

## AGENDA

### APO POLICY BOARD MEETING

THURSDAY, FEBRUARY 10, 2022 - 4:30 P.M.  
GREAT RIVER REGIONAL LIBRARY, BREMER ROOM  
1300 W ST GERMAIN ST, ST CLOUD, MN 56301

1. Pledge of Allegiance
2. Introductions
3. Approval of Agenda
4. Public Comment Period
5. Consideration of Consent Agenda Items (*Attachments A – D*)
  - a. Approve Minutes of January 13, 2022 Policy Board Meeting (*Attachment A*)
  - b. Approve Bills Lists for January and February (*Attachments B1 – B2*)
  - c. Approve Amendments and Administrative Modifications to the 2022-2025 Transportation Improvement Program (TIP) (*Attachments C1 – C3*)
  - d. Receive Staff Report on Area Transportation Partnership Meeting (*Attachment D*)
  - e. Receive Staff Report on Technical Advisory Committee Meeting (*To be provided at the meeting*)
6. Consider Accepting Southwest Beltline Corridor Study and Approving Resolution Committing to Using the Plan as Guidance (*Attachment E*) *Brian Gibson, Executive Director and Matt Pacyna, TC<sup>2</sup>*
  - a. Suggested Action: Approve
7. Consider FY 2026 Surface Transportation Block Grant Program Prioritization (*Attachments F1 – F6*) *Vicki Johnson, Senior Planner*
  - a. Suggested Action: Approve TAC Recommended Prioritization
8. Consider FY 2026 Transportation Alternatives Program Prioritization (*Attachments G1 & G2*) *Vicki Johnson, Senior Planner*
  - a. Suggested Action: Approve TAC Recommended Prioritization
9. Hear Presentation on 2021 Household Travel Survey Results (*Attachment H*) *Brian Gibson, Executive Director*
  - a. Suggested action: None, information only

10. Hear Presentation on Potential Impacts of Federal Transportation Authorization  
*(Attachment I) Brian Gibson, Executive Director*
  - a. Suggested Action: None, information only
11. Other Business & Announcements
12. 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](mailto: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](mailto: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](mailto:admin@stcloudapo.org) al menos siete (7) días antes de la reunión.

SAINT CLOUD AREA PLANNING ORGANIZATION POLICY BOARD  
Thursday, January 13, 2022 – 4:30 p.m.

A regular meeting of the Saint Cloud Area Planning Organization Policy Board was held on Thursday, January 13 at 4:30 p.m. APO Chair Joe Perske presided with the following members:

Raeanne Danielowski	Sherburne County
Dottie Seamans	City of Sauk Rapids
Rick Schultz	City of Saint Joseph
Jeff Westerlund	LeSauk Township
Paul Brandmire	City of Saint Cloud
Jared Gapinski	Benton County
Tim Elness	City of Sartell

Also in attendance were:

Brian Gibson	Saint Cloud APO
Vicki Johnson	Saint Cloud APO
James Stapfer	Saint Cloud APO
Alex McKenzie	Saint Cloud APO
Amber Blattner	Saint Cloud APO

PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA:

*Mr. Schultz motioned to approve the agenda, and Ms. Seamans seconded the motion. Motion carried.*

PUBLIC COMMENT PERIOD: No members of the public were in attendance.

CONSIDERATION OF CONSENT AGENDA ITEMS:

- a. Approve Minutes of October 14, 2021 Policy Board Meeting (Attachment A)
- b. Approve Bills Lists (Attachments B1 – B4)
- c. Approve Annual Resolution on Investment Procedures (Attachment C)
- d. Approve Annual Resolution on Paying Certain Claims (Attachment D)
- e. Approve Annual Resolution on Official Newspaper of Record (Attachment E)
- f. Receive Staff Report on Area Transportation Partnership Meeting (Attachment F)
- g. Receive Report Technical Advisory Committee Meeting Attendance for 2021 (Attachment G)
- h. Receive Report on Policy Board Meeting Attendance for 2021 (Attachment H)

*Mr. Brandmire motioned to approve the consent agenda, and Mr. Schultz seconded the motion. Motion carried.*



## Elect Officers for 2022

Chair Perske reviewed the current officers (Joe Perske – Chair; Raeanne Danielowski – 1<sup>st</sup> Vice Chair; Ryan Fitzthum – 2<sup>nd</sup> Vice Chair; Paul Brandmire – 3<sup>rd</sup> Vice Chair) and the bylaws for the officer terms. Mr. Perske said he would like to stay in his position as Chair. Mr. Gibson announced that Mr. Elness will be the new rep for the City of Sartell replacing Mr. Fitzthum.

*Mr. Brandmire motioned to leave the board members as is for another term, replacing Mr. Fitzthum with Mr. Elness. Mr. Gapinski seconded the motion. Motion carried.*

## Appoint Representative to Area Transportation Partnership

Ms. Johnson reviewed the need for an APO representative to be elected for the Central Minnesota Area Transportation Partnership, noting that Mr. Perske, Ms. Danielowski, and Mr. Daniel are not eligible to be the representative. Mr. Brandmire filled in as the representative in 2021 and is willing to continue as the representative in 2022.

*Mr. Gapinski motioned to approve having Mr. Brandmire continue as the representative. Ms. Seamans seconded the motion. Motion carried.*

## Receive Southwest Beltline Corridor Study & Approve Resolutions

Mr. Gibson reviewed the history of the Southwest Beltline Corridor study. This portion of the beltline would connect 33rd Street & MN-15 interchange to CSAH 75 somewhere between St. Joseph and Waite Park. Mr. Gibson reviewed the process of public input from community members and landowners to find out where the corridor should be preserved. There were three main alternatives provided. Mr. Gibson is asking for acceptance of the corridor study and approval of a resolution committed to using it as a planning guide. Mr. Brandmire asked if 33rd was the line or if the beltline would go further south. Mr. Gibson confirmed the beltline will go to 33rd. Mr. Schultz said they did not provide any good alternatives for St. Joseph, and they need to look north of 75 to be involved and that this plan **doesn't** go far enough to be beneficial for them and would cut through their industrial park. Mr. Westerlund asked for clarification on where the industrial park is located. Mr. Schultz said to the east of the Tamarack building the St. Joseph industrial park. Mr. Gibson said that he could budget for a St. Joseph planning study in 2023 to resolve this issue.

Mr. Gibson said all options eventually connect to 133. Mr. Brandmire said locations need to be marked off so that land is not built on. Mr. Schultz said the rest of the plan looks like it would work but more needs to be done north of 75. Mr. Perske suggested that this be added to the agenda for February for the board to look at options for St. Joseph.

*Mr. Gapinski motioned to postpone this agenda item until February. Ms. Seamans seconded the motion. Motion carried.*

## OTHER BUSINESS & ANNOUNCEMENTS:

Mr. Gibson noted that congress passed the Infrastructure Investment and Jobs Act, and he will present a summary of the bill at the February meeting. Mr. Gibson will also review the results of the household travel survey at the February meeting. Ms.

Johnson noted that MnDOT is working on a rail crossing safety study and people should provide feedback.

Mr. Perske discussed an ATP meeting he attended with Ms. Johnson, Ms. Danielowski, and Mr. Brandmire regarding how money for the Corridors of Commerce program was disbursed throughout the state. MnDOT is looking for input on proposed changes intended to get more of the money out to greater Minnesota. MnDOT is in the middle of repositioning the formula to determine the area that is greater Minnesota. Mr. Perske said the APO should come up with a consolidated statement so that the St. Cloud APO gets their fair share. Ms. Danielowski and Mr. Brandmire added that they agree with Mr. Perske. Mr. Gibson said he would draft a letter and bring it to the board in February. Mr. Elness added that other cities must be in the same boat (ex. Brainerd, Duluth) and the APO could create a consolidated letter. Ms. Johnson added that they award approximately \$200M dollars and they are seeking input on allocating those dollars and what the definition of what greater Minnesota looks like **so they don't make the same mistakes** of 2018. Mr. Gibson suggested sayings something like 50% for the Twin Cities, not more than 25% for collar counties surrounding the Twin Cities, and not less than 25% for Greater Minnesota. Mr. Elness asked when the letter should be written. Ms. Johnson said project solicitation will begin in August so they would like comments prior to that, and she will check with Program Director Patrick Weidemann when public comment will be concluded.

ADJOURNMENT:

The meeting was adjourned at 5:25 p.m.

# ST. CLOUD AREA PLANNING ORGANIZATION

## Transaction List by Vendor - Paid Invoices

### January 2022

Date	Transaction Type	Vendor	Accounting Description	Amount
<b>Adobe Creative Cloud</b>				
01/08/2022	Bill Payment (Credit Card)		IT Support & Services	52.99
01/11/2022	Bill Payment (Credit Card)		IT Support & Services	52.99
<b>AFLAC</b>				
01/18/2022	Bill Payment (Check)		Employee Health Dental & Other	655.30
<b>Alex Mckenzie</b>				
01/03/2022	Bill Payment (Check)		December 2021 mileage Reimbursement	85.51
<b>American Planning Association</b>				
01/03/2022	Bill Payment (Credit Card)		APA Membership - Vicki Johnson	109.00
<b>BCBS of MN</b>				
01/20/2022	Bill Payment (Check)		Employee Health Insurance	4,053.50
<b>City of St. Cloud - Water/Sewer</b>				
01/14/2022	Bill Payment (Check)		Building Water and Sewer	40.92
<b>Cloudnet</b>				
01/14/2022	Bill Payment (Check)		Communications - telephone	10.00
<b>David Turch &amp; Associates</b>				
01/05/2022	Bill Payment (Check)		Lobbying services	8,000.00
<b>Dell Financial Services</b>				
01/14/2022	Bill Payment (Check)		Laptop purchase	1,756.53
<b>Delta Dental</b>				
01/04/2022	Bill Payment (Check)		Employee Health Dental & Other	236.65
<b>Greater St Cloud Dev Corp</b>				
01/03/2022	Bill Payment (Check)		membership	500.00
<b>Loffler Companies</b>				
01/03/2022	Bill Payment (Check)		Copier useage fees	120.23
<b>Mailchimp.com</b>				
01/02/2022	Bill Payment (Credit Card)		Printing & Publications	14.99
<b>Net V Pro</b>				

# ST. CLOUD AREA PLANNING ORGANIZATION

## Transaction List by Vendor - Paid Invoices

### January 2022

Date	Transaction Type	Vendor	Accounting Description	Amount
01/03/2022	Bill Payment (Check)		1002 Liberty Checking account	321.00
		<b>Postmaster</b>		
01/19/2022	Bill Payment (Credit Card)		Postage	9.25
		<b>Premium Waters, Inc.</b>		
01/31/2022	Bill Payment (Credit Card)		Office Supplies	13.00
		<b>Principal Mutual Life Insurance</b>		
01/14/2022	Bill Payment (Check)		Employee Health Dental & Other	260.88
		<b>RSG</b>		
01/04/2022	Bill Payment (Check)		Household Travel Survey	20,000.00
		<b>SC Times</b>		
01/14/2022	Bill Payment (Check)		Printing & Publications	146.66
		<b>Schroden's Inc.</b>		
01/14/2022	Bill Payment (Check)		Snow Removal	590.00
		<b>Spectrum Business (Charter)</b>		
01/14/2022	Bill Payment (Check)		Communications - telephone	414.94
		<b>SRF Consulting Group, Inc.</b>		
01/14/2022	Bill Payment (Check)		SW Beltlind Corridor - FINAL	9,081.61
		<b>Stearns Electric Association</b>		
01/25/2022	Bill Payment (Check)		Utilities - Electricity	152.01
		<b>Weisman Cleaning Inc</b>		
01/31/2022	Bill Payment (Check)		Office Cleaning	140.00
		<b>Xcel Energy</b>		
01/04/2022	Bill Payment (Check)		Utilities - heat - gas	198.16
		<b>Your CFO Inc</b>		
01/03/2022	Bill Payment (Check)		Accounting services	1,549.00
				<u><u>48565.12</u></u>

**ST. CLOUD AREA PLANNING ORGANIZATION**  
**Transaction List by Vendor - Paid Invoices**  
**January 2022**

Date	Transaction Type	Vendor	Accounting Description	Amount
<b>LIBERTY BANK DEPOSITS</b>				
		<u>Deposit Date</u>	<u>Amount</u>	
Stearns County - 1st half dues - Yr 2022		01/05/22	10,776.00	
Benton County - 1st half dues - Yr 2022		01/07/22	3,674.00	
St Joeseeph - 1st Half 2022		01/10/22	3,574.50	
Waite Park - 1st Half 2022		01/10/22	4,083.00	
Metro Bus - 1st Half 2022		01/13/22	4,150.00	
Benton County - 1st half dues - Yr 2022		01/14/22	10,000.00	
LeSark Township - 1st Half 2022		01/18/22	692.50	
St Cloud - 1st Half 2022		01/18/22	53,574.50	
Sauk Rapids - 1st Half 2022		01/18/22	6,941.50	
Bank interest earned - estimated		01/31/22	-	
			<u>97,466.00</u>	

**PROPOSED February 2022 and March 2022 DISBURSEMENTS**  
prepared 1/30/2022

ATTACHMENT B2  
AGENDA ITEM 5b

Method Of Payment	To Whom Paid	What Check is for	Account	Amount
Direct Dep.	Net Payroll (including insurance reimbursement)	2/5/2022 Payroll Paid	Payroll	\$ 8,251.37
Electronic	Expense Reimbursemt - Employee mileage	2/5/2022 Payroll Paid	Payroll	\$ -
Electronic	Social Security, Medicare & Federal Tax PAID	2/5/2022 Payroll Paid	Payroll	\$ 2,429.35
Electronic	MN Department of Revenue-Withholding PAID	2/5/2022 Payroll Paid	Payroll	\$ 637.00
Electronic	PERA	2/5/2022 Payroll Paid	Payroll	\$ 1,757.63
Electronic	Great West Annuity	2/5/2022 Payroll Paid	Payroll	\$ 10.00
Electronic	Minnesota State Retirement System	2/5/2022 Payroll Paid	Payroll	\$ 124.37
Electronic	Select Account (H.S.A.)	2/5/2022 Payroll Paid	Payroll	\$ 328.46
Direct Dep.	Net Payroll (including insurance reimbursement)	2/20/2022 Payroll Paid	Payroll	\$ 8,251.37
Electronic	Expense Reimbursemt - Employee mileage	2/20/2022 Payroll Paid	Payroll	\$ -
Electronic	Social Security, Medicare & Federal Tax PAID	2/20/2022 Payroll Paid	Payroll	\$ 2,429.35
Electronic	MN Department of Revenue-Withholding PAID	2/20/2022 Payroll Paid	Payroll	\$ 637.00
Electronic	PERA	2/20/2022 Payroll Paid	Payroll	\$ 1,757.63
Electronic	Great West Annuity	2/20/2022 Payroll Paid	Payroll	\$ 10.00
Electronic	Minnesota State Retirement System	2/20/2022 Payroll Paid	Payroll	\$ 124.37
Electronic	Select Account (H.S.A.)	2/20/2022 Payroll Paid	Payroll	\$ 328.46
Direct Dep.	Net Payroll (including insurance reimbursement)	3/5/2022 Payroll Paid	Payroll	\$ 8,251.37
Electronic	Expense Reimbursemt - Employee mileage	3/5/2022 Payroll Paid	Payroll	\$ -
Electronic	Social Security, Medicare & Federal Tax PAID	3/5/2022 Payroll Paid	Payroll	\$ 2,429.35
Electronic	MN Department of Revenue-Withholding PAID	3/5/2022 Payroll Paid	Payroll	\$ 637.00
Electronic	PERA	3/5/2022 Payroll Paid	Payroll	\$ 1,757.63
Electronic	Great West Annuity	3/5/2022 Payroll Paid	Payroll	\$ 10.00
Electronic	Minnesota State Retirement System	3/5/2022 Payroll Paid	Payroll	\$ 124.37
Electronic	Select Account (H.S.A.)	3/5/2022 Payroll Paid	Payroll	\$ 328.46
Direct Dep.	Net Payroll (including insurance reimbursement)	3/20/2022 Payroll Paid	Payroll	\$ 8,251.37
Electronic	Expense Reimbursemt - TRB conference	3/20/2022 Payroll Paid	Payroll	\$ -
Electronic	Social Security, Medicare & Federal Tax PAID	3/20/2022 Payroll Paid	Payroll	\$ 2,429.35
Electronic	MN Department of Revenue-Withholding PAID	3/20/2022 Payroll Paid	Payroll	\$ 637.00
Electronic	PERA	3/20/2022 Payroll Paid	Payroll	\$ 1,757.63
Electronic	Great West Annuity	3/20/2022 Payroll Paid	Payroll	\$ 10.00
Electronic	Minnesota State Retirement System	3/20/2022 Payroll Paid	Payroll	\$ 124.37
Electronic	Select Account (H.S.A.)	3/20/2022 Payroll Paid	Payroll	\$ 328.46
Credit Card	Adobe Creative Cloud - February 2022	Subscription service to PDF software	IT Support & Software	\$ 146.32
Credit Card	Adobe Creative Cloud - March 2022	Subscription service to PDF software	IT Support & Software	\$ 146.32
Check	AFLAC - February 2022	Employee Addtl Insurance	Payroll	\$ 735.38
Check	AFLAC - March 2022	Employee Addtl Insurance	Payroll	\$ 735.38
Credit Card	American Planning Association	Membership - Vicki Johnson	Dues & Subscriptions	\$ 109.00
Electronic	BCBS of MN - February 2022	Employee Health Insurance	Payroll	\$ 4,053.50
Electronic	BCBS of MN - March 2022	Employee Health Insurance	Payroll	\$ 4,053.50
Check	City of St Cloud - Water/Sewer - February 2022	Utilities - water / sewer	Utilities	\$ 40.00
Check	City of St Cloud - Water/Sewer - March 2022	Utilities - water / sewer	Utilities	\$ 40.00
Check	Cloudnet - February 2022	Internet Service	Utilities	\$ 10.00
Check	Cloudnet - March 2022	Internet Service	Utilities	\$ 10.00
Check	David Turch & Associates- February 2022	Lobbyist Services	Lobbying	\$ 4,000.00
Check	David Turch & Associates- March 2022	Lobbyist Services	Lobbying	\$ 4,000.00
Check	Dell Financial Services	Laptop	Equipment	\$ 1,756.53
Check	Delta Dental - February 2022	Employee dental insurance	Payroll	\$ 236.65
Check	Delta Dental - March 2022	Employee dental insurance	Payroll	\$ 236.65
Credit Card	ESRI Inc	IT Support	IT Support & Software	\$ 756.71
Credit Card	Facebook - estimate	Advertising	Printing & Publishing	\$ 100.00
Check	Greater St Cloud Dev Corp	membership	Dues & Subscriptions	\$ 500.00
Credit Card	Google Inc - estimate - February 2022	G Suite Basic - Commitment	Utilities	\$ 48.00
Credit Card	Google Inc - estimate - March 2022	G Suite Basic - Commitment	Utilities	\$ 48.00

**PROPOSED February 2022 and March 2022 DISBURSEMENTS**  
prepared 1/30/2022

ATTACHMENT B2  
AGENDA ITEM 5b

Method Of Payment	To Whom Paid	What Check is for	Account	Amount
Check	Loffler Companies - estimate - February 2022	Copier Supplies	Copy Machine	\$ 250.00
Check	Loffler Companies - estimate - March 2022	Copier Supplies	Copy Machine	\$ 250.00
Credit Card	Mailchimp.com - estimate - January 2022	Monthly IT Support	IT Support & Software	\$ 14.99
Credit Card	Mailchimp.com - estimate - February 2022	Monthly IT Support	IT Support & Software	\$ 14.99
Credit Card	Neopost USA, Inc.	Postage Meter	Meter Lease	\$ 59.25
Credit Card	Neopost USA, Inc.	Postage Meter	Postage	\$ 200.00
Check	Net V Pro - February 2022	Monthly IT Support	IT Support & Software	\$ 925.00
Check	Net V Pro - March 2022	Monthly IT Support	IT Support & Software	\$ 321.00
Check	Premium Water Inc - estimate - February 2022	office drinking water	Utilities	\$ 30.00
Check	Premium Water Inc - estimate - March 2022	office drinking water	Utilities	\$ 30.00
Check	Principal Financial - February 2022	Employee disability insurance	Payroll	\$ 261.00
Check	Principal Financial - March 2022	Employee disability insurance	Payroll	\$ 261.00
Credit Card	Postmaster	Postage Purchase	Postage	\$ 9.25
Credit Card	Quill.com - estimate	Office Supplies	office Supplies	\$ 100.00
Check	SC Times	Publications and Printing	Printing/Publishing	\$ 146.66
Check	Schroden's Inc - estimate - January 2022	Snow Removal	Maintenance	\$ 600.00
Check	Schroden's Inc - estimate - February 2022	Snow Removal	Maintenance	\$ 600.00
Check	Spectrum Business (Charter) - February 2022	Internet Service	Utilities	\$ 414.94
Check	Spectrum Business (Charter) - March 2022	Internet Service	Utilities	\$ 414.94
Check	SRF Consulting Group	SW Beltline Corridor Study	SW Beltline Corridor Study	\$ 9,081.61
Electronic	Stearns Electric Association - February 2022	Utilities - electric	Utilities	\$ 250.00
Electronic	Stearns Electric Association - March 2022	Utilities - electric	Utilities	\$ 250.00
Check	SC Times - estimate - estimate - January 2022	Public Postings	Printing/Publishing	\$ 200.00
Check	SC Times - estimate - estimate - February 2022	Public Postings	Printing/Publishing	\$ 200.00
Check	Weisman Cleaning Inc - estimate - February 2022	Office Cleaning Services	Maintenance	\$ 150.00
Check	Weisman Cleaning Inc - estimate - March 2022	Office Cleaning Services	Maintenance	\$ 150.00
Check	West Central Sanitation Inc - estimate - February 2022	Utility - garbage	Utilities	\$ 42.29
Check	West Central Sanitation Inc - estimate - March 2022	Utility - garbage	Utilities	\$ 42.29
Electronic	Xcel Energy - estimate - February 2022	Utilities - gas	Utilities	\$ 250.00
Electronic	Xcel Energy - estimate - March 2022	Utilities - gas	Utilities	\$ 250.00
Check	Your CFO Inc	2021 accounting services - February 2022	Accounting Services	\$ 1,549.00
Check	Your CFO Inc	2021 accounting services - March 2022	Accounting Services	\$ 1,549.00
TOTAL				<u>\$ 94,781.87</u>



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board  
FROM: Vicki Johnson, Senior Transportation Planner  
RE: FY 2022-2025 Transportation Improvement Program Amendments  
DATE: Jan. 28, 2022

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 2022-2025 TIP** from the following entities: Benton County, Sherburne County, Stearns County, and the Minnesota Department of Transportation (MnDOT).

Benton County:

- 2024
  - 005-601-012. BENTON CSAH 1, FROM CSAH 29 TO 0.25 MI S OF CR 78 IN SAUK RAPIDS, RECLAIM. This project is no longer being funded with Federal dollars. Project will still be completed; however, it will no longer need to be reflected in the TIP.

Sherburne County:

- 2024
  - 071-070-042. INSTALL RURAL INTERSECTION STREET LIGHTING AT VARIOUS SHERBURNE COUNTY HIGHWAY INTERSECTIONS. This project is being advance constructed in FY 2023. Federal reimbursement will remain in FY 2024.

Stearns County

- 2023
  - 073-090-011. **\*\*AC\*\***: CONSTRUCT PHASE 3 OF THE ROCORI TRAIL ALONG RR CORRIDOR FROM COLD SPRING TO ROCKVILLE (PAYBACK IN 2024). The ROCORI Trail Construction Board is requesting to advance this project from FY 2023 to FY 2022. Federal reimbursement will remain in FY 2023 and FY 2024.

MnDOT

- 2023
  - 7380-259. **\*\*FLEX\*\***: I-94, OVERLAY BRIDGE NOS. 73875 AND 73876 OVER BNSF RR 0.6 MI WEST ON MN 23 INTERCHANGE. Project has increased from \$1,600,000 to \$2,209,000. Project description has also changed to allow for

E. [admin@stcloudapo.org](mailto:admin@stcloudapo.org) W. [stcloudapo.org](http://stcloudapo.org)



an early let, late encumber (ELLE).

- 2025
  - o 8823-375. I-94, DMS, CAMERA'S AND FIBER FROM US 71 IN SAUK CENTRE TO MN 24 IN CLEARWATER AND MN 24 FROM I-94 TO STEARNS CO. CSAH 75 IN CLEARWATER. This project is being added to the TIP per MnDOT District 3 Traffic Engineering. Project total is \$500,000 with \$400,000 coming from Federal funds and \$100,000 coming from state funding.

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

The 30-day public comment period on these changes concluded on Friday, Jan. 28, 2022.

APO staff have received nine completed online surveys. Those comments can be found in the attachment.

**The APO's Technical Advisory Committee (TAC) will meet on Feb. 3** to discuss these proposed changes. Their recommendation will be sent to Policy Board members in an email prior to the Feb. 10 meeting.

Suggested Action: Approval.



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

T. 320.252.7568 F. 320.252.6557

## FY 2022-2025 Transportation Improvement Program Amendments

### *Public Comments December 2021 – January 2022*

Several substantial requests for **changes to the Saint Cloud Area Planning Organization's (APO's)** fiscal year 2022-2025 Transportation Improvement Program (TIP) have warranted a 30-day public comment period. During this period (Dec. 29, 2021 – Jan. 28, 2022) the APO has received the following comments.

Online Survey:

Agency/Jurisdiction	Proposed Project Number	Comments	Date
Benton County	005-601-012 (CSAH 1 reclamation)	Strongly approve (1) Approve (3) Neither approve nor disapprove (3) Strongly disapprove (1)	01/24/2022
Sherburne County	071-070-042 (rural intersection lighting)	Strongly approve (1) Approve (6) Strongly disapprove (1)	01/24/2022
Sherburne County	071-070-042 (rural intersection lighting)	<b>"We don't need lights at every intersection. The light pollution is enough."</b>	12/29/2021
Stearns County	073-090-011 (ROCORI Trail)	Strongly approve (5) Approve (3) Strongly disapprove (1)	01/24/2022
MnDOT	7380-259 (I-94 BNSF bridge overlay)	Strongly approve (2) Approve (3) Neither approve nor disapprove (3) Strongly disapprove (1)	01/24/2022

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Agency/Jurisdiction	Proposed Project Number	Comments	Date
MnDOT	8823-375 (I-94 Dynamic Messaging Sign project)	Strongly approve (3) Approve (4) Neither approve nor disapprove (1) Strongly disapprove (1)	01/24/2022



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

*T. 320.252.7568 F. 320.252.6557*

TO: Mark Fiers, Minnesota Department of Transportation State Program Senior Administrator; Trang Chu, Minnesota Department of Transportation Planning Director  
FROM: Saint Cloud Area Planning Organization Policy Board  
RE: FY 2022-2025 Transportation Improvement Program Amendments and Administrative Modifications  
DATE: Feb. 10, 2022

The Saint Cloud Area Planning Organization (APO) Policy Board took action at its Feb. 10, 2022, meeting on **several changes to the APO's FY 2022-2025 Transportation Improvement Program**.

A complete list of those changes has been provided in the subsequent attachment.

The APO Board has approved the changes to the FY 2022-2025 TIP as listed in the aforementioned attachment.

\_\_\_\_\_  
Commissioner Joseph Perske      Date  
Chair, APO Policy Board

\_\_\_\_\_  
Brian Gibson, PTP      Date  
APO Executive Director

Minnesota Department of Transportation

- 2023:
  - 7380-259. **\*\*FLEX\*\***: I-94, OVERLAY BRIDGE NOS. 73875 AND 73876 OVER BNSF RR 0.6 MI WEST ON MN 23 INTERCHANGE. Project cost has increased from \$1,600,000 to \$2,209,000. Project description has also changed to allow for an early let, late encumber (ELLE).
- 2025:
  - 8823-375. **I-94, DMS, CAMERA'S AND FIBER FROM US 71 IN SAUK CENTRE TO MN 24 IN CLEARWATER AND MN 24 FROM I-94 TO STEARNS CO. CSAH 75 IN CLEARWATER.** This project is being added to the TIP per MnDOT District 3 Traffic Engineering. Project total is \$500,000 with \$400,000 coming from Federal funds and \$100,000 coming from state funding.

Stearns County:

- 2023:
  - 073-090-011. **\*\*AC\*\***: CONSTRUCT PHASE 3 OF THE ROCORI TRAIL ALONG RR CORRIDOR FROM COLD SPRING TO ROCKVILLE (PAYBACK IN 2024). The ROCORI Trail Construction Board is requesting to advance this project from FY 2023 to FY 2022. Federal reimbursement will remain in FY 2023 and FY 2024.

Benton County:

- 2024
  - 005-601-012. BENTON CSAH 1, FROM CSAH 29 TO 0.25 MI S OF CR 78 IN SAUK RAPIDS, RECLAIM. This project is no longer being funded with Federal dollars. Project will still be completed; however, it will no longer need to be reflected in the TIP.

Sherburne County:

- 2024
  - 071-070-042: INSTALL RURAL INTERSECTION STREET LIGHTING AT VARIOUS SHERBURNE COUNTY HIGHWAY INTERSECTIONS. This project is being advance constructed in FY 2023. Federal reimbursement will remain in FY 2024.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board  
FROM: Vicki Johnson, Senior Transportation Planner  
RE: Staff Report on Jan. 13, 2022, Central Minnesota Area Transportation Partnership meeting  
DATE: Jan. 20, 2022

The Central Minnesota Area Transportation Partnership (ATP-3) met via Teams on Thursday, Jan. 13, 2022. At that meeting, the following occurred:

1. Corridors of Commerce Program and MnDOT Response to Legislative Changes

- a. MnDOT Director of Capital Planning and Programming Patrick Weidemann briefed members of the ATP on the Corridors of Commerce (CoC) program. Mr. Weidemann discussed the history of the program which began in 2013 and talked about the issues with the latest round of CoC funding from 2018. Mr. Weidemann said the state legislature just approved \$200 million in CoC funding in 2021. MnDOT will begin project solicitation in August 2022 but wanted to propose changes to the current process. Those changes include:
  - i. Implementing a local stakeholder screening process in which the Greater Minnesota ATPs would review and select the top three projects from their region. The Metro District would recommend 10 projects for consideration and Chisago County would recommend one project for consideration.
  - ii. Defining regional balance when it comes to distributing funds. This definition would include 50% of funding to the Metro and 50% of funding to Greater Minnesota using county boundaries.
  - iii. Adding a small projects category for Greater Minnesota. This specific category would require 25% of funding allocated to Greater Minnesota to be spend on projects estimated to be \$10 million or less.
- b. Mr. Weidemann said MnDOT is hoping to take these proposed changes to the governor and legislature at the start of the session and have this resolved prior to the August solicitation.

2. FY 2022-2025 Local Federal Projects Update

- a. MnDOT District 3 Planning Director Steve Voss provided an update on the local managed program projects slated for FY 2022 construction. Three **projects within the APO's planning area (City of Saint Cloud's Beaver Island Trail Phase 8 and Cooper Avenue reconstruction along with City of Sartell's 19<sup>th</sup> Avenue S reconstruction)** appear to be on time. Potential advances **include the City of Sartell's trail and sidewalk gap project and the Stearns County ROCORI Trail project.**
- b. Mr. Voss also presented on the Highway Safety Improvement Program (HSIP) projects slated for FY 2022 construction. Two projects within Stearns County (chevron curve signing and rural intersection lighting) appear to be on time. Potential **advances include Sherburne County's rural intersection**

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lighting and rumble strips/intersection sign enhancement projects.

- c. Mr. Voss said two projects within the District were also receiving funding from the Transportation Economic Development (TED) program. The first was for a \$350,000 project in Wadena County for the installation of a left turn lane on Otter Tail CSAH 2 (this is associated with construction of a new roadway alignment to the new hospital). The second project was for the City of Monticello for turn lane improvement on MN 25 and Broadway Street for \$469,000.
- d. Mr. Voss also reminded ATP-3 members the solicitation for Local Partnership Program (LPP) funding for FY 2026 was open until Jan. 28.

3. Federal Transportation Update

- a. **Federal Affairs Manager with MnDOT's Office of Government Affairs Serge Phillips** discussed the new surface transportation bill – the **Infrastructure Investment and Jobs Act (IIJA)**. **He said that new funding wouldn't be made available for a while (appropriations run through Feb. 18 at last year's level of funding).** He said there has not been any guidance issued yet on several of the new funding programs created as part of the IIJA (climate, social equity, airport, broadband, fleet electrification).
- b. Mr. Phillips said IIJA retains some of the core programs of the FAST Act (National Highway Performance Program, Surface Transportation Block Grant Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Program). The IIJA also adds a new bridge investment program, a fueling and safety program, a safe streets and roads for all program, and increases funding for other competitive Federal program. Further guidance on these programs from U.S. Department of Transportation and Federal Highway Administration will be forthcoming.

4. FY 2023-2026 STIP Development Funding Guidance

- a. Mr. Voss provided updates on the targeted funding allocations for ATP-3 for FY 2023-2026. Mr. Voss said funding levels for the first three years of the previous STIP (2023, 2024, and 2025) will remain constant. Because of the timing of the passage of the IIJA, U.S. DOT has not had the opportunity to submit new funding targets to the state DOTs. As such, Mr. Voss said the FY 2026 funding allocation is based off FAST Act allocations. In terms of ATP-3, this means all funding (with the exception of HSIP) will remain constant.
- b. New funding targeted allocations are as follows for ATP-3:
  - i. ATP Managed STBGP: \$10,400,000.
  - ii. STBGP-TA setaside: \$1,600,000.
  - iii. HSIP: \$3,500,000 (an increase of \$100,000 from FY 2025 levels).
- c. Since allocations will remain steady, the APO will be allocated \$2,135,120 for the STBGP solicitation.

5. Local Candidates Seeking FY 2026 STBGP Funding under the ATP Managed Program by Region

- a. Region 5, Region 7W, Region 7E, and Saint Cloud APO planning representatives presented on projects each of their respective regions received as part of the STBGP solicitation process.
- b. Region 5 received five project applications requesting \$6,122,936 in Federal funding. Region 7W received eight project applications requesting \$15,482,684 in Federal funding. Region 7E received three project applications for the FY 2026-2027 solicitation (7E does a two-year solicitation every other year) requesting \$5,512,400 in Federal funding. Saint Cloud APO

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received three project applications requesting \$5,358,900 in Federal funding.

6. Review FY 2026 Transportation Alternatives (TA) Program Schedule and Candidate Projects
  - a. MnDOT District 3 Engineering Specialist/Program Coordinator Jeff Lenz provided an update on the ongoing districtwide TA solicitation. Applications are officially due to the district on Jan. 14, but Mr. Lenz was able to provide a brief update on the anticipated 10 projects received.
  - b. Aside from one project submitted within both Region 5 and the Saint Cloud APO, the rest of the projects came from Region 7W. A total of \$4,354,110 in Federal funding is being requested with only \$1,600,000 available.

Suggested Action: None, informational only.



# SOUTHWEST BELTLINE CORRIDOR STUDY



**December 2021**

Saint Cloud APO Policy Board Meeting

February 10, 2022

## ACKNOWLEDGEMENTS

The Study was made possible by funding from the St. Cloud Area Planning Organization (APO). Special thanks to the following partners who provided their expertise, time, and feedback for this Study to ensure it encompassed the needs of the surrounding community.

### **Project Management Team (PMT)**

Brian Gibson – St. Cloud Area Planning Organization (APO) Executive Director

Jodi Teich – Stearns County Engineer

Matt Glaesman – City of St. Cloud Community Development Director

Randy Sabart – City of St. Joseph City Engineer

Nate Keller – City of St. Joseph Community Development Director

Jon Halter – City of Waite Park City Engineer

Tom Cruikshank – Minnesota Department of Transportation (MnDOT)

### **Consultant Team**



SRF Consulting Group, Inc.

