US 10. Collector. Improves connection, less of a long-distance commuter corridor.	#2 Score
	77
#3 Multimodal: Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system. (80 points total)	*Project contains the following: Multi-use paths. On-road bicycle lanes. Sidewalks. Connections within and/or between jurisdictions. Connections to major trip generators (examples include schools, businesses, places of employment, etc.)
Criterion to consider	
*Project furthers or establishes new connections of existing multi-use paths, bicycle lanes, and/or sidewalks within and between jurisdictions (fills a gap).	
Comments: Reconstruction of west side sidewalk. No commitment to the east side sidewalk however. Possible narrowing of roadway will act as traffic calming and shorten crossing distances for peds and transit users. ADA compliant improvements (sidewalks on one side) and curb extensions for crossings/bus routes. Possible east side sidewalks. Enhances roadway and multimodal connections. Potential to add new sidewalks and update ADA features, also along a transit route. Could be said it connects to industrial area.	#3 Score
	68
#4 System Condition: Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations (200 points total)	*Pavement IRI conditions (poor, fair, good). *Bridge conditions (poor, fair, good). *Multi-use paths conditions (poor, fair, good). *Consideration should also be given to the construction of new roadways and the impact of preserving or enhancing the current transportation infrastructure with the development of the addition to the roadway network.
Criterion to consider	
*Project improves the pavement condition of an existing bridge, roadway, multi-use path, or bicycle lane. Prioritization will be taken for projects that improve bridges with a 'poor' condition rating or roadways with a 'poor' International Roughness Index (IRI) rating.	
Comments: Pavement is in poor condition. Pavement is old and in poor condition. Poor pavement will be upgraded. Poor pavement quality (60 years old).	#4 Score
	195
#5 Safety: Explain how the project or elements of the project may improve safety. (200 points total)	*Project occurs on a roadway (or near an intersection) with a high critical crash rate. *Safety measures applied -- consideration for rural and urban safety improvements.
Criterion to consider	
*Project includes appropriate safety infrastructure to assist in preventing crashes (i.e. shoulder and centerline rumble and mumble strips and stripes; roundabouts; median barrier systems; crash cushions; guiderail end treatments; traffic calming; pedestrian crossings, etc.). Prioritization will be taken for projects that are constructed at high-crash locations.	
Comments: Resurfacing will eliminate drivers swerving for potholes. Reconstruction of sidewalk to provide ADA compliance. Additional lighting. Separation of peds along railroad crossing. Narrow driving lanes (traffic calming). Possible critical crashes along intersection with S. Benton Drive though did not mention in applicaiton. Includes ADA features, lighting improvements, new sidewalk, railroad crossing improvement, better delineator of driving lanes, parking lanes, ped crossing, and narrower driving lanes. Curb extension, no existing safety issues. Lighting and design elements will improve safety.	#5 Score
	158

<p>#6 Economic Vitality: Explain how the project supports the economic development and job growth retention/creation goals in the community and region. (60 points total)</p>	<p>*Project occurs within the existing freight corridor. *Project explains relationship between construction and the anticipated development, property tax generation, and job creation/retention.</p>	
<p>Criteria to consider</p>		
<p>*Project improved the efficient movement of people and freight between the region and the rest of the state and/or nation. *Project promotes improved operation of the existing freight network.</p>		
<p>Comments: Interjurisdictional connection between Saint Cloud and Sauk Rapids. Along transit route. Mention of employment, food, schools, cultural centers, recreation, and providing such access to adjacent neighborhoods. Connects Saint Cloud and Sauk Rapids, on bus route, near EJ area and by industrial area and sports complex. Benefits, though unclear whether construction will enhance job growth.</p>	<p>#6 Score</p> <p>51</p>	
<p>#7 Energy and Environmental Conservation: Explain how the project promotes energy conservation and improves public health and quality of life while sustaining and improving the resiliency and reliability of the transportation system. (20 points total)</p>	<p>*Describe the environmental path you intend to follow (i.e. EA/EIS/CATX). Has coordination taken place with environmental planners/MPCA/DNR/etc. about the location of the project and potential impacts? *Project has undergone the local environmental review process</p>	
<p>Criterion to consider</p>		
<p>*Project complies with the requirements of the National Environmental Policy Act (NEPA), the Minnesota Environmental Policy Act (MEPA), and appropriate mitigation options have been explored in order to minimize environmental impact.</p>		
<p>Comments: Project memo. No mention of other environmental concerns and/or coordination. No known environmental concerns. Improving active transportation facilities. Project memo. Existing right-of-way, minimal impact.</p>	<p>#7 Score</p> <p>14</p>	
<p>#8 Public Engagement, Plan Identification, and Project Readiness: Identify where the project has been notated in one or more statewide, regional, or local plan, which has been adopted by federal, state, regional, or local agencies. (40 points total)</p>	<p>*Proposers should identify the relationship of the project to any statewide, regional, or local plans/objectives that have gone through a public planning process. They should explain how the project is consistent with these plans and objectives, refer to specific sections of the plan, and describe the level of public involvement in which the project was developed, adopted and/or approved. Provide a link to the plan or cite plan document reference.</p>	
<p>Criterion to consider</p>		
<p>See evaluation considerations.</p>	<p>*Include any pertinent excerpts from completed feasibility documentation for the project (i.e. scoping study, preliminary engineering, etc.). Describe the public outreach that has taken place and include any controversial issues that may affect this project.</p>	
<p>Comments: Project is listed in the Sauk Rapids CIP and the APO's MTP. No public engagement has been done so far but does outline steps for future engagement. Does not anticipate controversy since project will occur within existing ROW. Had public input. CIP, MTP. Identified in the city's CIP, project listed in the MTP.</p>	<p>#8 Score</p> <p>40</p>	
<p>TOTAL SCORE (800 total points available)</p>		<p>683</p>

Saint Cloud APO Surface Transportation Block Grant Program (STBGP) Project Review and Score Sheet	
Proposed Project Title: CR 65/45th Ave. Realignment	Reviewer: APO STAFF
Applicant: Sherburne County	Date: Jan. 22, 2021
Project Qualifications	Evaluation Considerations
#1 Access and Mobility: Explain how the project increases the accessibility and mobility options for people and freight. (100 points total)	*Project includes ADA compliant infrastructure. *Project improves (or facilitates the possible incorporation of) access to transit stops. *SYSTEM PRESERVATION: Project occurs within an EJ area. *EXPANSION: Project details mitigation efforts to lessen/minimize impact on EJ populations. *V/C ratio: >1.00; 0.85-0.99; <0.84.
Criteria to consider	
*Project complies with the Americans with Disabilities Act (ADA) and meets Title VI and Environmental Justice Requirements. *Project improves travel time reliability and/or level of service (LOS).	
Comments: Combines two crossings into one. ADT 548 but US 10 ADT is 25,000. Heavy EJ area; doesn't really improve mobility, but does improve upon existing access. Access consolidation (reconstruction), improves operation of TH 10 and CR 65 plus the BNSF RR crossing. Very compelling case made for freight mobility and access. Not much mention of EJ/ADA though this project really isn't designed for these types of users.	#1 Score
	64
#2 System Connectivity: Explain how the project enhances the integration and connectivity of the transportation system for people and freight. (100 points total)	*Project occurs on or constructs a new roadway with the following functional classification: Interstate 94; NHS system (MN 23, MN 15, US 10, CSAH 75); Principal or minor arterial; Principal or minor collector. *Project is interjurisdictional. *Project completes a connection.
Criteria to consider	
*Project preserves and/or enhances an important long-distance commuter corridor for workers who commute into the greater Saint Cloud metropolitan area. *Project furthers or completes the connection of existing transportation infrastructure (roadways, transit, active transportation) within and between jurisdictions (fills a gap).	
Comments: Connection to CR 8 and Saint Cloud Airport. Completes and improves connection between a major collector and principal arterial. US 10/BNSF connection (NHS and busy rail corridor). Facilitates safer connection. CR 65 to the north connects to the Saint Cloud Regional Airport.	#2 Score
	62
#3 Multimodal: Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system. (80 points total)	*Project contains the following: Multi-use paths. On-road bicycle lanes. Sidewalks. Connections within and/or between jurisdictions. Connections to major trip generators (examples include schools, businesses, places of employment, etc.)
Criterion to consider	
*Project furthers or establishes new connections of existing multi-use paths, bicycle lanes, and/or sidewalks within and between jurisdictions (fills a gap).	
Comments: Wider shoulders to accommodate ped/bike activity. Widens shoulders though I question claim that this provides multimodal benefit. No active transportation facilities in this area. Not safe for pedestrian or bicycle crossing. Nor is there a need/demand for one since this area is mostly industrial/agricultural in nature.	#3 Score
	26
#4 System Condition: Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations (200 points total)	*Pavement IRI conditions (poor, fair, good). *Bridge conditions (poor, fair, good). *Multi-use paths conditions (poor, fair, good). *Consideration should also be given to the construction of new roadways and the impact of preserving or enhancing the current transportation infrastructure with the development of the addition to the roadway network.
Criterion to consider	
*Project improves the pavement condition of an existing bridge, roadway, multi-use path, or bicycle lane. Prioritization will be taken for projects that improve bridges with a 'poor' condition rating or roadways with a 'poor' International Roughness Index (IRI) rating.	
Comments: Pavement is in fair condition. New and improved pavement and infrastructure. Not really improvement pavement quality over big area. Pavement condition is good to fair with the pavement on CR 65 west of US 10 slated to be redone in 2021 (not part of this particular project). CONSIDERING NONPAVEMENT SYSTEM CONDITION: Applicant makes the case that the current condition of the two crossings is dangerous and by completing the realignment it would meet both MNDOT and Federal standards and will assist in improving the operation and mobility of both US 10 and BNSF's mainline.	#4 Score
	123
#5 Safety: Explain how the project or elements of the project may improve safety. (200 points total)	*Project occurs on a roadway (or near an intersection) with a high critical crash rate. *Safety measures applied -- consideration for rural and urban safety improvements.
Criterion to consider	
*Project includes appropriate safety infrastructure to assist in preventing crashes (i.e. shoulder and centerline rumble and mumble strips and stripes; roundabouts; median barrier systems; crash cushions; guiderail end treatments; traffic calming; pedestrian crossings, etc.). Prioritization will be taken for projects that are constructed at high-crash locations.	
Comments: Two existing at-grade RR crossings in high-risk category. Fatal crashes occurred. Crash history, high priority safety risk intersection, measures to address. High safety concerns. Consolidating two crossings into one. Both existing crossings have a 7 out of 9 risk rating with 36 crashes occurring over the past 10 years -- including one fatality. This project seeks to remove both 45-degree crossings.	#5 Score
	189
#6 Economic Vitality: Explain how the project supports the economic development and job growth retention/creation goals in the community and region. (60 points total)	*Project occurs within the existing freight corridor. *Project explains relationship between construction and the anticipated development, property tax generation, and job creation/retention.
Criteria to consider	

<p>*Project improved the efficient movement of people and freight between the region and the rest of the state and/or nation. *Project promotes improved operation of the existing freight network.</p>	
<p>Comments: Connects important freight businesses, Saint Cloud airport, Highway 10, and BNSF railroad. Roadways on the freight network. Within an area of growth and development. Several freight intensive businesses along the corridor. Project will impact US 10 (freight corridor) and BNSF. Creates safer access/crossing to both US 10 and RR. Applicant mentioned access to the Saint Cloud Regional Airport.</p>	<p>#6 Score</p> <p>54</p>
<p>#7 Energy and Environmental Conservation: Explain how the project promotes energy conservation and improves public health and quality of life while sustaining and improving the resiliency and reliability of the transportation system. (20 points total)</p>	<p>*Describe the environmental path you intend to follow (i.e. EA/EIS/CATX). Has coordination taken place with environmental planners/MPCA/DNR/etc. about the location of the project and potential impacts? *Project has undergone the local environmental review process</p>
<p>Criterion to consider</p>	
<p>*Project complies with the requirements of the National Environmental Policy Act (NEPA), the Minnesota Environmental Policy Act (MEPA), and appropriate mitigation options have been explored in order to minimize environmental impact.</p>	
<p>Comments: No known environmental concerns. Project memo. Some right-of-way needs, minimal impact. Project memo. No other mention of environmental impacts and/or coordination.</p>	<p>#7 Score</p> <p>15</p>
<p>#8 Public Engagement, Plan Identification, and Project Readiness: Identify where the project has been notated in one or more statewide, regional, or local plan, which has been adopted by federal, state, regional, or local agencies. (40 points total)</p>	<p>*Proposers should identify the relationship of the project to any statewide, regional, or local plans/objectives that have gone through a public planning process. They should explain how the project is consistent with these plans and objectives, refer to specific sections of the plan, and describe the level of public involvement in which the project was developed, adopted and/or approved. Provide a link to the plan or cite plan document reference. *Include any pertinent excerpts from completed feasibility documentation for the project (i.e. scoping study, preliminary engineering, etc.). Describe the public outreach that has taken place and include any controversial issues that may affect this project.</p>
<p>Criterion to consider</p>	
<p>See evaluation considerations.</p>	
<p>Comments: Public engagement was had. Identified in state and local plans, TIP. Sort of in the MTP; Sherburne County Roadway Plan; TIP; MnDOT Safety Plan. Project is in the Sherburne County Roadway Plan, the MnDOT District 3 Safety Plan, and the APO's FY 2021-2024 TIP. Haven Township has approved of the proposed realignment. No real mention of public engagement. Did mention existing construction on CR 65 will terminate just before project area west of US 10.</p>	<p>#8 Score</p> <p>36</p>
<p>TOTAL SCORE (800 total points available)</p>	<p>569</p>

Cost Estimate Inflation Conversion Factor Table												
Historical / Current Baseline Fiscal Year ↓	Future Projection Fiscal Year											
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
YOY Δ%	+6%	(4%)	+4%	+4%	+5%	+5%	+5%	+5%	+5%	+5%	+5%	+5%
2015	1.27	1.22	1.27	1.32	1.38	1.45	1.52	1.60	1.68	1.76	1.85	1.94
2016	1.38	1.32	1.38	1.43	1.50	1.58	1.66	1.74	1.83	1.92	2.01	2.11
2017	1.45	1.39	1.45	1.51	1.58	1.66	1.74	1.83	1.92	2.02	2.12	2.23
2018	1.26	1.21	1.26	1.31	1.38	1.44	1.52	1.59	1.67	1.76	1.84	1.94
2019	1.06	1.02	1.06	1.10	1.16	1.21	1.27	1.34	1.40	1.47	1.55	1.63
2020	-	0.96	1.00	1.04	1.09	1.14	1.20	1.26	1.33	1.39	1.46	1.53
2021	-	-	1.04	1.08	1.14	1.19	1.25	1.31	1.38	1.45	1.52	1.60
2022	-	-	-	1.04	1.09	1.15	1.20	1.26	1.33	1.39	1.46	1.54

11/19/2020

How to use this table: Each row allows an estimator to escalate a historical/current project to any future year. For instance, given a past project priced in the 2018 time frame, to approximate how much similar work would cost a decade later in 2028, just go down to the 2018 row and scan across to the 2028 column to get a multiplying factor of 1.67. The 2020 column is the only one based on actual CCIs; all the rest are forecasts.



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: FY 2025 Transportation Alternatives prioritization
DATE: Jan. 22, 2021

As a comprehensive, intergovernmental transportation planning agency for the Saint Cloud Metropolitan Planning Area (MPA), the Saint Cloud Area Planning Organization (APO) works with member agencies and jurisdictions to facilitate local, state, and Federal funds for programs and surface transportation improvement programs. In order to accomplish this, the APO is tasked with prioritizing projects that align with its long-range transportation vision for the region.

The Metropolitan Transportation Plan (MTP) is a long-range, multimodal, surface transportation plan that identifies a regional vision for transportation and the steps necessary to achieve that vision. Part of those steps includes the identification of various transportation improvement projects within the Metropolitan Planning Area (MPA).

In order to carry out the vision of the MTP, the APO develops and maintains a Transportation Improvement Program (TIP). The TIP is a short-range (four year) programming document that reports on how the various agencies and jurisdictions within the Saint Cloud MPA have prioritized their use of limited Federal highway and transit funding. This document is updated on an annual basis.

Projects contained within the TIP must either be identified within the MTP or align closely with the goals and objectives of the MTP. In addition, these projects are funded in part by the Federal Government or are projects sponsored specifically by the Minnesota Department of Transportation (MnDOT).