Molly Stewart, P.E., PTOE – Project Manager

Dan McNiel – Public Engagement

Ben Robeck – Design

Collin Schroeder – Traffic Engineering



Transportation Collaborative & Consultants (TC2)

Matt Pacyna, P.E. – Project Support

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## INTRODUCTION

The St. Cloud Area Planning Organization (APO), in partnership with St. Joseph, Waite Park, St. Cloud, Stearns County, and the Minnesota Department of Transportation (MnDOT) began the Southwest Beltline Corridor Study in 2021.

For more than 30 years, an arterial beltline corridor in the St. Cloud Metropolitan Area has been a key component of the area's transportation vision. Several studies and planning efforts have been completed over the years. Stearns County completed the Southwest Arterial Alignment Study in 2000/2001 to identify benefits and challenges of potential alignments for the Southwest Beltline corridor. This study followed NCHRP 435 recommendations to ensure that alignments could be carried forward to a NEPA scoping process. Following this study, a NEPA scoping process was undertaken by Stearns County in 2008. This study went into greater detail on the purpose and need for the Southwest Beltline corridor as well as a more rigorous evaluation of potential alignments and impacts. Most recently, the beltline corridor (see **Figure 1**) was identified as a priority in the most recent 2045 Metropolitan Transportation Plan (MTP) completed by the St. Cloud APO in 2019.

In total, the complete beltline corridor would add approximately 77 miles of roadway and would reduce the number of lane miles approaching or at capacity by approximately 33% in the year 2045.

FIGURE 1. BELTLINE CORRIDOR ALIGNMENT (ST. CLOUD APO MTP)

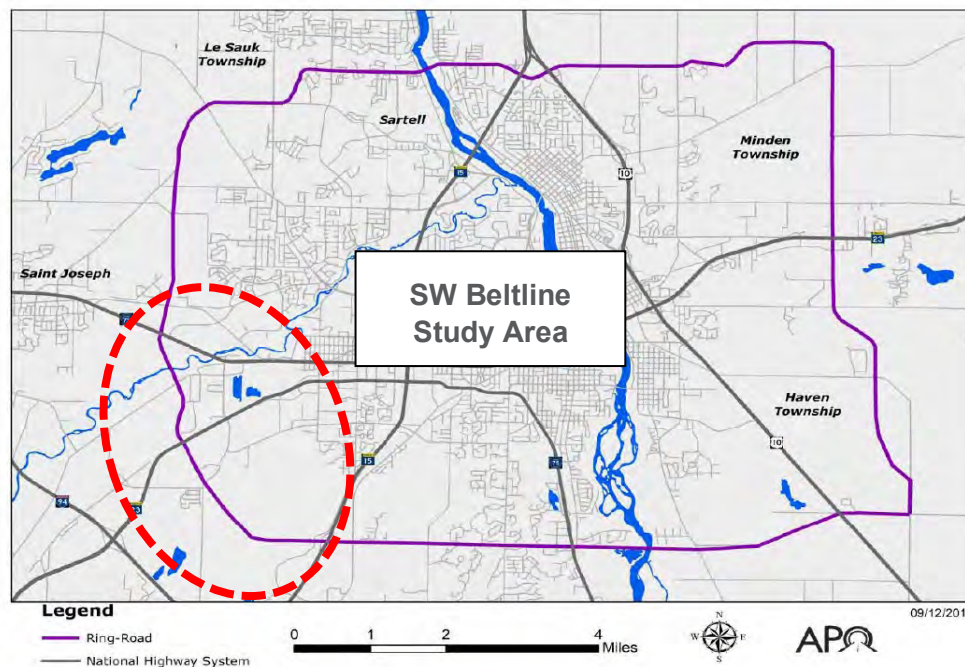


FIGURE 9.61 – URBAN ARTERIAL BELT LINE CORRIDOR (CONCEPTUAL ALIGNMENT)

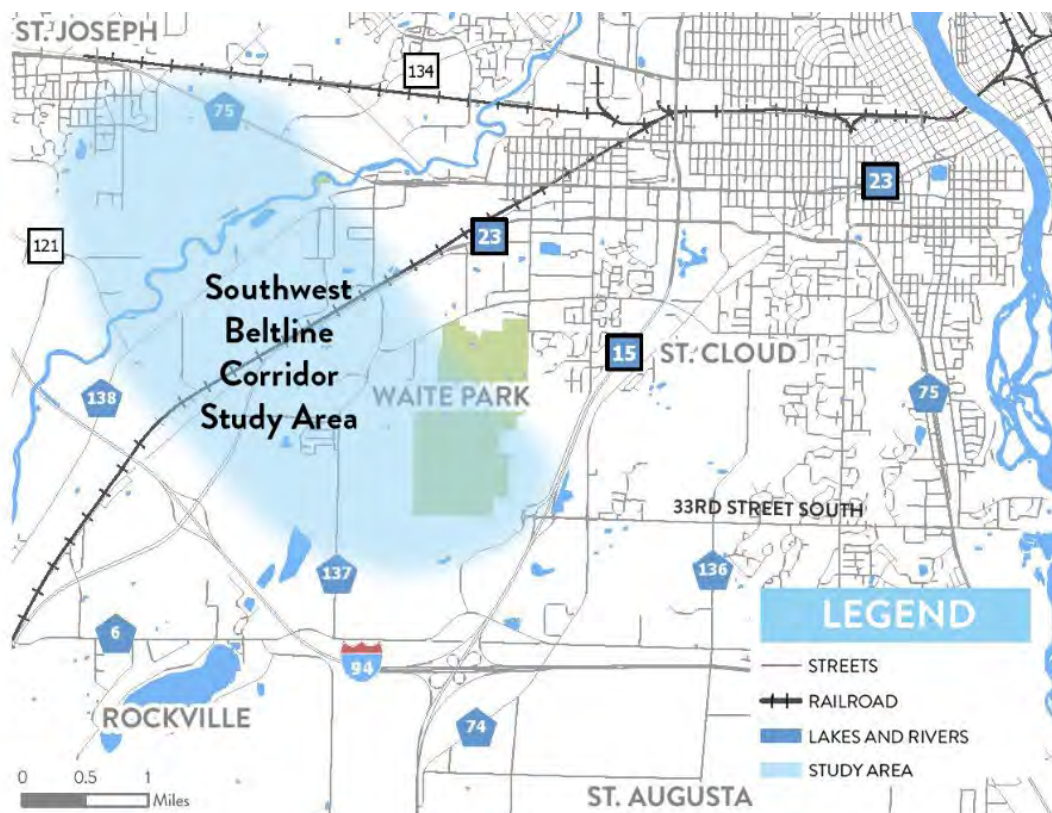
Source: St. Cloud APO 2045 Metropolitan Transportation Plan (2019)

## STUDY AREA

This study focused on the southwest portion of the beltline corridor as highlighted in **Figure 2**. The study focused on the area from the intersection of Highway 15 and 33rd Street in Waite Park to County State Aid Highway (CSAH) 75 in St. Joseph. Additionally, the segment of the beltline corridor between CSAH 75 and CSAH 133 was also evaluated to understand future connectivity north of the study area. At the conclusion of the study process, the PMT agreed that additional evaluation would be needed for the beltline segment between CSAH 75 and CSAH 133, therefore no final recommendation for a locally preferred alignment alternative was determined.

Land use within the study area is primarily farmland, residential, wetland, and parkland. There is a large, approximately 450 acres, Stearns County park (Quarry Park) in the south eastern portion of the study area. Quarry Park has significant portions designated as scientific and natural areas. Another physical element includes the two railroad spurs in the study area operated by Northern Lines Railway (NLR), a short line railroad owned by Anacostia, which connect to the Burlington Northern Santa Fe (BNSF) railroad's mainline in central St. Cloud at the depot facility. The railroad serves numerous industrial and freight customers in the study area and operates up to three trains per day on the south line through Waite Park as of 2021 per the Federal Railroad Administration (FRA) and less frequently along the north line to St. Joseph. The study area also crosses Highway 23 and the Sauk River.

FIGURE 2. STUDY AREA





## STUDY PROCESS, GOALS AND OBJECTIVES

The study is in the pre-NEPA (National Environmental Policy Act) phase and followed a Planning and Environmental Linkages (PEL) process to support the project as it moves towards design development. Community engagement and outreach helped support the PEL process by ensuring transparency and providing ample opportunity for public input. The study also followed a linear decision-making process from purpose and need identification, alternative development, and evaluation, through the alternative refinement and selection phase. This process was clearly communicated to stakeholders and community members to build awareness and support over the course of the study.

The goal of the Southwest Beltline Corridor Study was to identify the purpose, need, and benefits of the corridor, evaluate potential alignments, cross-sections, and traffic control needs, and build support and policies to set the stage for potential future construction.

The Southwest Beltline Corridor Study took approximately nine months to complete and followed the schedule on the following page (see **Figure 3**). The study included three primary phases: Phase 1 - Purpose and Need Update; Phase 2 - Alternative Development and Evaluation; and Phase 3 - Adoption, Preservation, and Documentation. The study was guided by a Project Management Team (PMT), comprised of representatives from the St. Cloud APO, Stearns County, MnDOT and the cities of St. Cloud, St. Joseph, and Waite Park. The PMT played an integral part in the study by providing oversight and input on technical analysis, alternative development and evaluation, and the public engagement process.



**Identify**  
the purpose,  
need, and  
benefits of  
the corridor.



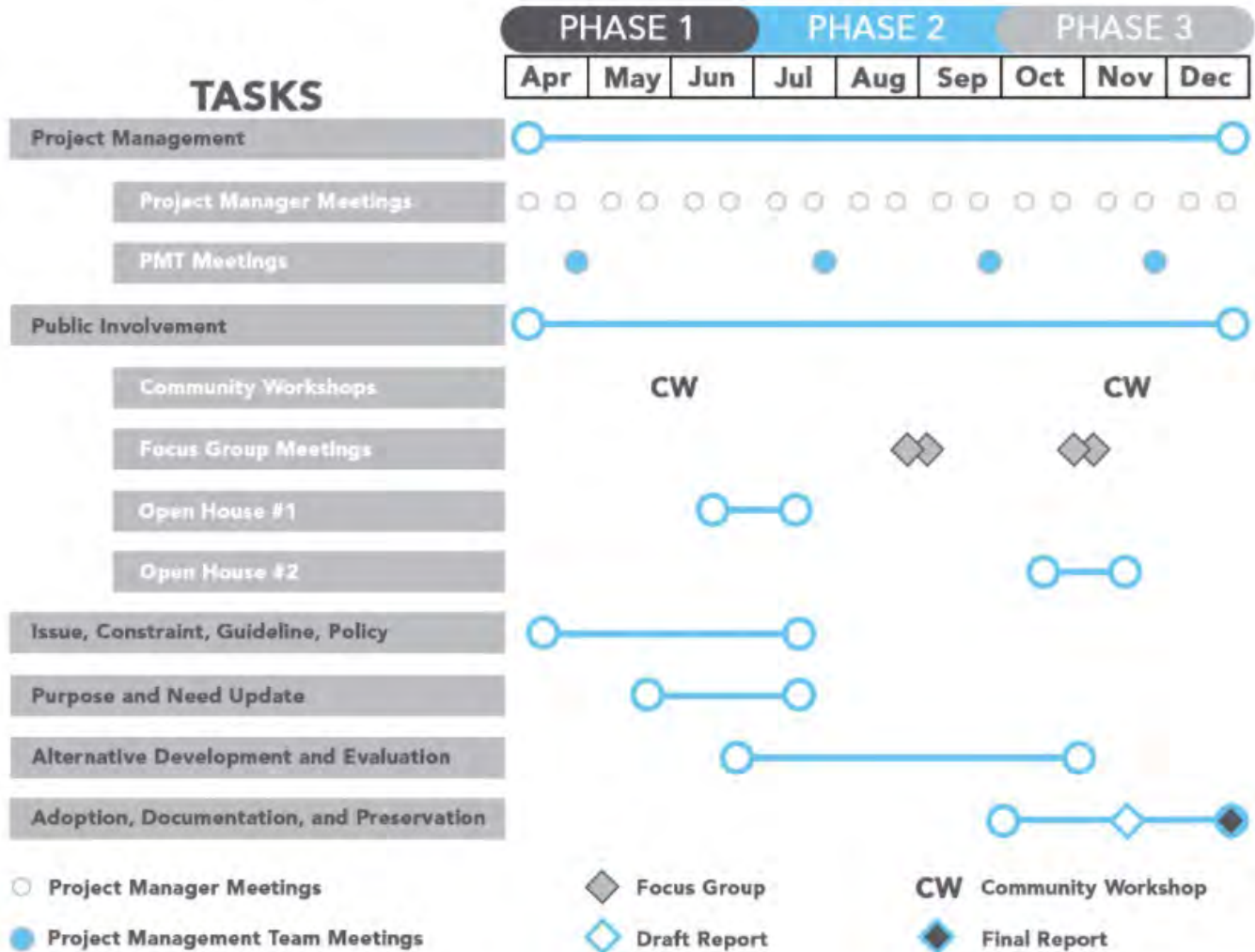
**Evaluate**  
potential  
alignment,  
cross-section,  
and traffic  
control needs.



**Build**  
support and  
policies to  
set the stage  
for future  
implementation.

PHASE 1	PHASE 2	PHASE 3
Purpose and Need Update	Alternative Development and Evaluation	Adoption, Preservation, and Documentation

FIGURE 3. STUDY SCHEDULE

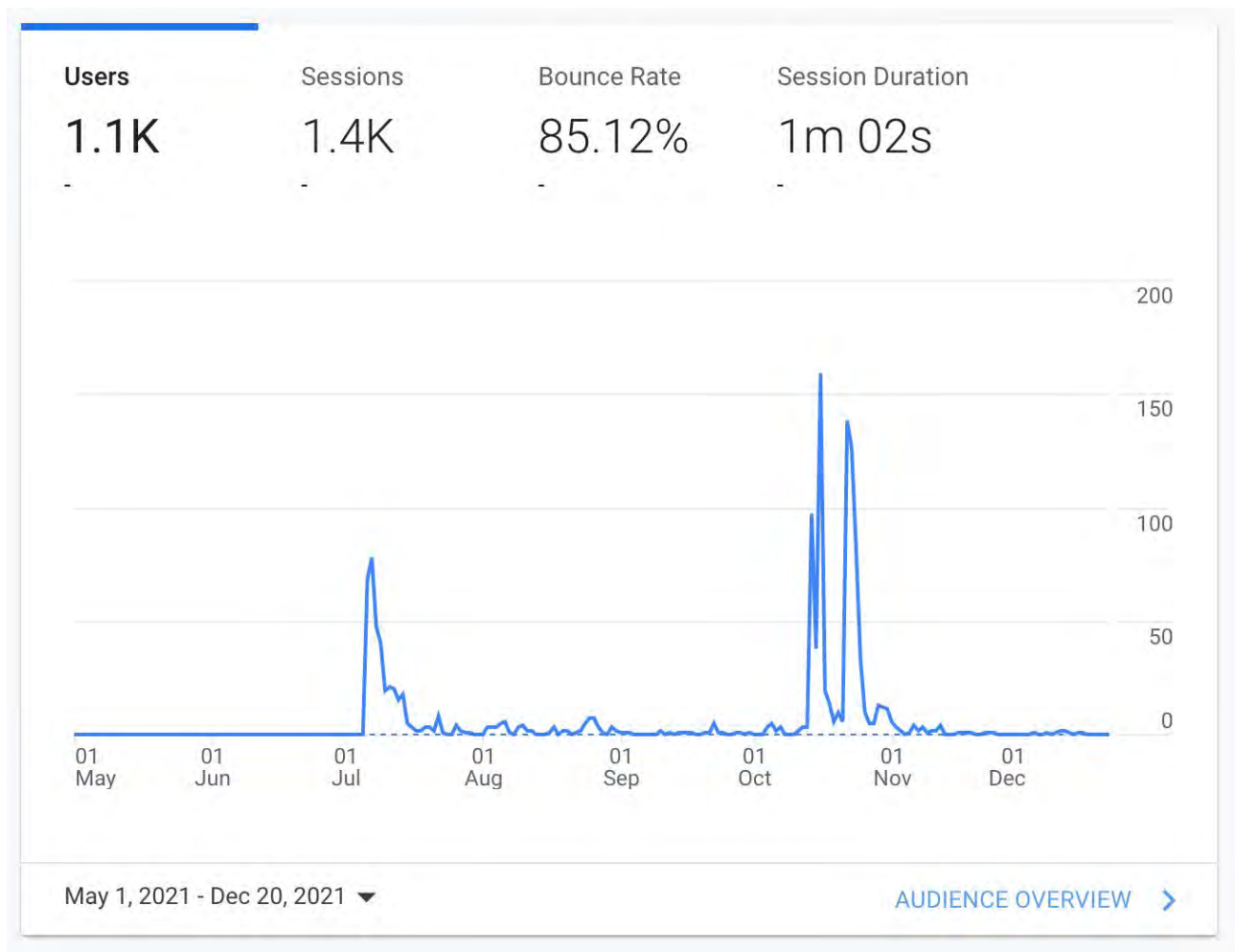


## STAKEHOLDER AND PUBLIC ENGAGEMENT

Stakeholder and public engagement were an important point of emphasis for the Southwest Beltline Corridor Study. The study included a series of meetings and workshops with Stearns County, St. Joseph, and Waite Park officials at each phase in the process. The study team also facilitated targeted focus group discussions and online open house meetings to help inform key topic areas. The key stakeholder and public engagement tasks that were conducted during the study process and input received are woven through this document and a comprehensive summary is available in **Appendix A**.



The study team used a variety of methods to conduct inclusive outreach by building credibility, educating the community, and fostering support for the Southwest Beltline Corridor Study. A study specific website was established to inform the public about the background and purpose, study schedule, opportunities for public participation, and to serve as a repository for study information materials. The website also provided an additional tool for agency staff, stakeholders, and the community to keep up with key milestones of the study as it progressed. Throughout the nine-month study process the study website had over 1,000 site visits with the peak activity occurring during the online open house meetings in July and October (see figure below). A social media campaign, utilizing the St. Cloud APO's Facebook page, was also completed to promote the open houses. Additional analytic information can be found in **Appendix A**.



## PURPOSE AND NEED

The Southwest Beltline corridor is part of the overall Urban Beltline Corridor vision identified in the St. Cloud APO's 2045 MTP. The corridor is expected to improve roadway capacity and reduce system delay. The purpose of the Southwest Beltline corridor would be to improve mobility between Highway 15 and CSAH 75, while supporting development opportunities and multimodal initiatives.

The Southwest Beltline corridor would provide an east-west connection within an urbanizing area that otherwise lacks this type of route continuity in the region. Like similar beltways or ring roads, this route would balance traffic demands among other arterials and provide an arterial-type function for development in the future urbanizing area.

With development encroaching in the study area, there is a need to identify the future corridor alignment to allow planners to set preservation policies. By adopting these types of policies, the future viability of the southwest beltline corridor and overall beltline system can be cost-effectively planned for and maintained.

## PREVIOUS PLANNING EFFORTS

The most recent planning efforts related to the Southwest Beltline include the documents listed below. A review of each of these documents was completed as part of the study.

**ST. CLOUD AREA SOUTHWEST ARTERIAL ALIGNMENT STUDY (2001)**

**STEARNS COUNTY SOUTHWEST BELTWAY (FUTURE CSAH 84)  
ENVIRONMENTAL SCOPING DECISION DOCUMENT (2008)**

**ST. CLOUD AREA PLANNING ORGANIZATION 2045 METROPOLITAN  
TRANSPORTATION PLAN (2019)**

Stearns County led the Southwest Arterial Alignment Study to advance the Southwest Beltline corridor concept in 2000/2001. As noted previously, the intent was to begin to identify the transportation benefits and challenges for this route. This study followed NCHRP 435 recommendations to ensure that alignments could be carried forward to a NEPA scoping process. Following this study, a NEPA scoping process was undertaken in 2008. This study went into greater detail on the purpose and need for the Southwest Beltline corridor as well as a more rigorous evaluation of potential alignments and impacts.

A summary of previous efforts identified:

Regional and local travel pattern impacts	Environmental constraints and impacts	Corridor alignments and cross sections
Intersections and traffic controls	Access management policies	Right of way preservation methods

These previous efforts were well documented and supported at the time, and they followed the proper environmental processes. However, there have been changes over the last 10+ years in transportation-modal priorities, land use, technology, equity, and economic opportunities. Many of these changes were incorporated into the St. Cloud APO 2045 MTP process reconfirming the benefits of an Urban Beltline Corridor for the community.

## FUTURE TRAFFIC DEMAND

To determine the appropriate roadway facility type for the Southwest Beltline corridor, a traffic analysis was completed. The St. Cloud APO Travel Demand Model, which includes traffic volumes for the year 2045, was utilized. From this model it was determined that the Southwest Beltline corridor is projected to serve between 11,900 and 13,600 vehicles per day under by year 2045.

## PUBLIC ENGAGEMENT ROUND 1

To introduce the study and confirm the purpose and need of the Southwest Beltline corridor the study team facilitated a variety of public and stakeholder activities as discussed below.

### COMMUNITY WORKSHOPS

To kick off the study, two community workshops were held in June 2021 with the city councils of St. Joseph and Waite Park to gauge support for the Southwest Beltline Corridor Study. The goal of the workshops was to identify issues, constraints, and discuss the overall purpose and need for the corridor. From the feedback received, the study team was able to understand key goals and priorities for each community as they pertained to the study area. Detailed feedback received during the workshops is in **Appendix A**.

### PUBLIC OPEN HOUSE

The study's first public input opportunity was conducted during the summer of 2021. A total of 243 people responded to a community survey, which included responses from a wide range of zip codes and ages. Detailed feedback received is in **Appendix A**.

From the community survey, the study team learned that:

There was strong support (57%) for "**Mobility**" as the primary purpose of the Southwest Beltline corridor.

A large majority (76%) would like to see improvements "**as soon as possible**".

Potential **environmental impacts** and **costs** should be **minimized**.

There is agreement that the corridor would **alleviate existing traffic congestion** on alternate routes.

There was strong support for a **raised median**.

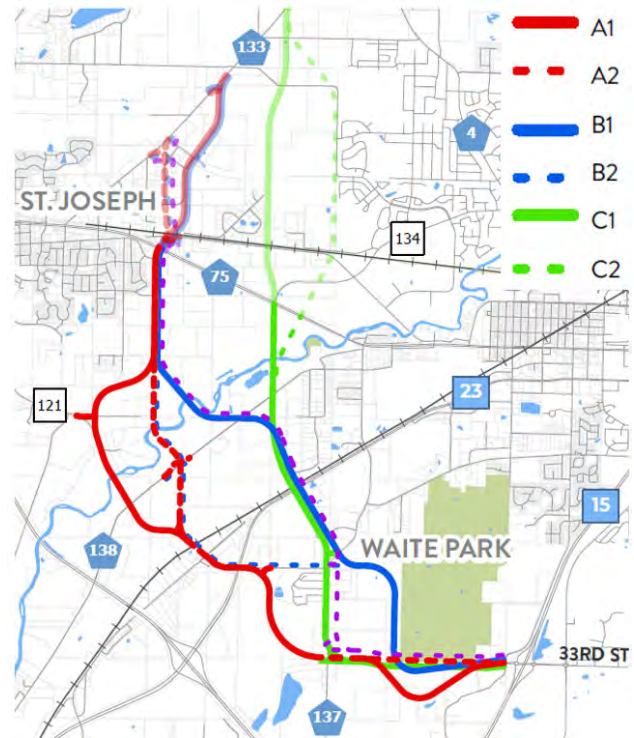
There was a clear desire (58%) to prioritize construction of the segment **between Highway 15 and Highway 23** of the corridor.

## ALTERNATIVE DEVELOPMENT & EVALUATION

### ALTERNATIVE DEVELOPMENT

An iterative alternative development process that considered technical data, public input, engineering design standards, and direction from the PMT was utilized. This process began with a review of previously developed alignments from 2008, which were updated based on new area constraints and additional technical analysis. New alignment alternatives were developed to avoid impacts to important environmental features wherever possible. For each alignment alternative a 55-mph design speed and 150 feet of right-of-way was assumed. These design parameters were used to allow for greater flexibility in the future. It should be noted that the future Southwest Beltline corridor speed limit may not necessarily be 55 mph and could be lower depending on the adjacent land use context.

FIGURE 4. ALIGNMENT ALTERNATIVES (DETAIL)



The alignments included three primary alternatives, shown in red, blue, and green (see **Figure 4**). Various sub-alternatives were also developed for each primary alternative, which correspond with the dashed lines. While the study limits were between CSAH 75 and Highway 15, the segment north of CSAH 75 to CSAH 133 was included to understand connectivity in this area. At the conclusion of the study process, the PMT agreed that additional evaluation would be needed for the beltline segment between CSAH 75 and CSAH 133, therefore no final recommendation for a locally preferred alignment alternative was determined. In general, each of the alignment alternatives connects from CSAH 133 on the north end to Highway 15 near 33rd Street on the south end.

The alignments were discussed with the PMT in July 2021 and refined based on the input received. Next, the study team presented these preliminary alignments during a series of focus group meetings in August 2021. Additional discussion of these focus group meetings can be found in the Public Engagement Round 2 section. Following the focus group meetings and associated feedback, additional alignment refinements were incorporated. These preliminary alignments (see **Figure 4**) then underwent a technical evaluation as discussed in the next section. The various alignment alternatives discussed throughout the study document is in **Appendix B**.

## ALTERNATIVE EVALUATION

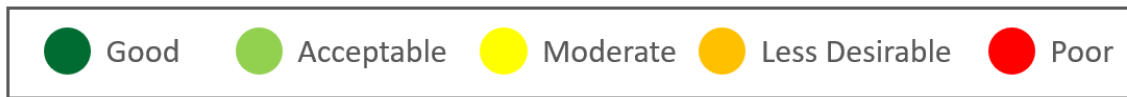
The evaluation of alignment alternatives was based on several factors including general categories such as transportation, property/land use, environmental, economic, and multimodal considerations. Within each of these categories, there were several sub-criteria to compare each alignment (see **Table 1**). A detailed evaluation matrix for each of the alternatives is in **Appendix B**.

TABLE 1. EVALUATION CRITERIA

	Criteria
Transportation	Mobility (Travel Time)
	Projected 2045 Volume
	Safety
	Railroad Impacts
	Reliability of the Route
	Compatibility with Transportation System
	Future Interchange Feasibility
Property/ Land Use	Property Impacts
	Environmental Justice - People of Color 80th Percentile
	Proximity to Established Neighborhoods
	Compatibility with Future Land Use
Environmental	Impacts to Biodiversity Zones
	Impacts to Wetlands and Other Aquatic Resources
	Native Plant Communities
	Impacts to Granite Outcrops
Economic	Commercial Business Relocation
	Construction Cost
	System Preservation Cost
Multimodal	Rider Comfort
	Proximity to Established Neighborhoods
	Proximity to Existing Schools



The detailed technical evaluation was leveraged to help rank each alignment alternative. The alternatives were evaluated based on a qualitative estimate of each alternative's ability to address the evaluation criteria. The rating system was as follows:



To complete the evaluation, the corridor alignments were divided into the following three segments:

- North Segment - CSAH 133 to CSAH 75
- Middle Segment - CSAH 75 to Highway 23
- South Segment - Highway 23 to Highway 15

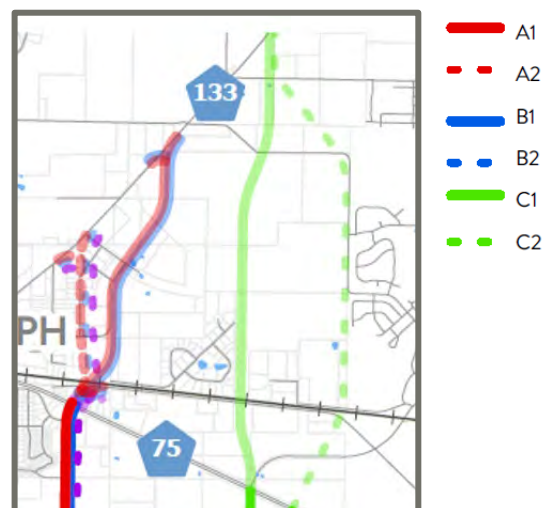
The following sections provide details of the analysis completed. Additionally, **Figure 5 – Figure 7** provide detail on the evaluation.

## NORTH SEGMENT

In the north segment, the A2/B2 alternative, shown by the red & blue dashed lines ranked highest. This alignment is the shortest distance and therefore the lowest cost to construct and provides the most transportation benefit. The following are a few key items to note about the alternatives:

- C1 and C2 would require construction of more miles of new roadway
- C2 is closer to existing established residential neighborhoods which the City of St. Cloud did not find desirable
- C1 and C2 had significantly more impacts to existing wetland and aquatic resources
- All alignment alternatives cross the Northern Lines Railway (NLR) rail line, however C1 and C2 cross the NLR rail line east of where a transload facility is planned which potentially may mean increased rail traffic in the future

Evaluation Criteria	A1/B1	A2/B2	C1	C2
Transportation	Acceptable	Good	Acceptable	Acceptable
Property/Land Use	Moderate	Acceptable	Acceptable	Moderate
Environmental	Good	Good	Less Desirable	Moderate
Economic	Acceptable	Good	Less Desirable	Less Desirable
Multimodal	Moderate	Moderate	Moderate	Moderate
Total	Acceptable	Good	Moderate	Moderate

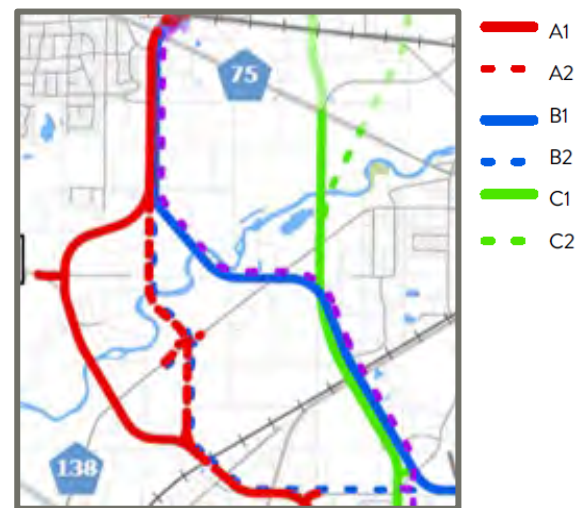


## MIDDLE SEGMENT

In the middle segment, there is no significant difference between evaluation scores for the alternatives. The following are a few key items to note about the alternatives:

- C2 does not cross at an existing intersection on CSAH 75
- A1, A2, B1, and B2 cross CSAH 75 at the existing 20th Avenue SE signalized intersection
- A1 utilizes the exiting County Road 121 alignment and is the only alternative that utilizes an existing bridge over the Sauk River
- A1 has the greatest number of curves in its alignment
- C1 and C2 would require construction of more miles of new roadway but are also the shortest in distance when compared to the A1, A2, B1, or B2 alternatives

Evaluation Criteria	A1	A2	B1	B2	C1	C2
Transportation	●	●	●	●	●	●
Property/Land Use	●	●	●	●	●	●
Environmental	●	●	●	●	●	●
Economic	●	●	●	●	●	●
Multimodal	●	●	●	●	●	●
Total	●	●	●	●	●	●



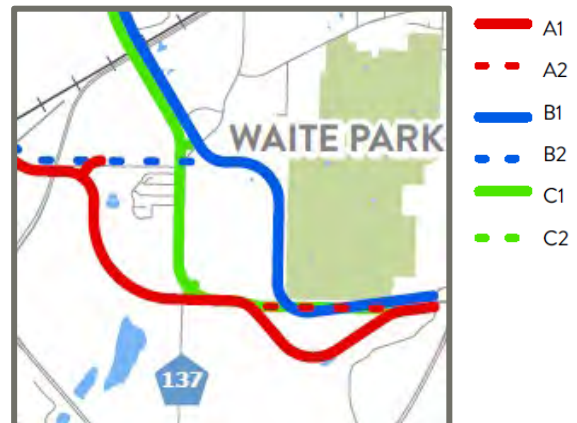


## SOUTH SEGMENT

In the south segment, the A2 and C alternatives ranked highest. In general, these two have a similar alignment in the south segment near Quarry Park, and then split into two different connections with Highway 23 at either Bel Clare Drive or 36th Avenue S. The following are a few key items to note about the alternatives:

- A1, A2, B2 cross Highway 23 at the existing intersection of Bel Clare Drive
- B1 and C1/C2 cross Highway 23 at the exiting intersection of 36th Avenue S
- C1/C2 utilize the CSAH 137 alignment
- A1 has the greatest number of curves in its alignment
- B1 and B2 bisect the greatest number of parcels making future development more challenging
- B1 and B2 have the greatest impacts to granite outcrops and wetland and aquatic resources
- B2 and C1/C2 would require construction of the least amount of new roadway

Evaluation Criteria	A1	A2	B1	B2	C
Transportation	●	●	●	●	●
Property/Land Use	●	●	●	●	●
Environmental	●	●	●	●	●
Economic	●	●	●	●	●
Multimodal	●	●	●	●	●
Total	●	●	●	●	●



## EVALUATION SUMMARY

Based on the results of the technical evaluation, there were two alignment alternatives that ranked most favorably – A2 (as shown by the red dashed line) and a hybrid alternative (as shown by the purple dashed line). Both alignments resulted in similar technical rankings.

Alignment Alternative	Total Score
A2	●
Hybrid (A2/B2 – B1 – C)	●
B2	●
C1	●
C2	●
A1	●
B1	●



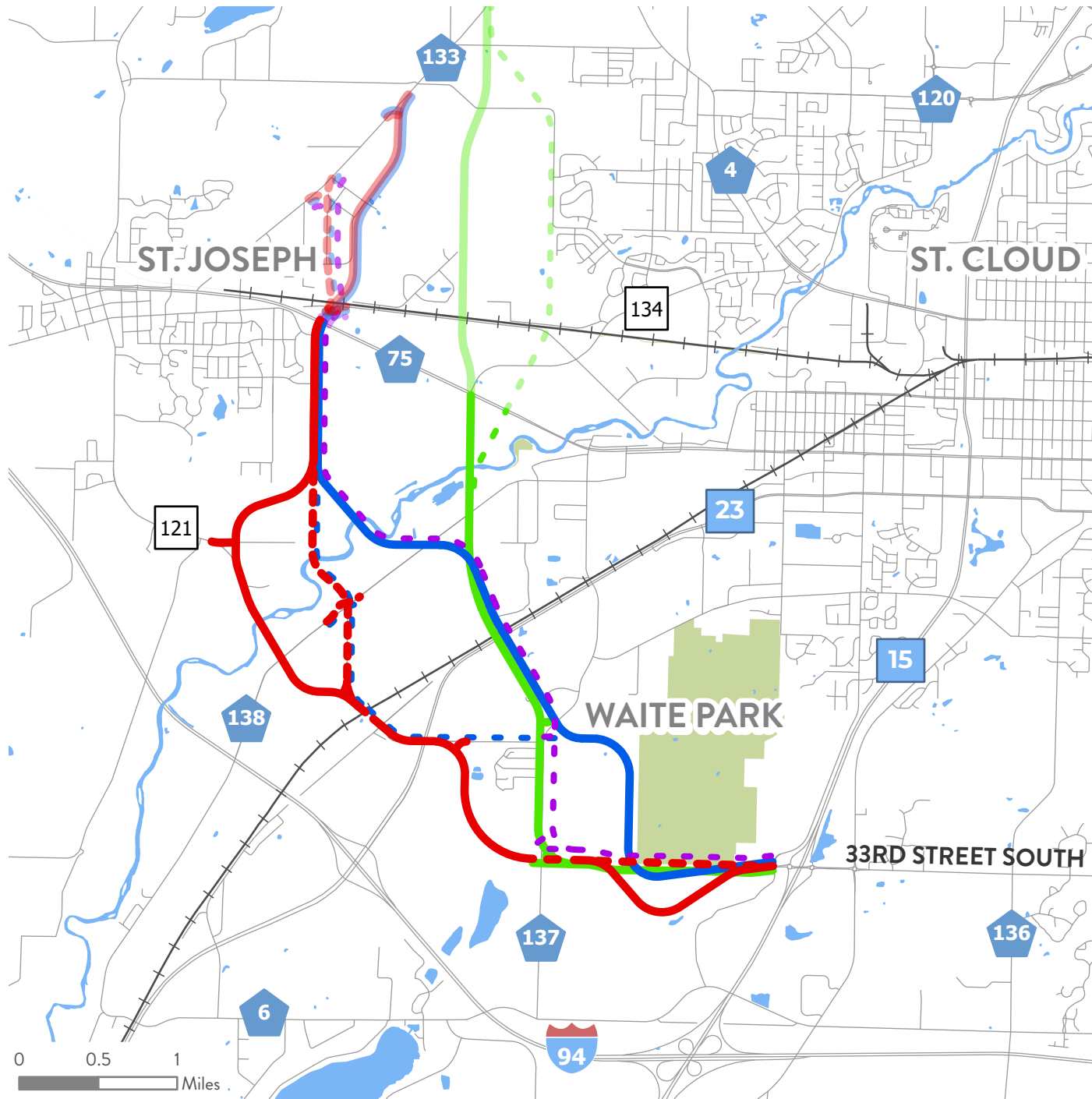
The A2 alternative was preferred by residents

A community survey was conducted during the second open house. The public was given the opportunity to select their preferred alignment (red or purple). A total of 106 survey responses were received. The results showed that the A2 (red alignment) was preferred by most respondents

(see **Appendix A**). The alignment alternatives and evaluation results were also presented and discussed with the focus group meetings in October 2021. Additional information about these activities is discussed in the Public Engagement Round 2 section.

The technical evaluation, results of the community survey, and feedback received during the focus group meetings were discussed with the PMT in November 2021. During this meeting it was reiterated that the official study limits were between Highway 15 and CSAH 75. Given this it was agreed that only a locally preferred alignment (A2) would be carried forward for the segment between Highway 15 and CSAH 75. It is recommended that additional evaluation be completed for the segment between CSAH 75 and CSAH 133. Therefore, no preferred alignment was selected (see **Figure 8**). Study partners should take advantage of development opportunities as they arise and to continue to work towards implementing the overall vision of developing a beltline corridor in this area. A summary from the PMT meeting is in **Appendix A**.

FIGURE 5.  
ALIGNMENT  
ALTERNATIVES

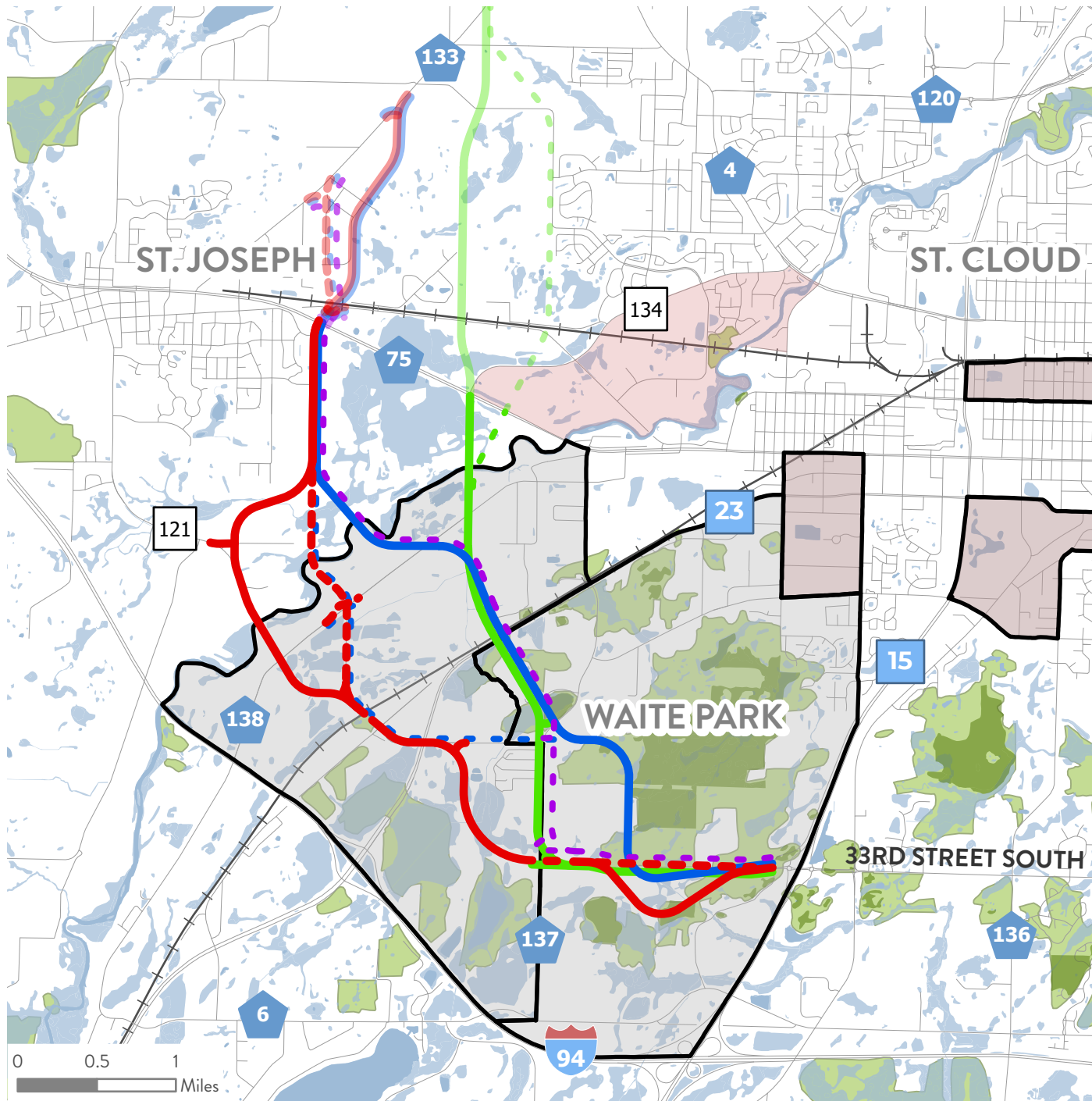


ALTERNATIVES

- HYBRID
- A1
- A2
- B1
- B2
- C1
- C2

NOTE: NO FINAL  
RECOMMENDATION WAS  
DETERMINED FOR THE  
BELTLINE SEGMENT BETWEEN  
CSAH 75 AND CSAH 133.  
ADDITIONAL EVALUATION WILL  
BE NEEDED IN THE FUTURE.

**FIGURE 6.  
ALTERNATIVE  
EVALUATION  
CONSIDERATIONS  
(NATURAL)**



- PEOPLE OF COLOR  
(80-100 PERCENTILE)
- LOW INCOME  
(90-100 PERCENTILE)
- NATIVE PLANT  
COMMUNITIES
- WATER RESOURCES
- SITES OF BIODIVERSITY  
SIGNIFICANCE

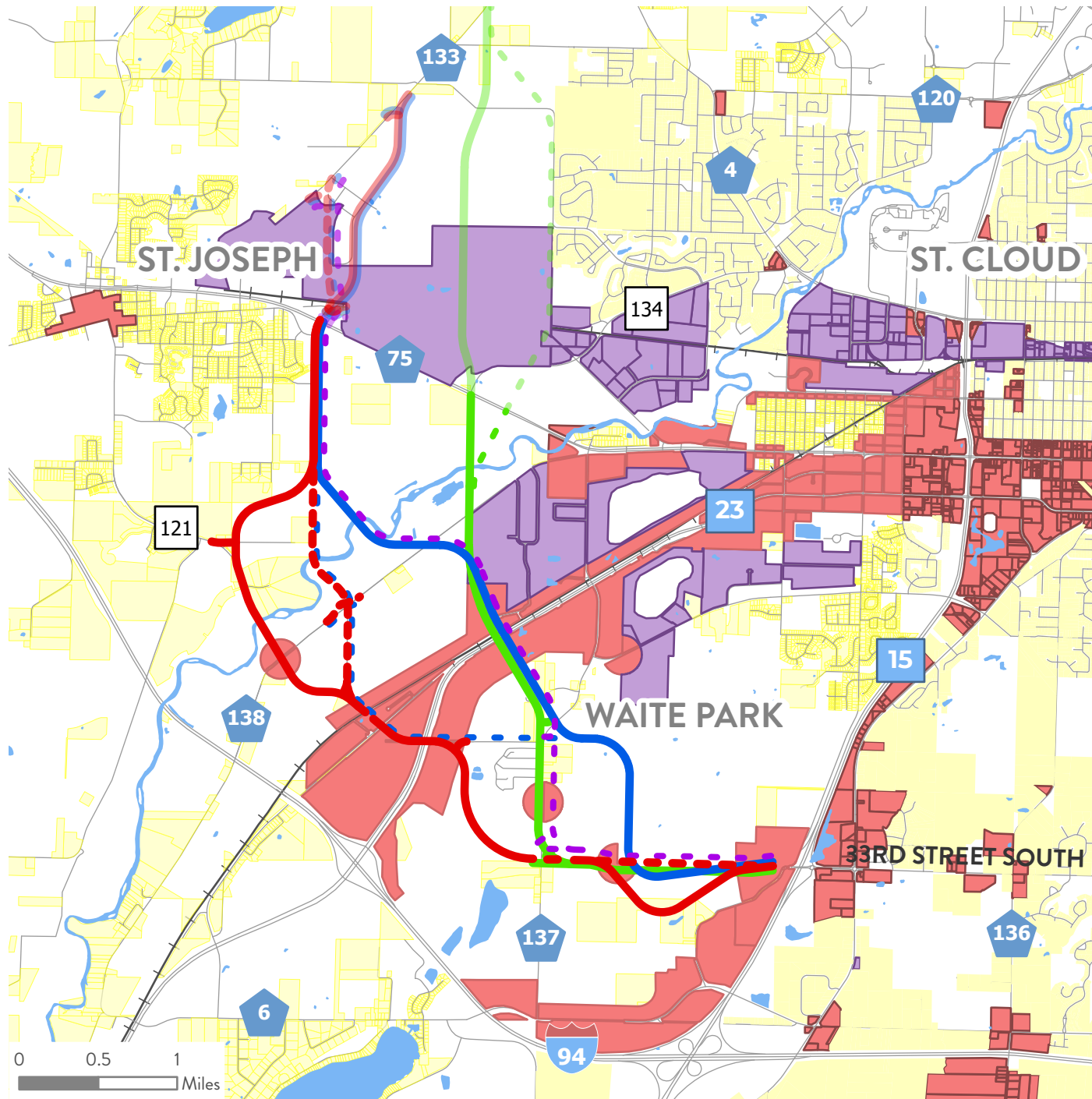
**ALTERNATIVES**

- HYBRID
- A1
- A2
- B1
- B2
- C1
- C2

NOTE: NO FINAL  
RECOMMENDATION WAS  
DETERMINED FOR THE  
BELTLINE SEGMENT BETWEEN  
CSAH 75 AND CSAH 133.  
ADDITIONAL EVALUATION WILL  
BE NEEDED IN THE FUTURE.  
February 10, 2022



**FIGURE 7.  
ALTERNATIVE  
EVALUATION  
CONSIDERATIONS  
(BUILT)**



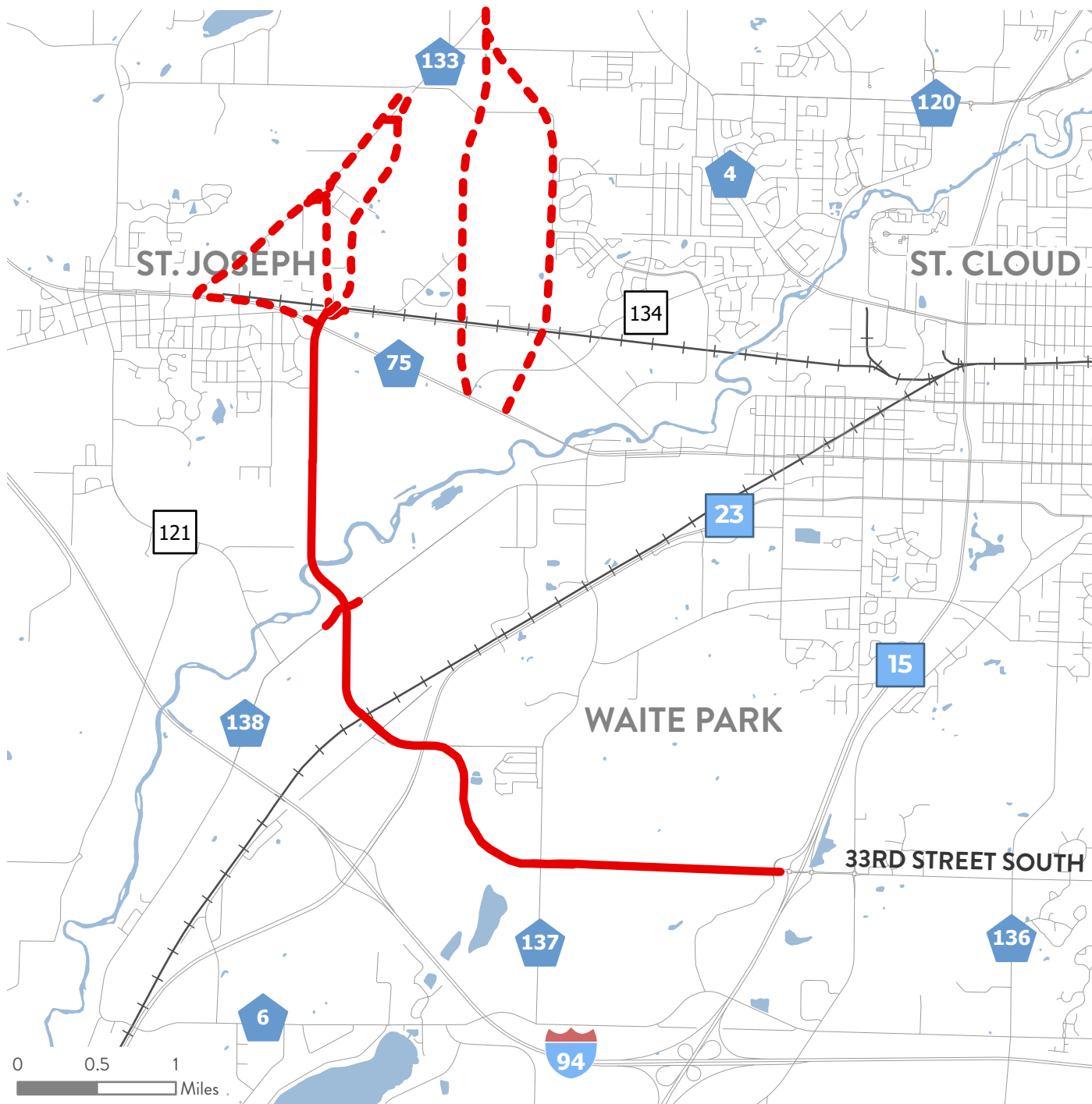
- EXISTING NEIGHBORHOODS
- COMMERCIAL FUTURE LAND USE
- INDUSTRIAL FUTURE LAND USE
- WATER RESOURCES

**ALTERNATIVES**

- HYBRID
- A1
- A2
- B1
- B2
- C1
- C2

NOTE: NO FINAL RECOMMENDATION WAS DETERMINED FOR THE BELTLINE SEGMENT BETWEEN CSAH 75 AND CSAH 133. ADDITIONAL EVALUATION WILL BE NEEDED IN THE FUTURE.

FIGURE 8.  
LOCALLY  
PREFERRED  
ALTERNATIVE



- LOCALLY PREFERRED ALTERNATIVE
- - POTENTIAL FUTURE ALTERNATIVE

NOTE: NO FINAL RECOMMENDATION WAS DETERMINED FOR THE BELTLINE SEGMENT BETWEEN CSAH 75 AND CSAH 133. ADDITIONAL EVALUATION WILL BE NEEDED IN THE FUTURE.

## CROSS SECTION ALTERNATIVES

The Southwest Beltline corridor is projected to serve between 11,900 and 13,600 vehicles per day by 2045. This indicates that a two-lane roadway with turn lanes should provide sufficient capacity to accommodate the forecasted traffic volumes. However, there is a desire to preserve the necessary right-of-way to accommodate a future four-lane roadway if or when it may be needed. For planning purposes, 150 feet of right-of-way is expected to be preserved.

To illustrate the type of roadway cross-section that could be considered for the corridor, three primary alternatives were developed. These alternatives include an undivided roadway with ditches on either side, referred to as a rural section (see **Figure 9**), a divided roadway with curb and gutter, referred to as an urban section (see **Figure 10**), and a divided roadway with ditches on either side, referred to as a hybrid section (see **Figure 11**). Each cross section includes a travel lane in each direction, as well as a multiuse trail along one side of the roadway. The cross-sections also show how each alternative could be expanded to accommodate additional travel lanes and/or a sidewalk facility in the future.

FIGURE 9. RURAL CROSS SECTION

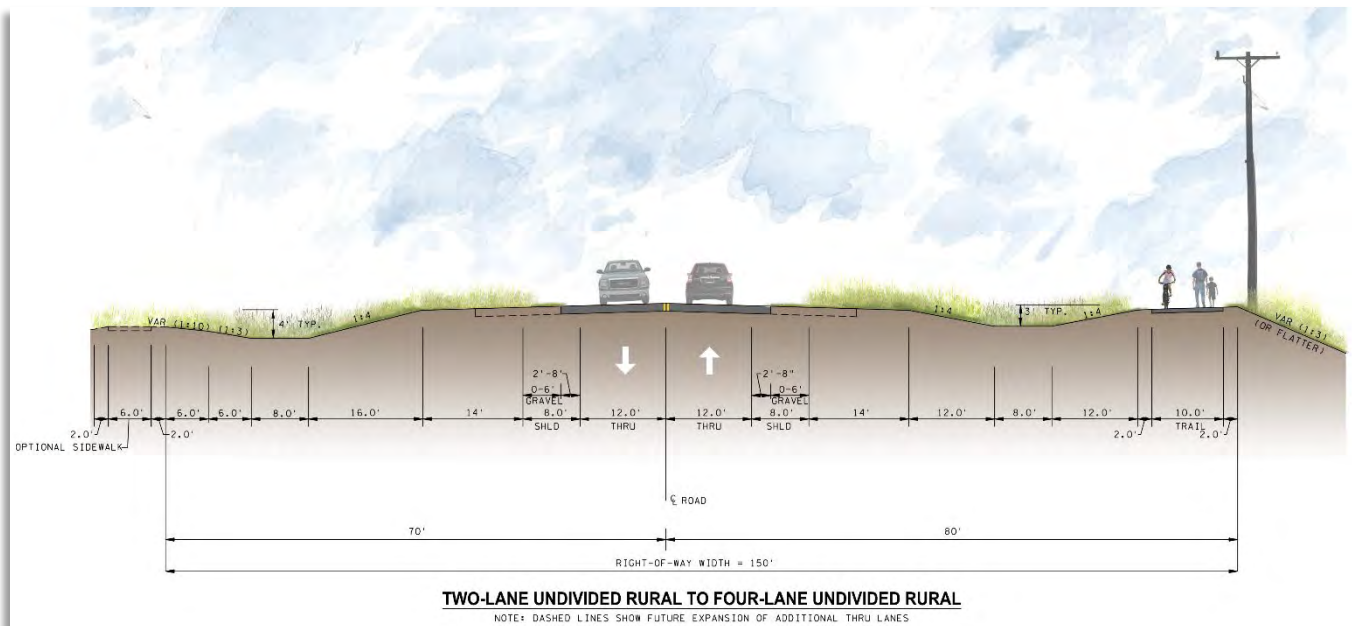


FIGURE 10. URBAN CROSS SECTION

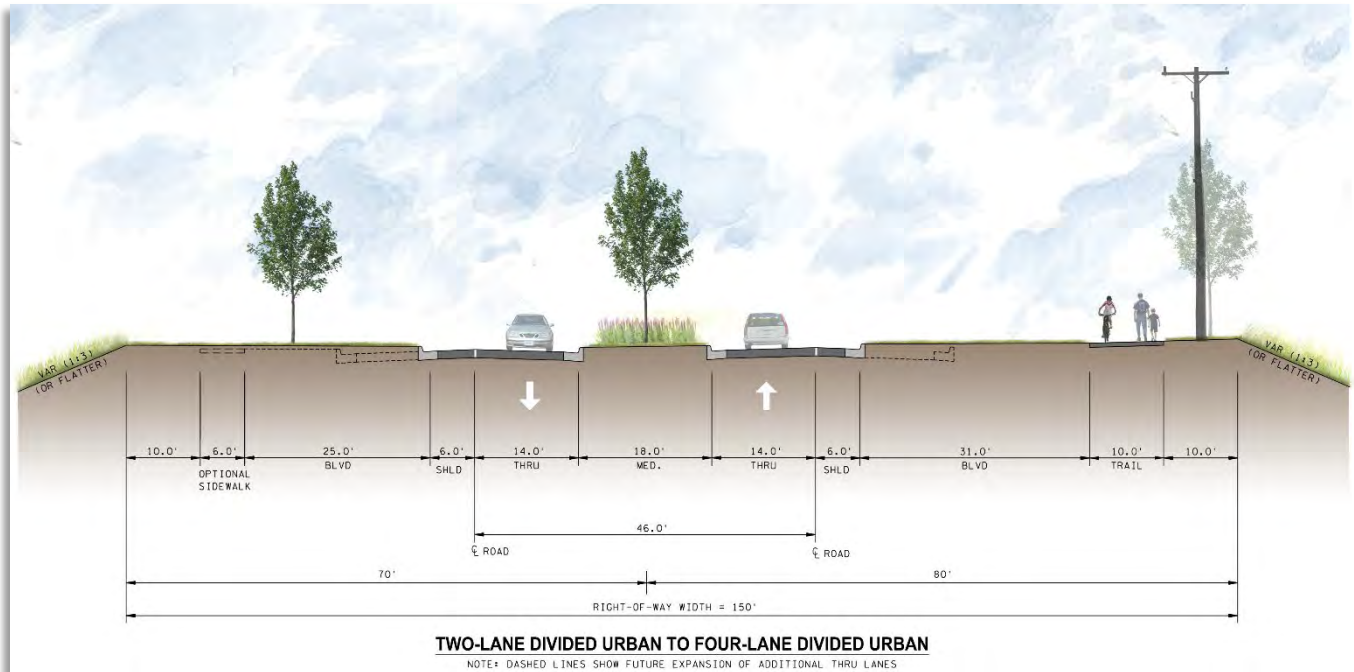
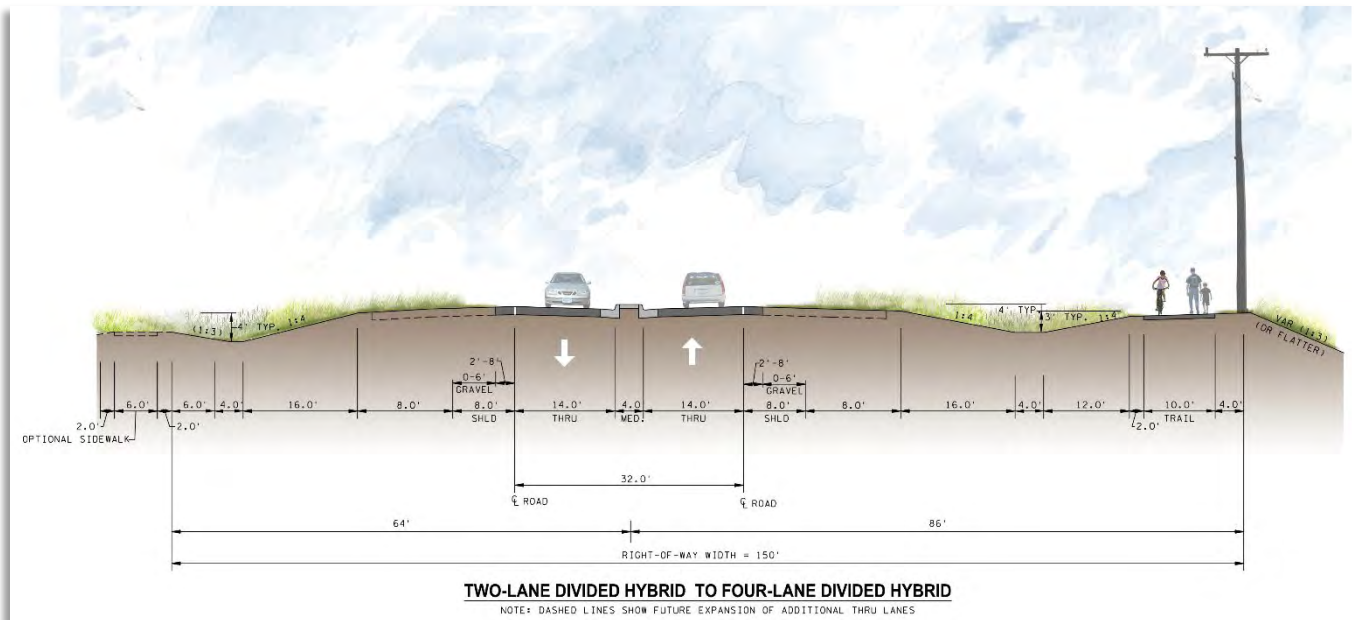


FIGURE 11. HYBRID CROSS SECTION





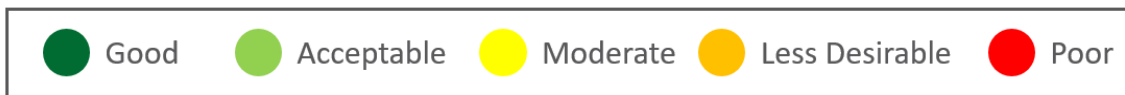
Each cross section alternative was evaluated based on criteria such as Cost, Safety, Conflict Points, Expandability/Constructability, and Multimodal Comfort. A detailed evaluation matrix for each of the alternatives is in **Appendix B**.

The following planning-level construction costs were assumed for each cross section (see **Table 2**). Notes that these costs do not include right-of-way costs.

TABLE 2. PLANNING-LEVEL PER MILE COSTS



















Cross Section	Per Mile Cost (\$)
Two-lane Undivided Rural with Trail	\$3.2 million
Two-lane Divided Urban with Trail	\$4.1 million
Two-lane Divided Hybrid with Trail	\$3.5 million

A detailed technical evaluation was leveraged to help rank each cross section alternative. The alternatives were evaluated based on a qualitative estimate of each alternative's ability to address the evaluation criteria. The rating system was as follows:



Based on this evaluation, the divided roadway with ditches on either side (hybrid cross section) ranked highest. This cross section provides a balance of rural and urban characteristics, has a lower initial construction cost when compared to the urban section, and provides flexibility to expand in the future.

The **hybrid cross-section** ranked highest in the five evaluation categories

Evaluation Criteria	Rural	Urban	Hybrid
Cost			
Safety			
Conflict Points			
Expandability/Constructability			
Multimodal Comfort			
Total			

## PUBLIC ENGAGEMENT ROUND 2

To obtain feedback on the developed alternatives and evaluation results the study team facilitated a variety of public and stakeholder activities as discussed below.

### FOCUS GROUP MEETINGS

Two rounds of focus group meetings were held. The study's first focus group meetings were in August 2021. There were 17 attendees consisting of large tract property owners, businesses, and other key stakeholders. The meetings included both a virtual and in-person option. Each meeting included a brief presentation followed by an open discussion with attendees. A map of the study area was utilized to gather feedback on issues and opportunities in the study area with regards to the preliminary developed alternatives. Detailed feedback received is in **Appendix A**.

At the first focus group meetings, the study team learned:

There was concern from property owners about having to **donate land/right-of-way** as part of the Southwest Beltline development process.

There was desire from attendees to **minimize environmental impacts** during construction.

The study team made alignment changes in the north segment (north of CSAH 75) to **reduce impacts to businesses**.

The study's second focus group meetings were held in October 2021. There were 19 attendees consisting of large tract property owners, businesses, and other key stakeholders. Once again, there were virtual and in-person meetings. Each meeting included a brief presentation followed by an open discussion with attendees. A map of the study area with alignment alternatives was utilized to gather feedback and comments on the various alternatives. Detailed feedback received is in **Appendix A**.

At the second focus group meetings, the study team learned:



Property owners and businesses would like to see **transparency and continued engagement** as the process continues.



Concern about **property values and assessments**.



Concern about having to **donate land/right-of-way** as part of the Southwest Beltline development process.

## PUBLIC OPEN HOUSE

The study's second public input opportunity was conducted during October 2021. A total of 106 people responded to a community survey and 52 responded to the interactive comment map. Community feedback received is in **Appendix A**.

Findings of the community survey indicate that the red alignment was preferred, with about 50% of respondents (see map of alignment alternatives on Page 14).

From this event, we also heard:



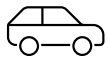
Concern about **potential environmental impacts** (e.g., wetlands, Quarry Park and Nature Reserve).



Concern over **expense** to the taxpayer.



The purple alignment would be more **impactful to property owners**; the red alignment is a more direct route (see map of alignment alternatives on Page 15).



Consider a **grade-separated crossing** at Highway 23.

## COMMUNITY WORKSHOPS

A second round of community workshops were held in November 2021. The focus was to provide an overview of the study goals and objectives, purpose and need, study schedule, public input opportunities and alignment alternatives and evaluation, and discuss next steps with Council staff. Presentation materials are in **Appendix A**.

## IMPLEMENTATION AND FUNDING

### IMPLEMENTATION STRATEGIES

Following selection of the locally preferred alignment alternative, implementation strategies were developed. It is anticipated that full implementation of the Southwest Beltline corridor will take many years to come to fruition and will be driven by area development. Additional detailed analysis, design, and significant environmental review will also need to occur.

Implementation strategies were categorized into short-, mid-, and long-term projects (see **Figure 12** and **Table 3**) Planning-level cost estimates on a per mile basis utilizing the hybrid cross section were also developed for each project. Right-of-way costs were not accounted for in the planning-level cost estimates. Additionally, a concept-level layout was created for Phase A and is in **Appendix B**.

TABLE 3. IMPLEMENTATION PHASING

Phase	Project	Planning-Level Cost (\$)
A	Construct segment between CSAH 137 and Highway 15, install signal or roundabout at CSAH 137 intersection	\$5.75 million
B	Construct segment between Highway 23 and Old Highway Road, install at Highway 23 intersection	\$1.9 million
C	Construct segment between CSAH 75 and County Road 121 (temporary beltline connection to CR 121 until connection south is completed)	\$3.5 million
D	Construct segment between CSAH 137 and Highway 23	\$3.85 million
E	Construct segment between CR 121 and Old Highway Road, install side-street stop at CSAH 138, construct new bridge over Sauk River	\$9.15 million
F	Construct interchange at intersection of Highway 23	\$15 million

The following traffic control and intersection geometry was assumed for the major intersections along the corridor (see **Table 4**). Intersection geometry and traffic control was selected with the goal to provide acceptable operations at each intersection. The planning-level costs for the traffic control and intersection geometry were included in the overall costs shown on **Figure 12**.

**TABLE 4. INTERSECTION CONSIDERATIONS (ALTERNATIVE A2)**

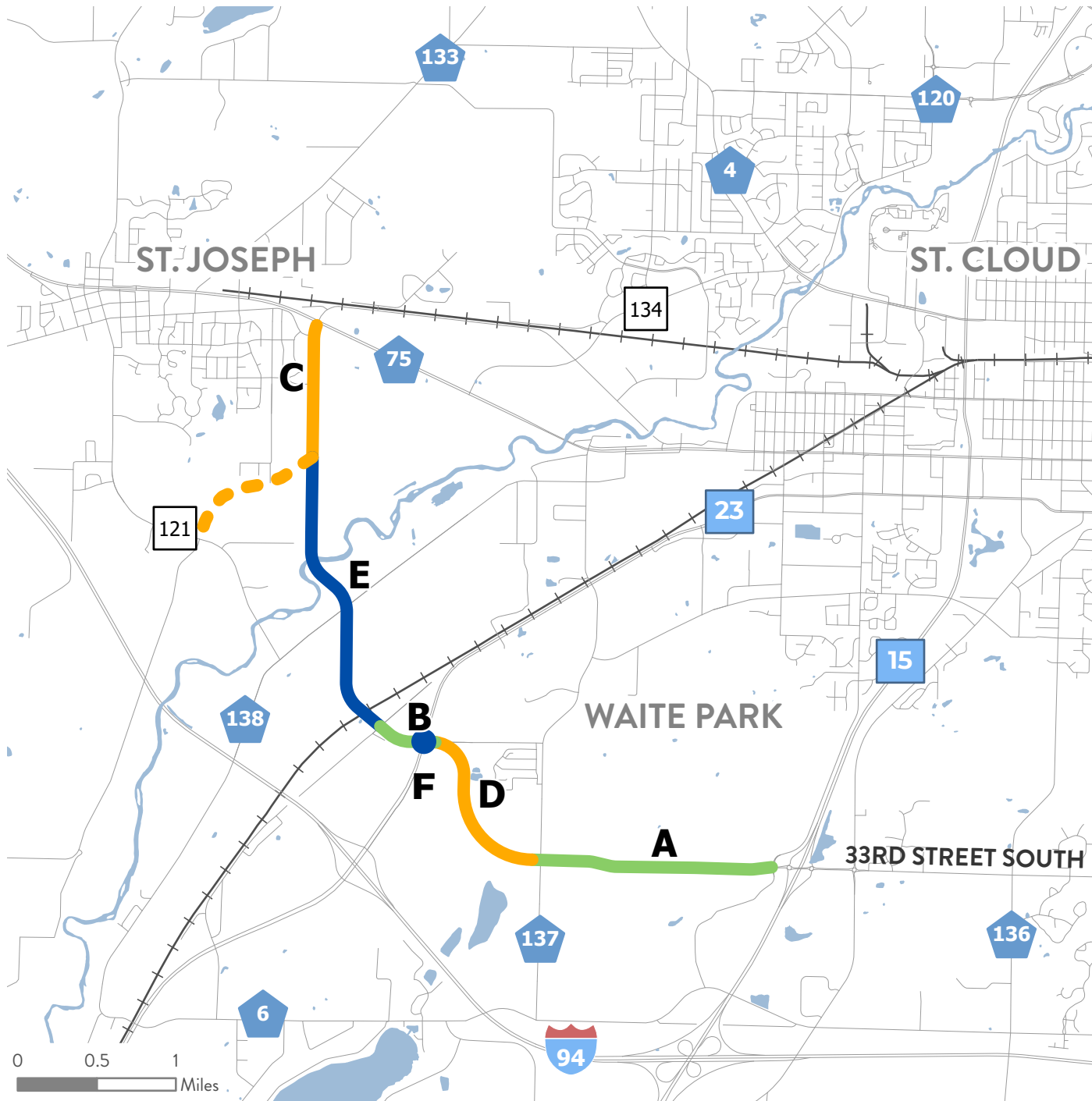
Intersection	Traffic Control	Intersection Geometry	Planning-level Unit Cost (\$)
CSAH 75	Signal	<ul style="list-style-type: none"> <li><i>Beltline</i>: Single thru lane in both directions with a dedicated left- and right-turn lanes</li> <li><i>CSAH 75</i>: Two thru lanes in both direction with dedicated left- and right-turn lanes</li> </ul>	\$500K
CSAH 138	Side-street Stop	<ul style="list-style-type: none"> <li><i>Beltline</i>: Single thru lane in both directions with a dedicated left- and right-turn lanes</li> <li><i>CSAH 138</i>: Shared thru/left-turn lane in both directions with dedicated right-turn lane</li> </ul>	\$100K
Highway 23	Signal	<ul style="list-style-type: none"> <li><i>Beltline</i>: Single thru lane in both directions with a dedicated left- and right-turn lanes</li> <li><i>Highway 23</i>: Two thru lanes in both direction with dedicated left- and right-turn lanes</li> </ul>	\$500K
CSAH 137	Signal/ Roundabout <sup>1</sup>	<ul style="list-style-type: none"> <li><i>Beltline</i>: Single thru lane in both directions with a dedicated left- and right-turn lanes</li> <li><i>CSAH 137</i>: Shared thru/left-turn lane in both directions with dedicated right-turn lane</li> </ul>	\$500K/ \$1 million

<sup>1</sup>A signal or roundabout could also be considered at this location. The planning-level cost for a signal was included in the overall implementation plan costs.