One of the sources of transportation funding the Federal Government uses is Transportation Alternatives (TA). Projects eligible for TA 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 received a projected TA funding target which is for four fiscal years out (example: this year we are looking at FY 2025). These funding targets are then divided amongst the Twin Cities metro and the greater Minnesota Area Transportation Partnerships (ATPs). The Central Minnesota ATP receives approximately \$1.6 million.

In order to be considered for TA funding within the Central Minnesota ATP, applicants must complete and submit a letter of intent to the 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 Development Commission, East Central Regional Development Commission (7E), Region 7W Transportation Policy Board, and the Saint Cloud 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. Attachment N2 is the submitted application received by MnDOT District 3 staff.

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.

At the APO, TA applicants within the MPA have the opportunity to present on and answer questions pertaining to their proposed projects at the January APO Active Transportation Advisory Committee (ATAC) meeting. From there, members of the ATAC will make a recommendation on the prioritization of TA projects and the assignment of regional priority points to the Technical Advisory Committee (TAC).

TAC representatives, in turn, will also be given the opportunity to consider the ATAC recommendation, discuss applicant proposals, and ultimately recommend the assignment of regional priority points for proposed TA projects to the Policy Board.

Policy Board approval of the regional priority points will be submitted by the APO Senior Planner to MnDOT District 3 and will be factored into the scoring and ranking of TA projects within the Central Minnesota ATP.

If a project within the MPA is selected to receive TA funding from the Central Minnesota ATP, that project will be incorporated into the APO's TIP.

At the Jan. 25, 2021, ATAC meeting, members recommended the assignment of 10 regional priority points to the City of Sartell's TA project.

Suggested Action: Recommend a final prioritization including the assignment of regional priority points for TA projects for Policy Board approval.



Greater Minnesota Transportation Alternatives Solicitation

2020/21 Full Application

Funding in year 2025

Table of Contents

Table of Contents	2
Overview	3
2020/21 Solicitation Timeline	3
Related Documents	3
Transportation Alternatives Full Application	4
General Information	4
Project Information	4
Contact Information	4
Project Budget	5
Table A – Eligible Items	5
Table B – Ineligible Items	5
Total Project Budget	5
ATP Project Evaluation	6
Eligibility	6
Project Information	6
Evaluation Criteria	8
Sponsoring Agency Resolution	11
Application Checklist	12
Signatures	13

Notes: The solicitation for Transportation Alternatives funding for the seven-county Twin Cities metropolitan area (Anoka, Carver, Dakota, Hennepin, Ramsey, Scott and Washington counties) is conducted by the Metropolitan Council and the Transportation Advisory Board. For more information about the metro area solicitation, visit the [Met Council website](#).

Overview

For the 2020/21 application cycle, MnDOT is conducting a solicitation for Transportation Alternatives (TA) projects. Important eligibility requirements to be aware of are noted below.

- The TA funding available through this solicitation is for project construction in fiscal year 2025. TA funding requires a 20 percent local match. Only projects located outside of the seven-county metropolitan area are eligible for TA funding. Maximum funding awards are set by each Area Transportation Partnership.

See the TA Solicitation Guidebook for more information about the program and additional eligibility requirements.

2020/21 Solicitation Timeline

- **Thursday, October 1st, 2020** – Announce TA solicitation. Open letter of intent period.
- **Friday, October 30th, 2020** – Deadline for applicants to submit letters of intent.
- **Friday, November 13th, 2020** – Deadline for RDO/MPO/district review of letters of intent. Recommendation to proceed forward with full application given to applicants.
- **Monday, November 16th, 2020** – Official start of full application period.
- **Friday, January 8th, 2021** – Deadline for applicants to submit full applications.
- **Thursday, April 15th, 2021** – Deadline for ATPs to select TA projects.

Related Documents

- **TA Solicitation Guidebook** – includes information related to the overall solicitation process and eligibility requirements for TA funding.

Transportation Alternatives Full Application

General Information

Notes:

- If the overall project contains ineligible elements, please mention the entire project in the brief project description but concentrate the application and budget on the elements that are eligible for the funding you are seeking.
- Sponsoring Agencies, if sponsoring for another project applicant, are advised to have dialog with the project applicant to ascertain the level of commitment by the applicant to follow through on delivery of the project, including the potential use of Eminent Domain.

Project Information

Name of project: City of Sartell Trail & Sidewalk Gap Project

Project is located in which county(ies): Stearns

Brief project description: The City of Sartell is seeking funding to complete four trail and sidewalk connections identified as gaps in our City of Sartell Trail & Sidewalk Plan. The planning and mapping efforts in identifying these gaps have already been completed and we are now looking for capital funding to complete critical work to improve regional trail connections. This includes locations 8, 9, 10, and 14 on the map, which are gaps on the nationally identified River Road (8 & 9), a connection on 13th Avenue North/Grizzly Lane (10), and a connection on 3rd Street North/19th Street (14). All of these have been selected as priority areas to completing our Trail & Sidewalk network in Sartell, which plays a larger role in the great St. Cloud Area regional trail network. These connection projects include sidewalk, bituminous trail, driveway, pedestrian ramps, crosswalks, and turf restoration.

Project applicant: City of Sartell

Contact Information

Contact person (from applicant agency/organization): Anna Gruber, City of Sartell City Administrator

Mailing address: 125 Pinecone Road North

City: Sartell **State:** MN **Zip:** 56377

Phone: 320-258-7306 **Fax:** [Click here to enter text.](#) **Email:** anna.gruber@sartellmn.com

Sponsoring agency (if different than applicant): [Click here to enter text.](#)

Contact person (from sponsoring agency, if different than applicant): [Click here to enter text.](#)

Project Budget

Table A – Eligible Items

Eligible work/construction item	Estimated quantity	Unit cost	Total cost
7 th Street North: 2 nd Ave to River Road (Map Location 8) Construction	660' (10 ft trail)	200.00	132,000
12 th Street N: 4 th Ave to River Road (Map Location 9) Construction	970' (10 ft trail)	200.00	194,000
13 th Ave N: Grizzly Lane (Map Location 10) Construction	180' (8 ft. sidewalk)	160.00	28,800
3 rd Street N: Connection to 19 th Ave (Map Location 14) Construction	650' (8 ft. sidewalk)	160.00	104,000

Table B – Ineligible Items¹

Ineligible work/construction item	Estimated quantity	Unit cost	Total cost
Location #8 Engineering & Soft Costs	660'	50.00	33,000
Location #9 Engineering & Soft Costs	970'	50.00	48,210
Location #10 Engineering & Soft Costs	180'	40.00	7,260
Location #14 Engineering & Soft Costs	650'	40.00	25,740

Total Project Budget

1. Total cost of proposed project (Total Table A + Total Table B): \$573,010
2. Items not eligible for TA funding (Total Table B): \$114,010
3. Total eligible costs – recommended range \$100,000 to \$1 million² (Total Table A): \$458,800
4. Applicant's contribution toward the eligible alternative project costs – minimum 20% match required: \$91,70
5. Total amount requested in transportation alternatives funds (#3 minus #4): \$367,040

¹ Includes Right of Way or Land Acquisition (e.g. appraisal fees, legal fees), Administrative Costs (e.g. preliminary and construction engineering and contingencies)

² See the [ATP Project Evaluation section](#) of this document for any additional requirements related to project costs.

ATP Project Evaluation

Eligibility

Federal legislation requires that the project be an “eligible activity.” The project must fall within one of the eligible activities listed below. (Please check the appropriate category.)

- On-road and off-road trail facilities for pedestrians, bicyclists and other non-motorized forms of transportation.
- Transportation projects to achieve Americans with Disabilities Act of 1990 compliance.
- Safe routes for non-drivers, including children, older adults and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors.
- Construction of turnouts, overlooks and viewing areas.
- Inventory, control or removal of outdoor advertising.
- Historic preservation and rehabilitation of historic transportation facilities.
- Vegetation management to improve roadway safety, prevent against invasive species and to provide erosion control.
- Archaeological activities.
- Environmental mitigation to address storm water management.
- Reduce vehicle-caused wildlife mortality or restore/maintain habitat connectivity.
- Safe Routes to School (SRTS) project.

Project Information

1. Describe why this project is important to your community and how it will improve existing conditions: **Sidewalks and Trails play a vital role in any city’s transportation life. As conduits for pedestrian movement and access, they enhance connectivity and promote walking and biking. Safe, accessible, connected, and well-maintained sidewalks and trails are a fundamental and necessary transportation investment for cities and have been found to enhance public health and maximize social capital. Just as roadway expansions and improvements have historically enhanced travel for motorists, trail and sidewalk design encourages walking and biking by making it more attractive and accessible. Walking and biking are important modes of transportation, both locally and regionally in Sartell. Each of the four identified areas serve different connection and community purposes. For the connections near**

the River Road/County Road 1, the purpose and community need are to provide a safe connection from the County Road in high traffic areas. If funded, they would be completed along with the County Road 1/River Road reconstruction project already planned for 2022. The 2022 reconstruction project also includes a trail system in Linear Park, along the Mississippi River, for the duration of the reconstruct. These proposed trail connections will create a connection from the new trail system along the River to 7th and 12th Street North. Both connections also connect to shopping centers, schools, parks, and housing. The connection on 7th Street N primarily serves the Riverview Shopping complex, as well as the Sartell Middle School, Riverview Intermediate School, and the Sartell Football Field. The 12th Street North provides connection to Northside Park and St. Cloud Ortho Field, which is the main amateur baseball field in Sartell. Both routes are heavily traveled and widely used within the community and completing the gaps provide significant safety measures for residents and visitors alike. The connection gap on 13th Ave N provides a connection in The Wilds neighborhood, specifically along Grizzly Lane. Grizzly Lane has become a main thoroughfare for drivers trying to access an east to west route through the west side of Sartell. However, it is a residential neighborhood and not intended for traffic it is currently seeing. This specific part of Sartell has been a pain point for several years and has involved multiple City Council discussions regarding stop signs, speed, and overall safety. The City receives multiple calls per year from users of the current trail and sidewalk system who request that these gaps be completed to ensure safety, especially along Grizzly Lane. See the attached traffic study recently completed for more information. This trail connection serves primarily residents of the west side of Sartell (estimated 4700), especially young children from multiple developed neighborhoods. It also serves two pools and neighborhood parks that are widely used, as well as Pinecone Central Park, which is the premier little league ball field of the St. Cloud Region. The gap identified on 3rd Street North is another neighborhood gap that primarily serves the residents of multiple well-developed neighborhoods in Sartell. 3rd Street North is the only access point to the Avalon neighborhood that houses nearly 1400 residents of Sartell. This inlet and outlet road has become heavily traveled and it is crucial that off-road sidewalks are made available. This gap forces residents to utilize the street for a small portion. This gap serves primarily neighborhood parks and single-family homes.

2. Describe the main users by type or classification and the approximate number of users to be served by the proposed project: **The main users for these sidewalks and trails will be pedestrians, bike, and other active users (non-motorized). We anticipate users for each trail gap location to be slightly different. Due to the nature of two of the trail connections being along County Road 1/River Road and it being a regional thoroughfare, we anticipate the users to not only be residents of Sartell but residents of the region and State. The two connections along the River Road/County Road 1 are connections from the trail that will be installed in reconstruction in 2022 along Linear Park to the Riverview Shopping Center, multiple public schools, and Northside Park/St. Cloud Ortho Field. It will provide a complete streets mentality by connecting the new trail along the River Road with the trails already existing in Sartell along 7th Street and 12th Street North. The users will be regional or statewide, due to the Linear Park trail and the Mississippi River access. They have the potential to be bikers, walkers, runners, and other non-motorized users. They are an assortment of ages, with some using it for the school (school aged) and some using it recreationally and being all age groups. Currently, these users are forced to use on-road facilities. The other two connections located on the west side of Sartell are primarily local, residential users. Again, they are non-motorized users that must use on road facilities for a short period of time because of the gap in the sidewalk. The west side of Sartell is home to**

roughly 4700 residents (25% of total city population). These trails on 3rd Street and 13th Ave are some of the more widely used and we estimate the users to be several hundred per day due to the number of homes these connections serve.

3. Describe any current and/or previous uses of the project area: **Currently, there are sidewalks/trails that are in the area, but this is an identified connection gap where pedestrians/bikers must exit the off-road safety route and utilize the road for a portion of their trip. The connections along County Road 1/River Road will enhance the River Road/County Road 1 Reconstruction project taking place in 2022 and provide connection to the new trail that will be constructed along the River Road/County Road 1 in Linear Park. This reconstruction project in 2022 will add this trail system along the River, in which the City's proposed connections will connect into along 7th Street and 12th Street North. The two connections to the River Road/County Road 1 use have the potential to be both commercially and residentially used, as well as recreational. The two connections on the west side of Sartell are primarily used as residential and recreational uses for those neighborhoods.**
4. Explain current and future ownership of the property: **Current and future ownership is all City of Sartell Right-of-Way. It is our intent and goal to complete the trail and sidewalks gaps with no easements.**
5. Has an application for this project been previously submitted to the ATP-3 for TA program funds and not awarded? If so, please explain if the comments provided to you from ATP-3 have been addressed and describe any other activities that have taken place to advance the project: **No**

Evaluation Criteria

Criteria 1: 20 possible points

Describe the level of identification of your project in one or more statewide, regional, or local plan, which has been adopted by federal, state, regional or local agencies.

State, regional, and local agencies have developed numerous system plans addressing one or more Transportation Alternative program activities. In many cases, these plans provide detailed documentation on the existing conditions and planned improvements as well as surveys of public use and attitudes. They also can provide insight on the process for setting priorities and recommending investments. The facilities identified in these plans are likely to provide the greatest benefits to all the residents of Minnesota and the regions within which they are located. Proposers should identify the relationship of the project to any statewide, regional or local plans/objectives that have gone through a public planning process. They should also explain how the project is consistent with these plans and objectives, refer to specific sections of the plan, and describe the level of public involvement in which the project was developed, adopted and/or approved. Please provide a link to the plan or cite plan document reference.

All these plans collectively support Goal #4 in the Sartell Comprehensive Plan under the Parks & Open Space chapter, which is to Expand the Park Connections & Trail Network. It also supports Goal #5 under Parks & Open Space, which is to recognize the Mississippi River and other Natural Areas as assets to the Community. The plan also cites the desire for a complete transportation network. This chapter can be viewed by clicking this link: <https://y8uv11hr9mk3dk6fy9ukjd82-wpengine.netdna-ssl.com/wp-content/uploads/2019/04/7-Parks-and-Open-Space-Final.compressed.pdf>. Multiple open houses, surveys, and virtual open houses were held in the creation of this document to engage the public. The City of Sartell Comprehensive Plan was officially approved November 14th, 2016. Because of this plan, the City worked to create multiple documents to implement the goals of the plan. One of these documents is the Sartell Capital Improvement Plan & Financial Management Plan, which is updated and approved by the City Council annually every April. This plan accounts for all Capital Improvements of the City and connects them to the Financial Plan for the City.

The City also developed the Trail & Sidewalk Plan to implement the complete transportation network and identify any gaps or connection points. This plan is attached and included in the Capital Improvements Plan and Financial Plan approved annually. The City also developed the City of Sartell ADA Plan in 2019, which references multiple locations in Sartell that are needing urgent repairs to meet ADA requirements and recommendations. The two locations on the west side of Sartell are both referenced in this plan and this plan is attached in the appendix. As mentioned, all the referenced plans were developed after the creation of the Comprehensive Plan, in any effort to meet the goals mentioned of the plan. These specific four connections have been identified in the City of Sartell Sidewalk & Trail Plan.

Criteria 2: 20 possible points

Describe how your project connects or implements a larger project, concept, and state, regional or local plan including a Safe Routes to School or Scenic Byways Corridor Management Plan.

There may be a number of larger projects that are missing a key or final element. Funding these missing elements with TA program funds could provide a sort of synergistic benefit extending beyond the immediate benefits provided by the component for which funding is being sought. Examples include bike or pedestrian trail segments that fill gaps in existing trails or historic preservation that completes the restoration of a historic transportation facility that has already been partially/substantially restored. These are only generic examples. Applicants are encouraged to look at their projects in light of the general concept identified here and describe how their project fits into a larger project concept or plan which has been or soon will be implemented using another funding source. Additionally, explain the deficiency of the current facility and how the project will improve existing conditions if you are replacing existing infrastructure.