FIGURE 12.  
IMPLEMENTATION  
PHASING

- SHORT-TERM
- MID-TERM
- MID-TERM (TEMPORARY)
- LONG-TERM

PHASE	PLANNING-LEVEL COST
A	\$5,750,000
B	\$1,900,000
C	\$3,500,000
D	\$3,850,000
E	\$9,150,000
F	\$15,000,000



## FUNDING STRATEGIES

Funding from many sources will likely be needed to fully implement the Southwest Beltline corridor. The following tables provide potential funding sources to consider for the Southwest Beltline corridor. Some of these will require legislative action (e.g., state aid funds or state bonding), some will require external funding (e.g., a request to MnDOT for Highway Safety Improvement Program (HSIP) funds), but all others (e.g., taxes and bonding) can be implemented by the County Board of Commissioners or City Council, at their discretion. Cost-sharing between agencies will also need to occur as the project moves forward.

TABLE 5. FUNDING STRATEGIES (EXTERNAL)

Funding Sources	Repayment Req'd	Match Req'd	Probability of Securing	Max Request	Competitive Solicitation
Infrastructure for Rebuilding America (INFRA)	No	Yes	Very Low	No Max	Annually
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	No	Yes	Very Low	\$25 million	Annually
Highway Safety Improvement Program (HSIP)	No	Yes (10% min)	Medium	\$500K	2023
Transportation Economic Development (TED)	No	Yes	Low	\$10 million	2023
Surface Transportation Program (STP)	No	Yes (20% min)	High	N/A	Annually
State Bonding	No	Yes	High	N/A	2022
Local Road Improvement Program (LRIP)	No	Yes	High	\$1.25 million	2022
Local Partnership Program (LPP)	No	No	High	\$710K	2022
State Aid Funds <sup>1</sup>	No	No	High	N/A	N/A

<sup>1</sup> Would require a mileage request or reallocation of CSAH system funds.

**TABLE 6. FUNDING STRATEGIES (INTERNAL – TAXING)**

Funding Sources	Repayment Required	Match Required	Probability of Securing	Max Request
County Wheelage Tax	No	No	High	N/A
Local Option Sales Tax <sup>1</sup>	No	No	High	N/A
Ad Valorem Tax Levy (Local Property Tax)	No	No	High	N/A
Tax Increment Financing (TIF)	No	No	Medium	N/A
Tax Abatement	No	No	Medium	N/A
Special Tax Levy for Transportation	No	No	Low	N/A

<sup>1</sup>Could consider increasing from 1/4 to 1/2 for additional revenue.

**TABLE 7. FUNDING STRATEGIES (INTERNAL – BONDING)**

Funding Sources	Repayment Required	Match Required	Probability of Securing	Max Request
Local Bonds (GO Bonds)	Yes	No	Medium	N/A
Special Reconstruction Bonds	Yes	No	Medium	N/A
Special Assessment/Bonds	Yes	No	Low	N/A



TABLE 8. FUNDING STRATEGIES (INTERNAL - COST PARTICIPATION)

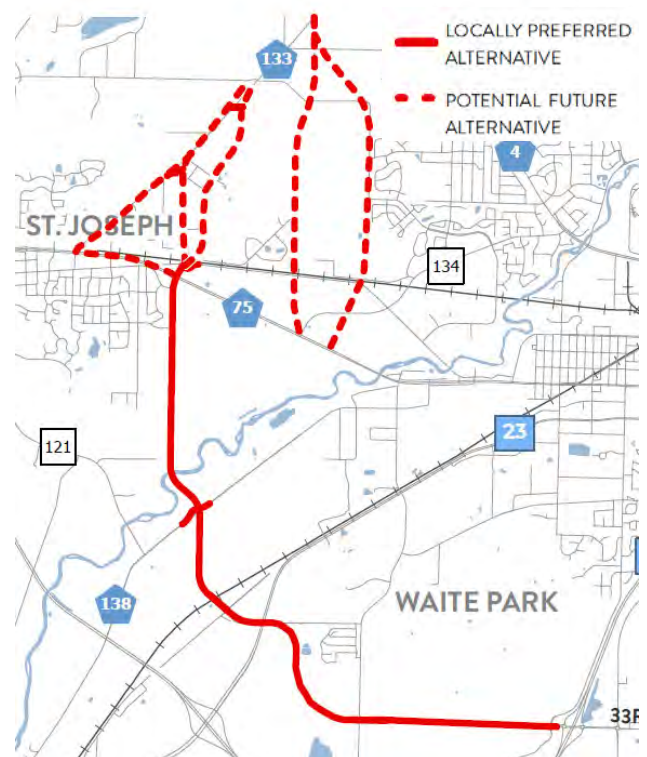
Funding Sources	Repayment Required	Match Required	Probability of Securing	Max Request
Negotiated Developer Fees for Specific Development	No	No	Low	N/A
Third Party Agreements	No	No	Medium	N/A
Cooperative/Cost Sharing Agreements	No	Yes	Medium	N/A

## STUDY RECOMMENDATIONS AND NEXT STEPS

The Southwest Beltline corridor will provide an important east-west connection within an urbanizing area that otherwise lacks this type of route continuity in the region. The corridor will improve mobility between Highway 15 and CSAH 75, while supporting development opportunities and multimodal initiatives. The goal of this study was to identify a locally preferred alignment alternative for the Southwest Beltline corridor between Highway 15 and CSAH 75.

Based on the technical analysis completed and the public and stakeholder feedback received, the locally preferred alignment alternative for the Southwest Beltline corridor between Highway 15 and CSAH 75 is the A2 alignment (see **Figure 13**). Study partners agreed that additional evaluation would be needed for the beltline segment between CSAH 75 and CSAH 133, therefore no recommendation for a locally preferred alignment alternative was determined.

FIGURE 13. LOCALLY PREFERRED ALTERNATIVE (DETAIL)



As study partners move forward with the next phases of development of the Southwest Beltline corridor, the following key study recommendations and preservation policies should be considered in the future.

- **All jurisdictions in the study area adopt or provide letters of support for the Southwest Beltline Corridor Study.**
- Key elements of the study, such as potential alignments and access guidelines are included in updates to their comprehensive and/or transportation plans.
- Local agencies should **protect 150 feet of right-of-way** for the future Southwest Beltline corridor.
- An **off-street trail facility should be included** as part of future Southwest Beltline corridor. Accommodations for safe crossings at major intersections should also be accounted for during design.
- Local agencies should review their land use plans and subdivision ordinances and make appropriate changes to **preserve the development of a future minor arterial corridor**. Municipalities should continue to zone property in the area as agricultural land until such time as it is ready to be developed and platting of the property occurs. This will increase the communities' ability to guide development and/or preserve right-of-way for a future corridor.
- **Access in the corridor should be managed** using the following principals and policies identified in **Table 9**.
- The implementing agency (agency that develops construction/improvement projects) will be required to **prepare environmental reports** for each phase of the project and include the following criteria: Wetlands; Cultural Resources; Endangered Species; Section 4(f)/6(f); Water Resources; and Contaminated Sites.
- Local agencies should continue to **engage with the public and key stakeholders** as the development process moves forward.

TABLE 9. ACCESS CONSIDERATIONS

Access Consideration	Policy
Major crossings of controlled access facilities (free-flow facilities) should be developed to minimize conflicts and impact to major traffic flows.	Future grade separation of the intersection with State Highway 23 should be considered in the future.
Signalized access should be managed to ensure that corridor mobility is maintained.	Signalized intersections should be promoted first with non-freeway principal arterial routes, then with minor arterial routes, then with collector routes. The minimum spacing of these intersections should be 1/4 to 1/2 mile. Local communities should plan arterial and collector routes to accommodate this spacing guideline.
Other access should be minimized to reduce the number of conflicts in the corridor.	Intermediate access points (other than at 1/4 mile) may be permitted provided a minimum spacing of 880 feet (1/6 mile) exists with other intersections. These access points should not be signalized and should be limited to right-in/right-out.
Public access intersections should be designed so that turning traffic is separated from through traffic to reduce the number of conflicts.	Turn lanes should be provided at all public access points and at major traffic generators.
Private access should be minimized or eliminated, whenever possible, for safety reasons and to protect the integrity of the corridor.	No additional direct private access and business access should be permitted; existing private residences that have access should be limited to one access point; residences next to a side street (corner lot) should be accessed from the side street. Finally, access restriction should be considered (right-in/right-out) for access points that cannot be served by a public street.
Agencies need to control parcel splits along the proposed corridor. The ability to control access to maintain safety and mobility can be lost when parcels are divided and split to create new parcels. This can result in agencies having to provide access to each additional parcel to the detriment of the whole corridor. Other access should be minimized to reduce the number of conflicts in the corridor.	No additional parcel splits should be permitted unless the resulting new parcels are served by and access point that won't affect the future corridor. If additional parcel splits occur, access should be provided from an adjacent public street.
Agencies need to focus development efforts towards providing access at designated full access intersections (intersections that are consistent with identified spacing guidelines).	Proposed subdivisions adjacent to the corridor must be consistent with the access policies and spacing guidelines that have been developed. Subdivisions must provide access to adjacent parcels and provide reasonable frontage and/or package roads to achieve the overall access goals. In addition, existing access locations that are adjacent to the new subdivisions should be reviewed for incorporation into the proposed plats.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board  
FROM: Vicki Johnson, Senior Transportation Planner  
RE: FY 2026 Surface Transportation Block Grant Program prioritization  
DATE: Jan. 24, 2022

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 2026). 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.

E. [admin@stcloudapo.org](mailto:admin@stcloudapo.org) W. [stcloudapo.org](http://stcloudapo.org)

Region	Funding Target Percent	FY 2026 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 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. Three applications were submitted to the APO for the FY 2026 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. At the Feb. 3, 2022, TAC meeting, applicants will have the opportunity to present on and answer questions pertaining to their proposed projects. TAC representatives 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.**

**Due to the timing of the TAC meeting and the need to provide a minimum 10 days' notice** for the Policy Board meeting, final TAC recommendations will be emailed to Policy Board members as soon as a recommendation has been made. This information will also be presented for consideration at the Policy Board meeting.

Suggested Action: Approve a final ranking and prioritization of projects.



# 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.

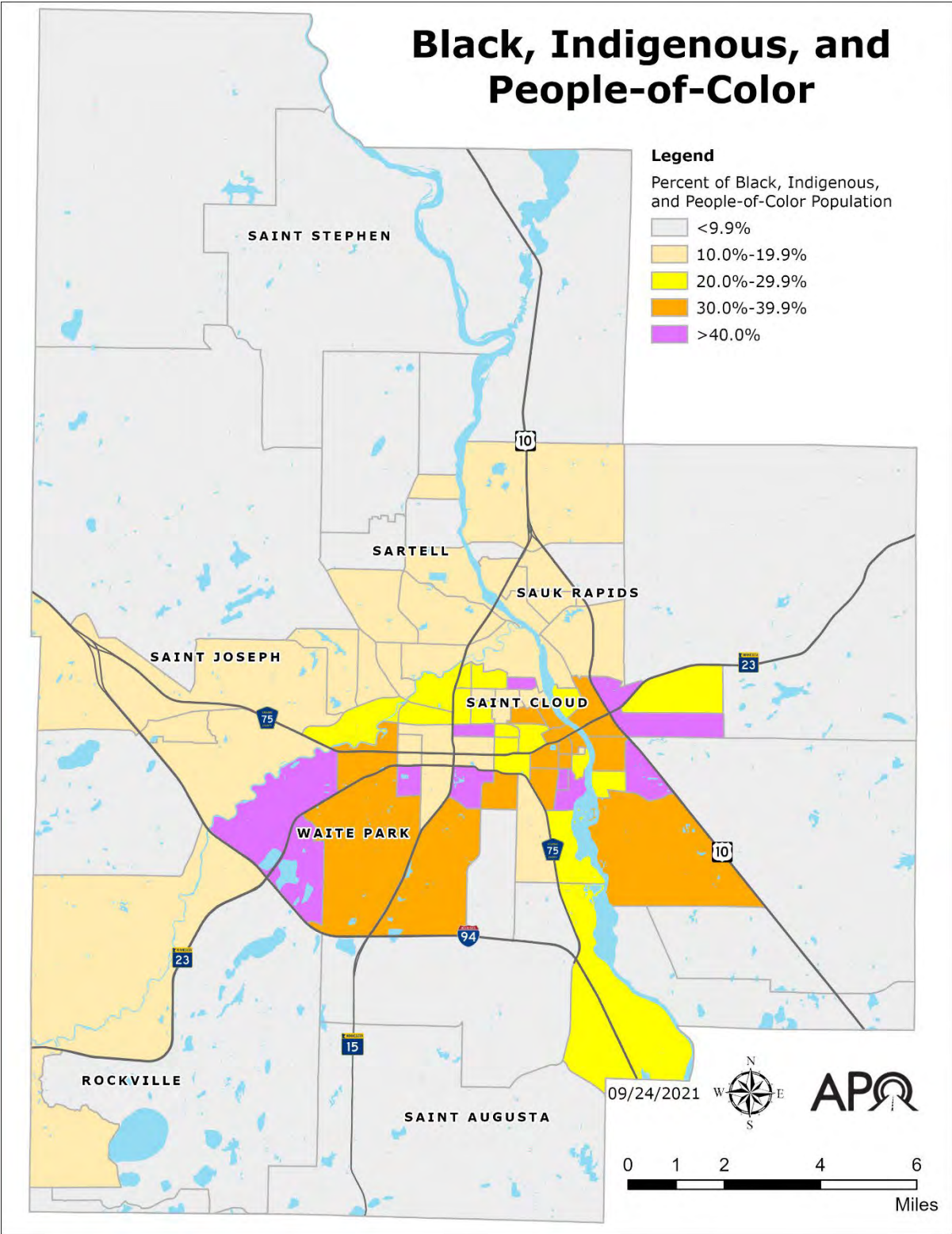
### ***Project Qualifications***

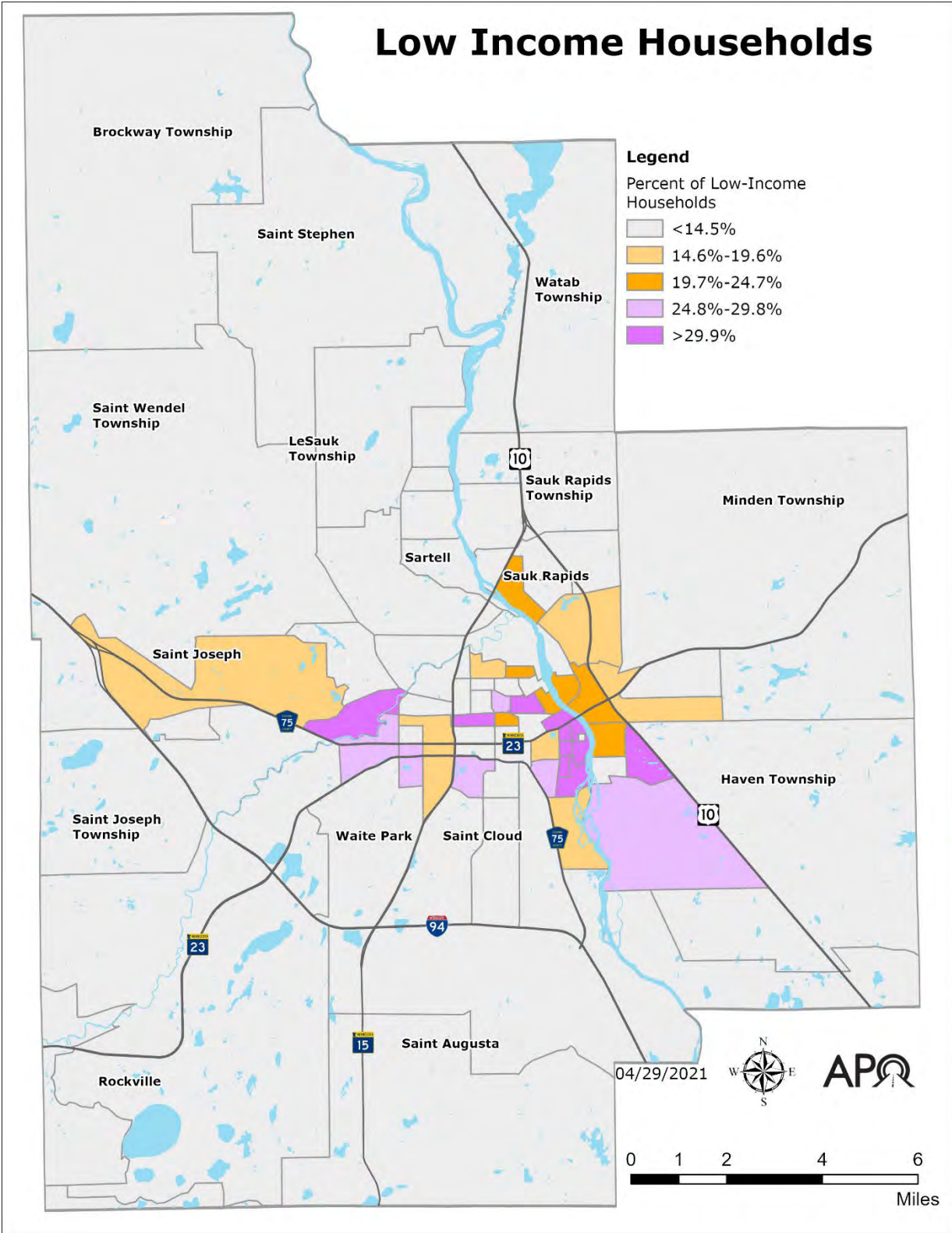
#### ***A. Access and Mobility***

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).







Data source: U.S. Census Bureau, 2015-2019 American Community Survey Five Year Estimates.

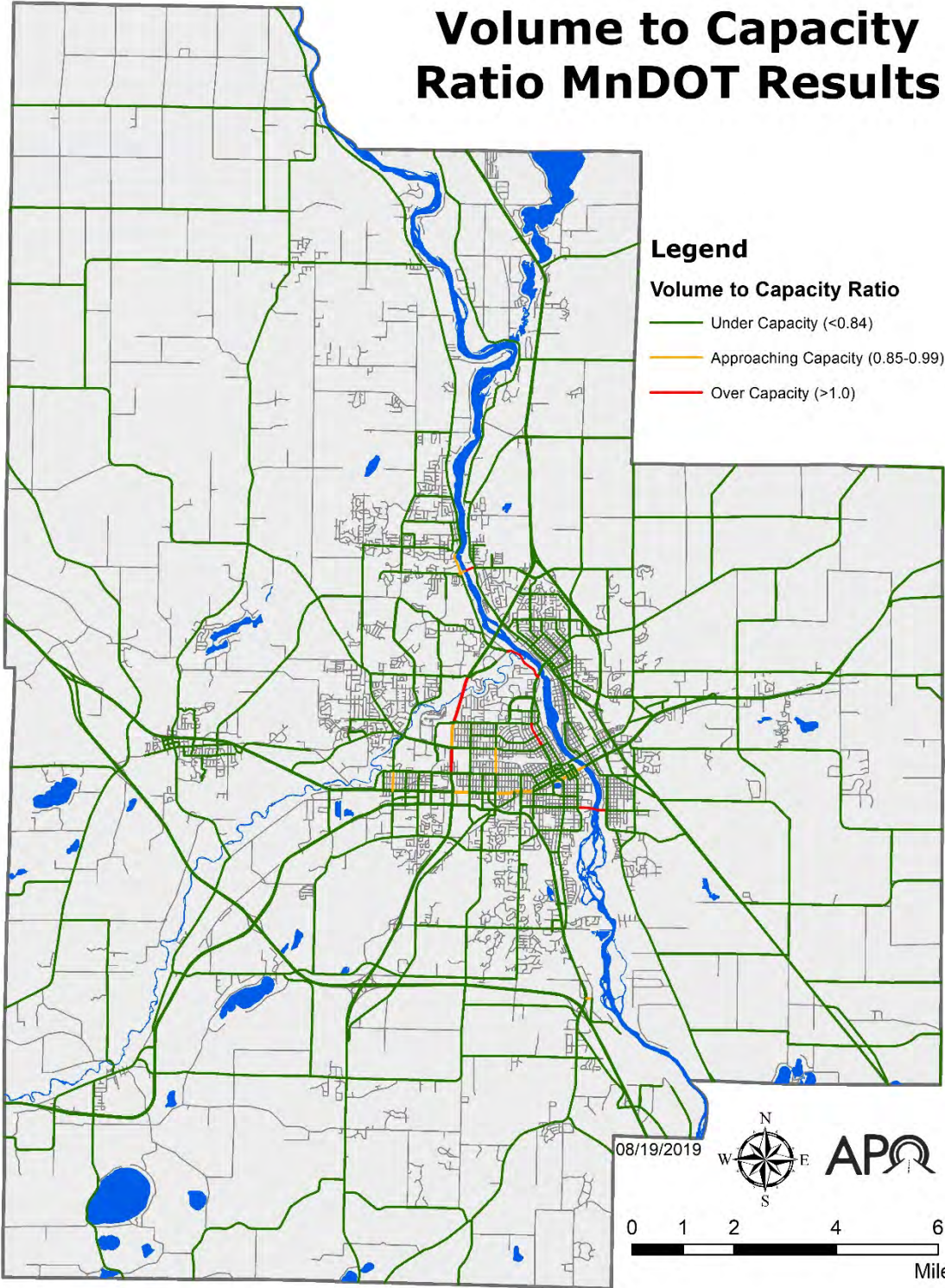




- Travel time reliability/LOS
  - Project improves the volume-to-capacity ratio of current roadway and/or roadways within close proximity (for expansion projects).
    - V/C ratio is:
      - >1.00.
      - 0.85 to 0.99.
      - <0.84.

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.



Data source: MnDOT 2017 Traffic Mapping Application.



### *B. System Connectivity*

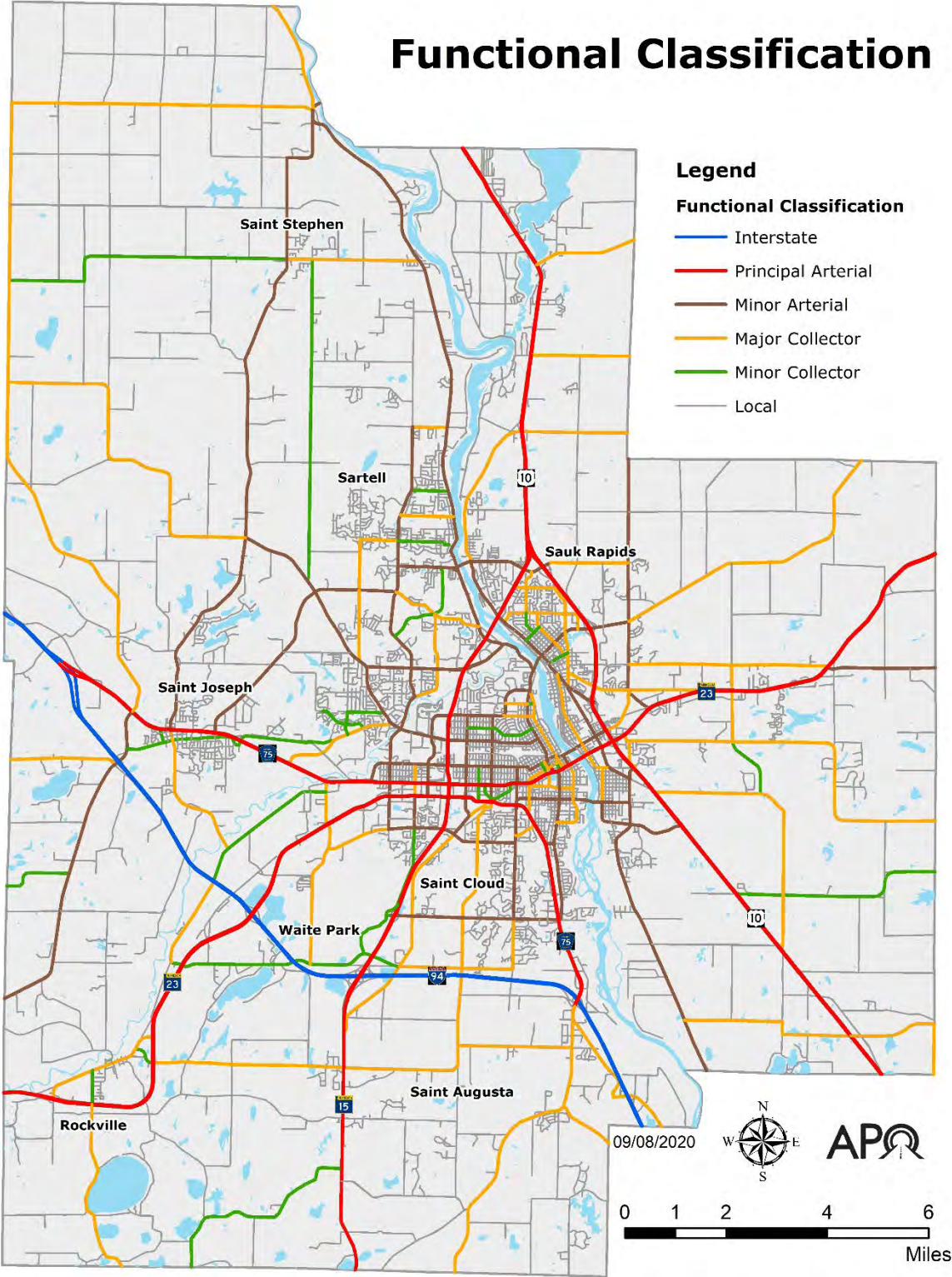
Explain how your project enhances the integration and connectivity of the transportation system for people and freight. (25 points total)

- 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>

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM RUBRIC – FY 2026 SOLICITATION



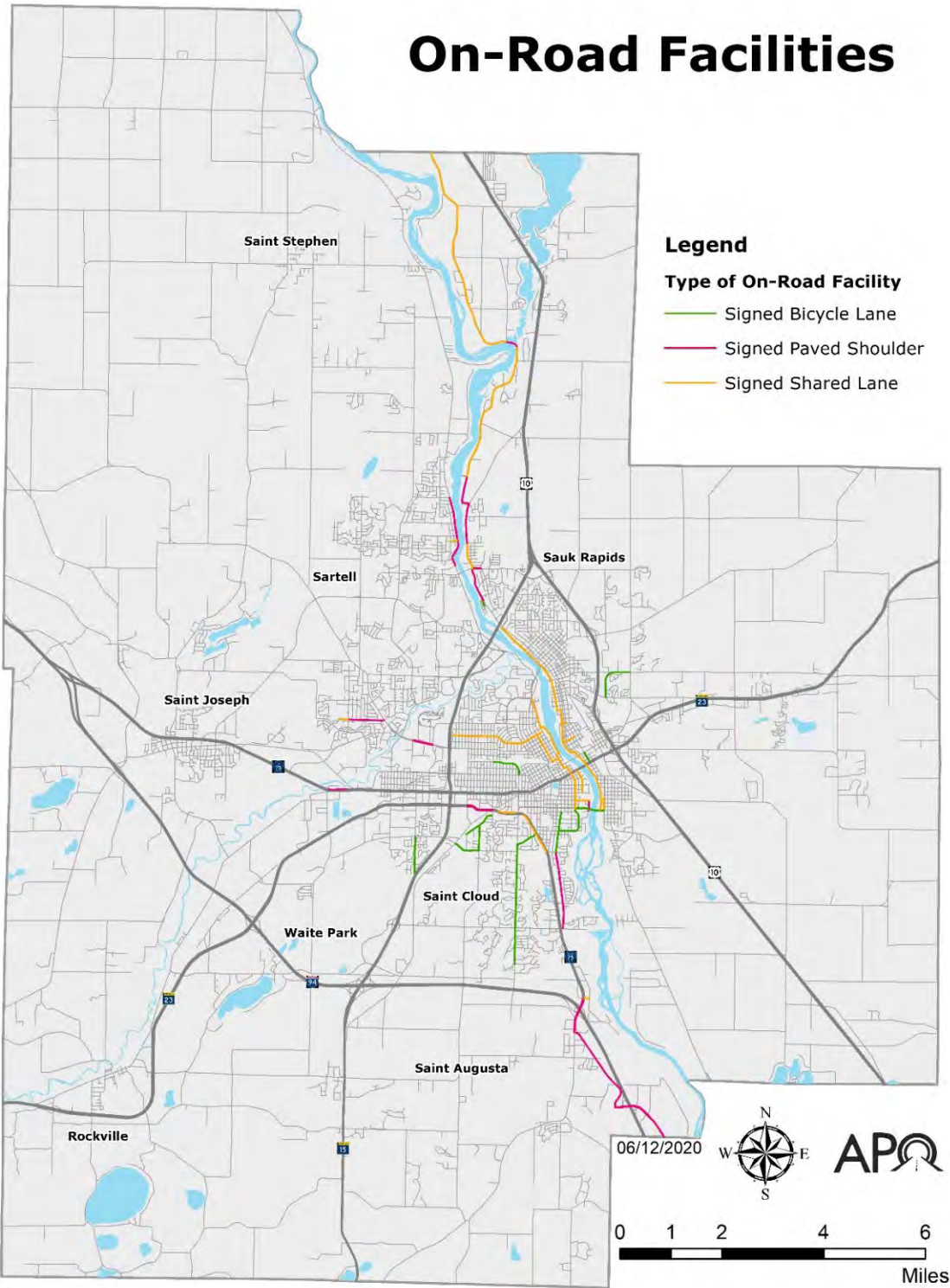
*C. Multimodal*

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.)