Two of the four trail gap connections are located along County Road 1/River Road, which is not only a scenic corridor, but one of the premier river roads in the State of Minnesota. It currently lacks trail access along the whole Sartell portion and in 2022 will be reconstructed. This reconstruction will provide a trail from Sartell Street North through Veterans Park, Linear Park, and along the River Road to 12th Street North. However, this proposed trail system completed in the reconstruct will not connect to the local trails. These trail connections on 7th and 12th Street North will provide safe routes for pedestrians/bikers to access the new, regional trail created along County Road 1/River Road from local sidewalks/trails. Currently, any users must use on-road facilities along County Road 1/River Road, as well as 7th Street North and 12th Street North. A letter of support from the Minnesota Mississippi River Parkway Commission has been included to show the regional and statewide support for these trail connections. The other two locations are in west Sartell and primarily serve residents of Sartell. However, both routes lead to trail/sidewalk connections along major routes (such as 19th Avenue and Pinecone Central Park) that service regional amenities.

Criteria 3: 15 possible points

Historic Grouping

Describe the current recognized level of historic significance of the transportation facility (federal, state, etc.).

This would include any specific designation such as the National Register for Historic Places, State Historical Register, etc. Describe the current and future use of the facility. Indicate the degree to which the project will enhance, preserve or protect the historic/archaeological resource. Photo documentation should be included in the application.

Scenic Environmental Grouping

Explain the degree to which the project provides a view of highly scenic or environmental resources that are rare, unique or significant

Describe the degree to which potential for enhancement exists for scenic beautification and the current degree of visual blight. Explain the magnitude of

the environmental problem and describe the degree to which the project would preserve, rehabilitate or develop scenic or environmental resources or solve the environmental problem. Photo documentation should be included in the application.

Pedestrian and Bicycle Facilities Grouping

Explain the degree to which the proposed project would encourage/facilitate pedestrian and/or bicycle transportation

Describe the relation to which the project provides access to likely generators of pedestrian and/or bicycle activity. Be sure to include in your response the approximate number of students, employees, users, etc. for major generators and describe how the project will affect the transportation needs of young children, older adults and persons with disabilities.

Select one grouping and base your response on the grouping you have selected

- Historic
- Scenic Environmental
- Pedestrian/Bike Facilities

All four trail/sidewalk connections enhance pedestrian and bike facilities and safety in Sartell. Two of the four connections are located near the Sartell Middle School & Riverview Intermediate, as well as the Riverside shopping complex, football field, Linear Park, Veterans Park, and Watab Park. The Sartell-St. Stephen School District serves 4,100 students in Preschool through 12th Grade. All these community facilities see high pedestrian and bike traffic from students, employees, residents, and visitors of all ages. The connections to the River Road provide a safe route to and from these facilities, without having to utilize on-road paths. The remaining two connections are on the west side of Sartell near Pinecone Central Park, Celebration Park, and The Wilds Park, which is home to the only pools in Sartell. The trail connections provide a safe route for residents of all generations to access the pool, park, playground, basketball court, and neighboring trails/sidewalks. The gaps currently force families to exit the off-road routes and utilize the street. The streets on the west side are high traffic as there is currently only one in and out access point to many of these neighborhoods. Please see the attached traffic study regarding Grizzly Lane to understand the high traffic and speeds being experienced in these areas.

Criteria 4: 15 possible points

Explain how your project serves a transportation purpose

Describe the primary purpose of trips on the proposed facility and the available connections for users.

Projects must serve a transportation purpose (e.g., commuting, access to destinations) as their primary function rather than a recreational purpose. For TA program purposes, "transportation purpose" is defined as primarily serving a commuting purpose and/or that connect two destination points; a facility may serve both a transportation purpose and a recreational purpose.

Bicycle transportation includes more than commuting; it includes travel to shopping, civic or social events, bicycle tourism, travel through recreational areas and other related uses. Mixed uses that include some recreation trips may be allowed.

As noted above, sidewalks and trails play a vital role in any city's transportation life. As conduits for pedestrian movement and access, they enhance connectivity and promote walking and biking. Safe, accessible, connected, and well-maintained sidewalks and trails are a fundamental and necessary transportation investment for cities and have been found to enhance public health and maximize social capital. Just as roadway expansions and improvements have historically enhanced travel for motorists, trail

and sidewalk design encourages walking and biking by making it more attractive and accessible. Walking and biking are important modes of transportation, both locally and regionally in Sartell. These connections not only provide safer recreational use for non-motorized users, but they also connect to multiple major regional amenities and areas of employment. This includes the Riverview Shopping Center, which includes a Coborn's Grocery Store, Hardware Hank, and two main schools. The connections will serve transportation routes for shoppers and employees of both, as well as students.

Criteria 5: 15 possible points

Explain the feasibility of the project

Describe the extent of project development completed to date. Address any issues, environmental concerns, property ownership issues or design challenges. Include any pertinent excerpts from completed feasibility documentation (e.g., scoping study, preliminary engineering, etc.) for the project. Describe the public outreach that has taken place include any controversial issues that may affect this project. Describe the environmental path you intend to follow. Identify and explain if you are aware of any needed permits. Explain how your agency will provide the necessary local match to leverage the federal TA program funds requested and cover any additional (or ineligible) costs required for the completion of your project. Explain the 20-year maintenance plan and any maintenance agreements that will be required with other agencies for your proposed project.

Applicants may be asked to provide additional documentation following application submittal.

The City of Sartell has already financially accounted for and planned for 20% of these project costs in the Capital Improvements Plan & Financial Management Plan, which can be provided if requested. The City of Sartell Public Works department currently maintains the trails and sidewalks near these connections and these gap connections would facilitate easier maintenance for them. We do not foresee any environmental, right of way, or ownership issues and consider this project 100% feasible, as the improvements are located within the right-of-way. The project will include necessary pedestrian ramps and driveway impacts, but it does not impact the feasibility of the project. The connections along the River Road/County Road 1 have been expressed in the public engagement taking place for the reconstruction project. To date, there has been a public survey and multiple virtual 1:1 meetings with property owners impacted along County Road 1/River Road. The connections in west Sartell have engaged the public as well, primarily the connection along Grizzly Lane. In fall of 2019 the City held neighborhood meetings to gather feedback regarding the traffic and speed issues. The City also completed a traffic study at that time and re-assessed a traffic study in spring of 2020. These west side connections have also been discussed at length at public City Council Meetings. We do not expect controversy with any of the locations.

Criteria 6: 15 possible points

Describe the status of right-of-way acquisition

If right of way is needed, describe the process you plan to follow for acquisition. If applicable, be sure to include in your response the status of interagency agreements or permits, status of funds for purchasing right of way, and any work that requires collaboration with rail.

Right-of-way is not needed and is currently City of Sartell ROW.

Sponsoring Agency & Maintenance Resolution

(Attached)

Application Checklist

This section is required for all applicants.

- Letter of intent was reviewed, and Regional Planner approved the applicant complete the full application.
- Applicant and sponsoring agency have read and are fully aware of the requirements described in the *TA Solicitation Guidebook*.
- General Information section completed. (All Applicants)
- Project Budget section completed. TA Program applicants in ATP-3 have a minimum eligible project cost of \$100,000 and a maximum request of \$800,000. (Applicants requesting TA Program funds)
- ATP Project Evaluation section completed (if applicable).
- Sponsoring Agency Resolution completed. (All Applicants)
- Resolution Agreeing to Maintain Facility completed. (All Applicants)
- Required Signatures have been obtained. (All Applicants)

Required attachments for Applicants requesting TA Program funds

- Legible project location map showing project termini and featured locations described in the narrative portion of the application.

Other enclosures for Applicants requesting TA Program funds

- Documentation of financial support (letters, agreements, etc.).
- Documentation of plans and public participation.
- Project schedule.
- Maps, graphics, photos, typical sections.

Application Submittal

- Applicant is seeking TA Program funds and submitted, **by January 8, 2021**, 17 hard copies and 1 electronic version of the application to:

Jeff Lenz
 MN Department of Transportation
 District 3- Baxter
 7694 Industrial Park Road
 Baxter, MN 56425

Email: Jeff.Lenz@state.mn.us

Signatures

Notes: Signatures are required from the following – project applicant; sponsoring agency engineer, if different than the project applicant; a representative of the local unit of government in which the project is located; and the MPO Executive Director, if the project is located in a MPO area.

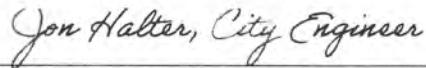


City Administrator

1/4/2021

(Applicant Signature)

(Date)



1/4/2021

(Sponsoring Agency Engineer Signature)

(Date)



1/4/2021

(Local Unit of Government Signature)

(Date)



(If in MPO area, signature of MPO Executive Director)

1/5/2021

(Date)

APPENDIX: SUPPORTING DOCUMENTS

RESOLUTION NO. 2020-71

RESOLUTION AUTHORIZING THE APPLICATION TO THE TRANSPORTATION ALTERNATIVES PROJECTS GRANT PROGRAM

WHEREAS: The Federal Highway Administration (FHWA) requires that states agree to operate and maintain facilities constructed with federal transportation funds for the useful life of the improvement and not change the use of right-of-way or property ownership acquired without prior approval from the Federal Highway Administration; and

WHEREAS: Transportation Alternatives projects receive federal funding; and

WHEREAS: the Minnesota Department of Transportation (MNDOT) has determined that for projects implemented with alternative funds, this requirement should be applied to the project proposer, and

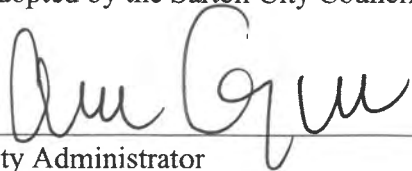
WHEREAS: City of Sartell is the sponsoring agency for the Transportation Alternatives project identified as *City of Sartell Sidewalk Gap Plan and Project*.

THEREFORE BE IT RESOLVED THAT the sponsoring agency hereby agrees to assume full responsibility for the operation and maintenance of property and facilities related to the aforementioned Transportation Alternatives project.


BE IT FURTHER RESOLVED that the city of Sartell agrees to act as sponsoring agency for a "Transportation Alternatives" project identified as *City of Sartell Sidewalk Gap Plan and Project* and has reviewed and approved the local share of costs associated with this project and responsibility for seeing this project through to its completion, with compliance of all applicable laws, rules and regulation and that the city of Sartell is hereby authorized to act as agent on behalf of this sponsoring agency.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SARTELL, MINNESOTA, AUTHORIZING APPLICATION TO THE TRANSPORTATION ALTERNATIVES PROJECT GRANT PROGRAM.

Adopted by the Sartell City Council this 14TH day of December 2020.



City Administrator



Mayor

Seal



Minnesota Mississippi River Parkway Commission

56 33rd Avenue South, #283 • St. Cloud, Minnesota 56301

651-341-4196 • info@MnMississippiRiver.com

Members of the House: Anne Claflin (DFL – 54A); Tony Jurgens (R – 54B) **Members of the Senate:** David Senjem (R – 25); Patricia Torres Ray (DFL – 63) **State Agency Appointees:** Paul Hugunin – Agriculture, Marni Karnowski – Transportation, Lisa Havelka – Explore Minnesota Tourism, Grant Wilson – Natural Resources, David Kelliher – Historical Society **Regional Appointees:** Sally Fineday – Lake Itasca to Grand Rapids, Megan Christianson – Grand Rapids to Brainerd, Karl Samp – Brainerd to Elk River, Cordelia Pierson – Elk River to Hastings, Jennifer Weaver – Hastings to Iowa Border **Member at Large:** Anne Lewis

December 8, 2020

Anna Gruber
City of Sartell
125 Pinecone Road N
Sartell, MN 56377

Re: Trail Gap Project - Transportation Alternatives Funding Application Letter of Support

Dear Ms. Gruber:

The Minnesota Mississippi River Parkway Commission (MN-MRPC) supports the City of Sartell in its application for Transportation Alternatives funding for the project to complete trail and sidewalk connections as identified in the city's Trail and Sidewalk Plan, subject to environmental reviews and approvals.

The project aligns with the mission and Corridor Management Plan of the MN-MRPC, byway organization of the Minnesota Great River Road National Scenic Byway. The MN-MRPC is a statutory commission whose mission is to promote, preserve and enhance the resources of the Mississippi River Valley and to develop the highways and amenities of the Great River Road.

The Great River Road Corridor Management Plan includes a goal to provide integrated multi-modal travel options so travelers can focus on safely enjoying the journey, as well as active Mississippi River exploration that includes bicycling, walking and hiking. Completion of this project will help accomplish these goals within the corridor. We appreciate the background work and preparation already completed by the City of Sartell for this project.

We look forward to the implementation of this project and the experience it will provide for byway travelers and residents alike. If you have questions about our support or if there is additional information we can provide, please contact the MN-MRPC office at 651-341-4196.

Sincerely,

A handwritten signature in cursive script that reads "D. Senjem".

Sen. David Senjem, Chair

*CITY OF SARTELL
AMERICANS WITH DISABILITIES ACT (ADA)
TRANSITION PLAN
2019*



TABLE OF CONTENTS

Section	Pages
OVERVIEW	3
ADA COORDINATOR AND GRIEVANCE PROCEDURE	5
ADA SELF-EVALUATION SUMMARIES	6
PROGRAMS, SERVICES, AND ACTIVITIES SELF-EVALUATION	7
POLICIES & PRACTICES	8
PUBLIC OUTREACH AND UPDATES TO THE PLAN	9
IMPLEMENTATION AND TRANSITION PLAN UPDATES/MONITORING	10
FUNDING SOURCES	11
APPENDIX A – GRIEVANCE AND REQUEST FORM	12-13
APPENDIX B – WEBSITE AND DIGITAL ADA ENHANCEMENTS	14
APPENDIX C – PUBLIC FACILITY INVENTORY	15-16
APPENDIX D – PUBLIC RIGHTS OF WAY INFRASTRUCTURE INVENTORY	17-25
APPENDIX E – PUBLIC OUTREACH	26

OVERVIEW

The purpose of this Americans with Disabilities Act (ADA) Transition plan is to evaluate the City's compliance with Title II of the ADA. This report contains findings and recommendations based on the review of accessibility within the public right-of-way, programs, services, activities, building facilities, and events provided. As defined in Title II of the Americans with Disabilities Act, Sartell is a "public entity."

Basic municipal services provided to Sartell residents include but are not limited to: water, sanitary sewer, storm drainage, and police and fire services. City owned buildings and facilities are included in Appendix C.

Most public roadways in Sartell are maintained by the City's Public Works staff. County and State highways within the City are maintained by County and State crews. The roadway section includes pavement, curb/gutter, and sidewalk/trails. An audit of those facilities within City right-of-way is included in Appendix D.

AMERICANS DISABILITIES ACT (ADA) – TITLES 1 AND II

The U.S. Congress signed the ADA in 1990, and it went into effect in 1992. ADA prohibits discrimination against individuals with disabilities in access to jobs, public accommodations, government services, and programs, public transportation, and telecommunications.

Title 1 of the ADA prohibits discrimination by private agencies, state government, local government, employment agencies, and labor unions during the job application process (hiring, firing, procedures, advancement, compensation, job training, and other terms, conditions, and privileges of employment). The City of Sartell is an Equal Employment Opportunity employer and adheres to requirements of Title 1.

Title II of ADA adopts the general prohibitions against discrimination contained in Section 504 of the Rehabilitation Act of 1973, but applies to all state and local governments, regardless of whether or not they receive federal funding. It prohibits the City from denying persons with disabilities the equal opportunity to participate in services, programs or activities, either directly or indirectly through contractual arrangements. Administrative requirements of Title II of the ADA include:

- Designation of an ADA Coordinator (responsible for overseeing Title II compliance)
- Development of ADA grievance/complaint procedure
- Completion of a self-evaluation of facilities, programs, services, and development of a transition plan to identify any accessibility deficiencies
- Development of a transition plan if the self-evaluation identifies any accessibility deficiencies

The City is also required to comply with the requirements of Title VI of the Civil Rights Act of 1964, which prohibits discrimination based on race, color, national origin or gender. This Act does

not pertain to discrimination based on disability and, therefore, is not included in this transition plan.

ADA COORDINATOR

The City Planner assigned to coordinate the self-evaluation and prepare the report also coordinated and worked with other City Staff and SEH (City Consultant Engineer). Staff utilized resources found on the ADA.gov website, and publications such as the ADA Self-Evaluation Tool and the League of MN Cities resources.

Contact information for the ADA Coordinator is:

ADA Coordinator

City of Sartell

125 Pinecone Rd N

Sartell, MN 56377

Phone: (320) 253-2171

GRIEVANCE AND REQUEST PROCEDURE

Grievances or requests can be made in writing and addressed to the ADA Coordinator. Appendix A of this ADA Transition Plan has a copy of the Grievance form. Written Correspondence can be sent to the ADA Coordinator. If an equitable resolution has not been reached an appeal to the City Council can be made. The City also understands the public may prefer to contact department staff informally without filing a grievance form. Members of the public may do this by contacting the ADA Coordinator.

ADA SELF-EVALUATION AND TRANSITION PLAN PROCESS

The City self-evaluated its facilities, programs, and services through a walk-through audit. These components were evaluated with Title II of the ADA.

ADA requires the City to include a list of necessary improvements. These improvements are based on the results of the self-evaluation and should include estimated time frames and costs for each. Estimates were put together to evaluate any recommended changes pertaining to ADA enhancements.

The City prioritizes its ADA improvements based on the criteria outlined below:

1. Level of use
2. Identified complaints
3. Geographic distribution
4. Unique situations (e.g. glaring compliance issues)

As funding is available, the City will bring its facilities into compliance. The following sections and related appendixes highlight in detail the following categories: Infrastructure (streets), public facilities, digital resources (e.g. City website). The next chapter of this plan provides details on public outreach.

INFRASTRUCTURE

During the Summer of 2018, the City worked with its contracted engineering firm (SEH) to perform a complete ADA analysis on all curb ramps/crosswalks in the City. The purpose of the analysis was to identify and prioritize ADA improvements. The findings are documented in Appendix D. Great progress has been made in implementing ADA compliant features through road reconstruction, grant projects, and maintenance activities.

In 2016, the City adopted a Comprehensive Plan which identifies gaps in the City's trail, sidewalk, and bicycle network. These gaps are taken into consideration when new projects are proposed or reconstruction/utility projects occur so ADA improvements can be implemented.

PUBLIC FACILITIES

A "public facility" is defined as any building or facility owned by the City that is open to the public or houses City departments with open public offices. Appendix C outlines the findings conducted in the self-evaluation. The following areas were seen as those with the highest need for ADA enhancements:

PROGRAMS, SERVICES, AND ACTIVITIES SELF-EVALUATION

Customer Service

Recommendations of this Transition Plan include but are not limited to:

- Update interior signage related to accessibility as needed
- Whenever possible make sure that any document sent to a customer as an attachment to an email is in an accessible format like a PDF file (NOT a document that was scanned electronically and converted to PDF)
- Ensure phone services are equipped with the latest ADA features whenever possible

Public Meetings/Hearings

The City strives to ensure its public meetings, hearings, and events are open and accessible to all members of the public, regardless of disability. For example, during public meetings the City has a Soundmate headset available for use for individuals who may be hard of hearing.

Recommendations related to public meetings includes but are not limited to:

- Repair/replace any ADA devices as needed
- Verify devices work properly prior to requested use

Printed Materials

A variety of informational and promotional materials are provided by the City for general use. These could include but are not limited to: maps, forms, newsletters, reports, plans, brochures, etc.

Recommendations of this plan includes but are not limited to:

- Whenever possible departments will strive to provide documents and other printed materials in alternate formats as requested.

Website and digital resources

The City will continue to review and update its digital content to ensure ADA friendly documents are posted and available. Appendix B documents in detail the in-house and consultant digital work recommendations to be completed. During 2018 the City began working with a consultant on a revamp/redesign to the City's website. This redesign will allow the City to implement the consultant recommendations outlined in Appendix B.

POLICIES AND PRACTICES

As standards and procedures change or new ADA laws are passed the City will work towards compliance with these to ensure updates are reflected and text revised in this plan. Accessibility improvements will be consistent with transportation priorities and other City Plans/Policies. Communication between City staff, contractors, and consultants is essential to ensure new or altered pedestrian facilities, policies, and plans are ADA compliant to the maximum extent feasible.



PUBLIC OUTREACH AND UPDATES TO THE PLAN

This ADA Transition Plan is available upon request and has been posted on the City's website. Comments can be directed to the ADA Coordinator.

The City conducted outreach as part of the development of this plan. Outreach details and findings are found in Appendix E of this plan.

Key stakeholder groups were identified and sent direct invitations for feedback on this plan:

- Sartell Senior Connection
- Stearns County Human Services
- Benton County Human Services
- Central Minnesota Council on Aging
- MN DeafBlind Association
- TRI-CAP



DRAFT

IMPLEMENTATION AND TRANSITION PLAN UPDATES

Each year the City Council approves a five-year Financial Management Plan. ADA compliance and improvements are planned and incorporated into projects typically as part of the reconstruction. The City also has scheduled street and utility improvement projects. All pedestrian facilities impacted by these projects will be upgraded to current ADA standards. City staff also conduct standalone pedestrian facility improvements when money is available. Found in Appendix C are the public facility buildings with highlighted barriers. This plan and its appendixes will be updated as barriers are removed. Highly used facilities in the vicinity of places of public use will typically receive higher priority (i.e. City Hall).

For non-infrastructure items (e.g. digital enhancements) these will be reviewed as often as possible to ensure the City and all departments are striving to maintain their documents/materials in an ADA friendly format. Reminders will be sent to all staff to remind them to check their documents for compliance with ADA. The City has a goal for its employees to make it habitual to use the Accessibility checker in Word the same way many have a habit of utilizing Spell Check.

External Agency Coordination

Not all roadways in the City are owned and maintained by the City. Stearns and Benton County along with MNDOT and LeSauk and Sauk Rapids Townships own and operate roadways in or near the City. Coordination between the City and these agencies is key to ensuring proper ADA implementation occurs. The City will continue to strive for communication and consistency while balancing multiple jurisdictions. ADA enhancements will be made as street reconstruction projects occur and as new roadways are built.

Monitoring

As ADA changes occur and as new and redevelopment growth continues, Sartell's priorities may change. As such this document will be monitored and appendixes updated on a regular basis.



FUNDING SOURCES

Accessibility improvements can be made through general maintenance of City facilities. Items like signage, clear pathways, restroom fixtures, parking lot striping, etc. or administrative duties like providing documents in alternate formats, ADA website updates, training, etc. will be completed first. Larger financial investments will be made when funding becomes available. Sources of funds may include one or more of the following: general fund, local option sales tax, or various grant resources.

UNDUE BURDEN

According to the ADA, the City does not have to take any action that it can demonstrate would result in a fundamental alteration in the nature of a program or activity, would create a hazardous condition for other people, or would represent an undue financial and administrative burden. This determination can only be made by the ADA Coordinator, department head, or assignee and must be accompanied by a statement citing the reasons for reaching that conclusion.

The determination that an undue financial burden would result must be based on an evaluation of all resources available for use in a program. For example, if a barrier removal action is judged unduly burdensome, the City should to the best extent possible consider other options for providing access that would ensure that individuals with disabilities receive the benefits and services of the program or activity.

APPENDIX A –Request Form

Request Form

Contact Information

Name: _____

Address: _____

Phone Number: _____

Email Address: _____

Please provide the estimated date (s) the request is needed: _____

Please provide a brief description of the accommodation that you are requesting:

Please state your suggested outcome for accommodation:

City of Sartell

ADA Coordinator contact information:

(320) 253-2171 or info@sartellmn.com

Written Correspondence:

Attn: City of Sartell ADA Coordinator

125 Pinecone Rd North

Sartell, MN 56377

APPENDIX A – Grievance Form

Grievance Form

Contact Information

Name of Complainant: _____

Name of Agent/Representative: _____

Address of Complainant: _____

Phone Number of Complainant: _____

Email of Complainant: _____

Please provide the date (s) the incident occurred: _____

Please provide a brief description of your grievance:

Which City of Sartell Department, if any, is alleged by you to have failed compliance to the ADA law?

Department: _____

Address: _____

Telephone: _____

Identify the names of all City of Sartell agents, representatives or employees, if any, whom you contend were involved:

City of Sartell

ADA Coordinator contact information:
(320) 253-2171 or info@sartellmn.com

Written Correspondence:
Attn: City of Sartell ADA Coordinator
125 Pinecone Rd North
Sartell, MN 56377

APPENDIX B – Website and Digital ADA Enhancements

Recommended in-house changes:

- Ensure staff utilize the accessibility checker when creating any document in Microsoft Word
- Utilize Nitro Pro's accessibility tool
- For pictures to ensure alternative text is provided
- Use navigation landmarks on the website when possible
- Ensure digital content can be read when users zoom in on the text
- Use descriptive links. For example, do not use "Click here" but instead use "Compost site information available here."
- Ensure staff are trained and kept up to date in the creation of accessible content
- Transcript or caption all videos (switch to YouTube)

Recommended changes which would require contractor/consultant:

- Ensure all links, form fields, and buttons can be operated by using keyboard alone
- Change text and images of text to have a contrast ratio of at least 4.5:1
- Redo color so that there is a greater contrast between background and lettering
- When doing next redesign/rebuild of the website be sure to add more recommendations from WCAG 2.0 Level A and AA.

APPENDIX C – Public Facility Inventory

LIST OF CITY-OWNED FACILITIES

- City Hall
- Community Center
- Park Shelters at Val Smith, Watab, Pinecone Central, Pinecone Regional, Northside, and Celebration Park
- Public Safety Facility – new building will be open in 2020
- Public Works facility – not open to public

Val Smith Park East + West buildings	425 1st St NE
Diaper changing table – shall not be in toilet compartment and is too high off the floor in Men's and Women's	

1B	Northside	710 12th St N
Accessible route needs to be added from the open shelter or basketball court/playground. Accessible parking needs to be added by old tennis courts.		
Women's restroom flush handle is on the wrong side		

1C	Pinecone Central	1105 Central Park Blvd
Need to have a minimum of two fountains and shall meet concession stand counter height – 37" max 36."		

1D	Watab Restroom building	7 Riverside Ave N
As part of a DNR Outdoor Recreation grant, the City will install a brand-new restroom facility in 2020. New restroom facility will be compliant with all applicable accessibility standards.		

1E	Sartell Community Center	850 19th St S
Community Center opened in 2017. No ADA issues found except Library area could add an accessible table		

1F	City Hall	125 Pinecone Rd N		
#	Building History	Yes	No	Comments
Women restroom stall has toilet handle on the wrong side				
Drinking fountain does not meet clearance space for wheelchairs				
Kitchen workspace at 36." Will be taken care of as part of remodel.				

CITY OF SARTELL, MINNESOTA, AMERICANS WITH DISABILITIES ACT TRANSITION PLAN

1G	Pinecone Regional (shelter)	
Men's restroom flush handle is on the wrong side		

1H	Celebration shelter			
#	Building History	Yes	No	Comments
Men's sink does not meet the 29" clearance for wheelchairs				
Women's flush handle on the wrong side of the tank. Need a min. of 2 drinking fountains				

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APPENDIX D – Public Rights of Way Infrastructure Inventory

Summary

- 924 pedestrian ramps located in the City
- 159 were found to be compliant
- 299 were found to have replacement urgency of 1 (2 or more deficiencies)
- 337 were found to have replacement urgency of 2 ((intermediate deficiency)
- 129 were found to have replacement urgency of 3 (minor deficiency)

Crossings

- 397 pedestrian crossings located in the City
- 294 were found to be compliant (74%)
- 42 were found to have replacement urgency of 1
- 11 were found to have replacement urgency of 2
- 50 were found to have replacement urgency of 3

Below are visual examples for non-compliant ped ramps:

Sartell ADA Pedestrian Plan

Pedestrian Ramp Evaluation



Photo 1 Sartell Lane/2nd Street South – One Way Directional Ramp, Replacement Urgency 1, No Domes, Slope, Vertical Compliance



Photo 2 10th Avenue N/4th Street N – Fan Ramp, Replacement Urgency 1, No Domes, Landing, Slope, Vertical Compliance

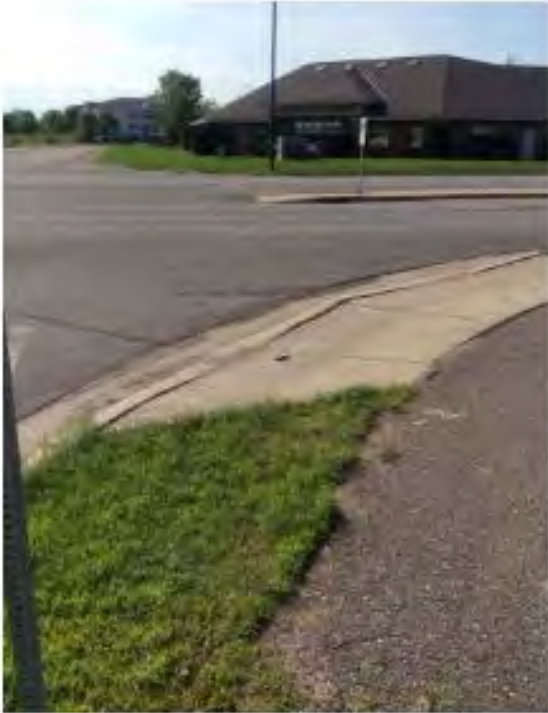


Photo 3 Pine Cone Road/23rd Street S – Fan Ramp, Replacement Urgency 1, No Domes, Slope, Vertical Compliance



Photo 4 19th Street S/Connecticut Avenue – Fan Ramp, Replacement Urgency 2, Domes, Slope, Vertical Compliance



Photo 5 15th Street N/5th Avenue N – One Way Directional Ramp, Replacement Urgency 2, Dome width, Slope, Landing



Photo 6 15th Street S/Lavendar Avenue S – Fan Ramp, Replacement Urgency 2, Domes, Vertical Compliance



Photo 7 2nd Street S/Sundance Road – One Way Directional Ramp, Replacement Urgency 3, Dome Width



Photo 8 4th Street N/Pine Cone Road –Fan Ramp, Replacement Urgency 3, Landing Slope



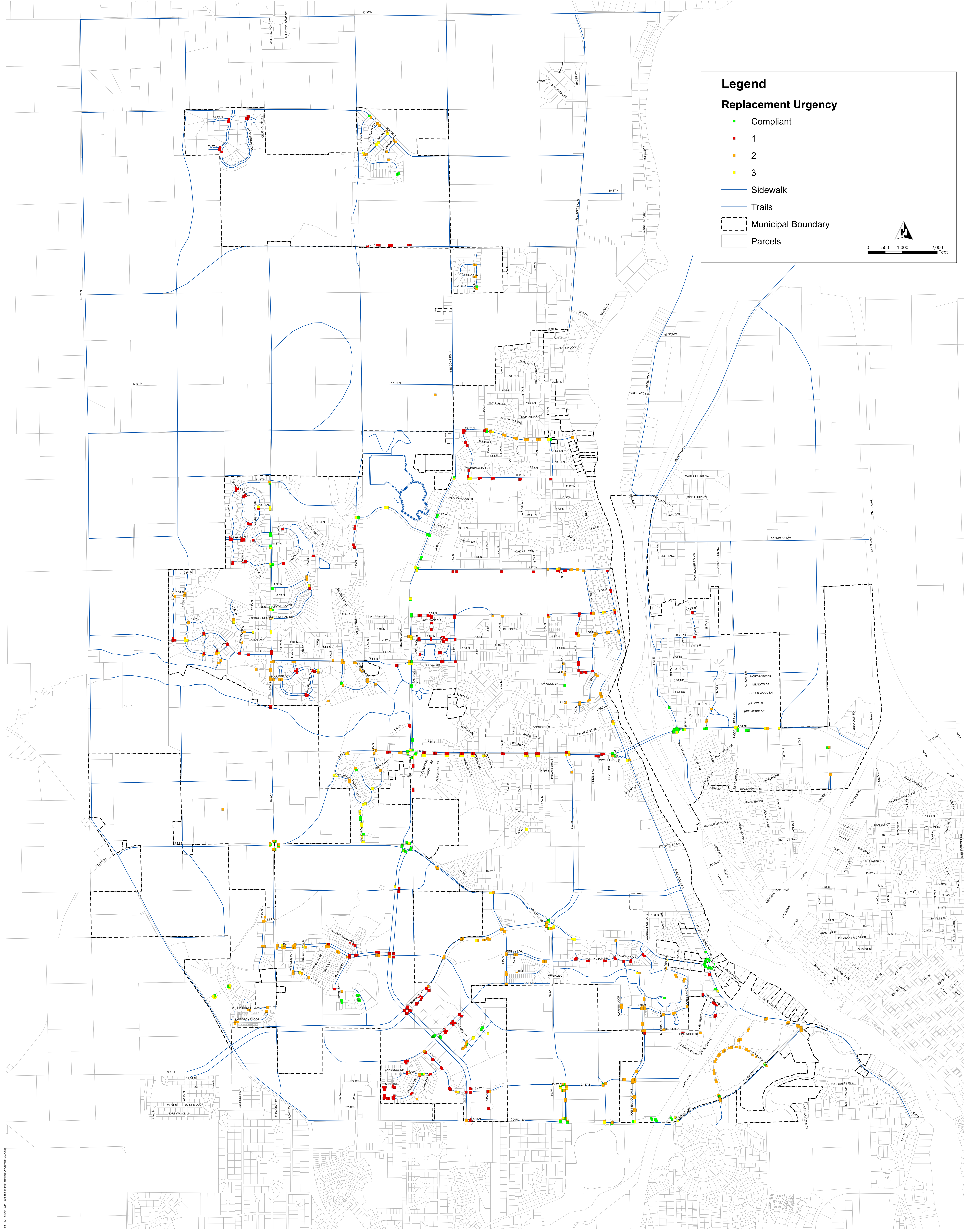
Photo 9 10th Street N/Celebration Circle –Perpendicular Ramp, Replacement Urgency 3, Landing Slope