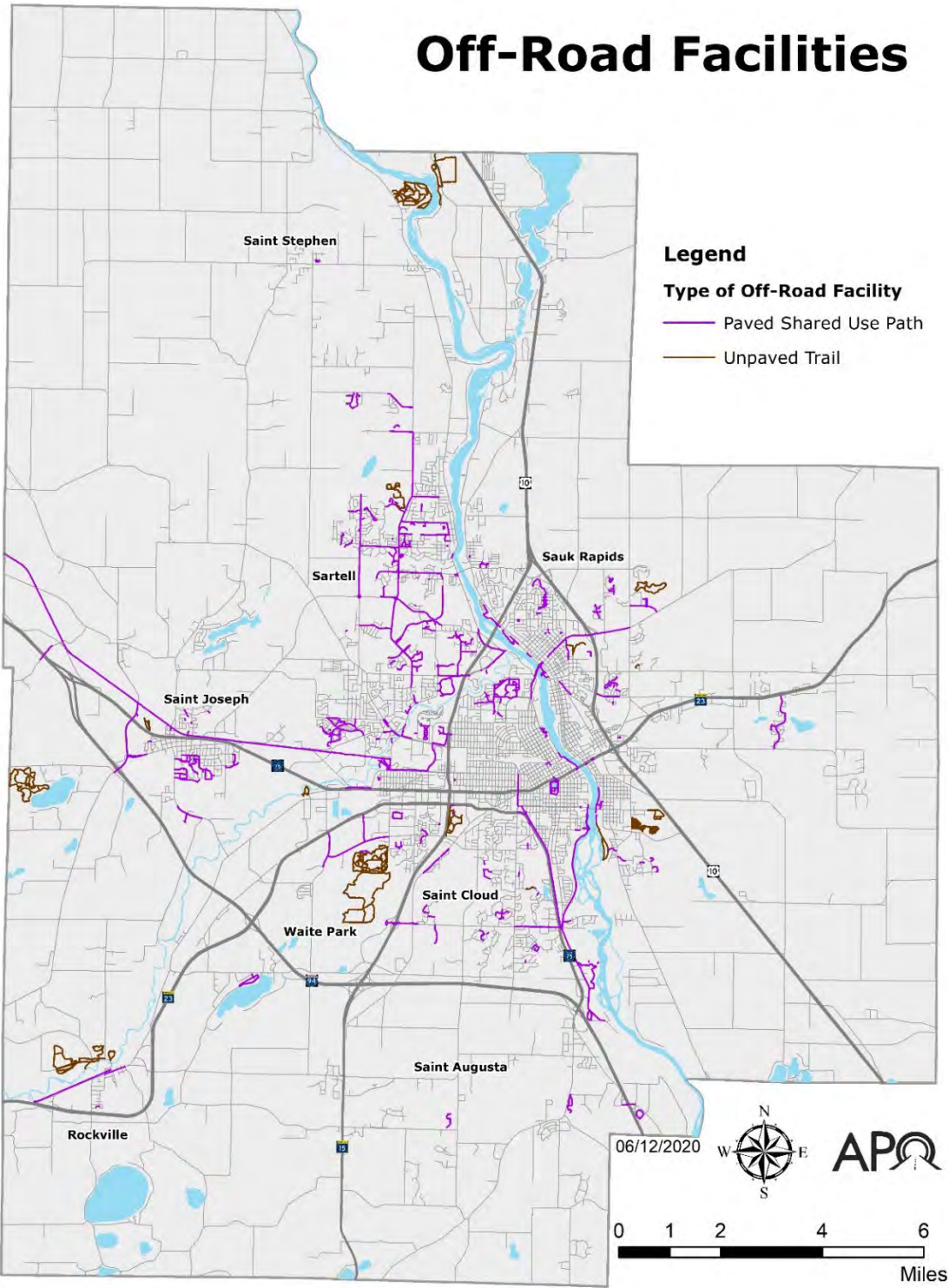
# On-Road Facilities





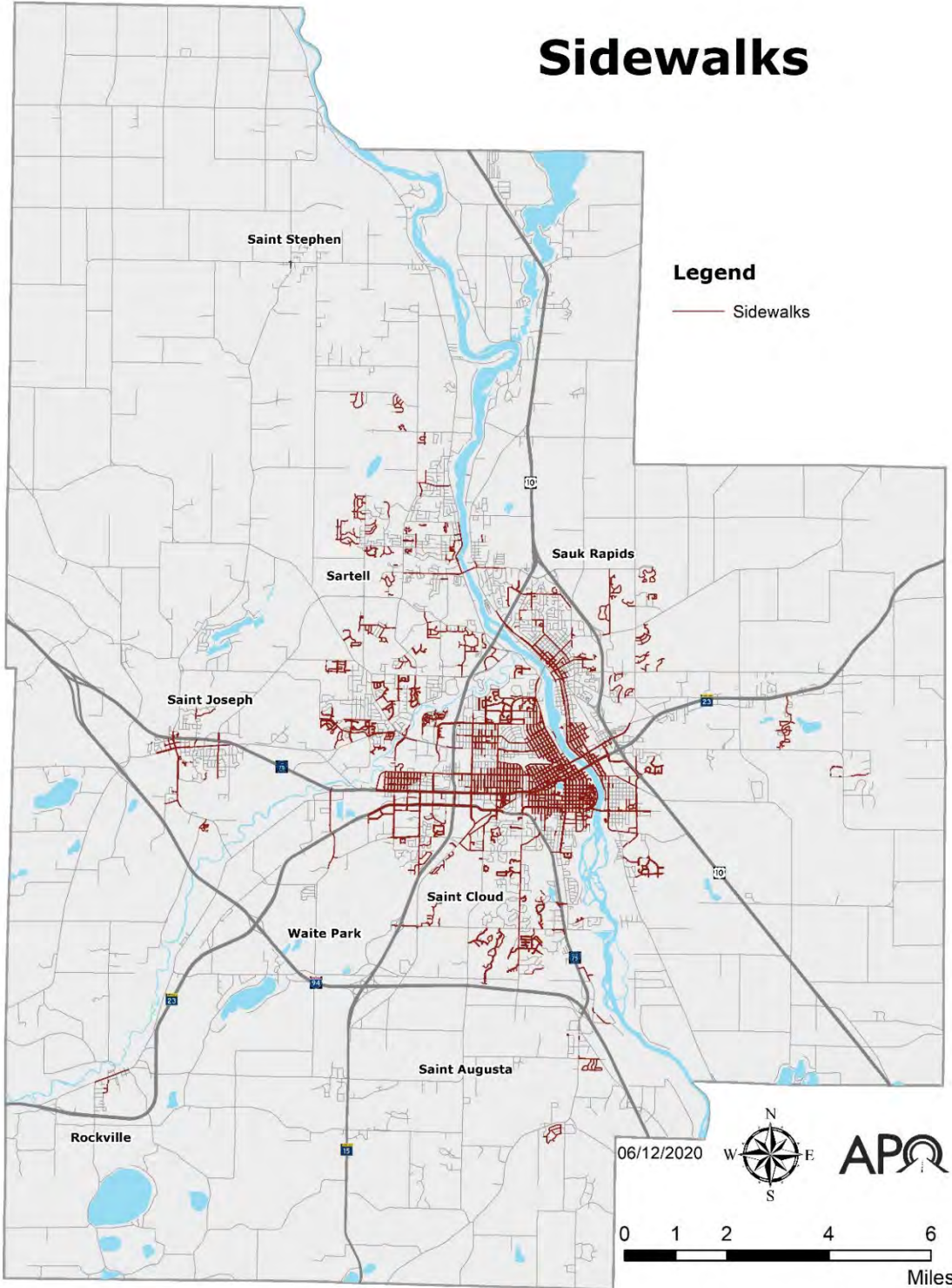


# Off-Road Facilities





# Sidewalks



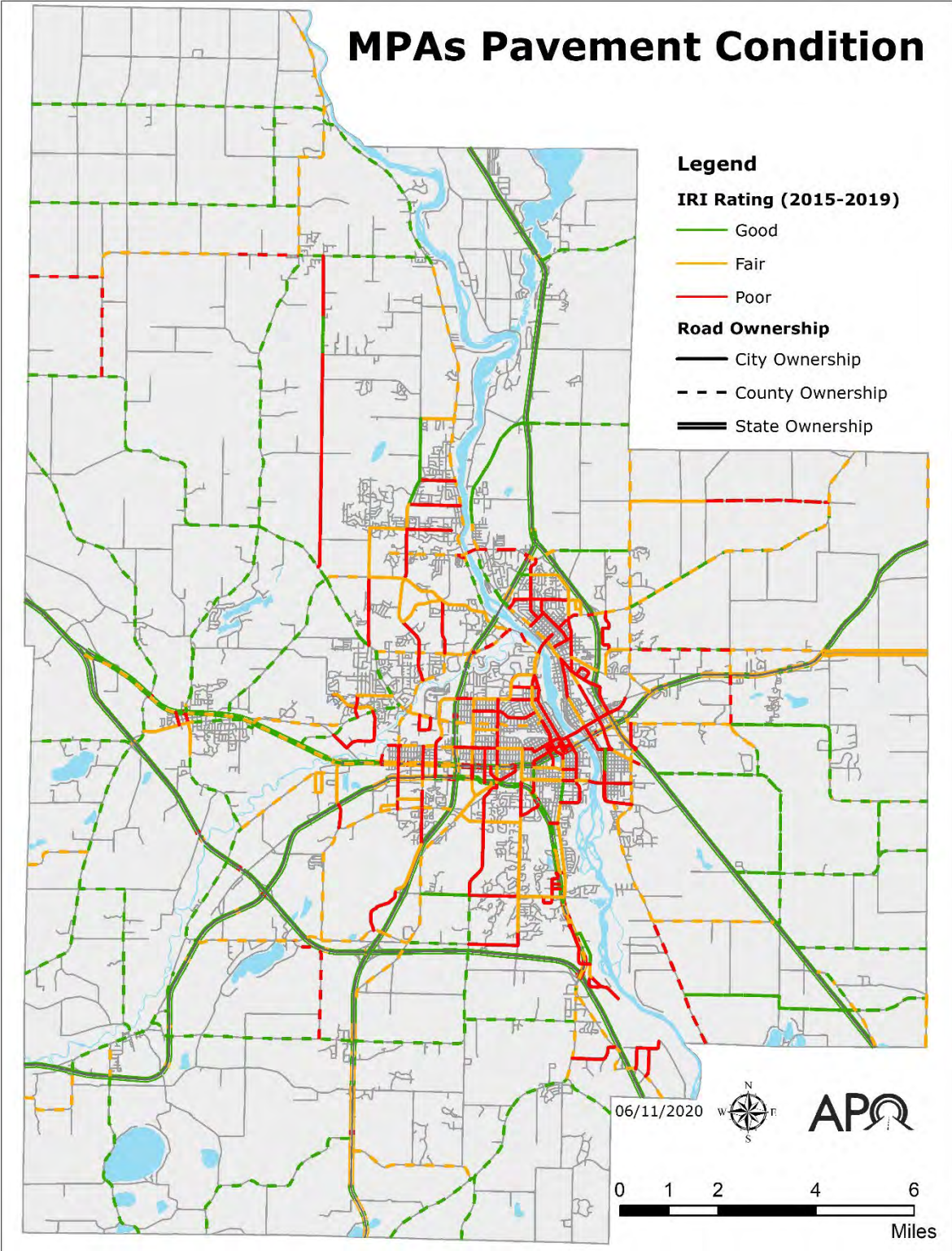




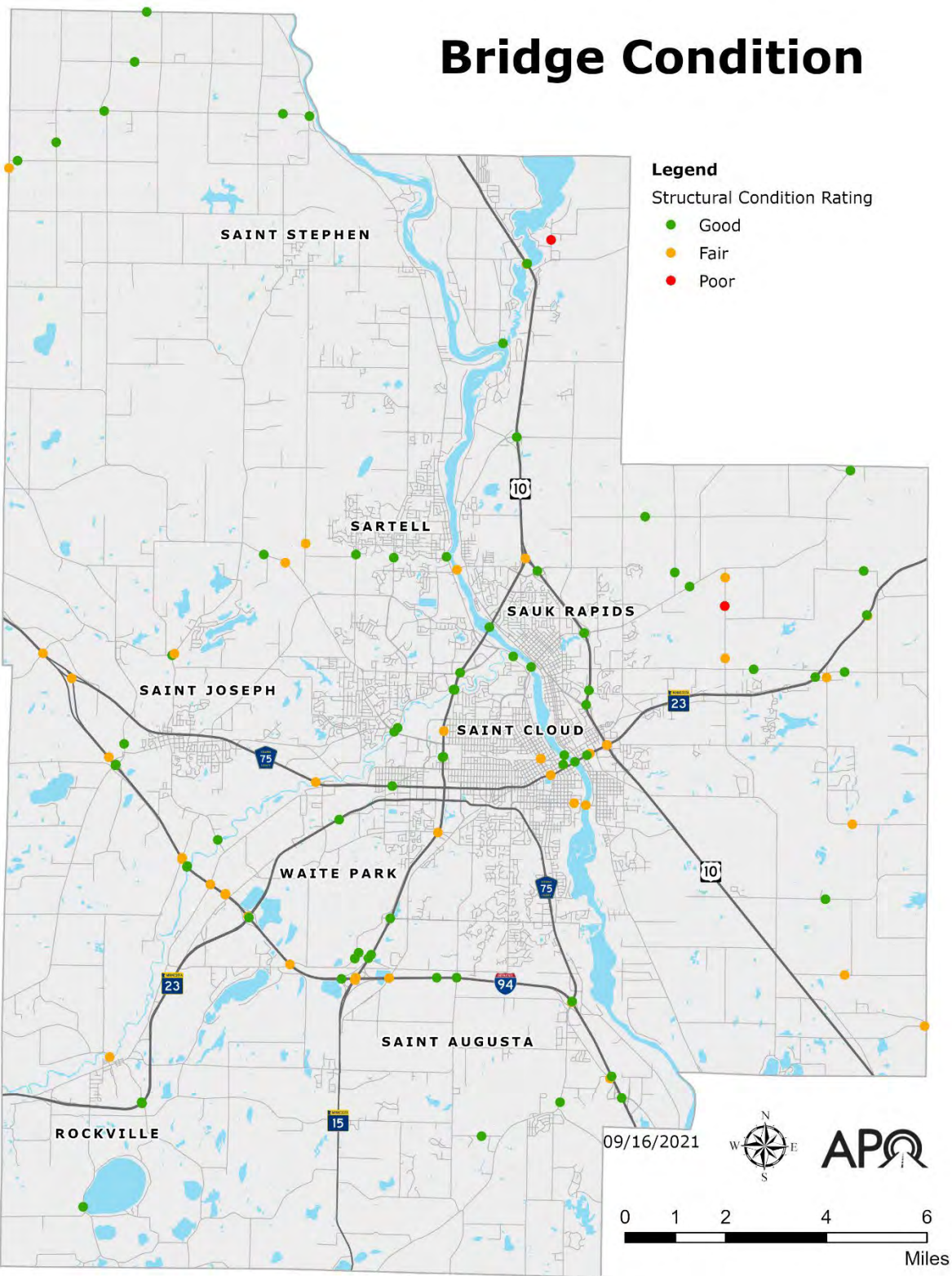
#### *D. System Condition*

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

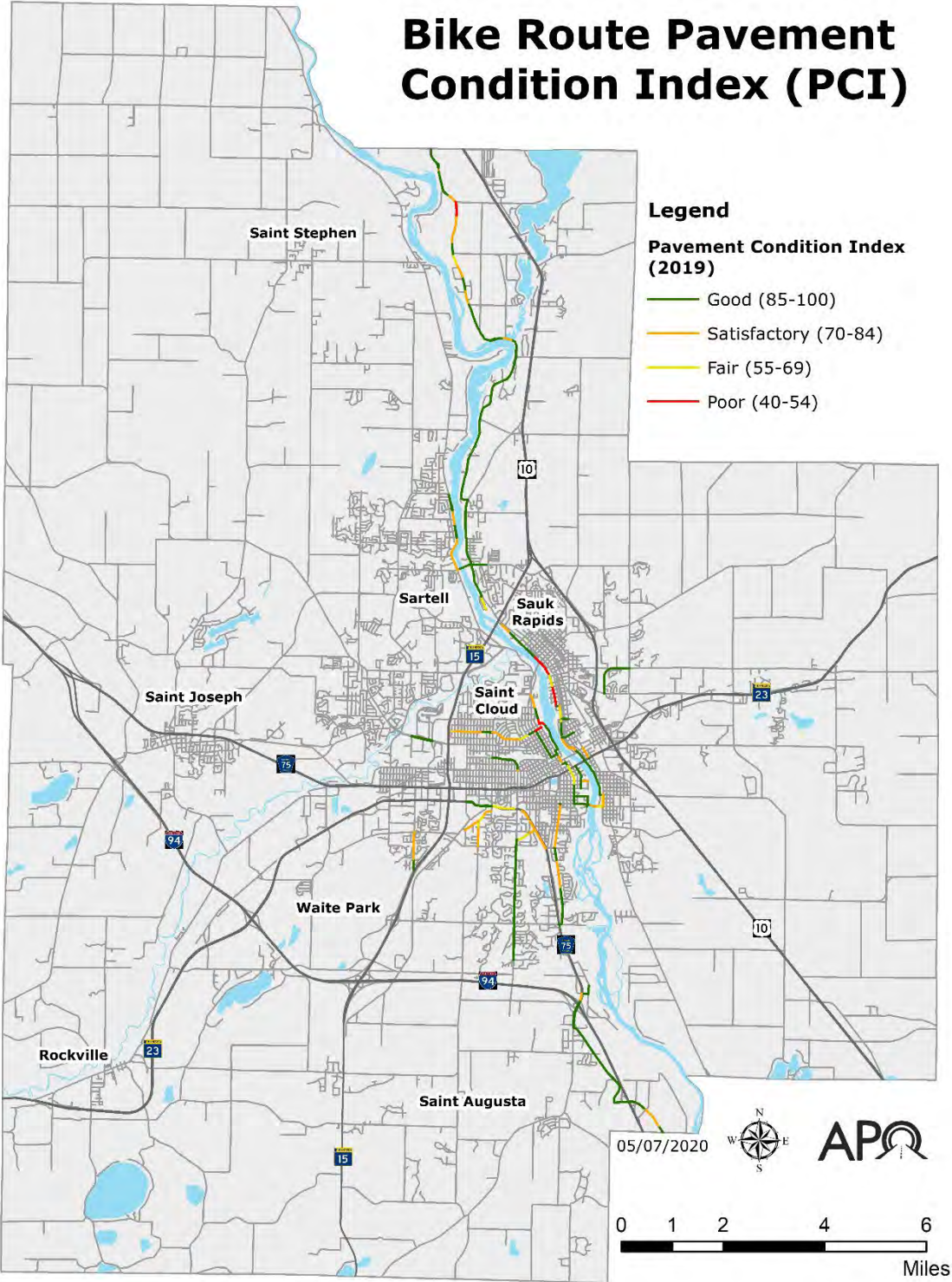
- Criterion to consider
  - Project improves the pavement condition of an existing bridge, roadway, multi-use path, or bicycle lane. Prioritization will be taken for projects that improve bridges with a 'poor' condition rating or roadways with a 'poor' International Roughness Index (IRI) rating.
- Evaluation 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.







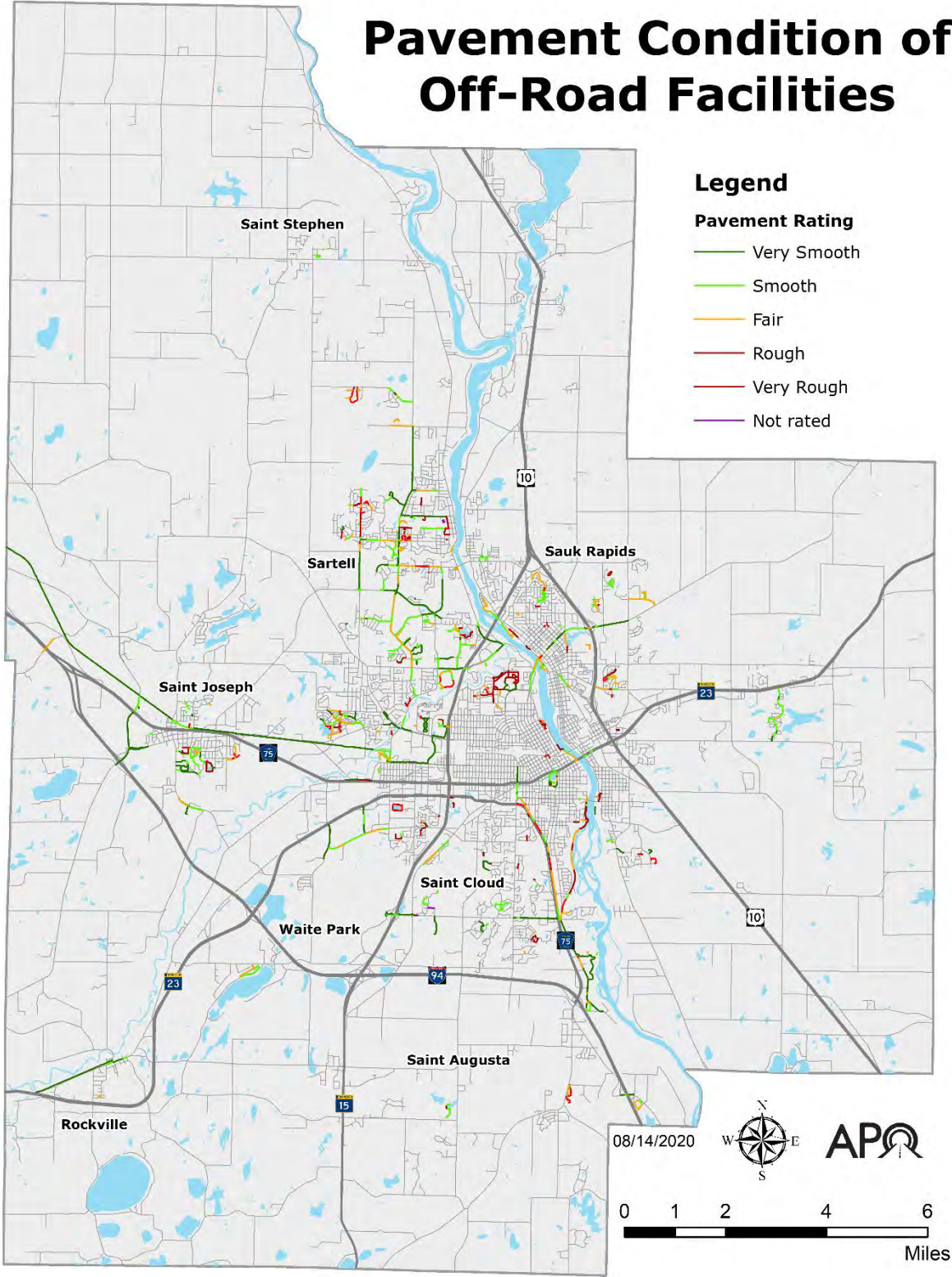
Data source: MnDOT, 2020.







# Pavement Condition of Off-Road Facilities



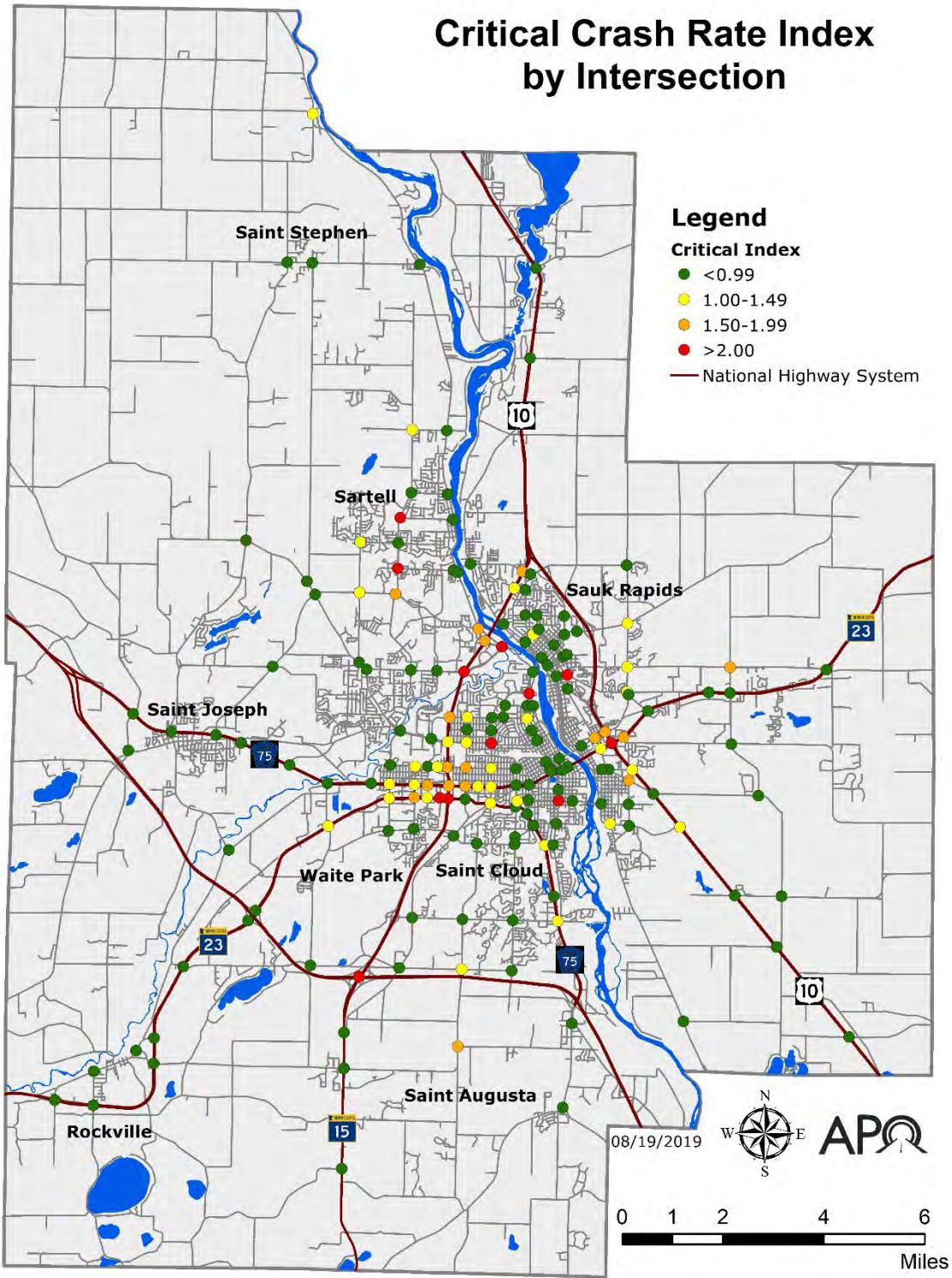


### *E. Safety*

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.





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

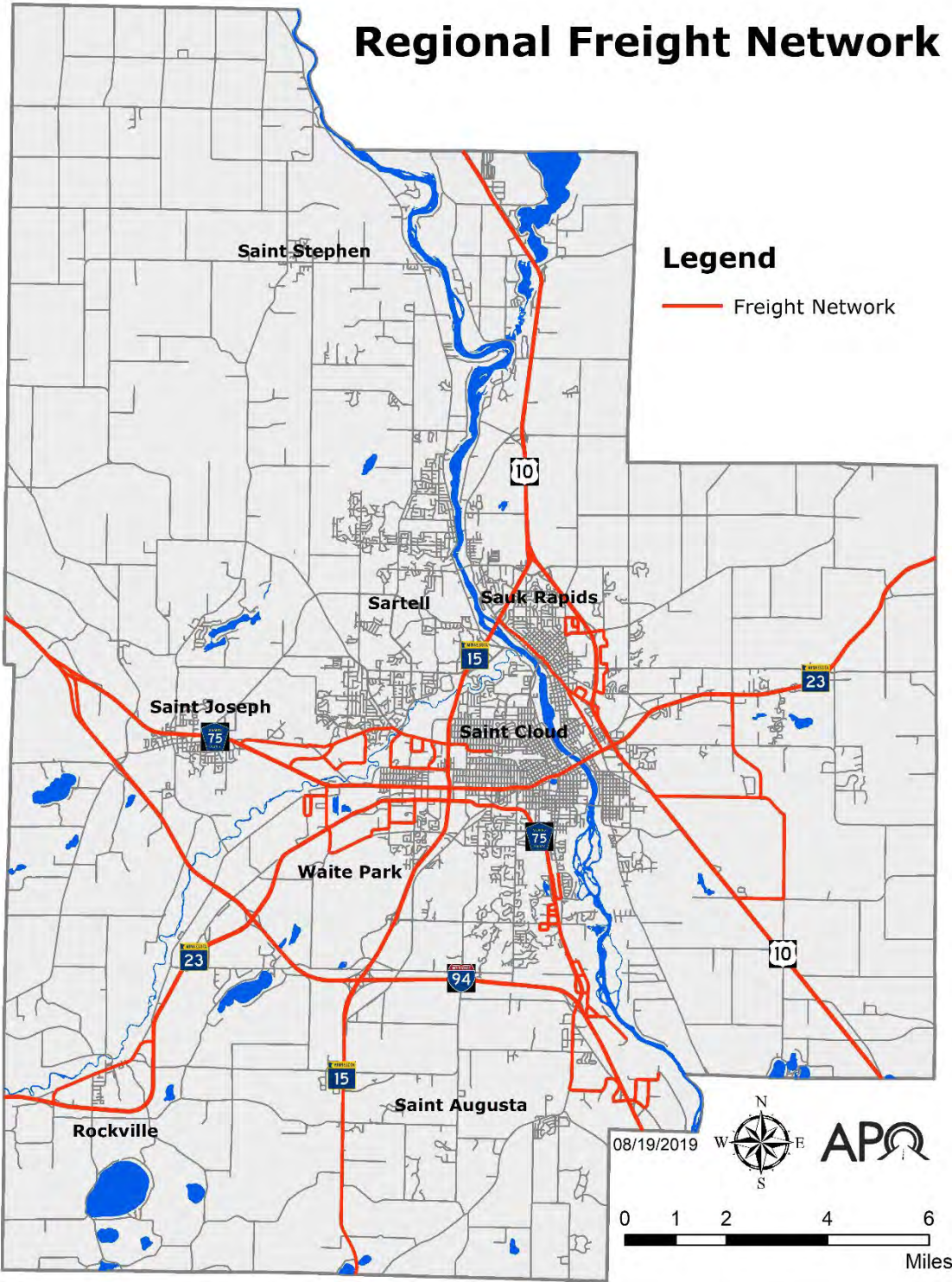


*F. Economic Vitality*

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.





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
2025	Sherburne County	CR 65	COUNTY ROAD 65 & 45TH AVENUE REALIGNMENT, ACCESS CONSOLIDATION WITH US HIGHWAY 10, AND BNSF RAILROAD XING CONSOLIDATION	\$1,000,000	\$900,000	\$1,900,000							
2025	Sauk Rapids	Second Ave. S	RECONSTRUCTION OF 2ND AVENUE SOUTH FROM BENTON DRIVE TO 10TH STREET S, INCLUDING ROADWAY, SIDEWALK, LIGHTING, DRAINAGE, AND WATER MAIN IMPROVEMENTS	\$1,135,120	\$608,880	\$1,744,000							
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	2	\$2,501,145	23.72	\$105,444.56
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	1	\$1,000,000	45.6	\$21,929.82
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 2026

#### 1. APPLICANT INFORMATION

Local Agency: City of Sartell Project Manager: Anna Gruber  
 Address: 125 Pinecone Road North, Sartell MN 56377 Title: City Administrator  
 Phone: 320-258-7306 Fax: N/A Email: [anna.gruber@sartellmn.com](mailto:anna.gruber@sartellmn.com)  
 Project Contact (If different from Proj. Mgr.): April Ryan Title: City Engineer  
 Phone: 320-229-4329 Fax: N/A Email: [aryan@sehinc.com](mailto:aryan@sehinc.com)

#### 2. PROJECT IDENTIFICATION

RDC/MPO Region: APO Congressional District: 6 Legislative District: 13B Length: 2.0 Mi.  
 Route # \_\_\_\_\_ &/or Street Name: 15<sup>th</sup> Street North  
 Beginning Termini: Pinecone Road North  
 Ending Termini: 19<sup>th</sup> Avenue North

#### 3. TECHNICAL INFORMATION

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

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

##### B. Pavement Condition

Age of Surface:	Rating: <u>N/A</u>
<u>N/A</u>	

##### C. Traffic Volume

Current AADT: <u>0</u>	20-Year AADT: <u>2900</u>	SR: <u>N/A</u>
------------------------	---------------------------	----------------

##### 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)

**15<sup>th</sup> Street North Corridor Extension Project**

#### 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 15<sup>th</sup> Street North between Pinecone Road North and 30<sup>th</sup> Avenue North (otherwise known as Townline Road/7<sup>th</sup> Avenue), to be completed in two phases. This extension will provide a necessary East to West connection and will impact multiple regional partners. A study was completed in 2017 by

the St Cloud APO 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 exponentially increased the need for this corridor expansion, for connection, mobility, and for 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 results were compiled appropriately 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 15<sup>th</sup> Street North corridor extension from Pinecone Road North to 30<sup>th</sup> Avenue North. This extension would be completed in phases – with the first phase being from Pinecone Road North to 19<sup>th</sup> Avenue North and the second phase being from 19<sup>th</sup> Avenue North to 30<sup>th</sup> Avenue North. This funding request is specifically for phase one. 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.

In 2021, the City of Sartell held multiple community engagement meetings with west-side neighborhoods of Sartell, all of which are extremely concerned by the increased traffic and lack of connectivity within West Sartell. It has become even clearer to the City of Sartell that this extension is a priority in order to provide greater safety measures for drivers and pedestrians of West Sartell, as well as improved road conditions and connectivity. Feedback and support from neighborhoods are included as exhibits.

## 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 15<sup>th</sup> 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 15<sup>th</sup> Street North extension in this primary growth area. Not only has the City identified 15<sup>th</sup> 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 13,400 and traffic volumes on 19<sup>th</sup> Avenue South exceed 4,400, while 30<sup>th</sup> Avenue exceeds 4000. Other major east to west connections, such as 2 ½ St N and 2<sup>nd</sup> St S, see over 4,700 and 11,700, 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 similar to the City of Sartell and Stearns 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 and County populations.

There will be no eminent domain or buying of homes that are currently occupied. This project would involve the purchase of right-of-way from undeveloped properties that are looking to sell currently, and support further planned community development. Low-income homes would not be adversely affected by this extension.

The project will be designed to meet the current ADA requirements.

### 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 19<sup>th</sup> 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 19<sup>th</sup> Avenue North.

This connectivity is crucial to providing an additional [east to west] route from as far as CSAH 1 to 30<sup>th</sup> Avenue North. This connectivity has especially become important as the development in the northern limits of Sartell continues to expand around the new Sartell 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 19<sup>th</sup> 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 be connected 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.

The connection from schools, churches, businesses, and the regional Pinecone Central Park would all promote multimodal use. The City currently owns additional acreage along the north side of Pinecone Central Park, which will be additional park property accessed by this extension of 15<sup>th</sup> Street North. This will increase multimodal use from all of Sartell to the popular Pinecone Central Park.

The extension of 15<sup>th</sup> Street North will also create a significantly safer multimodal route from west Sartell to the school buildings located north of 15<sup>th</sup> Street, near 27<sup>th</sup> Street North. Both the High School and Oak Ridge Elementary are in this area, as well as all the primary practice fields for sports such as football, baseball, softball, soccer, lacrosse, and multiple playgrounds. The ability for students and residents to access these via the 15<sup>th</sup> Street North connection will promote multimodal use.

### 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 15<sup>th</sup> 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, 19<sup>th</sup> Avenue North, and Pinecone Road North. Since 2 ½ Street and 19<sup>th</sup> 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 15<sup>th</sup> Street North will spread traffic out more evenly on 15<sup>th</sup> Street North and Pinecone and alleviate traffic on 2 ½ Street and 19<sup>th</sup> Avenue North. This will extend the life of these corridors and preserve pavement conditions.

The roadway will result in an increase to the 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.

The greatest benefit of this extension will result in the volume of traffic on other roadways in Sartell, which are experiencing higher than expected deterioration from over usage. An additional and regional connector route from east to west Sartell will improve system conditions of roadways such as Grizzly Lane, Central Park Boulevard, 19<sup>th</sup> Avenue North, and 13<sup>th</sup> Avenue North.



## 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 15<sup>th</sup> 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 will benefit from safer biking/walking connections to 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.

As noted above, the neighborhoods of west Sartell have expressed growing concerns over safety within their neighborhoods due to the lack of connectivity. There have been increased traffic volumes, as well as accidents along these routes due to traffic volumes and a lack of other road options. The intersection of Central Park Boulevard and Pinecone Road North has experienced multiple crashes due to it being the primary intersection of east to west traffic for students, which is not currently equipped to handle. The extension of 15<sup>th</sup> Street North has quickly become an apparent and singular solution to the ever-growing safety issues which it possesses.

The proposed 15<sup>th</sup> Street N. will be a collector road, which will be designed to have limited access points and intersections. This corridor will take traffic loads from local roadways, which have frequent and continuous access points, intersections and driveways, making it a safer east-west traffic route.

The road corridor will include an off-road trail with ADA compliant crosswalks, providing a safe pedestrian route. Current east-west pedestrian connections for neighborhoods in this area include unmarked on street routes. The proposed off-road trail will provide a critical east-west pedestrian connection between the west neighborhoods and the rest of the city. The off-road trail will connect to the regional trail system at 19<sup>th</sup> Ave. N and Pinecone Road, helping to create a cohesive and complete trail system.

## 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 highly advantageous. It will also be a nearly \$9 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. Much of this property is either already for sale or will be prepared for sale for residential developments. With the addition of the schools on the north side of Sartell, this area around the 15<sup>th</sup> Street North extension has become a primary development space for residential homes. In 2021 alone, we have seen the addition of The Gates of Blackberry, Eagle Ridge Estates

Phase Four, and Oak Ridge Crossings – all residential developments located just north of the 15<sup>th</sup> Street corridor extension. We expect this area of Sartell to experience the greatest level of growth in years to come and the 15<sup>th</sup> Street North extension will promote, encourage, and support community and economic development.

The critical east-west corridor provided with the construction of 15<sup>th</sup> Street N. will help take traffic loads and congestion from already overloaded existing roadways, providing a better connection, easier route and better access to the rest of the community and the regional area. Providing a safer and easier commute for residents will attract more development and growth in this area.

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

#### 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>	\$2,088,900	30%
Local Matching Funds <i>(Minimum 20%)</i>	\$4,874,100	70%
<b>Total Eligible Costs</b>	<b>\$6,963,000</b>	<b>100%</b>

#### 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 / 2025
Construction Plan Prepared	January / 2026
Right of Way Acquired	November / 2025
Construction Start	May / 2026
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)*

**Please see attached multiple Letters of Support for regional partners of the City of Sartell, including the Sartell-St. Stephen School District ISD 748, LeSauk Township, Sartell Fire Department, Sartell Police Department, and multiple neighbors from west Sartell impacted by the lack of connectivity.**

**The extension of 15<sup>th</sup> Street North has become a crucial and necessary connection for the City of Sartell, primarily for the entire west side of the City. As you can see from the Letters of Support, connectivity has become a major issue that can only be resolved by the extension of 15<sup>th</sup> Street North. The urgency behind this connection has become elevated by traffic volume and speed issues, pavement deterioration, accidents, pedestrian safety, and travel times. We urge strong consideration for this valuable project.**

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

\_\_\_\_\_  
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. 2021-66

**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 15<sup>th</sup> Street North from Pinecone Road North to 30<sup>th</sup> 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 2026 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 15<sup>th</sup> Street North from Pinecone Road North to 30<sup>th</sup> 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 22nd day of November 2021 by the Sartell City Council.

ATTEST:

  
MAYOR

  
City Administrator

SEAL





## LESAUK TOWNSHIP

Marlyce L. Plante  
LeSauc Township Clerk  
2293 Pinecone Road  
Sartell, MN 56377

Telephone 320-252-6158 or 654-8565

Thursday, October 14, 2021

Office of Senator Tina Smith  
Congressionally Designated Project Request

To Whom it May Concern:

LeSauc Township is aware of the City of Sartell's request for Congressional Designation for Project Funding for 15<sup>th</sup> Street North and is writing to provide our utmost support for the project. LeSauc Township strongly supports efforts to improve this roadway and encourages designation and funding for this crucial connection.

LeSauc Township borders the City of Sartell and 15<sup>th</sup> Street North is an important roadway that will connect a township road (often referred to as town-line road) to Pinecone Road in the City. We know the importance of making this connection for township residents, city residents, our school system, students, and future development.

Beyond the importance and high priority of the project, we know and understand that the likelihood of the construction of this road will not happen until we can secure funding. The City has committed funds to the project, but the overall project cost is simply too much for a township or city to bare alone. We encourage Congressional Designation of this vital project within the City of Sartell and LeSauc Township.

Respectfully,

A handwritten signature in blue ink that reads "Daniel J. Heim". The signature is written in a cursive style with a large initial 'D'.

Daniel J. Heim  
LeSauc Town Board Chair

November 22.,2021

To Whom It May Concern,

The City of Sartell is again pursuing funding that will help ensure the safety of pedestrians, bicyclists and motorists within our community. The funding is being sought for an area that would make an east to west connection within the community.

Currently the area in question funnels traffic on interior roadways that have a 30-mph speed limit and we receive numerous complaints of excessive speeding and poor driving in general on those roadways (13<sup>th</sup> Ave, 19<sup>th</sup> Ave and Grizzly Lane). The city has attempted some improvements on these roadways such as additional signage and/or striping to better delineate lane use which has had some minor improvement but not to the degree that an east/west connecting roadway constructed for that daily traffic flow would have.

The Sartell Police Department supports the City in its endeavor to extend 15<sup>th</sup> St. N from its current location. I know that this additional roadway will dramatically improve the safety of pedestrians, bicyclists and motorists alike.

Your assistance in moving the grant approval forward would be appreciated by many in our community, including the police department which is tasked with keeping both the motoring and pedestrian community safe.

Sincerely,

Jim Hughes  
Chief of Police

## SARTELL-ST. STEPHEN ISD 748

212 Third Avenue North  
Sartell, MN 56377  
p 320.656.3701  
f 320.656.3765



DR. JEFF  
RIDLEHOOVER  
SUPERINTENDENT  
320.656.3715

October 2021

To Whom It May Concern,

The purpose of this letter is to enthusiastically express support for the City of Sartell to connect 19th Ave. North to Pinecone Road. This would be accomplished by constructing a thoroughfare, 15th Street North.

The rationale behind our support of the project involves safety, efficiency, and cost savings. Currently, our school buses have to navigate south through high-capacity residential areas in order to transport students to their school sites in the northern portion of the district. With finite financial resources and the increased cost of fuel, this burden has become significant. In addition, students are asked to ride on longer bus routes and this is especially true of our students who reside in rural areas who experience routes that are significantly longer than otherwise necessary.

In closing, I sincerely thank you for your consideration of this project and share support of myself and our School Board for the construction of 15th Street North.

Kind Regards,

A handwritten signature in blue ink, reading "Jeff P. Ridlehoover".

Dr. Jeff Ridlehoover  
Superintendent

Where excellence is the expected outcome for all learners



November 23, 2021

To Whom it May Concern,

First off, I wanted to thank you for your consideration of the City of Sartell as we pursue a grant for the 15<sup>th</sup> Street N. project. As I have only been with Sartell for just under a year, it has been very apparent that we have entered a rapid growth phase in our community as it is highly sought after for its excellent schools, cleanliness, and small-town feel. With this, we are experiencing many challenges as we seek to continue to provide high-quality public safety to our residents.

Sartell's growth seems to follow our main north/south corridor Pinecone Road in which our new Public Safety Facility is located on. We currently have limited routes that connect the city from east to west and especially to the rapidly developing area to the west. As Fire Chief my primary concern has always been to provide a "high-quality, well-trained crew in a timely manner". There are many factors that effect that outcome from staffing to location and many others. As a paid-on call fire department we are already minutes behind when responding to fires and other emergencies and I have always preached to our crews to take the least residential route possible as appropriate to get to the call. This is an extremely important factor in providing a safe response. The residents that live in the northwest corner of our community continually come to the city council meeting to address their safety and traffic concerns related to their neighborhoods as they have become inundated with traffic from the growing developments in the area. As Fire Chief I cringe when we are dispatched to any residence in this area as I know we will be responding through a highly residential area with many curious children; always balancing a need for a quick response with the public's safety.

The addition of 15<sup>th</sup> Street N. is a high priority to the city and a high priority to Sartell's public safety. This new connection would greatly increase emergency response time and the safety of the public while responding. Please highly consider helping us to provide increased safety to our community by providing an excellent solution to this rapidly growing problem.

Sincerely,



Peter F. Kedrowski

Fire Chief



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

T. 320.252.7568 F. 320.252.6557

October 14, 2021

Anna Gruber, City Administrator  
City of Sartell  
125 Pinecone Road North  
Sartell, MN 56377

RE: Letter of Support for the Sartell's 15<sup>th</sup> Street North Corridor

Dear Ms. Gruber:

In 2016, the Saint Cloud Area Planning Organization (APO) helped fund a corridor study for extending 15<sup>th</sup> Street North in Sartell from Pinecone Road to 30<sup>th</sup> Avenue North (sometimes also called "Townline Road").

The study demonstrated the value of the 15<sup>th</sup> Street corridor extension to help improve system-wide traffic flow in the City of Sartell, as well as providing needed infrastructure for the future growth of the City. The study also suggested phasing development of the corridor, with Phase 1 addressing more immediate needs, and Phase 2 addressing more longer-range needs.

Based on the need to improve system connectivity for current residents to the western side of the city and to help alleviate growing traffic congestion and safety concerns on existing roadways, Phase 1 to extend 15<sup>th</sup> Street North from Pinecone Road to 19<sup>th</sup> Avenue North was included in the APO's most recent Metropolitan Transportation Plan.

This letter affirms the APO's concurrence as to the value and necessity of the 15<sup>th</sup> Street North extension, and its eligibility to received Federal surface transportation funds.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brian Gibson", is written over a light blue horizontal line.

Brian Gibson  
St. Cloud APO Executive Director

E. [admin@stcloudapo.org](mailto:admin@stcloudapo.org) W. [stcloudapo.org](http://stcloudapo.org)

December 15<sup>th</sup>, 2021

City of Sartell  
City Hall  
125 Pinecone Road North  
Sartell, MN 56377

Attn: Anna Gruber, Sartell City Administrator  
Re: Lobbying for Additional Funding for 15<sup>th</sup> Street North Project

Hello Anna,

I understand that the City of Sartell will be applying for funding to help finance local city roadways for our community. Thank you so much for your attention to this and bringing this to our community's attention during our past neighborhood meetings. The City staff, including yourself, have done an excellent job educating our neighborhoods and community the past 18 months on how city roads and transportation improvement projects are funded and prioritized.

I write to you today, with the noted support of my neighbors, that we want to continue lobbying for additional funding to support improving our community's roads, specifically the 15<sup>th</sup> Street North Project. Taking advantage of available grant monies and other funding opportunities is critical for a community of our size to help make our roads and transportation avenues safer and more efficient.

As you know, our community is growing at a rapid pace. New beautiful neighborhoods are being developed and new families are moving in. Traffic is increasing at a rapid rate to get to the north side of town. This is due much in part due to the new Sartell High School, Oakridge Ridge Elementary, city parks/school district ball fields, expanding neighborhoods, Blackberry Ridge Public Golf Course and Pinecone Road North being used as a primary commuter road out of town for residents heading north on the weekends.

Below are a few bullet points that support why we believe improving our local neighborhood roads is critical for neighborhood safety. Specifically, why we believe that prioritizing the 15<sup>th</sup> Street North collector road is at the top of our priority list.

- **Traffic Volume Increase: Neighborhood roads not designed or intended to be collector roads are now serving that purpose** – Grizzly Lane and 13<sup>th</sup> Ave N are a couple examples of this. An increase in traffic to get to the north side of town and lack of side walks are creating very dangerous pedestrian safety situations. These two roads are serving as collector roads connecting large neighborhoods, many with new young drivers. We refuse to walk on our neighbor street (Grizzly Ln) or play in our front yard with our young children due to the danger Grizzly Lane traffic causes.
- **Poor Pavement Conditions: Neighborhood roads standard maintenance schedules are not enough** – Our neighborhood roads are in such poor condition due to potholes, large cracks/bumps, exposed sewer lines/manholes are disrupting regular traffic flow. This causes drivers to drive through our local roads as if they are driving through an obstacle course. Drivers are distracted by poor road conditions opposed to pedestrian safety.

- **Lack of sidewalks/pedestrian right of ways** – Regional collector roads I understand should be capable of handling auto traffic but also pedestrian traffic as well. My assumption is that the 15<sup>th</sup> Street North collector road would have appropriate lighting and a walking path or sidewalk.
- **Travel time across town: North to South and East to West**- The City of Sartell needs larger collector routes that the obvious path of least resistance. Today's drivers seem to be more distracted and more in a hurry. Creating a regional collector road to accommodate a smooth and safer commute for drivers and pedestrians to alleviate risk in our neighborhood roads should be our top priority when planning and all road improvements.
- **Crashes and Minor Accidents: Increase in both and at risk for more severe** – The Sartell Police and Public Safety Department's analytics and metrics should be reviewed when prioritizing roadway projects. Central Park Boulevard and Pinecone Road North are the only east/west routes on the north side of town and the volume puts those roads at risk for being a cause for more accidents and pedestrians. Adding an additional regional collector road that runs east/west can lessen this risk. We have discussed in the past that public safety reports have gone up on the north side of town due to traffic violations or increased volume.

Thank you so much for taking the time to review these concerns that have been expressed in many of our neighborhood meetings, city hall meetings, HOA meetings and resident task force meetings. The below signed names are my own and my fellow Sartell residents and neighbors that share the same sentiment in this letter and all advocate for the City of Sartell to prioritize additional funding for the 15<sup>th</sup> Street North project. Our own, children and neighborhood safety depend on it. Thank you!

Best Regards,

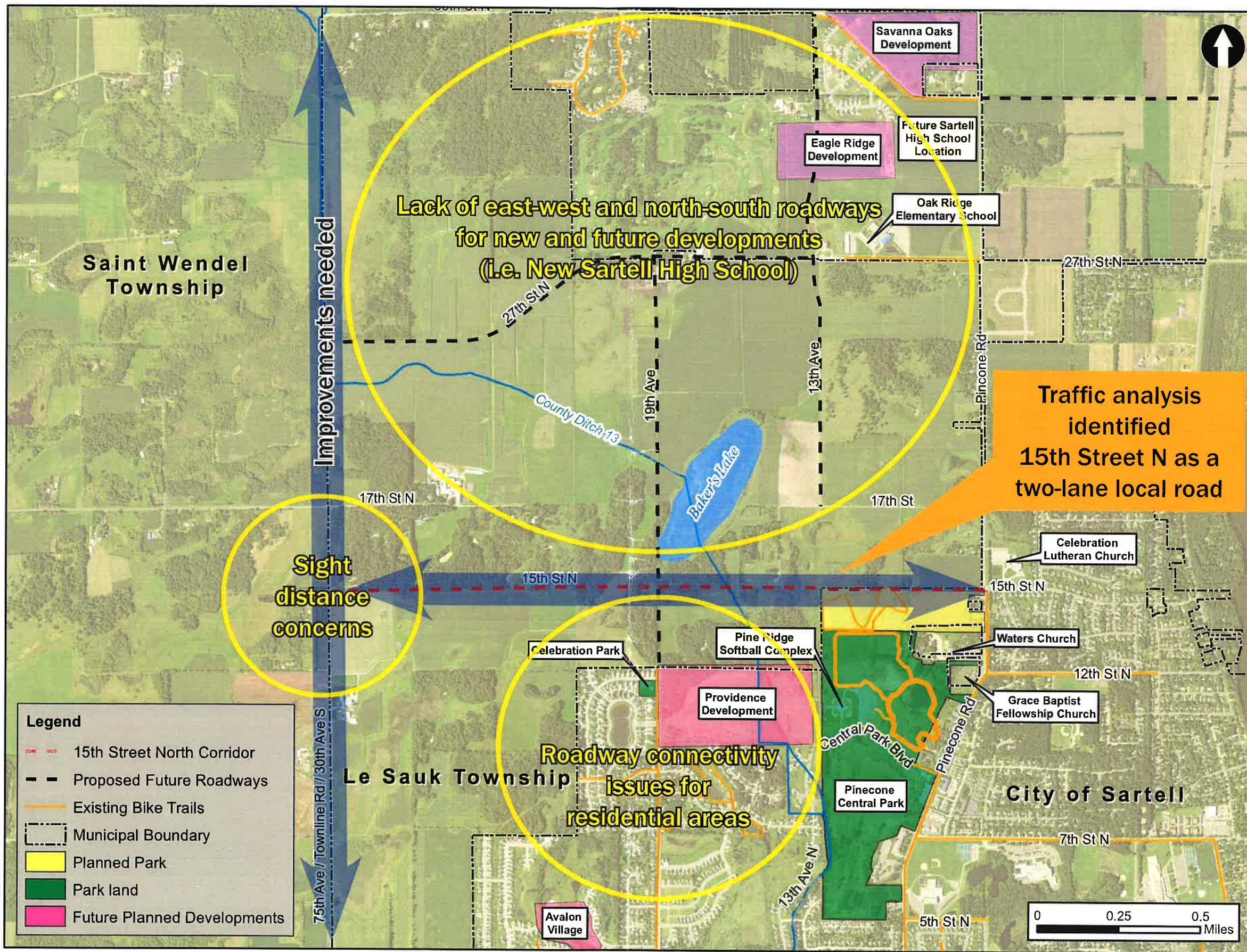
Colin Anderson  
1705 Grizzly Lane

Zieske 1709 Grizzly Ln	Kurzahls 1701 Grizzly Ln	Kenning 1702 Grizzly Ln
Johnson 1701 8 <sup>th</sup> St N	Jansky 1501 Grizzly Ln	Anderson 1425 Grizzly Ln
Stommes 705 16 <sup>th</sup> Ave N	Thronaum 815 15 <sup>th</sup> Ave N	Morrison 1417 Grizzly Ln
The Wilds of Sartell HOA 1507 Grizzly Ln	Martini 1416 Grizzly Ln	Degiovanni 1812 8 <sup>th</sup> St N
Windsperger 828 15 <sup>th</sup> Ave N	Meirick 1413 Cougar Ct	Schaff 1417 Cougar Ct
Dingman 1417 Eagles Nest Ct	Smith 1523 Cougar Ln	Christensen 1502 9 <sup>th</sup> St N

## **APPENDIX: MAP EXHIBITS**



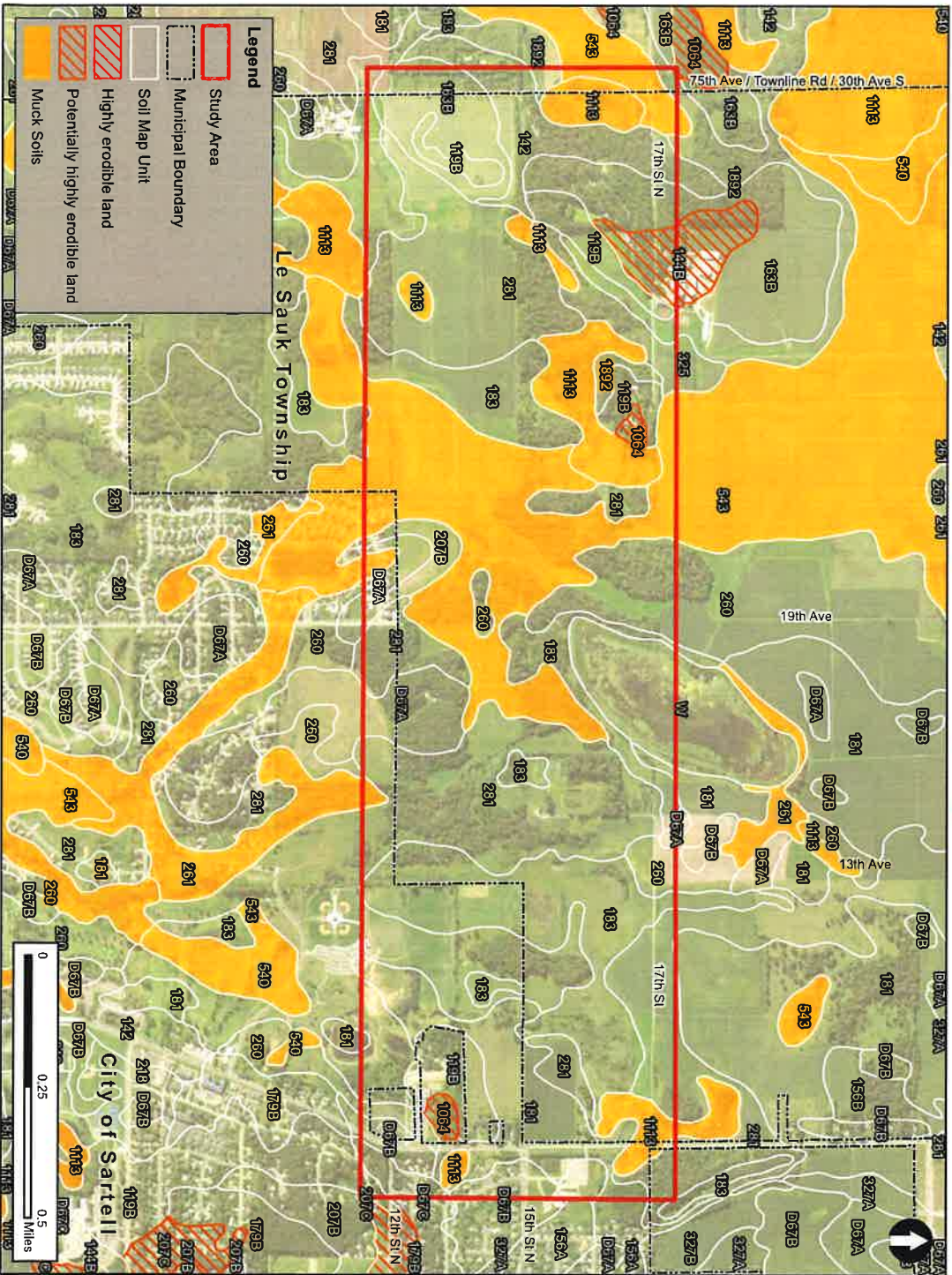
# 15th Street North Corridor Study | Figure 4 - Existing Conditions and Issues



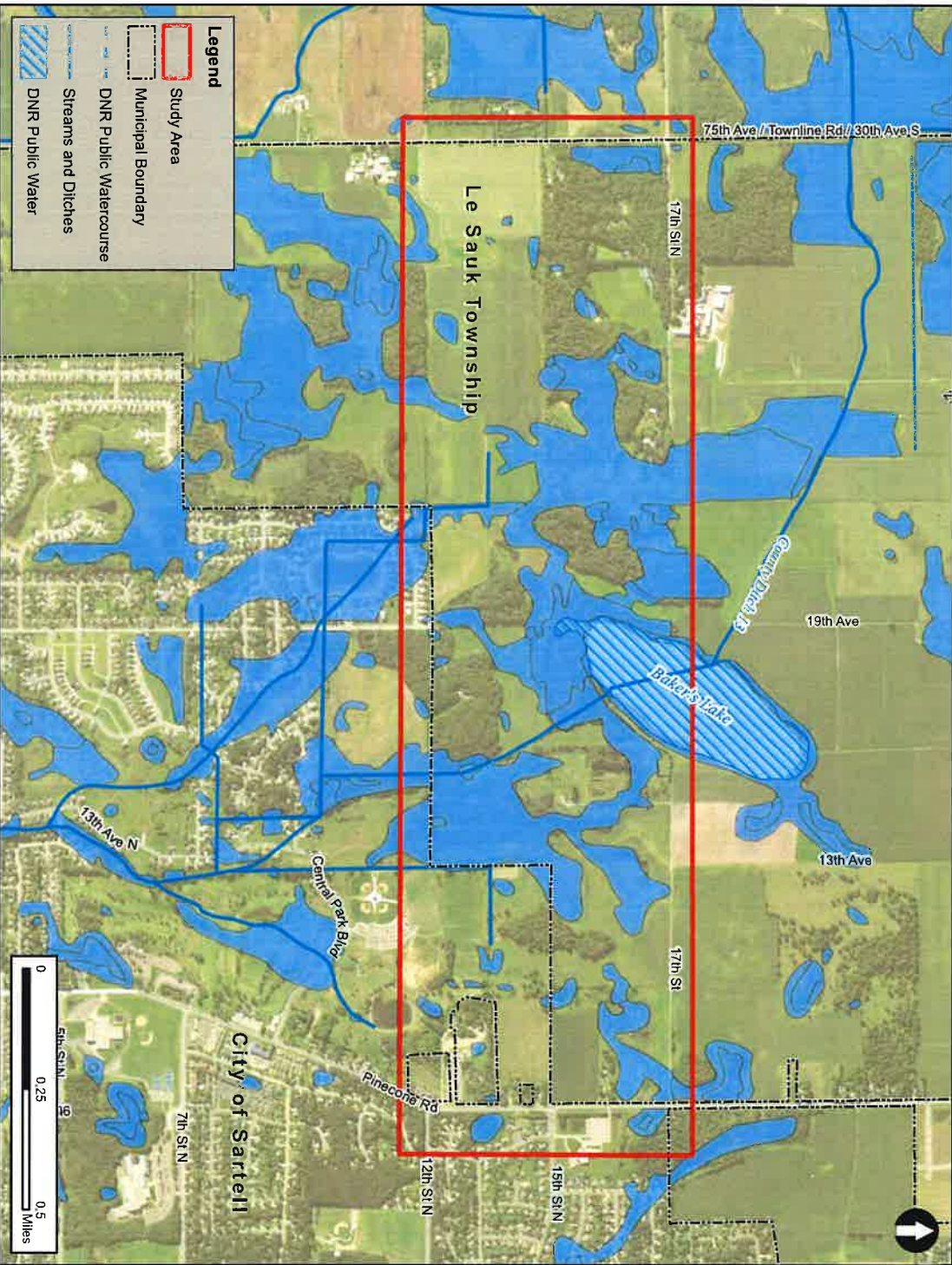


15th Street North Corridor Study | Existing Conditions and Issues

Soil Classification

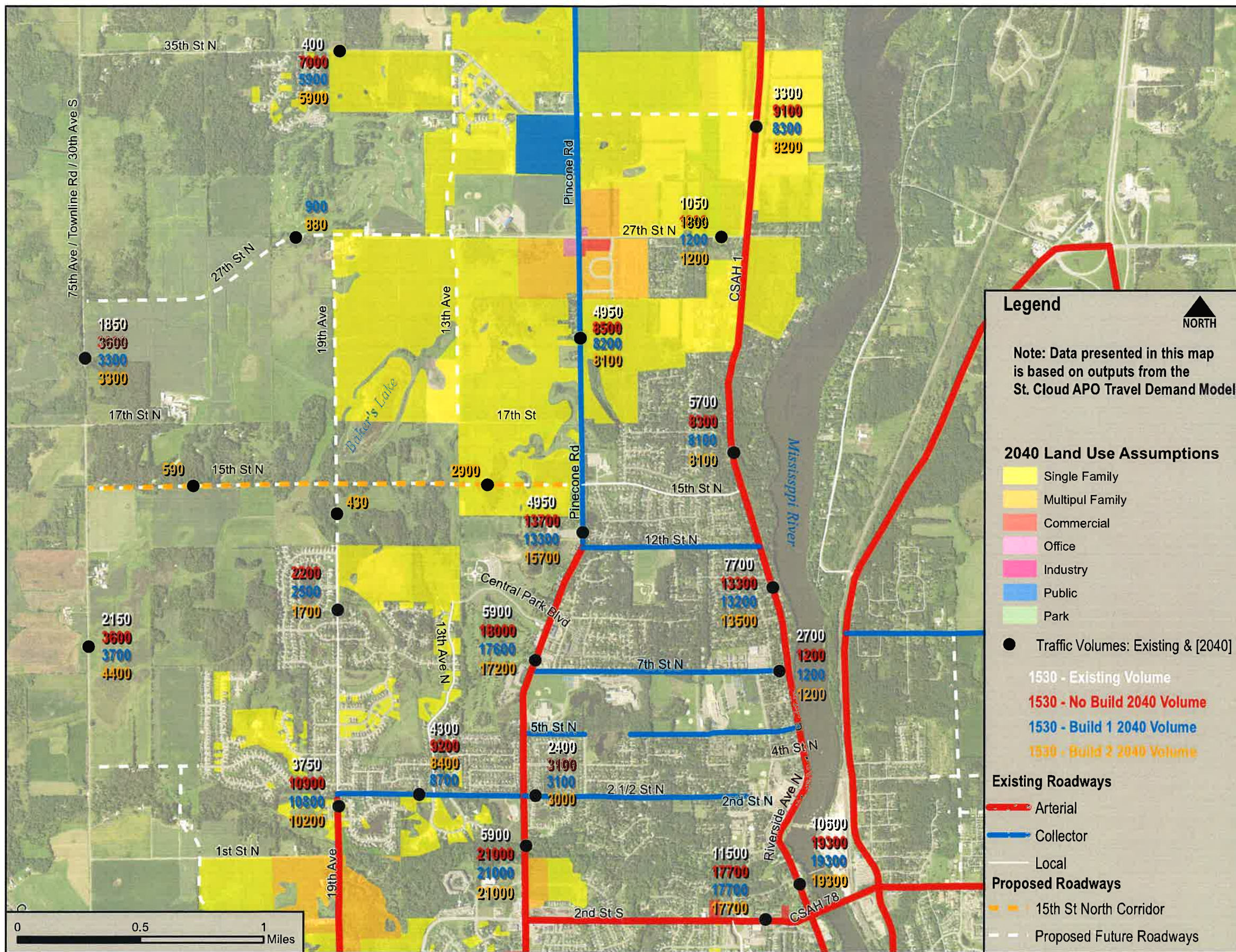


Wetland Resources



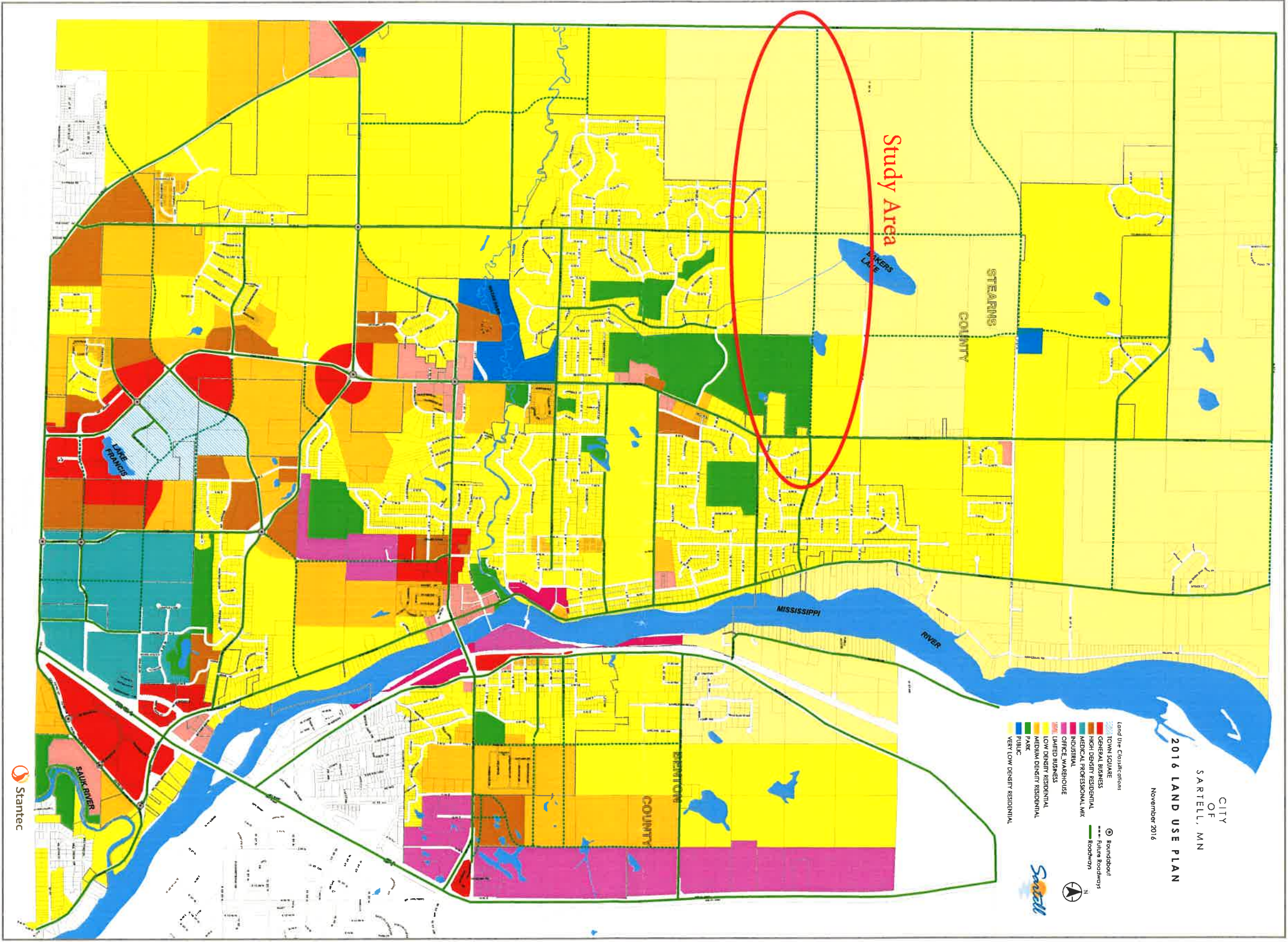


# 15th Street North Corridor Study | Figure 5 - Traffic Volumes

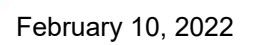




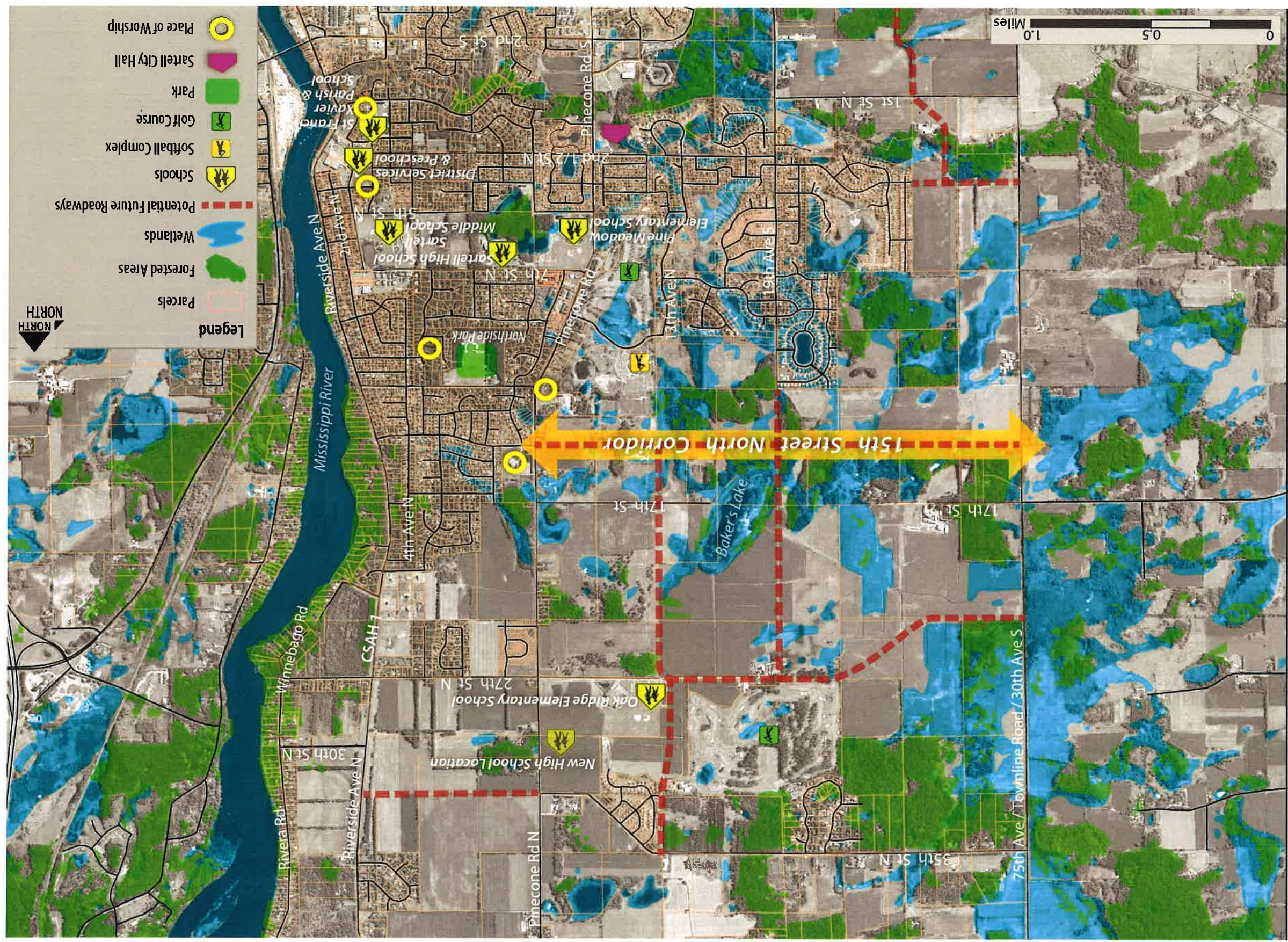
15th Street North Corridor Study | Figure 3 - Future Land Use











15th Street North Corridor Study | Figure 1 - Project Location



# LOCAL SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FUNDING APPLICATION

## Central Minnesota Area Transportation Partnership

FY 2026

### 1. APPLICANT INFORMATION

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

### 2. PROJECT IDENTIFICATION

RDC/MPO Region: <u>APO</u>	Congressional District: <u>6</u>	Legislative District: <u>14</u>	Length: <u>0.13</u> Mi.
Route # <u>CSAH 75</u> &/or Street Name: <u>Division Street</u>			
Beginning Termini: <u>400 feet west of Sauk River</u>			
Ending Termini: <u>300 feet east of Sauk River</u>			

### 3. TECHNICAL INFORMATION

A. Functional Classification of Roadway/Highway (Check all that apply)				B. Pavement Condition	
<b>Urban</b>		<b>Rural</b>		Age of Surface:	Rating:
<input type="checkbox"/> Urban Principal Arterial		<input checked="" type="checkbox"/> Rural Principal Arterial			
<input type="checkbox"/> Urban Minor Arterial		<input type="checkbox"/> Rural Minor Arterial			
<input type="checkbox"/> Urban Collector		<input type="checkbox"/> Rural Major Collector			
C. Traffic Volume				D. Bridge Condition	
Current AADT:	<u>22700</u>	20-Year AADT:	<u>29510</u>	SR:	<u>LPI = 48</u>

### 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 checked="" type="checkbox"/> Bridge
<input type="checkbox"/> Roadway Reconstruction	<input type="checkbox"/> Other: (specify)

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

**Replace Bridge 6819 along CSAH 75 over the Sauk River**

### 6. PURPOSE AND NEED (Summary)

The project includes replacing Bridge 6819. The bridge is deficient, with a sufficiency rating of 66.4, and a local planning index (LPI) of 48. CSAH 75 is a principal arterial that traverses through the cities of St. Joseph, Waite Park, St. Cloud and St. Augusta, and carries a significant amount of commercial, industrial and commuter traffic. This section of CSAH 75 has an average daily traffic of 23,400.

The project will replace a structure that was built in 1954. Portions of the bridge have reached a point of rapid deterioration and are beyond minor repairs. To date the structure has not had to be load posted but will need to be reevaluated on a regular basis for public safety reasons. CSAH 75 is the only non-state-owned principal arterial in the St. Cloud area and serves a regional purpose. The detour for the bridge if it were load posted

would be approximately 8 miles one way and would bring the freight and commuter traffic through areas with neighborhoods and schools on roads not designed to handle the level of traffic that CSAH 75 carries.