MnDot Design Guidance References

<http://www.dot.state.mn.us/ada/construction.html>

<http://www.dot.state.mn.us/ada/pdf/5-297-250.pdf>

<http://www.dot.state.mn.us/ada/pdf/training/standard-plans.pdf>



Legend

Replacement Urgency

- Compliant
- 1
- 2
- 3

— Sidewalk

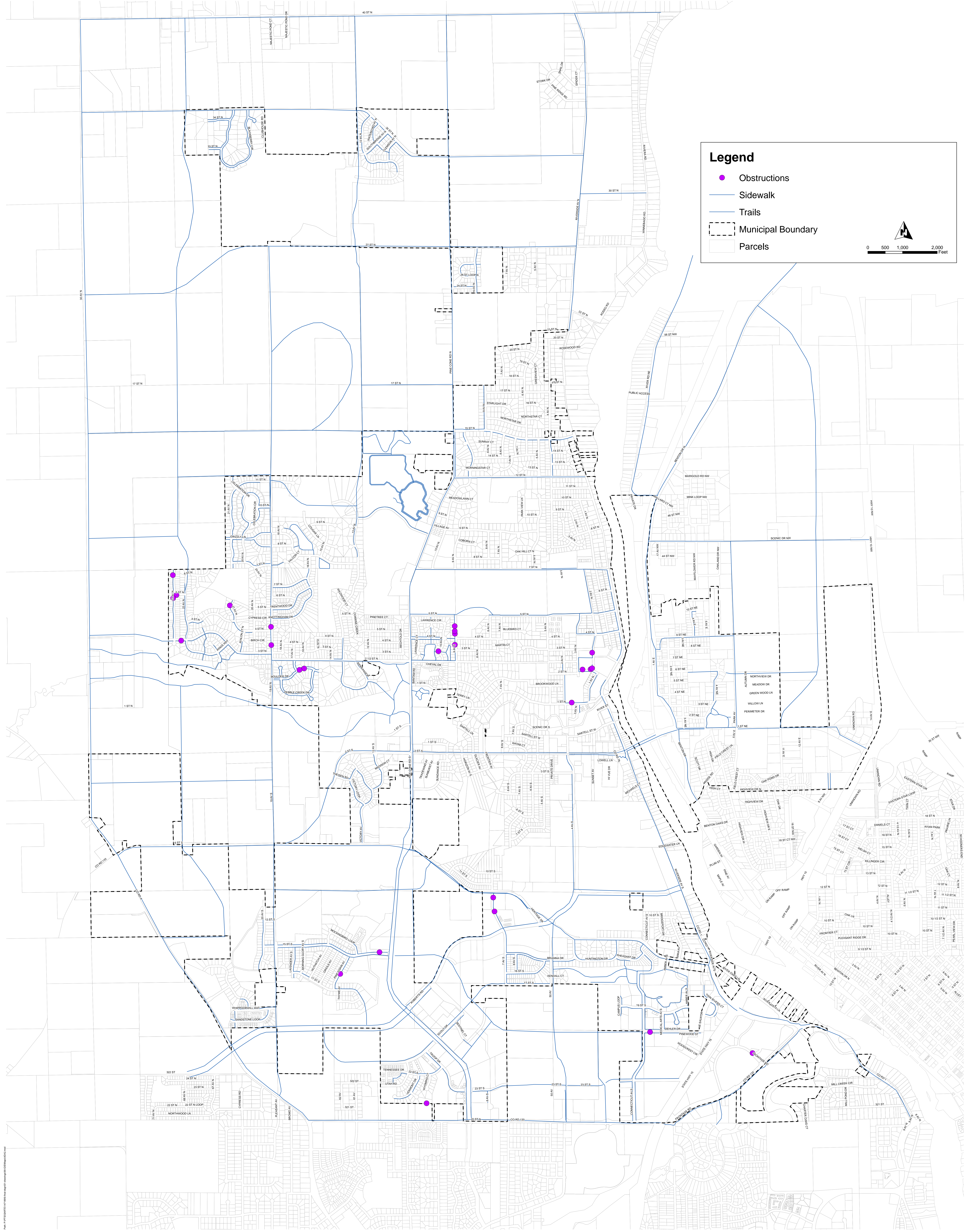
— Trails

- - - Municipal Boundary

▭ Parcels

0 500 1,000 2,000 Feet

This map is a digital vector map for a GIS application and is not intended to be used as a legal document. It is a computer-generated map and does not constitute a survey. It is not intended to be used for any other purpose than the one for which it was prepared. It is not intended to be used for any other purpose than the one for which it was prepared. It is not intended to be used for any other purpose than the one for which it was prepared.

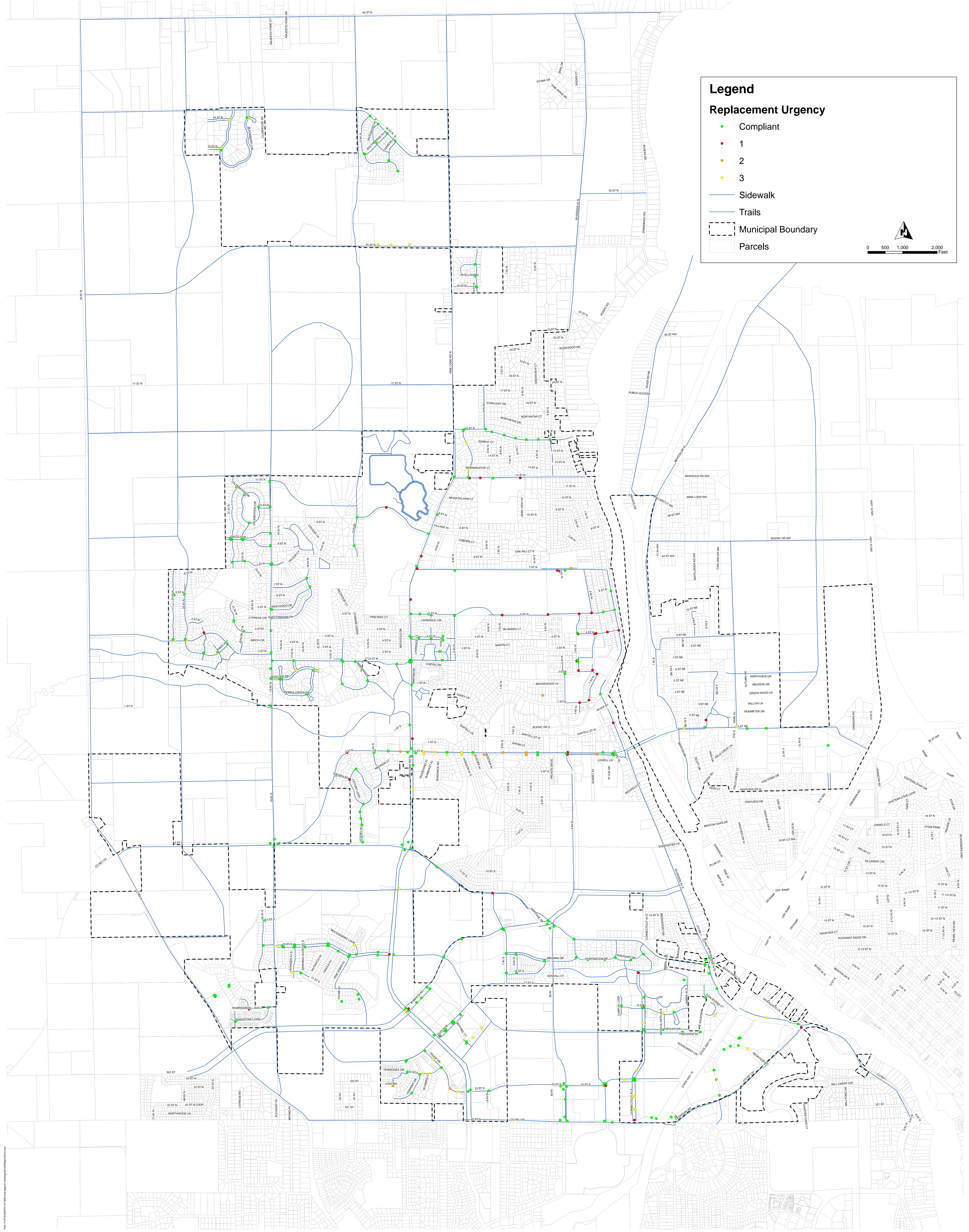


Legend

- Obstructions
- Sidewalk
- Trails
- - - Municipal Boundary
- ▭ Parcels

0 500 1,000 2,000 Feet

This map is a digital vector map of a survey map and is not intended to be used as a legal document. The map is a compilation of aerial, historical, and data gathered from various sources based on the map and is to be used for reference purposes only. SEH does not warrant the geographic information. Survey data used to prepare the map are not shown, and SEH does not warrant the accuracy of the data or the quality of the geographic information. The user of the map acknowledges SEH shall not be held liable for any damages, which arise out of the user's use or use of the map.



This map is a digital vector map for a survey map and is not intended to be used as a legal document. The map is a compilation of various data sources, including aerial photography, GIS data, and other public domain data. SEH does not warrant the geographic information, including but not limited to the accuracy, completeness, or timeliness of the data, or the accuracy of the geographic information. The user of this map acknowledges that SEH shall not be liable for any damages, which may arise out of the use of this map or any data source.

APPENDIX E – Public Outreach







Stakeholder meetings:

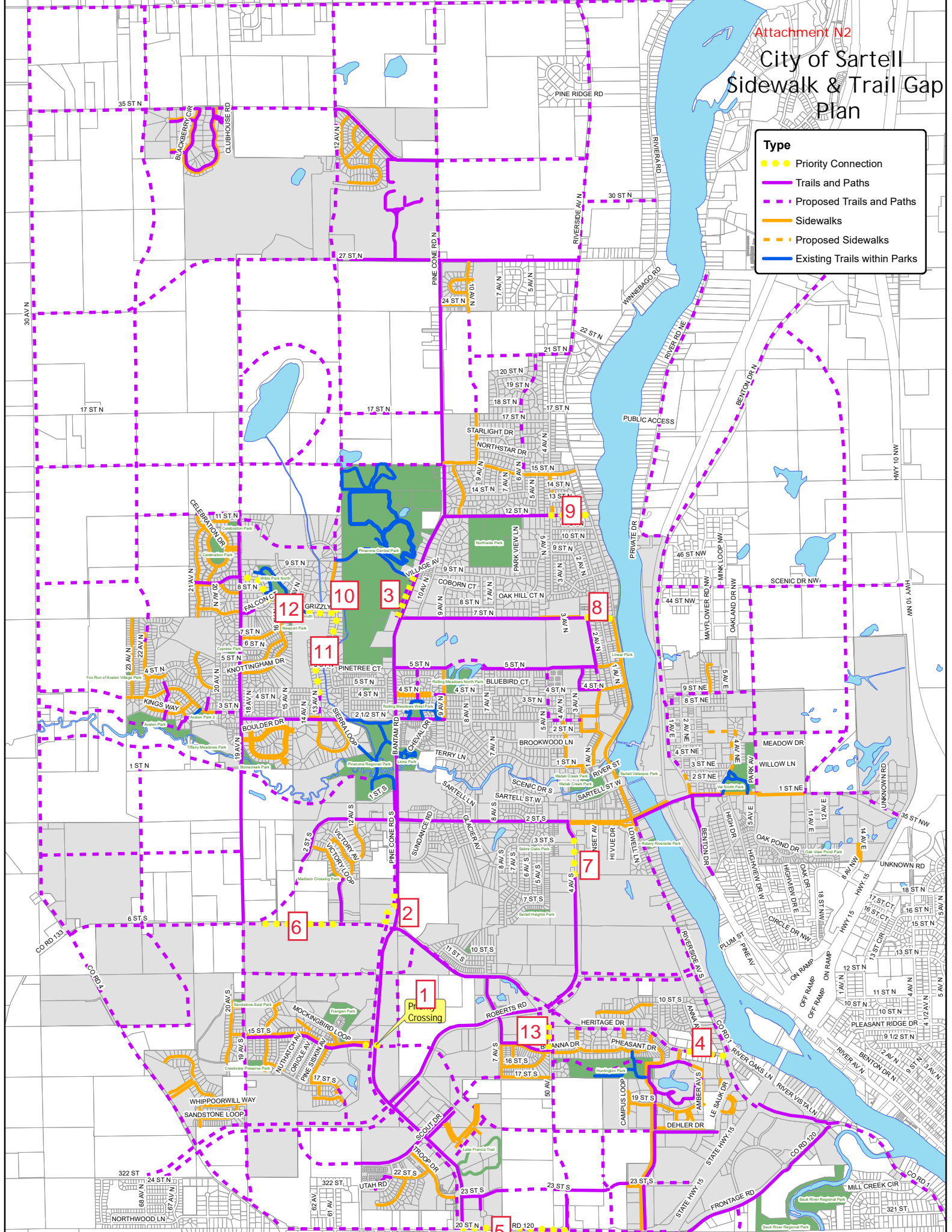
- MN Council on Aging – May 15th, 2019
- Sartell Senior Connection – May 16th, 2019
- Stearns County Human Services – June 11th, 2019

Public Outreach Tracker. The table below shows a list of the organizations who were contacted and drafted ADA plans were sent to along with their response.