## 7. PROJECT QUALIFICATIONS

### A. Access and Mobility

Explain how the project increases the accessibility and mobility options for people and freight.  
**The proposed project is located in a low-income and high minority area. Further, should the bridge need to be load posted at a future date the likely detour would bring freight and other heavy commercial traffic along a route that would impact other high minority and low income neighborhoods as well as an elementary school. While no transit routes currently include crossing this bridge, keeping this bridge in a good state of repair will provide a more direct route if service is expanded to the St. Joseph area. Further, the bridge will be widened to include 10 foot shoulders to enhance safety for those who wish to bike to a bus stop.**

### B. System Connectivity

Explain how the project enhances the integration and connectivity of the transportation system for people and freight.  
**CSAH 75 connects the cities of St. Joseph, Waite Park and St. Cloud, and is a principal arterial on the National Highway System. The bridge proposed for replacement is on the border of the cities of Waite Park and St. Cloud. CSAH 75 is an important long-distance commuter connection for those working in the St. Cloud area, and serves nearby commercial and industrial areas.**

### C. Multimodal

Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system.  
**While there are no multimodal facilities in the area of the bridge, bicyclists frequently use the wide shoulders along CSAH 75. The proposed bridge replacement will include 10 foot wide shoulders on the bridge to replace the existing four to six foot shoulders.**

### D. System Condition

Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations.  
**The bridge is deficient, with a sufficiency rating of 66.4. The local planning index (LPI) is a rating used by MnDOT for determining eligibility for bridge replacement funding. If the LPI is 60 or less the structure is eligible for state or federal bridge funding. Bridge 6819 has a LPI of 48. As previously stated, if the bridge continues to deteriorate and needs to be load posted the detour for heavy traffic would be along roads not built for the traffic levels that are currently along CSAH 75. This bridge replacement will not only preserve the CSAH 75 corridor, but also adjacent corridors that were not built for the additional traffic.**

**E. Safety**

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

**This project will include guardrail that meets current standards, a wider median with a curb reaction area, wider shoulders and shoulder rumble strips within the approach grading area. Further replacing a deficient bridge improves overall road system safety.**

**F. Economic Vitality**

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

**CSAH 75 is classified as a Tier Two Minnesota principal freight network and recognized as an important corridor for the movement of goods and people.**

**G. Equity**

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

**2024 funding (2020 solicitation)**

**8. COST SUMMARY**

Item	Amount	% of Total
Federal Funds Requested ( <i>Maximum 80% / Minimum 20%</i> )	<b>\$1,520,000</b>	<b>40%</b>
Local Matching Funds ( <i>Minimum 20%</i> )	<b>\$2,280,000</b>	<b>60%</b>
<b>Total Eligible Costs</b>	<b>\$3,800,000</b>	<b>100%</b>

**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	11 / 2022
Construction Plan Prepared	11 / 2022
Right of Way Acquired	N / A
Construction Start	2 / 2023
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: Stearns County Five Year Road Improvement Plan, St. Cloud APO 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: 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)

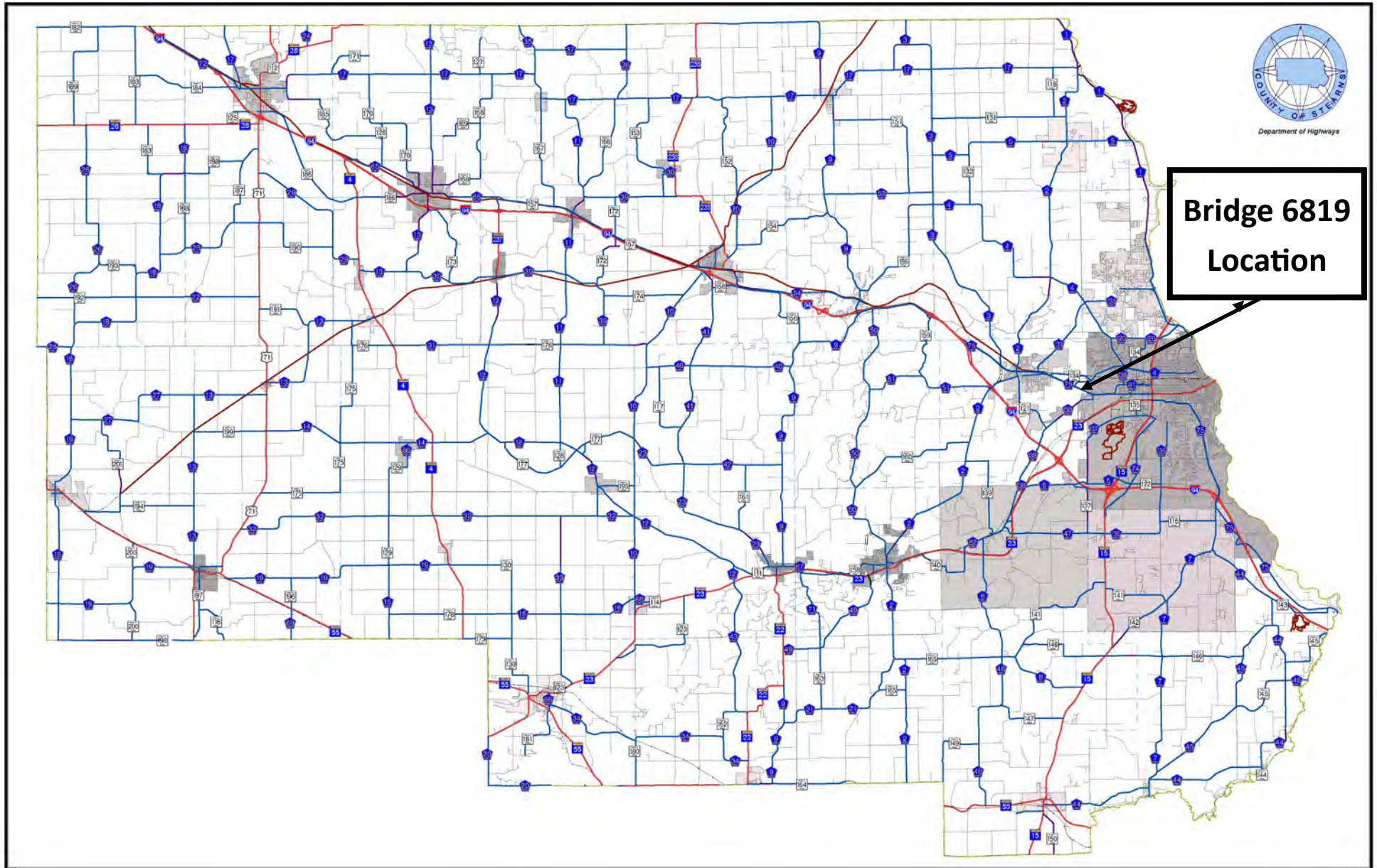
**Energy and environmental Conservation:** The proposed project will be a Categorical Exclusion. The design consultant has been coordinating with the Sauk River Watershed District, the Minnesota DNR and the Army Corps of Engineers during the early stages of design so that any concerns of the agencies can be addressed early in the design process to ensure a timely permit approval process. Wetlands have been delineated.

**Public Engagement:** The proposed project is included in the county's Five Year Road Improvement Plan, and is included in the St. Cloud APO's Metropolitan Transportation Plan (MTP). The county's road improvement plan is updated at least once a year with a public process and input meeting offered with each update. During COVID that process was done with a virtual format. The APO had an extensive public process for the update of its MTP. There are no anticipated controversial issues with this project. NO negative comments were received as part of the APO's MTP public input process.

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.

 Stearns County Engineer 12/30/2021  
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.



21-87

**RESOLUTION CERTIFYING AVAILABILITY OF LOCAL MATCH AND OTHER LOCAL COSTS  
FOR FY 2026 FEDERAL TRANSPORTATION PROJECT  
SUBMITTAL TO THE ST. CLOUD AREA PLANNING ORGANIZATION**

**CSAH 75 Bridge 6819 Replacement**

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 replace Bridge 6819 along CSAH 75 over the Sauk River by including this project in its Capital Improvement Program, and intends to submit this project to the APO as a candidate for FY 2026 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.

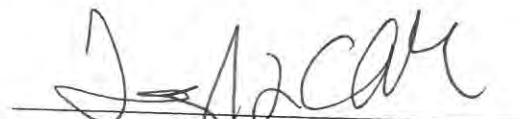
NOW, THEREFORE, BE IT RESOLVED: that Stearns County guarantees that twenty (20) percent local matching funds, *at a minimum*, will be available for eligible federal costs for the replacement of Bridge 6819 along CSAH 75 over the Sauk River.

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 14<sup>th</sup> day of December, 2021.

ATTEST:

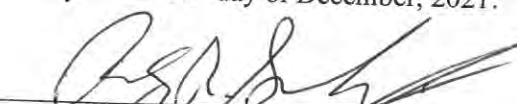
  
Randy Schreifels,  
County Auditor – Treasurer

  
Tarryl L. Clark,  
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 14<sup>th</sup> day of December, 2021.

(SEAL)

  
Randy Schreifels  
County Auditor - Treasurer



**Jurisdiction: Stearns County**  
**Project Location: Stearns County Road 75**  
**Estimated Construction Time Band: 2024-2029**

### Project Scope

**Replace Stearns County Road 75 bridge number 6819 over Sauk River in the City of Waite Park.**



#### Goal 1: Maintain and Enhance Transportation Safety

- ♦ Bridge was built in 1954 and due to the high amount of daily traffic is in need of replacement which will increase safety.

#### Goal 2: Increase System Accessibility, Mobility, and Connectivity

- ♦ Stearns County Road 75 is an important long-distance commuter connection.

#### Goal 3: Efficiently Manage Operations and Cost-Effectively Preserve the System

- ♦ In 2018, MnDOT rated bridge 6819 in fair condition.

#### Goal 4: Support Metropolitan Vitality and Economic Development

- ♦ Stearns County Road 75 is classified as a Tier Two Minnesota principal freight network and recognized as an important corridor for the movement of goods and freight.

#### Goal 5: Promote Energy and Environmental Conservation

- ♦ Opportunity to install street lighting that is Dark Skies compliant.
- ♦ This project is located in a low-income and high minority area.

### Financial Information

<b>MTP Project Number</b>	<b>STR-10</b>
<b>Estimated Project Cost</b>	<b>\$4,140,000 (2027 Dollars)</b>



## BASE PROGRAM

SUBJECT TO CHANGE BASED ON ACTUAL REVENUES, FUNDING AVAILABILITY AND BID PRICES  
CONSTRUCTION YEAR 2023

MAP REF NO.	RD NO	2017 ADT	TERMINI	PROJECT LENGTH	CONSTRUCTION TYPE	ESTIMATED PROJECT COST	STATE AID REGULAR	STATE AID MUNICIPAL	TRANSP SALES TAX (collected prior to 12/31/2022)	COUNTY LEVY	WHEELAGE TAX	FEDERAL AID	BRIDGE BONDING/ THTB	OTHER
1	CSAH 4	6800	AT CSAH 133		ROUNDAABOUT	\$1,000,000	\$200,000	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0
2	CSAH 7	2850	OVER CLEARWATER RIVER		BRIDGE REPLACEMENT	\$900,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000
3	CSAH 13	300	TH 71 TO CSAH 27	2.9	RESURFACE	\$725,000	\$725,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	CSAH 13	1850	CSAH 17 TO NORTH CO LINE	2.0	RESURFACE	\$500,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	CSAH 16	370	TH 4 TO CSAH 10	7.1	RESURFACE	\$1,600,000	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	CSAH 21	790	AT 185TH STREET		INTERSECTION	\$225,000	\$22,500	\$0	\$0	\$0	\$0	\$202,500	\$0	\$0
7	CSAH 23	840	CSAH 42 TO CR 111	6.3	RECONSTRUCT	\$6,000,000	\$0	\$0	\$6,000,000	\$0	\$0	\$0	\$0	\$0
8	CSAH 27	225	CSAH 18 TO CSAH 13	6.0	RESURFACE	\$1,400,000	\$0	\$0	\$0	\$0	\$1,400,000	\$0	\$0	\$0
9	CSAH 29	275	US 71 TO TH 4	6.4	RESURFACE	\$1,450,000	\$1,450,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	CSAH 54	2600-3850	E LIM ALBANY TO CSAH 9	5.2	RESURFACE	\$1,250,000	\$0	\$0	\$0	\$0	\$1,250,000	\$0	\$0	\$0
11	CSAH 69	405	SO. CO. LINE TO TH 55	1.25	RESURFACE/PARTIAL RECONSTR	\$600,000	\$600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	CSAH 75	25000	TH 15 TO COOPER AVE IN ST CLOUD	1.5	RESURFACE	\$2,000,000	\$769,893	\$0	\$0	\$0	\$0	\$1,230,107	\$0	\$0
13	CSAH 75		OVER SAUK RIVER		BRIDGE REPLACEMENT	\$3,000,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0
14	CSAH 138	1000	TH 23 TO CR 121	2.8	RESURFACE	\$700,000	\$700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
15	TH 237	1300	CSAH 30 TO CSAH 65	3.0	MNDOT TURNBACK/RECONSTR.	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0
16	CR 113	100	CSAH 12 TO CR 177	0.5	RESURFACE/TURNBACK	\$150,000	\$0	\$0	\$0	\$150,000	\$0	\$0	\$0	\$0
17	CR 137	400	CSAH 6 TO CSAH 47	2.1	RESURFACE	\$490,000	\$0	\$0	\$0	\$490,000	\$0	\$0	\$0	\$0
18	CR 140	760-245	TH 23 TO TH 23	3.0	RESURFACE/SPOT GRADE	\$1,500,000	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$0
19	CR 146	320-345	CR 141 TO TH 15	3.8	RESURFACE	\$950,000	\$0	\$0	\$0	\$950,000	\$0	\$0	\$0	\$0
20	CR 160	620	CSAH 50 TO CSAH 2	5.5	RESURFACE	\$1,375,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,375,000
21	CR 160	620	OVER WATAB RIVER		STRUCTURE REPLACEMENT	\$375,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$375,000
22	CR 176	385	CSAH 11 TO CSAH 12	3.0	RESURFACE	\$750,000	\$0	\$0	\$0	\$750,000	\$0	\$0	\$0	\$0
23	CR 185	510	AT 421ST STREET		INTERSECTION	\$225,000	\$0	\$0	\$0	\$22,500	\$0	\$202,500	\$0	\$0
24	CR 195	455-750	CSAH 32 TO CSAH 10 (BOTH LEGS)	2.6	RESURFACE	\$700,000	\$0	\$0	\$0	\$700,000	\$0	\$0	\$0	\$0
			CONSTRUCTION TOTAL			\$31,865,000	\$8,867,393	\$0	\$7,500,000	\$3,062,500	\$2,650,000	\$2,435,107	\$5,300,000	\$2,050,000



BRIDGE	LOCATION	CITY/TOWN	OWNER	MATERIAL & DESIGN	IMP	LPI	ELIG	IFED	IDECK	SUPER	SUB	CULV	CHAN	WADQ	EDGE	ALGN	POSTING	DP
L9834	325TH AVE over STREAM	TOWN OF SPRING HIL	TOWN	STEEL PIPE ARCH	1.21	41	Y	Y	N	N	N	4	6	9	N	8	22 - 36 - 36	8
6819	CSAH 75 over SAUK RIVER	CITY OF WAITE PARK	COUNTY	CSTL BM SPAN	1.29	48	Y	Y	5	5	5	N	8	9	5	8		8
92022	CR 160 over WATAB RIVER	TOWN OF ST JOSEPH	COUNTY	STEEL PIPE ARCH	1.16	52	Y	N	N	N	N	4	8	9	N	8		8
73J22	246TH AVE over STREAM	TOWN OF MUNSON	TOWN	STEEL PIPE CULVERT	1.08	52	Y	Y	N	N	N	4	5	8	N	8		8
5417	CSAH 75 over ST AUGUSTA CREEK	CITY OF ST CLOUD	COUNTY	STEEL BM SPAN	1.35	53	Y	Y	5	5	6	N	6	9	5	6	32	8
92069	CSAH 12 over GETCHELL CREEK	TOWN OF SPRING HIL	COUNTY	STEEL BM SPAN	1.33	56	Y	Y	5	5	7	N	6	9	5	6	34 - 40 - 40	8
92007	CR 151 over SPUNK CREEK	TOWN OF HOLDING	COUNTY	STEEL BM SPAN	1.21	56	Y	Y	7	5	6	N	8	8	6	6	28	8
L8449	SAUK VALLEY RD over STREAM	TOWN OF ZION	TOWN	TIMB SLAB SPAN	1.13	56	Y	Y	5	5	5	N	5	6	5	5		8
4881	CSAH 3 over SPUNK CREEK	TOWN OF BROCKWAY	COUNTY	STEEL BM SPAN	1.39	58	Y	Y	7	5	5	N	7	7	4	8	32 - 40 - 40	8
4641	CSAH 72 over ASHLEY CREEK	TOWN OF ASHLEY	COUNTY	CONC DECK GIRD	1.30	58	Y	Y	5	6	6	N	8	8	4	8	18 - 28 - 28	8
L8466	418TH ST over GETCHELL CREEK	TOWN OF MILLWOOD	TOWN	STEEL PIPE CULVERT	1.16	58	Y	N	N	N	N	5	4	7	N	8		8
73509	CSAH 13 over N FK CROW RIVER	TOWN OF LAKE GEOR	COUNTY	PRECAST CHAN SPAN	1.16	63	N	Y	7	5	5	N	6	8	6	7		8
92432	CR 189 over STREAM	TOWN OF ASHLEY	COUNTY	STEEL PIPE ARCH	1.16	64	N	N	N	N	N	5	7	8	N	8		8
L8426	GLENDALE RD over SKUNK RIVER	TOWN OF CROW LAKE	TOWN	PRECAST PIPE CULVERT	1.03	64	N	N	N	N	N	4	7	7	N	5		8
92073	CR 185 over STREAM	TOWN OF MELROSE	COUNTY	CONC BOX CULV	1.10	66	N	N	N	N	N	5	7	8	N	8		8
7163	CSAH 13 over SAUK RIVER	CITY OF MELROSE	COUNTY	CSTL BM SPAN	1.46	67	N	Y	5	6	6	N	6	9	4	8	40 - 40 - 40	8
R0756	2ND ST N over BREWERY CREEK	CITY OF COLD SPRING	CITY	STEEL PIPE CULVERT	1.05	67	N	Y	N	N	N	5	6	7	N	8		8
2800	343RD AVE over STREAM	TOWN OF SPRING HIL	TOWN	CONC BOX CULV	1.03	68	N	N	N	N	N	5	6	8	N	6		8
73523	JOHNFIELD RD over N FK CROW R	TOWN OF NORTH FOF	TOWN	TIMB SLAB SPAN	1.24	68	N	Y	6	6	6	N	6	8	8	5	36	8
73503	CSAH 14 over SAUK RIVER	TOWN OF SPRING HIL	COUNTY	CSTL BM SPAN	1.21	68	N	Y	5	5	7	N	8	9	5	8		8
73517	415TH AVE over SILVER CREEK	TOWN OF SAUK CENT	TOWN	TIMB SLAB SPAN	1.08	69	N	Y	6	6	5	N	8	9	7	7		9
73524	ISSABELLA RD over N FK CROW RI	TOWN OF NORTH FOF	TOWN	TIMB SLAB SPAN	1.08	69	N	Y	6	6	5	N	6	9	7	7		9
L9539	470TH AVE over ASHLEY CREEK	TOWN OF ASHLEY	TOWN	STEEL PIPE CULVERT	1.18	71	N	Y	N	N	N	6	5	8	N	8	26 - 40 - 40	9
89153	CSAH 52 over SPUNK CREEK	TOWN OF AVON	COUNTY	STEEL BM SPAN	1.16	71	N	Y	7	6	6	N	7	8	5	8		9
3534	430TH ST over ASHLEY CREEK	TOWN OF ASHLEY	TOWN	PRECAST CHAN SPAN	1.08	72	N	Y	7	7	4	N	7	8	6	8		9
73521	ROSEVILLE RD over N FK CROW R	TOWN OF PAYNESVILLE	TOWN	TIMB SLAB SPAN	1.08	74	N	Y	6	6	6	N	8	8	7	6		9
73565	PEDESTRIAN over SO BR TWO RIV	TOWN OF HOLDING	COUNTY	TIMB BM SPAN	1.10	75	N	Y	7	6	6	N	7	9	N	N		9
5608	CSAH 75 over CLEARWATER RIVER	CITY OF CLEARWATER	COUNTY	CONC BOX CULV	1.26	75	N	Y	N	N	N	5	7	8	N	6		9
92077	CR 157 over DITCH	TOWN OF ALBANY	COUNTY	CONC BOX CULV	1.23	76	N	N	N	N	N	5	7	6	N	8		9
73516	CSAH 12 over SAUK RIVER	TOWN OF ST MARTIN	COUNTY	PRECAST CHAN SPAN	1.24	76	N	Y	7	5	6	N	7	8	6	8		9
73547	75TH AVE over WATAB RIVER	TOWN OF LE SAUK	TOWN	TIMB SLAB SPAN	1.24	78	N	Y	7	7	6	N	6	8	5	8		9
73519	260TH ST over SAUK RIVER	TOWN OF MUNSON	TOWN	TIMB BM SPAN	1.24	78	N	Y	7	7	7	N	8	8	7	8	26 - 40 - 40	9
73545	CSAH 71 over CHAN BTWN LAKES	TOWN OF WAKEFIELD	COUNTY	PRESTR BM SPAN	1.33	78	N	Y	7	7	7	N	8	9	7	8	24 - 38 - 38	9
73508	CSAH 32 over N FK CROW RIVER	TOWN OF CROW RIVE	COUNTY	PRECAST CHAN SPAN	1.16	78	N	Y	7	5	6	N	7	7	6	8		9
92048	CSAH 17 over HOBOKEN CREEK	CITY OF SAUK CENTR	COUNTY	STEEL PIPE ARCH	1.32	79	N	N	N	N	N	6	6	9	N	8		9
91255	CR 145 over CLEARWATER RIVER	TOWN OF LYNDEN	COUNTY	STEEL LONG SPAN	1.39	79	N	Y	N	N	N	7	6	9	N	6	26 - 40 - 40	9
73564	PEDESTRIAN over KRAIN CREEK	TOWN OF HOLDING	COUNTY	TIMB BM SPAN	1.10	79	N	Y	7	7	6	N	6	9	N	N		9
91873	423RD AVE over SKUNK RIVER (CD	TOWN OF CROW RIVE	TOWN	PRECAST PIPE ARCH	1.10	79	N	N	N	N	N	5	8	9	N	8		9
92033	CSAH 10 over STREAM	TOWN OF MUNSON	COUNTY	STEEL PIPE ARCH	1.27	80	N	N	N	N	N	6	7	9	N	8		9
96982	448TH AVE over SKUNK RIVER (CD	TOWN OF CROW LAKE	TOWN	PRECAST PIPE ARCH	1.03	80	N	N	N	N	N	5	7	8	N	8		9

# LOCAL SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FUNDING APPLICATION

## Central Minnesota Area Transportation Partnership

FY 2026

### 1. APPLICANT INFORMATION

Local Agency: Benton County Project Manager: Chris Byrd  
 Address: PO Box 247 Foley, MN 56329 Title: County Engineer  
 Phone: 320-968-5051 Fax: 320-968-5333 Email: cbyrd@co.benton.mn.us  
 Project Contact (If different from Proj. Mgr.): Mark Loidolt Title: Asst. County Engineer  
 Phone: 320-968-5051 Fax:  Email: mloidolt@co.benton.mn.us

### 2. PROJECT IDENTIFICATION

RDC/MPO Region: APO Congressional District: 6 Legislative District: 14B Length: 6.1 Mi.  
 Route # CSAH 3 &/or Street Name: Golden Spike Road  
 Beginning Termini: CSAH 1 (Mayhew Lak Road)  
 Ending Termini: APO boundary, CR 44 (55<sup>th</sup> Se NE)

### 3. TECHNICAL INFORMATION

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

<b>Urban</b>	<b>Rural</b>
<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: 14 (18yrs in const year) Rating: 2.6=RQI 2.4=PQI (2021)

#### C. Traffic Volume

Current AADT: 2050 20-Year AADT: 2550

#### D. Bridge Condition

SR:

### 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)

**CSAH 3 Full Depth Reclamation and Repave**

### 6. PURPOSE AND NEED (Summary)

This route is a high volume, major collector route and the proposed project is a full-depth reclamation and new bituminous pavement project. This is needed to extend the life of the roadway and to bring the structural capacity to 10-ton axle weight design. The project is an important collector route between Sauk Rapids and Gilman. It connects rural residents and agricultural producers to markets within these 2 Cities. The last surfacing was a maintenance patch/overlay intended for a service life of 10 years and is not considered to provide any additional structural capacity. The current use has exceeded the service life and needs to be replaced.



## 7. PROJECT QUALIFICATIONS

### A. Access and Mobility

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

**This project is on a route that connects the City of Gilman to Sauk Rapids and continues to provide connection to St. Cloud. The segment proposed here currently has gravel shoulders. This project would pave the shoulders and provide a bituminous shoulder and offer a safe place for bicyclists, and most likely exercise walkers to use the roadway. Currently bicyclists are forced to share the lane with high-speed traffic.**

### B. System Connectivity

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

**This project is on CSAH 3 which is a corridor that extends from Stearns county, through to Morrison County. While connecting several rural developments and the municipality of Gilman it brings people and goods to the regional center of Sauk Rapids/St. Cloud. Just beyond the west limit of this project lies the Sauk Rapids industrial park-east. This is an important route to bring workers to major employers of the area. Within 1 mile of the project terminus is a connection to US 10 via grade separated interchange. The continuing to downtown Sauk Rapids to the city's center and numerous businesses. Then the route crosses the Mississippi to St. Cloud and additional employment centers and to nearby St. Cloud Technical and Community College. CSAH 3 parallels MNTH 23 between Foley and Sauk Rapids and can provide congestion relief to a major trunk highway.**

### C. Multimodal

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

**This project would provide paved bituminous shoulders that provide a safe place for bicyclists to use the roadway. Currently bicyclists are forced to share the lane with high-speed traffic. We have received requests from residents to pave the shoulder to provide a place for pedestrians and bicyclists. The road segment already has the graded with and gravel shoulder, this project would provide the paved shoulder. Within the project limits lies access to the Sauk Rapids-Rice High School. Paved shoulders are needed to promote bicycling to and from school activities. Such facilities have been added/improved to the west of the school, yet very little has been done along this corridor. This project could the first step toward promoting more multimodal transportation to the school specifically.**

### D. System Condition

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

**This segment currently has a PQI of 2.4 and is only considered to be in fair condition. However, over the last rating cycle the PQI has dropped by more than 10% and it is anticipated that before the construction year and before the federal money is available, the pavement condition will drop to a 'poor' condition, in which increased maintenance will be required, i.e. pot hole patching, crack filling. This will become burdensome to the public because rough pavement and frequent lane closures to allow maintenance activities to occur. The lack of pavement beyond the driving lanes also contributes to a poor pavement edge and additional cracking.**



**E. Safety**

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

**Safety will improve by bringing the pavement back to above good condition. The average rutting depth is approaching ¼ of an inch, which is enough to cause hydroplaning. It is also difficult to remove snow and ice in these sections and the road remains slippery even when other roads are dry and safe at normal speeds. The full depth reclamation will provide stable and structural gravel base to new bituminous pavement. Safety will also be improved by providing a 6-foot paved shoulder outside of the driving lane. The current gravel shoulders need to be maintained constantly to correct edge drop-off, where the gravel has pulled away from the paved driving lane. This will reduce the potential for roadway departure crashes.**

**F. Economic Vitality**

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

**This project is crucial to the economic vitality of region due to its proximity to business parks in east Sauk Rapids. Workers and freight haulers must use this route to access these business parks from the north and east. This project will improve the structural capacity of the road to 10-ton axle weight preserving the ability of the route to be used by freight haulers into the future. Additional benefit is provided because the route continues to Sauk Rapids city center and a burgeoning commercial district. This route is important to the future of Benton County's economic health because it bisects the county and travels the full extent of the county boundaries bringing people and goods into the region from beyond its borders.**

**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> )	<b>\$1,750,000</b>	<b>64%</b>
Local Matching Funds ( <i>Minimum 20%</i> )	<b>\$971,757</b>	<b>36%</b>
<b>Total Eligible Costs</b>	<b>\$2,721,757</b>	<b>100%</b>

**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 / 2025
Construction Plan Prepared	December / 2025
Right of Way Acquired	N / A
Construction Start	June / 2026
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: Benton County 5 year road CIP  
<https://www.co.benton.mn.us/DocumentCenter/View/7318/2022-2026-click-here-to-view>
- 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: Balance of project costs will be State Aid funds.
- 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)*

**It should be noted that Benton County intends to extend the project limits to beyond the boundaries of the APO to the next logical terminus, which is the intersection with CSAH 3. It is understood that the costs associated with the roadway that are beyond the boundaries of the APO will be a Benton County cost. Only those costs within the APO boundaries are included in the "Total Eligible Costs."**

**The project is relatively straight-forward with a simple scope and low engineering complexity. It will be simple to deliver and has a high probability of success. The project will be completed within existing rights-of-way and is non-controversial. No environmental impacts are expected, and environmental review documentation should be uncomplicated. This project is needed to preserve an important inter-regional corridor in Benton County; a corridor that reaches the full extent of the county boundaries and brings people and goods into the region from beyond.**

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

County Engineer

Title

1-3-2022

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.

BENTON COUNTY BOARD OF COMMISSIONERS  
RESOLUTION 2021 # 12

**RESOLUTION CERTIFYING AVAILABILITY OF LOCAL MATCH AND OTHER  
LOCAL COSTS  
FOR FY 2026 FEDERAL TRANSPORTATION PROJECT  
SUBMITTAL TO St. Cloud APO**

***CSAH 3 Full Depth Reclamation from CSAH 1 to County Road 44***

**WHEREAS;** federal formula funding authorized within the Fixing America's Surface Transportation Act (FAST Act) 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 Benton County Board of Commissioners has recognized the need for CSAH 3 Full Depth Reclamation from CSAH 1 to County Road 44 project by including this project in its currently held valid Capital Improvement Program, and intends to submit this project to St. Cloud APO as a candidate for FY 2026 federal funding; and

**WHEREAS;** the District 3 ATP receives 10.2 percent of this federal formula funding, which is distributed 75 percent to Mn/DOT District 3 and 25 percent to local units of government within District 3; and

**WHEREAS;** federal transportation projects can compete through Region 7W's funding process for up to eighty (80) percent of eligible federal costs; and

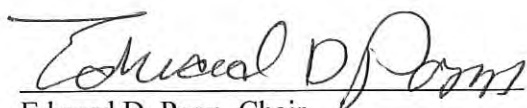
**WHEREAS;** it is recognized that in order to leverage more federal transportation projects, and fully utilize Region 7W's annual allocation of federal funding, a local match in excess of this twenty (20) percent minimum may be required.

**NOW, THEREFORE, BE IT RESOLVED,** that the Benton County Board of Commissioners guarantees that twenty (20) percent local matching funds, at a minimum, will be available for eligible federal costs for CSAH 3 Full Depth Reclamation from CSAH 1 to County Road 44; and

**BE IT FURTHER RESOLVED,** that the Benton County Board of Commissioners also guarantees the availability of local funding for all federally non-eligible costs of this project.

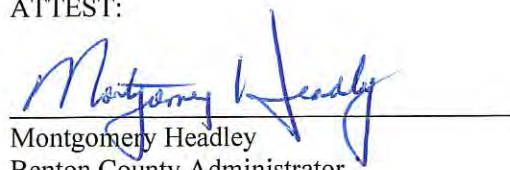
(Signatures on Following Page)

Approved and adopted this 28<sup>TH</sup> day of December, 2021.



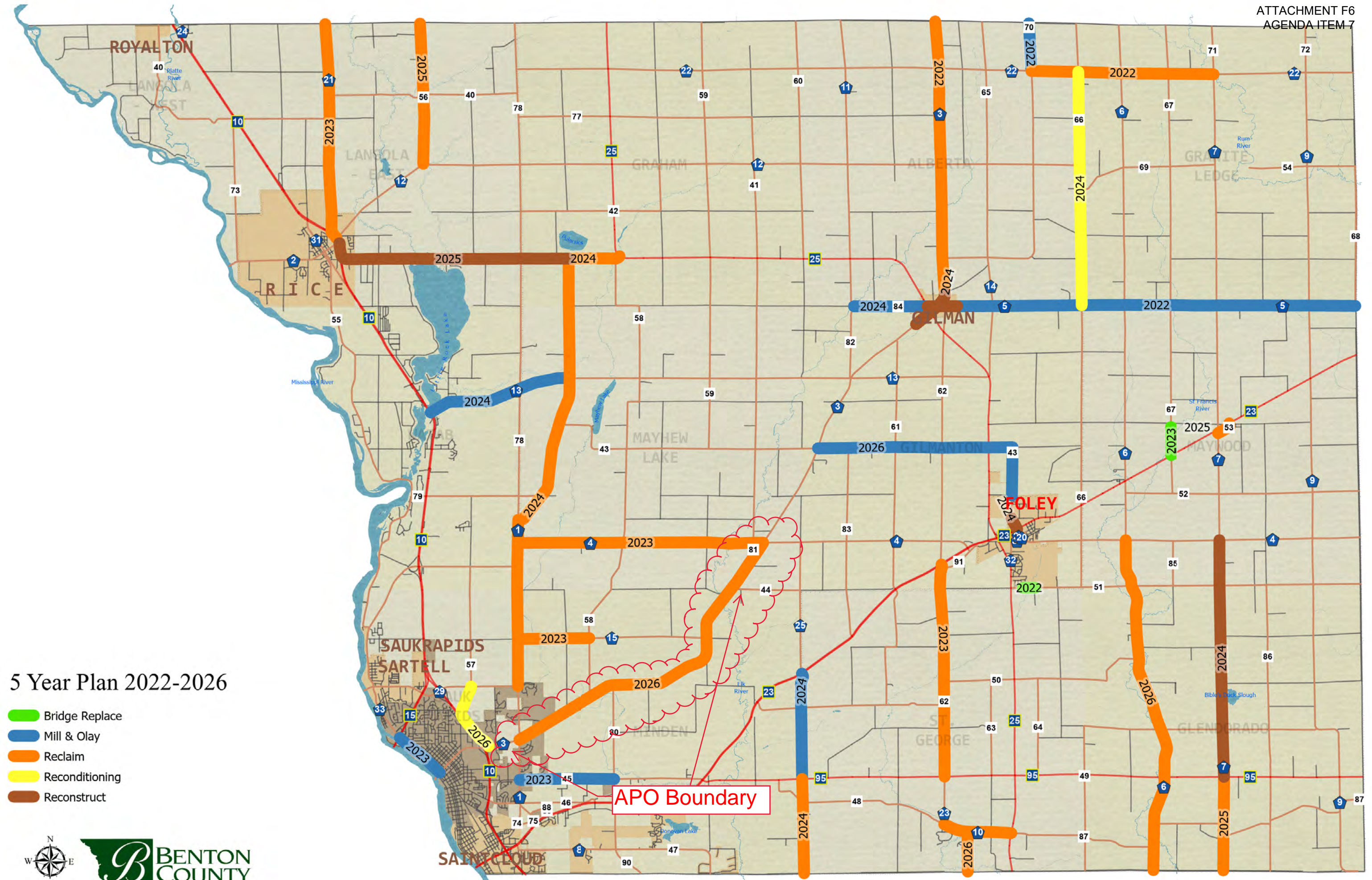
Edward D. Popp, Chair  
Benton County Board of Commissioners

ATTEST:



Montgomery Headley  
Benton County Administrator







# **Greater Minnesota Transportation Alternatives Solicitation**

2021/22 Full Application

Funding in year 2026

15<sup>th</sup> Avenue North Trail

Waite Park, Minnesota

# Transportation Alternatives Full Application

## General Information

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### 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:** Lake Wobegon Trail Connection – Phase 1

**Project is located in which county(ies):** Stearns

**Brief project description:** Construction of a multiuse trail / sidewalk to serve as Phase 1 of the City's plan to create a connection between the Lake Wobegon Trail and the Glacier Lakes Trail systems.

**Project applicant:** City of Waite Park

## Contact Information

**Contact person (from applicant agency/organization):** Shaunna Johnson, City of Waite Park

**Mailing address:** 19 13th Avenue North

**City:** Waite Park **State:** MN **Zip:** 56387

**Phone:** 320.252.6822 **Fax:** 320.252.6955 **Email:** Shaunna.Johnson@ci.waitepark.mn.us

**Sponsoring agency (if different than applicant):** NA

**Contact person (from sponsoring agency, if different than applicant):** NA

## Project Budget

### Notes:

- Please identify what costs will be incurred to carry out the proposed project, using the following budget categories as a guideline. Where appropriate, break down your costs by units purchased. For example: number of acres, cubic yards of fill, etc. Attach additional sheets if necessary.
- Cost estimates are to be submitted in current year dollars<sup>1</sup>.