Name of Organization	Response	Type of outreach conducted
Benton County Human Services	No response	-
Catholic Charities 911 18 th St N Saint Cloud, MN 56303	No – letter sent out on 08/29/19	-
Central MN Council on Aging	Yes – meeting set-up	Meeting. 05/15/19
Disabled American Veterans 20 West 12 Street St. Paul, MN 55155	No – letter sent out on 08/29/19	-
Lutheran Social Services 22 Wilson Ave NE Saint Cloud, MN 56304	No – letter sent out on 08/29/19	-
Metro Bus (Dial-a-Ride) 665 Franklin Ave NE Saint Cloud, MN 56304	No – letter sent out on 08/29/19	-
MN workforce Center 1542 Northway Drive Saint Cloud, MN 56303	No – letter sent out on 08/29/19	-
MnDOT	Yes – email responses	-
Salvation Army 400 Highway 10 South Saint Cloud, MN 5302	No – letter sent out on 08/29/19	-
Sartell Senior Connection	Yes – meeting set-up	Meeting. 05/16/19
St. Cloud Area Human Rights Commission	No response	-
Stearns County Human Services	Yes – meeting set-up	Meeting. 06/11/19
Tri-CAP 1210 23 rd Ave S Waite Park, MN 56387	No – letter sent out on 08/29/19	-

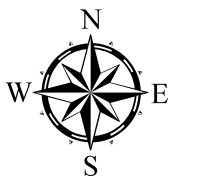
Attachment N2
 City of Sartell
 Sidewalk & Trail Gap
 Plan

Type	
	Priority Connection
	Trails and Paths
	Proposed Trails and Paths
	Sidewalks
	Proposed Sidewalks
	Existing Trails within Parks












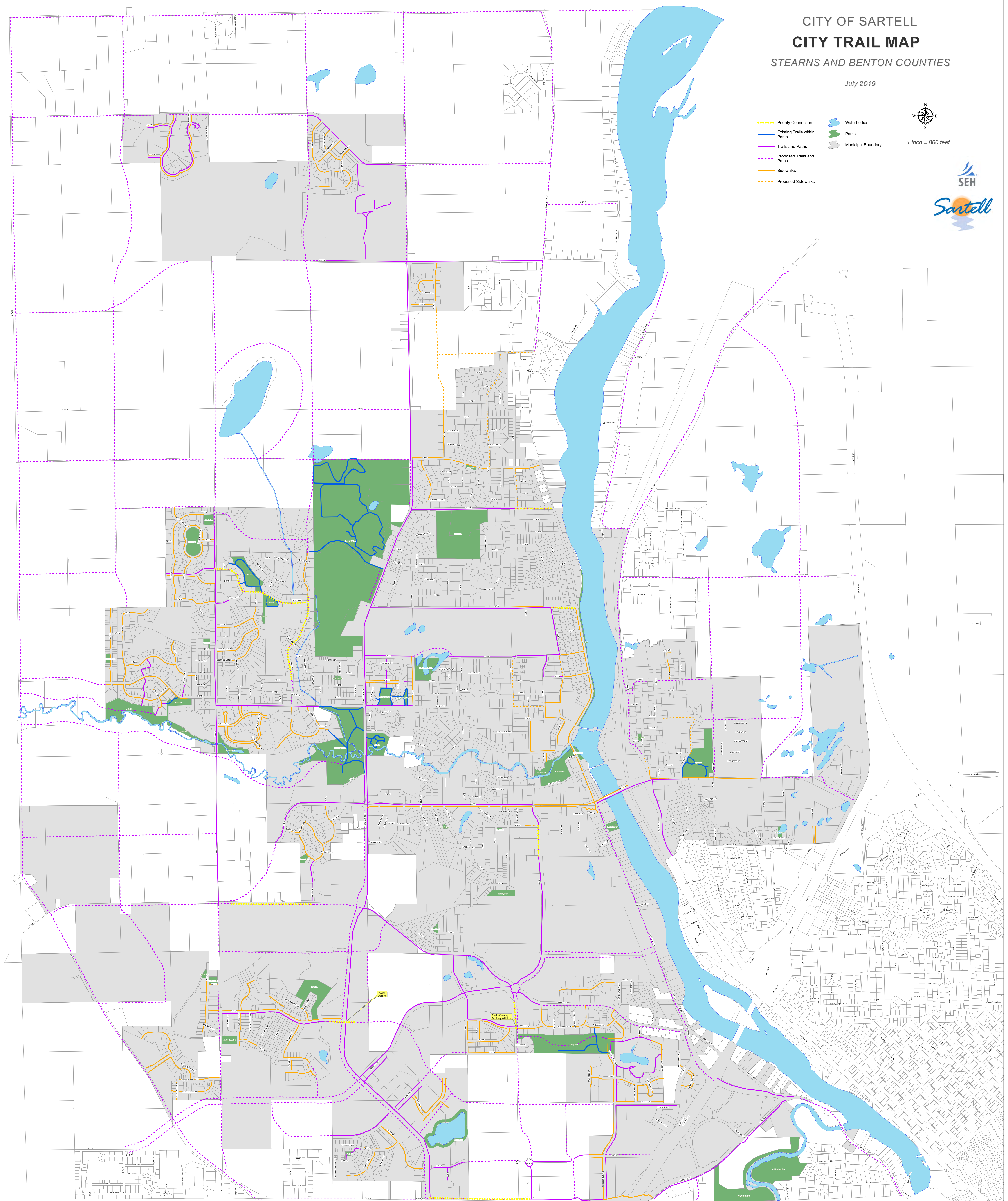
CITY OF SARTELL CITY TRAIL MAP STEARNS AND BENTON COUNTIES

July 2019

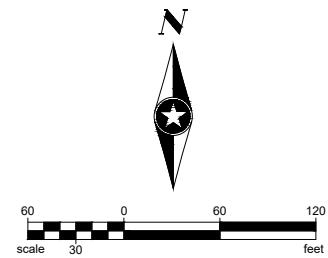


1 inch = 800 feet

-  Priority Connection
-  Existing Trails within Parks
-  Trails and Paths
-  Proposed Trails and Paths
-  Sidewalks
-  Proposed Sidewalks
-  Waterbodies
-  Parks
-  Municipal Boundary



Save: 10/7/2020 8:41 AM | bytes Plot: 10/7/2020 8:43 AM | P:\PT\SARTE\COMMON\General\Numbers\G096 2020 TAP Application - Trail Gap Project\5-final-dsgn\51-drawings\10-Civil\cad\dwg\exhibit\G096_Gap Exhibits.dwg

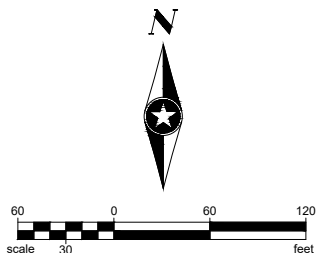
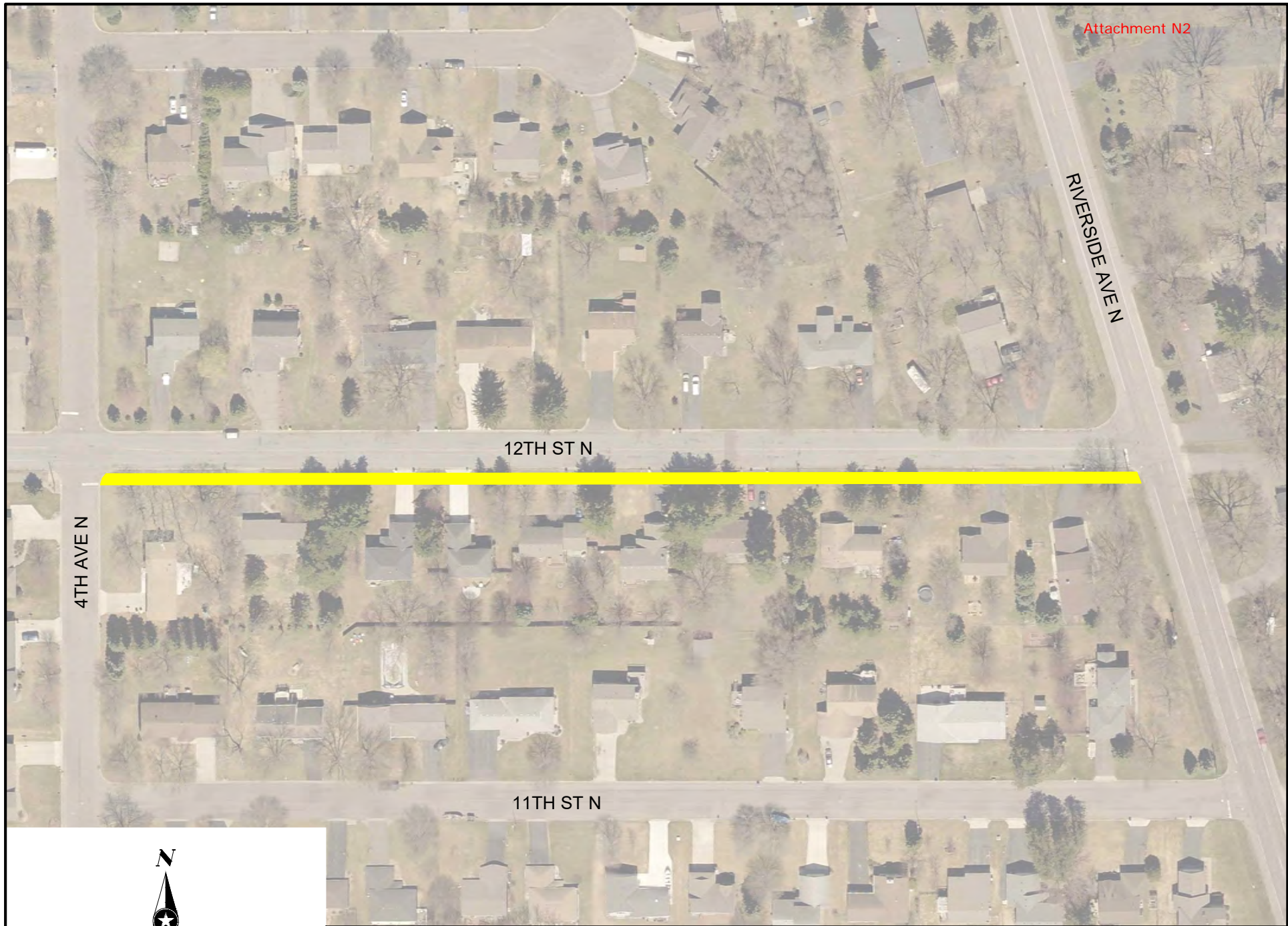


FILE NO.
G096
DATE:
10/7/2020

7TH ST N - TRAIL GAP #8
2020 TRAIL GAP IMPROVEMENTS
SARTELL, MINNESOTA

EXHIBIT
NO. 1

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FILE NO.
G096
DATE:
10/7/2020

12TH ST N - TRAIL GAP #9
2020 TRAIL GAP IMPROVEMENTS
SARTELL, MINNESOTA

EXHIBIT
NO. 2



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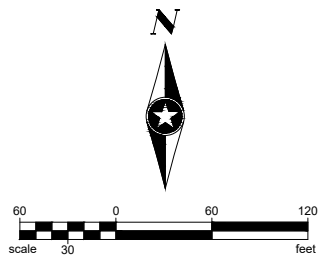
FILE NO.
G096

DATE:
10/7/2020

**13TH AVE N - TRAIL GAP #10
2020 TRAIL GAP IMPROVEMENTS
SARTELL, MINNESOTA**

**EXHIBIT
NO. 3**





FILE NO.
G096
DATE:
10/7/2020

**3RD ST N - TRAIL GAP #14
2020 TRAIL GAP IMPROVEMENTS
SARTELL, MINNESOTA**

**EXHIBIT
NO. 4**

Grizzly Lane Feedback & Traffic Study

Date	Resident	Address of Contact	Location for GIS	Phone Number	Email	Concern	Response	Summary
15-Apr	Michael Murphy		Grizzly Lane	320.333.4047		Is angry that they added stop signs on Grizzly, and thinks they should have added sidewalks, reconstructed the road, built 15th Street N, Etc	A discussion was held when he called and no further follow up is needed	No Action
16-Apr	Colin Anderson	1705 Grizzly Lane	Grizzly Lane / 8th Street N		anderson.colin7@gmail.com	Is happy that stop signs have been added on Grizzly (at 15th) but was dissapointed / angry that stop signs were not also added at 8th	Mary Degiovanni responded to his email	No Action
17-Apr	Trent Johnson		Grizzly Lane / 8th Street N		trentmichaeljohnson@gmail.com	Is happy that stop signs have been added on Grizzly (at 15th) but was dissapointed / angry that stop signs were not also added at 8th	Mary Degiovanni responded to his email	No Action
17-Apr	Grant Vigesaa		13th Ave N / 5th Street N		gvigesaa@gmail.com	Is happy that stop signs have been added on 13th (at Grizzly and 4th) but was dissapointed / angry that stop signs were not also added at 5th	Mary Degiovanni responded to his email	No Action
6/22/2020	Colin Anderson	1705 Grizzly Lane	Grizzly Lane / 8th Street N		anderson.colin7@gmail.com	Is requesting again stop signs be added at Grizzly and 8th	See email response on 6/23/20	No Action
8/12/2020	Nicholas Kenning	1702 Grizzly Lane	1702 Grizzly Lane	620.200.2059	kenningn@gmail.com	Requesting stop sign at Grizzly and 8th	See email response on 8/12/20	No Action

Attachment N2

Date	Resident	Address of Contact	Location for GIS	Phone Number	Email	Concern	Response	Summary Response
20-Jun	Matt Wood	400 13th Avenue North	4th Street N. / 13th Avenue N	404.456.6690	mwood@leightonbroadcasting.com	Requesting stop signs be added at 4th Street N / 13th Avenue North intersection due to speed concerns.	Email to Matt on 6/25..... Not recommending adding a stop sign, but is recommending updating the speed study. If the study shows a speeding issue, council has directed us to get an estimate for fog line striping	No action recommended
6/20/2019	Ryan Fitzhum	Grizzly Lane / 15th Street N	Grizzly Lane / 15th Street N		ryan.fitzhum@sartellmn.com	Requesting stop signs be added at Grizzly Lane / 15th Street North intersection due to speed concerns.	Email to Ryan Fitzhum on 6/25..... Not recommending adding a stop sign, but is recommending updating the speed study. If the study shows a speeding issue, council has directed us to get an estimate for fog line striping. Did recommend revisions to the signage for the crosswalk near 15th Street N.	Recommended updating ped crossing signage, but do not recommend adding stop signs
7/2/2019	Ali Wells	1302 Grizzly Lane	Grizzly Lane / 13th Avenue N	320.492.2858	ambammann@gmail.com	Requesting a 3-way stop at 13th Avenue N and Grizzly Lane	Email to Ali on 7/11.....Not recommending adding stop signs	No action recommended
9/12/2019	Grant Vigesaa	508 13th Avenue North	13th Avenue N. (Between 2-1/2 Street N and Grizzly Lane)		gvigesaa@gmail.com	Concerns of Speed on 13th Avenue N	Email to Grant on 9/12..... sent him the speed studies, and told him that the slow signs have been installed, and that staff would continue to monitor	No action recommended
11/14/2019	Colin Anderson	1705 Grizzly Lane	Grizzly Lane (between 19th Ave N and 13th Ave N)	320.309.1613	anderson.colin7@gmail.com	email on 11/14 with concerns over speeding on Grizzly Lane	email to Colin on 11/15/19	No action recommended

Attachment N2

Date	Resident	Address	Phone Number	Email	Concern	Response	Summary Response
10-May	Kendra Bader	516 13th Avenue North	3363.145.544	kendra.bader@stinson.com	Speeding in this area. Requesting a stop sign at the intersection of Grizzly Lane and 13th Ave N essentially creating a 3-way stop condition	See email to Kendra on 7/5/18	No action recommended at this time
11/19/2018	David Peterson	Grizzly Lane / 13th Ave Intersection			Requesting a 3-way stop sign	No action recommended, see email from Mike Kotila on 12/7/18	No action recommended at this time

Attachment N2

Date	Resident	Address	Phone Number	Email	Concern	Response	Summary Response
16-May	Carrie & Allan Karki	714 13th Ave N	320.249.4349	ckarki@agency128.com / allan@prograwinsurance.com	Intersection of Grizzly Lane & 13th Ave, speeding. They are requesting a stop sign.	Mike Kotila reviewed and recommended that an additional stop sign is not needed. 6/27/17	Stop Sign have been added.
8/10/2017	Matt Hauptert			mlhaupt@icloud.com	Requesting a stop sign on 20th Ave North at Grizzly Lane		Reviewed, but additional sigange is not recommended.
8/7/2017	Bryant Schreifels	Grizzly Lane / 13th Ave Intersection	248.5575	bryant@lyonheating.com	Requesting a stop sign on 13th Ave	9/11/17 Email recomending a stop sign be installed on the eastbound approach of Grizzly Lane to 13th Avenue.	Stop Sign has been added.

SARTELL CITY COUNCIL

AGENDA COVER SHEET

Originating Department: Engineering & Administration	Meeting Date: April 13, 2020	Agenda Item No. 8a
Agenda Section: Old Business	Item: Grizzly and 13th Discussion	

As previously discussed with the city council, staff has fielded a number of traffic complaints on both Grizzly Lane and 13th Avenue North over the past number of years. Although staff receives similar concerns from other areas in Sartell, these two roads in particular have raised resident concerns over the past 10+ years. Through previous conversations with council, a number of potential solutions have been discussed, and are summarized in this memo for your information and consideration.

A number of traffic studies have been completed at various locations on these corridors. These studies do not indicate a significant speeding issue on either Grizzly Lane or 13th Avenue North. Those results are briefly summarized here:

Roadway	Location	Year of Study	Avg Speed	85% Speed (1)	% above Enforceable Limit
13 th Avenue N	400 Block	2012	25	31	Not provided
13 th Avenue N	800 Block	2013	27	32	Not provided
13 th Avenue N	South of Grizzly	2019	26	30	2.5%
Grizzly Lane	16 th Ave N	2019	XX	30	2.9%

- (1) Studies have shown that most drivers choose to drive within 5 mph of the 85th percentile speed. Uniformity of speeds is a large influence on safety. Therefore the 85th percentile speed is used as an indicator of the appropriate speed limit.

Understanding there is an interest in providing traffic calming solutions and/ or solutions to address concerns for pedestrian traffic intermingling with vehicle traffic. On the following page is a list of some of the potential improvements to be considered for Grizzly Lane and / or 13th Avenue North.

Options to Consider	Approx. Cost	Notes
Adding Stop Signs (1)	\$250 per sign	Although not the recommended solution from engineering, the council may choose to implement this approach.
Temporary Slow Signage in the middle of the road	\$300 each	This was done last fall with some challenges of signs being moved
Sand filled barrel with signage placed in the intersection	\$500 per barrel / sign	Removed in Winter
Temporary speed bumps	\$1,000 per location	Removed in Winter
Permanent speed humps	\$50k per location	Reconstruct 50' of road with a "hump" to slow traffic
Permanent radar feedback signage	\$30k	Assumes 4 installations
Small raised circular median in the middle of an intersection	\$25k Per intersection	10-12' Diameter
Striping Fog Lines on Grizzly and 13 th	\$20k	Narrow drive lanes tend to slow traffic
Adding Sidewalks / Trail	??	Would likely need to be done in conjunction with a street reconstruction project.

As staff and council discuss and work toward a recommended solution for Grizzly Lane and 13th Avenue North, we need to be mindful that complaints similar to these come from residents in many other locations throughout Sartell.

COUNCIL ACTION REQUESTED: Discussion and direction to staff.



Building a Better World
for All of Us®

MEMORANDUM

TO: Mayor and Council Members

FROM: Jon Halter and April Ryan, City Engineers

DATE: November 9, 2020

RE: Monthly Engineering Update
SEH No. SARTE General 14.00

Grizzly Road:

Based on a number of citizen concerns related to traffic on Grizzly Lane and 13th Avenue N over the past few years, staff and council have had a number of conversations about potential options to address the concerns. During this past spring, Council directed staff to add stop signs at the intersections of Grizzly Lane / 15th Ave N. and 13th Ave N. / 4th Street N. The council discussion included thoughts of seeing the results of the added 3-way stops before further considering other intersections on Grizzly Lane and 13th Ave N. for other potential stop sign additions.

This fall, the police department completed a traffic study on Grizzly Lane that we then compared to the fall 2019 traffic study (prior to added stop signs), which is summarized below.

	Nov 2019	Oct 2020
85th %-ile speed	30 mph	28 mph
% over limit (>30 mph)	23%	8%
% 5 or more mph over limit	3%	<1%

In 2019 the location was near 16th Ave N., while in 2020 the location of the speed study was closer to 13th Avenue N. While the two slightly different locations don't provide for a complete apples to apples comparison, there does appear to be some benefit to vehicle speeds after the stop signs were added at 15th Ave N.

Council has been included on further requests from residents in this neighborhood for additional stop signs to be added at Grizzly Lane / 8th Street N. to make that a 3-way stop condition. Although engineering guidance would not suggest the use of stop signs to slow traffic speeds, I wanted to share the comparison data and ask for direction from the Council.

Active Projects:

SRTS and Street & Utility Improvements:

This project is now substantially complete. Final wearing course and punch list items will be completed next year.

2020 City of St. Cloud Reconstruction – Sartell Force Main:

Sartell's portion of this project is complete.

Forcemain Assessment:

With delays due to COVID and timing of the new force main installation with the St Cloud 25th Avenue project, the Force Main assessment has been delayed. After talking with City staff and HyrdoMax, the nautilus tool will be deployed in the force main either the week of November 16th or April 5th depending on weather and schedules.

Engineers | Architects | Planners | Scientists

Short Elliott Hendrickson Inc., 1200 25th Avenue South, P.O. Box 1717, St. Cloud, MN 56302-1717
SEH is 100% employee-owned | sehinc.com | 320.229.4300 | 800.572.0617 | 888.908.8166 fax

2020 East Water Treatment Plant Decommissioning:

Rice contracting has been awarded this project, and is tentatively planning to start the demo this fall or winter.

2021 South Transportation Plan Improvements

Congratulations on securing \$5.5M in State Funds to construct Scout Drive, a small section of 19th Ave. S. and Dehler Drive. We are currently reaching out to impacted property owners for approval to start survey and also to initiate conversations regarding right-of-way needs. Design will take place this winter and spring/summer 2021, with a planned construction start in fall 2021.

2022 19th Avenue South (Assessment Project):

The preliminary design is far enough to begin to understand the potential right of way impacts. We have reached out to a few property owners to discuss options for pond locations. Staff is working on picking a date and setting up a public information meeting to be held in November or early December.

2022 County Road 1 (Assessment Project):

Preliminary/Feasibility design is underway for this 7,500 linear feet of roadway reconstruction. We will continue to work with you, city staff and Stearns County as the project progresses. The project is currently scheduled for 2022 construction. Staff is working on picking a date and setting up a public information meeting to be held in November or early December.

Sauk River Park Improvements

IMBA will be completing the concept work for this project sometime in November. They are tentatively planning on being on site November 11/12th or 18/19th depending on weather conditions and will have it completed by January. Final design of the mountain biking trail, paved trail, and plaza by the swim beach will begin this winter, with the plan of constructing the improvements in late summer or fall of 2021.

Gates at Blackberry Ridge

Construction on this development and the extension of 27th Street North is underway, with the gravel road bases having been installed. Depending on weather conditions the contractor hopes to pour the curb and gutter and place the first lift of bituminous yet this fall.

Northern Meadows

Construction of this project (phase 1 of the overall development) is substantially complete with minor punch list item and final paving (spring 2021 construction) remaining.

Daybreak Cove

Construction on this 3-lot residential project is anticipated to begin in late-October. The developers intent is to install the utilities this fall and complete the surface work (private drive) in the spring.

Arbor Village

Construction on this residential project is anticipated to begin in mid-October. The plan for this project is to construct the utilities this fall, and the build the streets in the spring of 2021.

Blackberry West Phase 2

Construction of this project is substantially complete with minor punch list item, lighting and final paving (spring 2021 construction) remaining.

Eagle Ridge Phase 3

The project is complete minus very minor punch list items and light pole which are on order.

Eagle Ridge Phase 4

The developer is moving forward with the next phase of this development which will include 13th Avenue N. connection between 27th Street N. and 12th Avenue N. Final design will take place this winter, with the plan of constructing the improvements 2021.

Lakeview Estates

This project only includes the construction of a temporary hammerhead turnaround at the south end of 20th Avenue (south end of Daybreak). This small project is ready for construction, but the developer has not shared a proposed schedule yet.

Pond Assessments

On site pond assessments are complete. This information will be evaluated and summarized over the next few months to help identify maintenance needs.

Projects that are on the horizon for further discussion and Council consideration:**2021 Intersection Study of Pinecone Road and 7th Street North:**

Based on recent council discussions, analyzing this intersection will wait until the fall of 2021 after the remaining school traffic pattern changes have played out. With the significant traffic pattern changes expected next fall; we will strategically wait to begin this study, so that decisions can be made on real world traffic counts rather than what previously would have been assumptions.

North Water Treatment Plant Needs Assessment:

SEH and public works staff has discussed the need and benefit of performing a Needs Assessment of the North WTP. The purpose of a Needs Assessment is to develop an understanding of the current plant condition and capacity in order to develop a maintenance plan, and if need be -- an expansion plan, that will extend the useful life another 20 years. The product of this effort is a report that provides a "snapshot" summary of the Plant's current conditions and capacity and provides a cost estimate and timeline for any identified maintenance or improvement item to aid the City of Sartell in budgeting, maintaining and optimizing this facility into the future.

Pond Dredging:

This project has been put on hold for now to address other priorities. Based on pond prioritizations identified with pond assessments completed last summer, two ponds were identified and recommended for cleaning/dredging. Braun has completed sediment core samples and testing of pond sediment per the MPCA Managing Stormwater Sediment BMP Guidance. Staff will work to assess and prioritize drainage needs within the City to determine when the best time to move this project forward will be.

Ditch Management Plan:

There are a number of ditches within the City that are owned and operated by the City of Sartell. These ditches are critical to the conveyance of surface (storm) water. Sartell's 2018 Surface Water Management Plan identifies the need of a Ditch Management Plan to keep these critical conveyances functioning properly.

Lift Station #2 Replacement:

Staff has identified the need to replace an aging Lift Station #2 which is located in Rotary Park on County Road 1. The lift station replacement was originally planned to be completed in 2018 with the County Road 29 project, but the improvements on the West side of the Mississippi River were ultimately removed from the project due to budget constraints. Preliminary estimates are around \$1M for the lift station replacement and associated bypass piping modifications. Staff will continue to prioritize this project and when the funding allows, bring forward to the council for further direction.

Street Priorities:

In 2017/2018 engineering and public works developed a street priorities map that identifies and prioritizes street overlay and street restoration projects. Although the need and priorities have been identified, no set time frame has been identified for completing.

Street and Storm Repairs

Eleven of the worst locations have been identified by engineering and public works as needed street and storm sewer repairs. The 2020 3rd Street project is an example of one of the areas that was identified. We will be working to identify the next priority for council consideration for the 2022 construction season.

Monthly Engineering Update
November 9, 2020
Page 4

FM Replacement / Improvements:

After the FM assessment completed, it is anticipated that some improvements/repairs to portions of the FM will be recommended. As we learn more from the assessment, we will be able to narrow down locations and scope of potential improvements/repairs.

jmh/mrb

c: Anna Gruber, City of Sartell
Scott Saeher, City of Sartell
John Kothenbeutel, City of Sartell

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Sartell Police Department

310 2 ST S
Sartell, MN 56377
13 St N and Grizzly Ln

Speed Enforcement Evaluator

Location:
Grizzly Lane

Total Percentage of Enforceable Violations

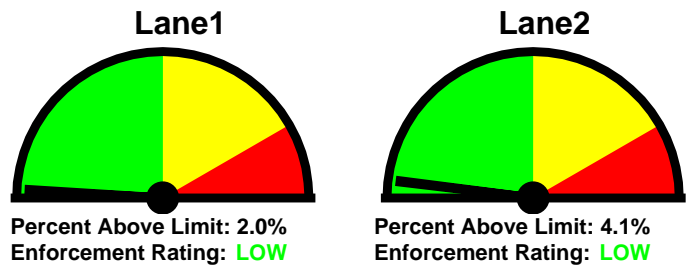
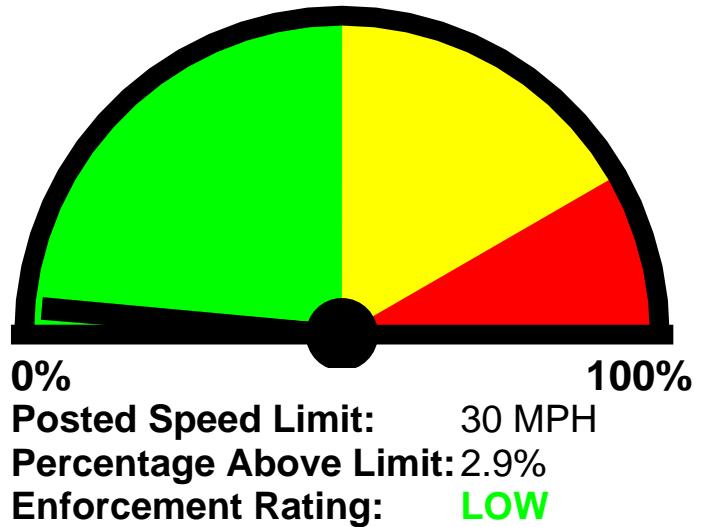
Closest Cross Street:
16 AV N

Analysis Dates:
Monday, November 18, 2019
Friday, November 22, 2019

Equipment Used:
Jamar Radar Recorder (TraxPro)

Installed By:
K.Wild

Requested By:
City of Sartell



Combined

1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65
0	143	288	252	579	1193	532	84	5	0	0	0	0	0

85 percentile = 30

Lane1

1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65
0	143	252	167	328	615	209	35	0	0	0	0	0	0

85 percentile = 29

Lane2

1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65
0	0	36	85	251	578	323	49	5	0	0	0	0	0

85 percentile = 31

Sartell Police Department

310 2 ST S
Sartell, MN 56377
13 St N and Grizzly Ln

Site Code: 00062019

Station ID:

Gizzly Lane

16 AV N

Latitude: 0' 0.0000 South

Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
11/18/2019	0	1	0	2	1	1	2	0	0	0	0	0	0	0	7
13:00	0	0	0	1	0	6	2	1	0	0	0	0	0	0	10
14:00	0	0	0	1	2	8	1	1	0	0	0	0	0	0	13
15:00	0	0	4	0	4	11	6	1	0	0	0	0	0	0	26
16:00	0	0	0	2	6	9	2	0	0	0	0	0	0	0	19
17:00	0	0	2	0	3	11	4	0	0	0	0	0	0	0	20
18:00	0	0	0	3	6	16	2	0	0	0	0	0	0	0	27
19:00	0	1	0	1	6	5	2	0	0	0	0	0	0	0	15
20:00	0	0	0	0	2	7	1	0	0	0	0	0	0	0	10
21:00	0	0	1	0	1	4	1	0	0	0	0	0	0	0	7
22:00	0	0	0	0	2	2	2	0	0	0	0	0	0	0	6
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	2	7	10	33	80	25	3	0	0	0	0	0	0	160
11/19/2019	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
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04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	1	3	1	1	0	0	0	0	0	0	0	6
07:00	0	0	0	0	4	5	1	1	0	0	0	0	0	0	11
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09:00	0	0	0	1	4	12	7	7	0	0	0	0	0	0	31
10:00	0	0	0	0	0	2	4	0	0	0	0	0	0	0	6
11:00	0	0	0	0	3	0	2	0	0	0	0	0	0	0	5
12:00	0	0	0	1	2	2	2	0	0	0	0	0	0	0	7
13:00	0	0	1	1	2	2	0	0	0	0	0	0	0	0	6
14:00	0	0	1	0	0	4	1	0	0	0	0	0	0	0	6
15:00	0	0	3	3	3	6	2	1	0	0	0	0	0	0	18
16:00	0	0	0	1	4	14	6	1	0	0	0	0	0	0	26
17:00	0	0	1	1	5	11	1	0	0	0	0	0	0	0	19
18:00	0	0	0	3	12	11	2	0	0	0	0	0	0	0	28
19:00	0	0	0	2	3	5	3	0	0	0	0	0	0	0	13
20:00	0	0	0	1	5	6	0	0	0	0	0	0	0	0	12
21:00	0	0	0	0	3	7	2	1	0	0	0	0	0	0	13
22:00	0	0	0	1	1	2	0	0	0	0	0	0	0	0	4
23:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Day Total	0	0	7	20	73	138	46	12	0	0	0	0	0	0	296

Sartell Police Department

310 2 ST S
Sartell, MN 56377
13 St N and Grizzly Ln

Site Code: 00062019

Station ID:

Gizzly Lane

16 AV N

Latitude: 0' 0.0000 South

Date/Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Lane1 Total
11/20/2019	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
06:00	0	0	0	1	1	2	1	0	0	0	0	0	0	0	5
07:00	0	0	0	0	5	1	0	0	0	0	0	0	0	0	6
08:00	0	0	0	1	13	23	7	1	0	0	0	0	0	0	45
09:00	0	1	2	1	11	31	2	1	0	0	0	0	0	0	49
10:00	0	0	0	1	4	11	14	3	0	0	0	0	0	0	33
11:00	0	0	0	2	1	1	3	0	0	0	0	0	0	0	7
12:00	0	0	0	1	1	2	2	0	0	0	0	0	0	0	6
13:00	0	0	0	0	3	5	1	0	0	0	0	0	0	0	9
14:00	0	0	0	1	1	1	1	0	0	0	0	0	0	0	4
15:00	0	0	1	0	4	5	4	0	0	0	0	0	0	0	14
16:00	0	0	0	2	1	17	2	0	0	0	0	0	0	0	22
17:00	0	0	1	0	9	6	4	0	0	0	0	0	0	0	20
18:00	0	0	1	0	11	17	3	0	0	0	0	0	0	0	32
19:00	0	0	0	1	10	19	7	0	0	0	0	0	0	0	37
20:00	0	0	0	1	9	9	2	0	0	0	0	0	0	0	21
21:00	0	0	0	2	6	13	2	1	0	0	0	0	0	0	24
22:00	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3
23:00	0	0	0	1	2	3	1	0	0	0	0	0	0	0	7
Day Total	0	1	6	16	93	168	56	6	0	0	0	0	0	0	346

11/21/2019	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	58	44	11	0	0	0	0	0	0	0	0	0	0	113
04:00	0	77	96	21	2	0	0	0	0	0	0	0	0	0	196
05:00	0	0	12	8	2	1	1	0	0	0	0	0	0	0	24
06:00	0	1	35	32	6	2	0	0	0	0	0	0	0	0	76
07:00	0	3	39	25	5	4	1	0	0	0	0	0	0	0	77
08:00	0	0	0	0	9	7	1	0	0	0	0	0	0	0	17
09:00	0	0	0	4	22	48	16	2	0	0	0	0	0	0	92
10:00	0	0	0	0	2	6	3	1	0	0	0	0	0	0	12
11:00	0	0	0	1	1	3	1	0	0	0	0	0	0	0	6
12:00	0	0	0	0	3	2	0	0	0	0	0	0	0	0	5
13:00	0	0	1	0	1	9	2	2	0	0	0	0	0	0	15
14:00	0	0	0	0	1	3	1	0	0	0	0	0	0	0	5
15:00	0	0	0	1	2	7	3	1	0	0	0	0	0	0	14
16:00	0	0	2	1	4	8	3	1	0	0	0	0	0	0	19
17:00	0	0	1	3	13	12	3	0	0	0	0	0	0	0	32
18:00	0	0	0	0	6	9	2	0	0	0	0	0	0	0	17
19:00	0	0	0	2	7	6	0	0	0	0	0	0	0	0	15
20:00	0	0	0	1	2	9	6	1	0	0	0	0	0	0	19
21:00	0	0	0	1	6	8	1	0	0	0	0	0	0	0	16
22:00	0	0	0	0	1	8	1	0	0	0	0	0	0	0	10
23:00	0	0	0	2	3	2	2	0	0	0	0	0	0	0	9
Day Total	0	139	230	113	99	156	47	8	0	0	0	0	0	0	792

Sartell Police Department

310 2 ST S
Sartell, MN 56377
13 St N and Grizzly Ln

Site Code: 00062019
Station ID:
Gizzly Lane
16 AV N
Latitude: 0' 0.0000 South

Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Lane1 Total
11/22/2019	0	0	0	2	0	0	1	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3
07:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	1	3	2	0	0	0	0	0	0	0	6
09:00	0	0	0	1	7	24	8	2	0	0	0	0	0	0	42
10:00	0	1	0	2	12	36	18	4	0	0	0	0	0	0	73
11:00	0	0	2	2	4	6	4	0	0	0	0	0	0	0	18
12:00	0	0	0	0	6	1	0	0	0	0	0	0	0	0	7
Lane1 Total	0	143	252	167	328	615	209	35	0	0	0	0	0	0	1749

85 percentile = 29

Sartell Police Department

310 2 ST S
Sartell, MN 56377
13 St N and Grizzly Ln

Site Code: 00062019

Station ID:

Gizzly Lane

16 AV N

Latitude: 0' 0.0000 South

Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Lane2 Total
11/18/2019	0	0	1	1	2	4	2	1	0	0	0	0	0	0	11
13:00	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
14:00	0	0	1	1	4	6	3	1	0	0	0	0	0	0	16
15:00	0	0	1	1	4	7	9	3	0	0	0	0	0	0	25
16:00	0	0	0	5	7	18	22	1	0	0	0	0	0	0	53
17:00	0	0	0	1	6	16	10	0	0	0	0	0	0	0	33
18:00	0	0	1	2	6	19	8	1	0	0	0	0	0	0	37
19:00	0	0	1	0	5	11	2	0	0	0	0	0	0	0	19
20:00	0	0	0	1	4	10	8	1	0	0	0	0	0	0	24
21:00	0	0	0	1	1	7	5	0	0	0	0	0	0	0	14
22:00	0	0	0	0	2	0	0	1	0	0	0	0	0	0	3
23:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
Day Total	0	1	7	22	75	173	104	15	0	0	0	0	0	0	397
11/19/2019	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
07:00	0	0	1	0	0	0	2	0	0	0	0	0	0	0	3
08:00	0	0	0	3	8	8	3	0	0	0	0	0	0	0	22
09:00	0	0	0	1	7	8	1	0	0	0	0	0	0	0	17
10:00	0	0	1	1	1	2	1	0	0	0	0	0	0	0	6
11:00	0	0	0	2	0	1	1	1	0	0	0	0	0	0	5
12:00	0	0	1	3	3	3	2	0	0	0	0	0	0	0	12
13:00	0	0	1	1	0	1	3	0	0	0	0	0	0	0	6
14:00	0	0	0	2	2	5	7	0	0	0	0	0	0	0	16
15:00	0	0	1	1	10	5	3	2	0	0	0	0	0	0	22
16:00	0	0	0	4	5	28	15	5	0	0	0	0	0	0	57
17:00	0	0	0	3	9	19	6	1	0	0	0	0	0	0	38
18:00	0	0	1	1	5	20	2	1	0	0	0	0	0	0	30
19:00	0	0	2	2	4	15	13	0	0	0	0	0	0	0	36
20:00	0	0	0	1	4	12	2	0	0	0	0	0	0	0	19
21:00	0	0	0	0	2	10	4	2	0	0	0	0	0	0	18
22:00	0	0	0	0	2	2	2	0	0	0	0	0	0	0	6
23:00	0	0	0	0	0	0	2	0	0	1	0	0	0	0	3
Day Total	0	0	9	25	62	139	70	12	0	1	0	0	0	0	318

Sartell Police Department

310 2 ST S
Sartell, MN 56377
13 St N and Grizzly Ln

Site Code: 00062019

Station ID:

Gizzly Lane

16 AV N

Latitude: 0' 0.0000 South

Date/Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Lane2 Total
11/20/2019	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	1	0	2	6	0	0	0	0	0	0	0	9
08:00	0	0	1	2	2	8	4	0	0	0	0	0	0	0	17
09:00	0	0	1	3	7	16	4	2	1	0	0	0	0	0	34
10:00	0	0	0	1	4	5	2	1	0	0	0	0	0	0	13
11:00	0	0	1	2	6	4	0	0	0	0	0	0	0	0	13
12:00	0	0	1	0	0	3	0	1	0	0	0	0	0	0	5
13:00	0	0	1	1	0	3	2	1	0	0	0	0	0	0	8
14:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
15:00	0	0	0	1	0	3	3	0	0	0	0	0	0	0	7
16:00	0	0	1	3	5	11	15	4	2	0	0	0	0	0	41
17:00	0	0	1	2	9	19	11	2	0	0	0	0	0	0	44
18:00	0	0	1	2	11	24	5	0	0	0	0	0	0	0	43
19:00	0	0	0	3	9	14	4	0	0	0	0	0	0	0	30
20:00	0	0	0	1	12	30	6	0	0	0	0	0	0	0	49
21:00	0	0	1	3	11	21	4	0	0	0	0	0	0	0	40
22:00	0	0	2	1	2	5	2	0	0	0	0	0	0	0	12
23:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Day Total	0	0	11	26	78	170	70	12	3	0	0	0	0	0	370

11/21/2019	0	0	1	0	0	3	1	0	0	0	0	0	0	0	5
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	1	0	0	3	2	0	0	0	0	0	0	0	6
09:00	0	0	1	2	6	12	8	1	0	0	0	0	0	0	30
10:00	0	0	0	0	2	1	4	1	0	0	0	0	0	0	8
11:00	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
12:00	0	0	0	1	2	1	2	2	0	0	0	0	0	0	8
13:00	0	0	0	1	3	7	5	1	0	0	0	0	0	0	17
14:00	0	0	1	0	0	3	5	0	0	0	0	0	0	0	9
15:00	0	0	0	0	1	3	3	1	0	0	0	0	0	0	8
16:00	0	0	1	2	4	8	3	0	0	0	0	0	0	0	18
17:00	0	0	0	1	6	26	22	5	0	0	0	0	0	0	60
18:00	0	0	0	1	7	9	12	1	0	0	0	0	0	0	30
19:00	0	0	1	3	8	22	3	1	0	0	0	0	0	0	38
20:00	0	0	0	1	4	21	9	1	0	0	0	0	0	0	36
21:00	0	0	0	0	4	6	1	0	0	0	0	0	0	0	11
22:00	0	0	0	0	4	11	4	0	0	0	0	0	0	0	19
23:00	0	0	0	0	3	5	2	0	0	0	0	0	0	0	10
Day Total	0	0	6	14	54	141	87	14	0	0	0	0	0	0	316

Sartell Police Department

310 2 ST S
Sartell, MN 56377
13 St N and Grizzly Ln

Site Code: 00062019
Station ID:
Gizzly Lane
16 AV N
Latitude: 0' 0.0000 South

Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Lane2 Total
11/22/2019	0	0	0	0	0	1	4	0	0	0	0	0	0	0	5
01:00	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	3	2	0	0	0	0	0	0	0	5
09:00	0	0	1	0	4	3	6	0	0	0	0	0	0	0	14
10:00	0	0	3	4	5	15	8	0	1	0	0	1	0	0	37
11:00	0	0	0	2	1	2	2	2	1	0	0	0	0	0	10
12:00	0	0	1	0	2	2	3	0	0	0	0	0	0	0	8
Lane2 Total	0	0	36	85	251	578	323	49	5	1	0	1	0	0	1329

85 percentile = 31

Sartell Police Department

310 2 ST S
Sartell, MN 56377
13 St N and Grizzly Ln

Site Code: 00062019

Station ID:

Gizzly Lane

16 AV N

Latitude: 0' 0.0000 South

Combined

Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
11/18/2019	0	1	1	3	3	5	4	1	0	0	0	0	0	0	18
13:00	0	0	0	2	2	7	2	1	0	0	0	0	0	0	14
14:00	0	0	1	2	6	14	4	2	0	0	0	0	0	0	29
15:00	0	0	5	1	8	18	15	4	0	0	0	0	0	0	51
16:00	0	0	0	7	13	27	24	1	0	0	0	0	0	0	72
17:00	0	0	2	1	9	27	14	0	0	0	0	0	0	0	53
18:00	0	0	1	5	12	35	10	1	0	0	0	0	0	0	64
19:00	0	1	1	1	11	16	4	0	0	0	0	0	0	0	34
20:00	0	0	0	1	6	17	9	1	0	0	0	0	0	0	34
21:00	0	0	1	1	2	11	6	0	0	0	0	0	0	0	21
22:00	0	0	0	0	4	2	2	1	0	0	0	0	0	0	9
23:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
Day Total	0	2	17	30	90	208	121	14	2	0	0	1	0	0	485

11/19/2019	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	1	1	3	1	2	0	0	0	0	0	0	0	8
07:00	0	0	1	0	4	5	3	1	0	0	0	0	0	0	14
08:00	0	0	1	6	24	56	15	1	0	0	0	0	0	0	103
09:00	0	0	0	2	11	20	8	7	0	0	0	0	0	0	48
10:00	0	0	1	1	1	4	5	0	0	0	0	0	0	0	12
11:00	0	0	0	2	3	1	3	1	0	0	0	0	0	0	10
12:00	0	0	1	4	5	5	4	0	0	0	0	0	0	0	19
13:00	0	0	2	2	2	3	3	0	0	0	0	0	0	0	12
14:00	0	0	1	2	2	9	8	0	0	0	0	0	0	0	22
15:00	0	0	4	4	13	11	5	3	0	0	0	0	0	0	40
16:00	0	0	0	5	9	42	21	6	0	0	0	0	0	0	83
17:00	0	0	1	4	14	30	7	1	0	0	0	0	0	0	57
18:00	0	0	1	4	17	31	4	1	0	0	0	0	0	0	58
19:00	0	0	2	4	7	20	16	0	0	0	0	0	0	0	49
20:00	0	0	0	2	9	18	2	0	0	0	0	0	0	0	31
21:00	0	0	0	0	5	17	6	3	0	0	0	0	0	0	31
22:00	0	0	0	1	3	4	2	0	0	0	0	0	0	0	10
23:00	0	0	0	0	1	0	2	0	0	1	0	0	0	0	4
Day Total	0	0	16	45	135	277	116	24	0	1	0	0	0	0	614

Sartell Police Department

310 2 ST S
Sartell, MN 56377
13 St N and Grizzly Ln

Site Code: 00062019

Station ID:

Gizzly Lane

16 AV N

Latitude: 0' 0.0000 South

Combined

Date/Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
11/20/2019	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
06:00	0	0	0	1	1	2	1	0	0	0	0	0	0	0	5
07:00	0	0	0	1	5	3	6	0	0	0	0	0	0	0	15
08:00	0	0	1	3	15	31	11	1	0	0	0	0	0	0	62
09:00	0	1	3	4	18	47	6	3	1	0	0	0	0	0	83
10:00	0	0	0	2	8	16	16	4	0	0	0	0	0	0	46
11:00	0	0	1	4	7	5	3	0	0	0	0	0	0	0	20
12:00	0	0	1	1	1	5	2	1	0	0	0	0	0	0	11
13:00	0	0	1	1	3	8	3	1	0	0	0	0	0	0	17
14:00	0	0	0	1	1	2	2	1	0	0	0	0	0	0	7
15:00	0	0	1	1	4	8	7	0	0	0	0	0	0	0	21
16:00	0	0	1	5	6	28	17	4	2	0	0	0	0	0	63
17:00	0	0	2	2	18	25	15	2	0	0	0	0	0	0	64
18:00	0	0	2	2	22	41	8	0	0	0	0	0	0	0	75
19:00	0	0	0	4	19	33	11	0	0	0	0	0	0	0	67
20:00	0	0	0	2	21	39	8	0	0	0	0	0	0	0	70
21:00	0	0	1	5	17	34	6	1	0	0	0	0	0	0	64
22:00	0	0	3	1	3	6	2	0	0	0	0	0	0	0	15
23:00	0	0	0	1	2	4	1	0	0	0	0	0	0	0	8
Day Total	0	1	17	42	171	338	126	18	3	0	0	0	0	0	716

11/21/2019	0	0	1	0	1	4	1	0	0	0	0	0	0	0	7
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	58	44	11	0	0	0	0	0	0	0	0	0	0	113
04:00	0	77	96	21	2	0	0	0	0	0	0	0	0	0	196
05:00	0	0	12	9	2	1	1	0	0	0	0	0	0	0	25
06:00	0	1	35	32	6	2	0	0	0	0	0	0	0	0	76
07:00	0	3	39	25	5	4	1	0	0	0	0	0	0	0	77
08:00	0	0	1	0	9	10	3	0	0	0	0	0	0	0	23
09:00	0	0	1	6	28	60	24	3	0	0	0	0	0	0	122
10:00	0	0	0	0	4	7	7	2	0	0	0	0	0	0	20
11:00	0	0	0	2	1	3	2	0	0	0	0	0	0	0	8
12:00	0	0	0	1	5	3	2	2	0	0	0	0	0	0	13
13:00	0	0	1	1	4	16	7	3	0	0	0	0	0	0	32
14:00	0	0	1	0	1	6	6	0	0	0	0	0	0	0	14
15:00	0	0	0	1	3	10	6	2	0	0	0	0	0	0	22
16:00	0	0	3	3	8	16	6	1	0	0	0	0	0	0	37
17:00	0	0	1	4	19	38	25	5	0	0	0	0	0	0	92
18:00	0	0	0	1	13	18	14	1	0	0	0	0	0	0	47
19:00	0	0	1	5	15	28	3	1	0	0	0	0	0	0	53
20:00	0	0	0	2	6	30	15	2	0	0	0	0	0	0	55
21:00	0	0	0	1	10	14	2	0	0	0	0	0	0	0	27
22:00	0	0	0	0	5	19	5	0	0	0	0	0	0	0	29
23:00	0	0	0	2	6	7	4	0	0	0	0	0	0	0	19
Day Total	0	139	236	127	153	297	134	22	0	0	0	0	0	0	1108

Sartell Police Department

310 2 ST S
Sartell, MN 56377
13 St N and Grizzly Ln

Site Code: 00062019
Station ID:
Gizzly Lane
16 AV N
Latitude: 0' 0.0000 South

Date\Speed (MPH)	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Combined Total
11/22/2019	0	0	0	2	0	1	5	0	0	0	0	0	0	0	8
01:00	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3
07:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	1	6	4	0	0	0	0	0	0	0	11
09:00	0	0	1	1	11	27	14	2	0	0	0	0	0	0	56
10:00	0	1	3	6	17	51	26	4	1	0	0	1	0	0	110
11:00	0	0	2	4	5	8	6	2	1	0	0	0	0	0	28
12:00	0	0	1	0	8	3	3	0	0	0	0	0	0	0	15
Combined Total	0	143	288	252	579	1193	532	84	5	1	0	1	0	0	3078

85 percentile = 30