**Table A – Eligible Items**

Eligible work/construction item	Estimated quantity	Unit cost	Total cost
SEE ATTACHED	ESTIMATE		\$394,952.00

**Table B – Ineligible Items<sup>2</sup>**

Ineligible work/construction item	Estimated quantity	Unit cost	Total cost
Construction Contingency			\$39,495
Engineering (design and Construction)			\$98,738
Legal and Administrative Costs			\$3,950

### Total Project Budget

1. Total cost of proposed project (Total Table A + Total Table B): \$537,135
2. Items not eligible for TA funding (Total Table B): \$142,183
3. Total eligible costs – recommended range \$100,000 to \$1 million<sup>3</sup> (Total Table A): \$394,952
4. Applicant's contribution toward the eligible alternative project costs – minimum 20% match required: \$78,991
5. Total amount requested in transportation alternatives funds (#3 minus #4): \$315,961

<sup>1</sup> Grant recipients will need to provide a match based on the year of construction estimate developed when the grant is awarded.

<sup>2</sup> Includes Right of Way or Land Acquisition (e.g. appraisal fees, legal fees), Administrative Costs (e.g. preliminary and construction engineering and contingencies)

<sup>3</sup> See the [ATP Project Evaluation section](#) of this document for any additional requirements related to project costs.



## ATP Project Evaluation

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### 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: .  
Waite Park has always strived to be bicycle and pedestrian friendly city. With an extensive network of sidewalks and trails, citizens and visitors alike can get to most of the city’s amenities by utilizing off-road sidewalks and trails. One of the larger continuous trail networks starts at Apollo high school follows 44th Ave North out of St Cloud and into Waite Park along Waite Avenue. The trail then continues along a very busy 3rd Street north. The proposed trail is an extension of the previously described trail, also known as the healthy living trail. Additionally, the trail gives access to River’s Edge Park. Rivers Edge Park is a huge destination for bikers/walkers. There are baseball fields, a splash pad, the existing connection to the Lake Wobegon sets the stage for this area being a hub of walking and biking traffic (in addition to the Healthy Living Trail). With this influx of activity, it is CRITICAL that safety of ALL users be taken into account. Currently, a sidewalk is on the east side of 3rd Street N / 15th Ave North (a very, VERY busy roadway). For FAMILIES that want to utilize some of these facilities at Rivers Edge Park (or head to the movie theater, restaurants, and retail). They are all currently forced to use the east sidewalk. However, because of pedestrian traffic along this heavily used corridor, doing so would be unsafe for both bicyclists and pedestrians.

2. Describe the main users by type or classification and the approximate number of users to be served by the proposed project: The primary use of the trail following phase 1 construction will be to provide additional bicycle and pedestrian capacity from the multi-family housing located to the east and South of the proposed trail. The northern apartment building (Westchester) provides affordable larger apartments that are most commonly occupied by families. The more southerly of the multi-family housing (Parkburry) has a larger quantity of single unit apartments and is commonly occupied by seniors and single people. The Once phase 2 is completed additional single-family housing will be connected by the trail system to River's Edge Park and the access to the Wobegon trail. Trail counts at the trail head for the Woebegone trail vary seasonally, but still are at over 500 annual average per week. Spring and summer averages are nearly 1000 per week. The healthy living trail, located just east of the proposed trail along 3rd Street North, has similar weekly counts with 417 all season avg and a peak of 801 in the summer.
3. Describe any current and/or previous uses of the project area: The northern 80% of the area is an extension of River's Edge Park, owned by the City of Waite Park. The area is often used for its access to the Sauk River with an improvised roadway providing access to a granite outcropping often used for outdoor recreation. Visible desired lines of travel indicate that people continue to the south towards the movie theater, gas station, and retail in the area.
4. Explain current and future ownership of the property: The city of Waite park owns both the park and road right of way for the project. A small amount of road right of way at the south end of phase 1 may be required, but buildings on the property are set well back from the road / trail. It is anticipated this impact will be temporary in nature to the residential property. The use of the parcels is expected to remain residential.
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: NA

## 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.

The project area is contained within the Waite Park trail and sidewalk planning documents as a priority link between the Lake Wobegon Trail and the Glacial Lakes Trail. The statewide bicycle plan notes the 1-94 corridor and the TH23 Corridor as State Priority Corridors. Given the proximity of the existing trails (Wobegon along I-94, and Glacial Lakes along TH 23) it is assumed these trails will meet that statewide priority for completion. The Connection of these trails is a crucial component to completing the network. The connection is shown in more detail in the 2040 Stearns County Comprehensive plan showing it proceeding as noted in this funding request. A copy of the pertinent figures in the statewide and regional plans is included in the appendix.

### ***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.

Waite Park/St. Cloud is a hub of economic opportunities. People travel from a significant distance (primarily along I-94, and TH 23) to access destinations within these two cities. Currently, they can only enter the "hub" via the Wobegon and are then directed away from several residential and commercial properties south of Division Street. The importance of this connection (and ultimately the connection to the Glacial Lakes Trail) for Waite Park is to provide access to other key destinations. In addition, it is designed to ultimately provide access for neighboring communities (Rockville/Cold Spring/Richmond/etc.) to get to the hub of activity and have access to the other major arterial trail. The regional benefit is the connection of the Wobegon Trail and the Glacial lakes trail. While this connection is not detailed in the statewide plan, it is recognized as a priority corridor. Portions of the glacial lakes trail, connecting via the ROCORI trail have progressed from Richmond, and are in final design to be complete through Cold Spring, all the way to Rockville. The Wobegon trail has its Eastern Terminus at Rivers Edge Park which connects to the proposed trail by the parks internal sidewalk system. The attached figures show the connection and its relationship to the other trails in the area. It should be noted that Stearns County Road 138 connects directly to the ROCORI trail in Rockville and would be the logical route to make the final connection between the two systems. The City views this segment as a means of serving both a local and regional benefit by helping to close the gap in the Glacial Lakes trail and providing the immediate local benefit with the connection of a destination park facility (River's Edge Park) and residential and commercial areas within the community.

The deficiency identified in the preparation of this application is twofold. First, a connection to the commercial and entertainment located at the southern end of the proposed trail, and second the lack of adequate bicycle facilities. The current sidewalk is undersized for its multi-use needs and the roadway is too busy to allow for shoulder use by pedestrians and bicyclists.

### **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

This project serves to support several trip major generators including River's Edge Park, Large Pickleball courts, the Healthy Living Trail (, Woebegon Trail Head (1000 trips per week in spring / summer), and Parkwood Cinema. This connection also helps bridge the gap for people living in northwest Waite Park looking to commute to the large retail complex located 10 blocks to the east of the park. In addition to the generators, the area is also served by public transit. There are 2 bus stops served by St.Cloud Metro Bus located on the proposed trail route with 2 additional stops in River's Edge Park. Adequate parking at River's Edge further allows people to park and utilize the trail systems. With the trail head, parking, transit, and existing sidewalk system, the area along 15th Ave N and 3rd Street north is becoming a transportation hub. On a more local focus, there are 282 apartment units across 15th avenue from the proposed trail route in addition to more than 100 single family houses within 2 blocks of the trail. Those apartments house a mix of families and senior citizens that would use the new walk to gain access to the park. Family activities at the park include a splash pad, playground, and many baseball / softball fields. For the senior population, the park offers a large Pickleball complex that is very popular the trail along 3rd Street North (Healthy Living Trail) has fitness stations and is a direct connection to the proposed trail.



#### ***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.

The proposed trail will serve for commuters. It provides access to not only River's Edge Park with all of its amenities, but also the Healthy Living trail and provides a link to places of employment. The trail will be utilized for Waite Park Residents to commute from the residential area lying east of the trail to the healthy living trail, and on to the large mall (Crossroads Center). It will also provide access to large employers located just outside of Waite Park City limits. Major manufacturing employers, such as DCI, Greede Foundry, as well as large mail distributor would be more accessible following the installation of the trail. Coming from outside of Waite Park, there is a large mobile home park (66 units), and several apartment buildings that would be linked to both entertainment (Theater), dining, and retail on the south end of the proposed trail. Multiple employment opportunities exist within this area and could be accessed by the trail system, more specifically the proposed extension.

#### ***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 project is feasible from an engineering standpoint. Preliminary engineering work has been completed to ensure the project is constructable. This includes the preliminary layout and detailed estimate produced as part of this application. Preliminary environmental review indicates that there will be no anticipated wetland disturbance or other environmental concerns in the area. Extensive construction on the south side of River's Edge Park has not created any hazardous environmental conditions. The area is relatively flat and conducive to construction of a walk behind the existing curb and gutter. County right of way is adequate for the walk, but a small temporary construction easement may be required from one property owner for grading behind the trail. The city has agreed to maintain the trail for the life of the improvements as it does its current network of sidewalk and trails. The connection to River's Edge Park will make this corridor stand out in its importance. The local match will be funded through either the half cent sales tax money or budgeted funds for the parks system. Both accounts have adequate funds to support the project from a local match perspective.

***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.

The trail will be construed in Stearns County's road right of way. Preliminary discussions with the county have been very positive and we believe there is adequate space for construction of the trail. Additional land behind the County Road right of way is owned by the City of Waite Park should additional area be required.

[month], [year].

## Application Checklist

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### 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 14, 2022**, 17 hard copies and 1 electronic version of the application to:

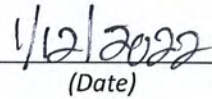
Jeff Lenz  
MN Department of Transportation  
District 3- Baxter  
7694 Industrial Park Road  
Baxter, MN 56425

Email: [Jeff.Lenz@state.mn.us](mailto: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.

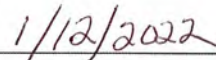
  
(Applicant Signature)

  
(Date)

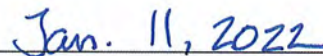
(Sponsoring Agency Engineer Signature)

(Date)

  
(Local Unit of Government Signature)

  
(Date)

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

  
(Date)



**RESOLUTION NO 120621-03  
CITY OF WAITE PARK**

**A RESOLUTION OF SUPPORT FOR TRANSPORTATION ALTERNATIVES  
PROGRAM APPLICATION**

**WHEREAS:** The Minnesota Department of Transportation is soliciting applications for funding of Projects through its Greater Minnesota Transportation Alternatives Solicitation, and

**WHEREAS:** The City of Waite Park submitted a letter of intent to file an application prior to the November 1<sup>st</sup> deadline, and

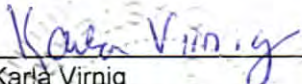
**WHEREAS:** The City of Waite Park has identified a trail corridor along 15<sup>th</sup> Avenue North from River's Edge Park to the South as being a priority, and


**WHEREAS:** The City of Waite Park understands that non funded costs will be at the expense of the City, and

**WHEREAS:** The City of Waite Park will maintain the proposed facility for the lifetime of the improvements.

**NOW, THEREFORE, BE IT RESOLVED:** that the Waite Park City Council hereby approves the City's Application to the Greater Minnesota Transportation Alternatives Solicitation.

Adopted by the City Council this 6<sup>th</sup> day of December 2021.

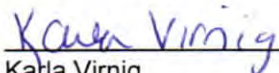
  
\_\_\_\_\_  
Karla Virnig  
City Clerk/Accountant

  
\_\_\_\_\_  
Richard E. Miller  
Mayor

**ACTION ON THIS RESOLUTION:**

Motion for adoption: Member Theisen  
Seconded by: Member Schulz  
Voted in favor of: All  
Voted against: None  
Abstained: None  
Absent: None  
Resolution 120621-03 approved.

I hereby certify that the foregoing is a true and correct copy of a resolution adopted by the Waite Park City Council at a duly authorized meeting held on December 6, 2021.

  
\_\_\_\_\_  
Karla Virnig  
City Clerk/Accountant



**JODI L. TEICH, P.E.**  
*Highway Engineer*

**MICHAEL DECKER, P.E.**  
*Asst. Highway Engineer*

**MATT ZINNIEL**  
*Maintenance Superintendent*

# COUNTY OF STEARNS

*Department of Highways*  
PO Box 246 • St Cloud, MN 56302  
(320) 255-6180 • FAX (320) 255-6186

January 10, 2022

Dave Blommel  
Short Elliott Hendrickson, Inc.  
P.O. Box 1717  
St. Cloud, MN 56302-1717

Re: Transportation Alternatives Program  
Waite Park Application

Dear Dave:

Thank you for the opportunity to review Waite Park's proposal for extending a ten foot sidewalk along CSAH 81 (15<sup>th</sup> Avenue/3<sup>rd</sup> Street N) to provide additional trail connections to the Wobegon Trail as well as Waite Park's overall trail system.

Stearns County strongly supports this application. Although multimodal amenities outside of the curb to curb roadway section within cities are the financial responsibility of cities, the county always encourages their municipal partners to provide trails and walkways for alternative modes of transportation. This proposal, connecting to existing and future trails, will provide necessary connections for multimodal users along high volume arterial county roadways.

I look forward to working with the city on this initiative. Please feel free to contact me at (320) 255-6180, or by email at [jodi.teich@co.stearns.mn.us](mailto:jodi.teich@co.stearns.mn.us), with any questions.

Sincerely,

Jodi L. Teich, P.E.  
Stearns County Engineer

2022 Transportation Alternatives Application  
Project Schedule  
Waite Park, Minnesota

1/10/2022

	Submit Full Application	Project Presentations	Funding Award	Project Survey	Project Design	Project Permitting	Project Construction
January 2022							
February 2022							
April 2022							
Summer 2022							
2023-2025							
Spring 2026							



15TH AVENUE TRAIL PHASE 1  
WAITE PARK, MN  
SEH NO. WAITE G63

OPINION OF PROBABLE COST

ITEM NO.	ITEM DESCRIPTION	UNIT OF MEASUREMENT	APPROXIMATE QUANTITY	UNIT PRICE	APPROXIMATE COST
<b>STREET</b>					
1	MOBILIZATION	LUMP SUM	1.00	\$25,000.00	\$25,000.00
2	TRAFFIC CONTROL	LUMP SUM	1.00	\$5,000.00	\$5,000.00
3	SAWCUT BITUMINOUS PAVEMENT	LIN FT	80.00	\$5.00	\$400.00
4	SAWCUT CONCRETE PAVEMENT	LIN FT	10.00	\$7.00	\$70.00
5	REMOVE BITUMINOUS DRIVEWAY PAVEMENT	SQ YD	180.00	\$6.00	\$1,080.00
6	REMOVE CONCRETE DRIVEWAY PAVEMENT	SQ YD	45.00	\$8.00	\$360.00
7	REMOVE CONCRETE WALK	SQ YD	19.00	\$6.00	\$114.00
8	REMOVE CONCRETE CURB & GUTTER	LIN FT	80.00	\$8.00	\$640.00
9	SALVAGE SIGN	EACH	6.00	\$200.00	\$1,200.00
10	SALVAGE & REINSTALL MAILBOX	EACH	3.00	\$200.00	\$600.00
11	TEMPORARY MAILBOX BANK	LUMP SUM	1.00	\$200.00	\$200.00
12	SALVAGE HYDRANT	EACH	2.00	\$800.00	\$1,600.00
13	SALVAGE FLARED END SECTION AND RIPRAP	LUMP SUM	1.00	\$2,500.00	\$2,500.00
14	36" RCP STORM SEWER	LIN FT	8.00	\$250.00	\$2,000.00
15	REINSTALL FLARED END SECTION AND RIPRAP	LUMP SUM	1.00	\$2,500.00	\$2,500.00
16	CLEAR & GRUB	TREE	10.00	\$600.00	\$6,000.00
17	CLEAR & GRUB	ACRE	1.00	\$5,000.00	\$5,000.00
18	COMMON EXCAVATION (PQ)	CU YD	666.00	\$40.00	\$26,640.00
19	ROCK EXCAVATION	CU YD	320.00	\$250.00	\$80,000.00
20	B618 CONCRETE CURB & GUTTER	LIN FT	80.00	\$35.00	\$2,800.00
21	4" CONCRETE WALK W/ 4" SAND BEDDING	SQ FT	21,506.00	\$8.00	\$172,048.00
22	6" CONCRETE WALK W/ 4" SAND BEDDING	SQ FT	1,000.00	\$12.00	\$12,000.00
23	PED RAMP W/ TRUNCATED DOMES	EACH	1.00	\$4,000.00	\$4,000.00
24	CONCRETE DRIVEWAY RESTORATION	SQ YD	45.00	\$60.00	\$2,700.00
25	BITUMINOUS DRIVEWAY RESTORATION	SQ YD	180.00	\$45.00	\$8,100.00
26	GRAVEL DRIVEWAY RESTORATION	SQ YD	45.00	\$20.00	\$900.00
27	INSTALL SIGN	EACH	6.00	\$150.00	\$900.00
28	INSTALL HYDRANT	EACH	2.00	\$2,000.00	\$4,000.00
29	SEEDING (INCLUDES SEED, FERTILIZER, AND HYDRAULIC BONDED FIBER MATRIX)	LUMP SUM	1.00	\$5,000.00	\$5,000.00
30	TEMPORARY SEEDING (INCLUDES SEED AND HYDRAULIC MATRIX TYPE MULCH)	LUMP SUM	1.00	\$1,000.00	\$1,000.00
31	TOPSOIL BORROW	CU YD	170.00	\$25.00	\$4,250.00
32	SILT FENCE, TYPE PRE-ASSEMBLED	LIN FT	1,000.00	\$4.00	\$4,000.00
33	INLET PROTECTION	EACH	7.00	\$300.00	\$2,100.00
34	EROSION CONTROL BLANKETS CATEGORY 3N	SQ YD	700.00	\$3.00	\$2,100.00
35	SEDIMENT CONTROL LOG TYPE WOOD FIBER	LIN FT	1,000.00	\$5.00	\$5,000.00
36	STABILIZED CONSTRUCTION EXIT	EACH	2.00	\$1,200.00	\$2,400.00
37	PICK-UP STREET SWEEPER	HR	5.00	\$150.00	\$750.00
<b>TOTAL CONSTRUCTION</b>					<b>\$394,952.00</b>
CONTINGENCY					\$39,495.20
ENGINEERING					\$98,738.00
LEGAL & ADMIN					\$3,949.52
<b>TOTAL</b>					<b>\$537,134.72</b>
Grant Request (80% of Const Cost)					\$315,961.60
Local Cost (20% Const plus soft Costs)					\$221,173.12

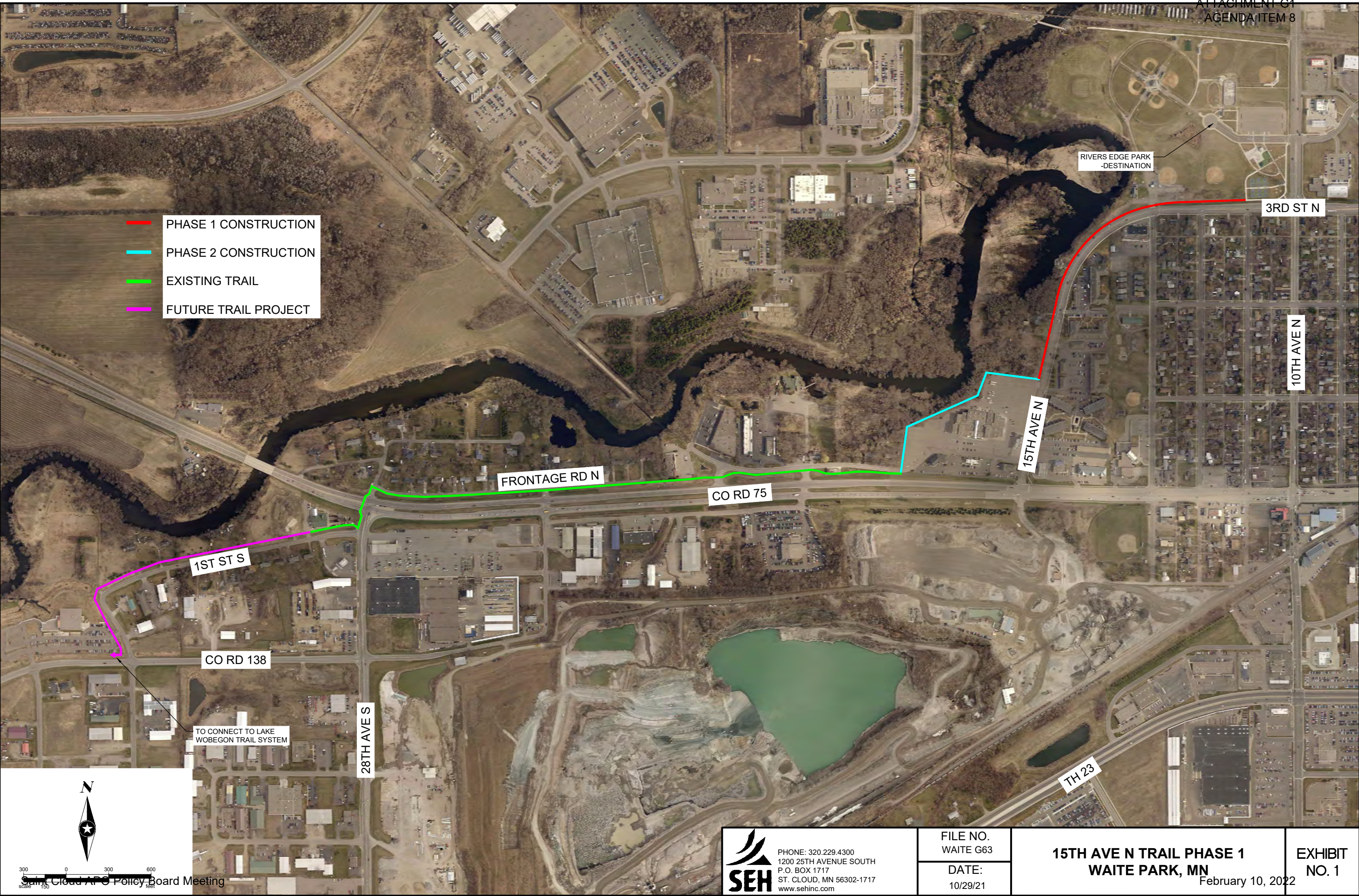
X:\UZ\W\WAITE\common\General Numbers\G63 2021 15th Ave N TAP Trail Application\2-proj-mgmt\25-cost-est\Grant app estimate -phase 1.xls\Estimate



# Appendix A

Project Exhibits





**SEH**  
PHONE: 320.229.4300  
1200 25TH AVENUE SOUTH  
P.O. BOX 1717  
ST. CLOUD, MN 56302-1717  
www.sehinc.com

FILE NO.  
WAITE G63  
DATE:  
10/29/21

**15TH AVE N TRAIL PHASE 1  
WAITE PARK, MN**

February 10, 2022

**EXHIBIT  
NO. 1**



- PHASE 1 CONSTRUCTION
- PHASE 2 CONSTRUCTION
- EXISTING TRAIL

RIVERS EDGE PARK  
-DESTINATION

3RD ST N

10TH AVEN

15TH AVEN

CO RD 75

Save: 10/26/2021 12:10 PM jknettel Plot: 10/26/2021 12:26 PM X:\UZ\WW\WAITE\common\General Numbers\G63 2021 15th Ave N TAP Trail Application\4-prelim-dsgn-rpts\Grant app Exhibit.dwg



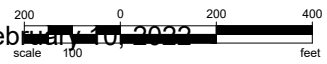
FILE NO.  
WAITE G63

DATE:  
10/29/21

15TH AVEN N TRAIL PHASE 1  
WAITE PARK, MN

Grant Cloud APO Policy Board Meeting

EXHIBIT  
NO. 2



## Appendix B

### Planning Documents

B-1 – Waite Park Park and Open Space Plan

B-2 – Statewide Bicycle System Plan

B-3 – Stearns County 2040 Comprehensive Plan



Figure 8-1: Park and Open Space Plan

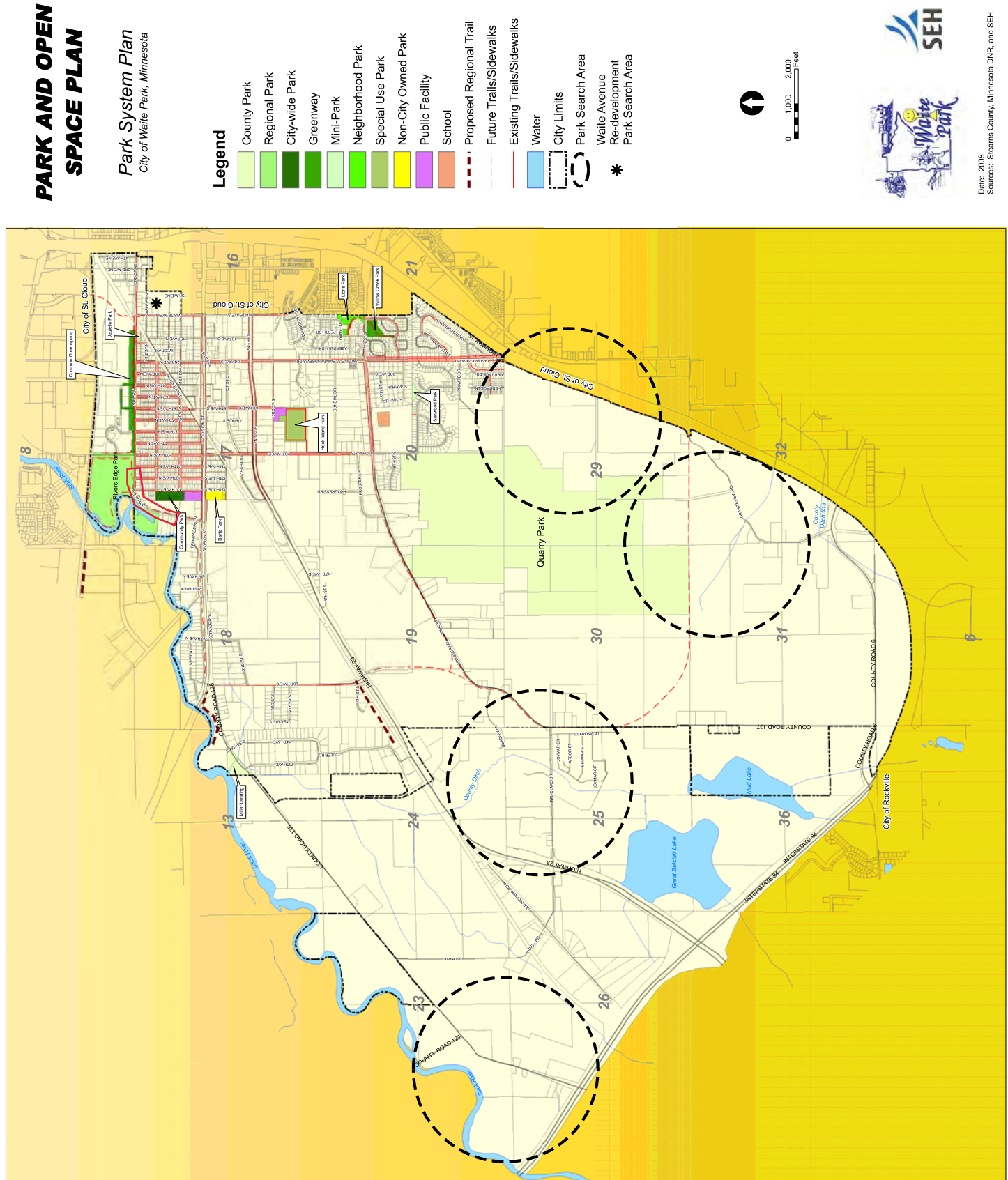
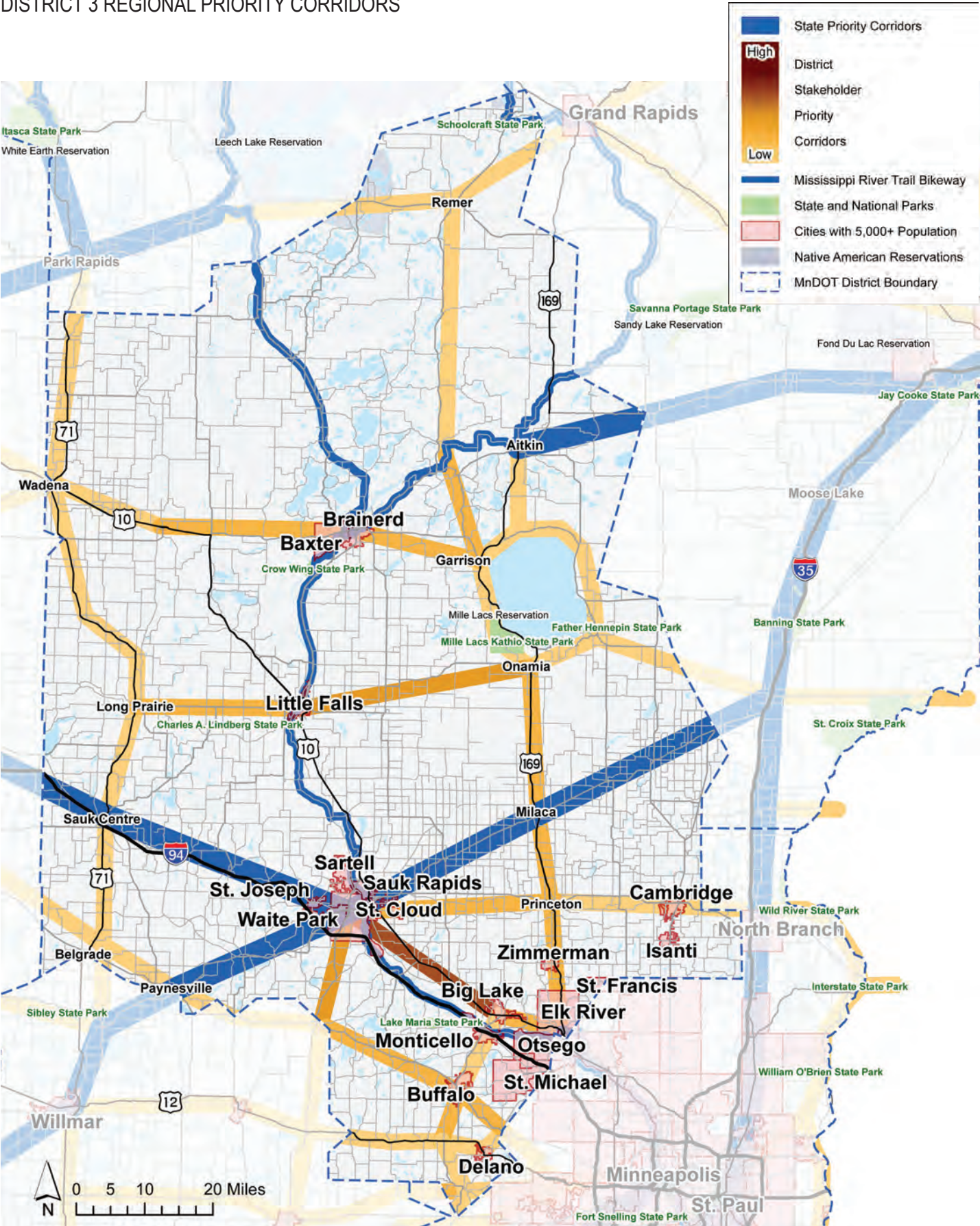


FIGURE 4:  
DISTRICT 3 REGIONAL PRIORITY CORRIDORS





Stearns County 2040 Comprehensive Plan

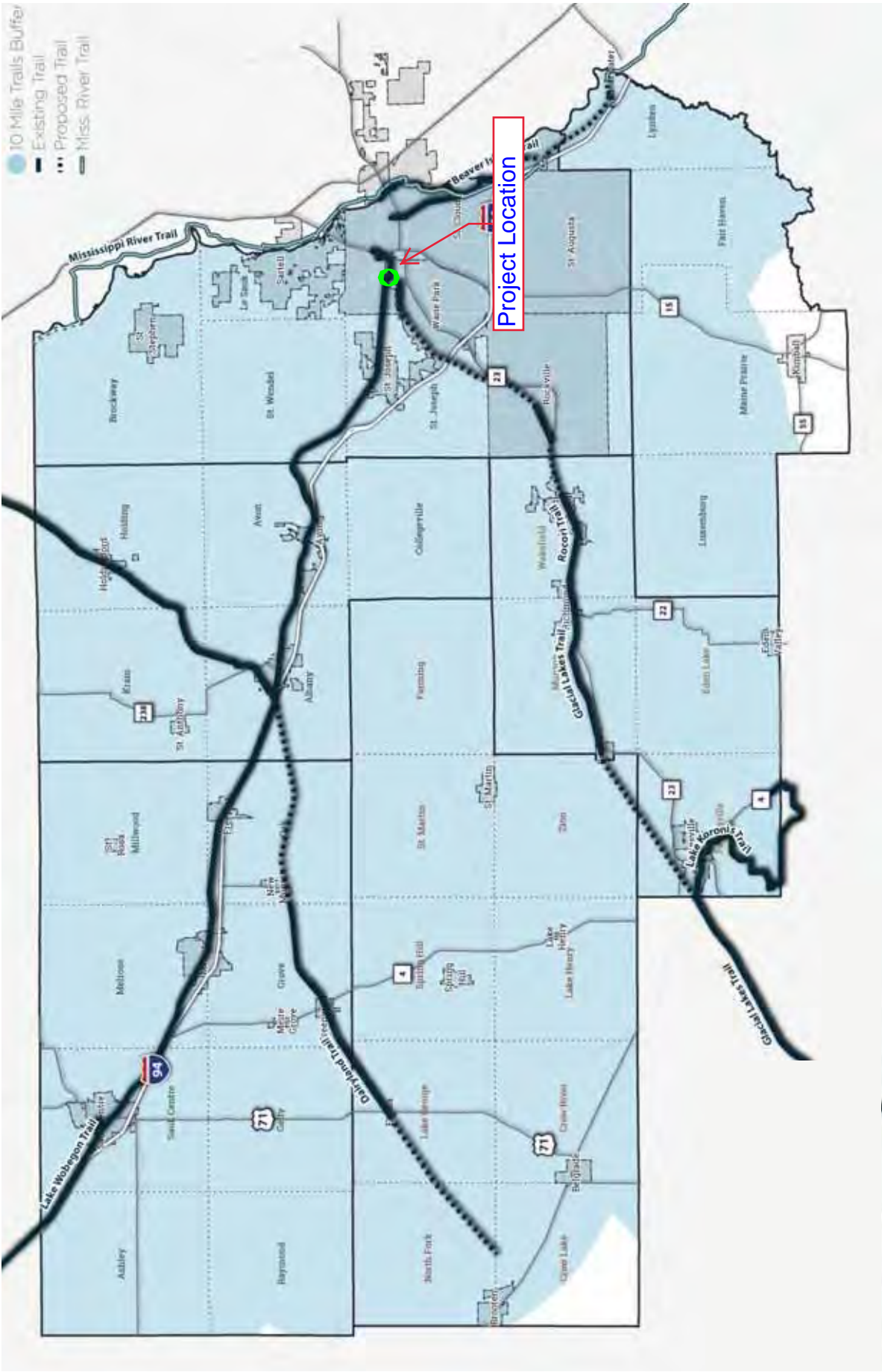


Figure 5.4 Access to County Trails



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

*T. 320.252.7568 F. 320.252.6557*

TO: Saint Cloud Area Planning Organization Policy Board  
FROM: Vicki Johnson, Senior Transportation Planner  
RE: FY 2025 Transportation Alternatives prioritization  
DATE: Jan. 28, 2022

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 2026). 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. One application from the Saint Cloud APO received by MnDOT District 3 staff.

*E. [admin@stcloudapo.org](mailto:admin@stcloudapo.org) W. [stcloudapo.org](http://stcloudapo.org)*



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. 27, 2022, ATAC meeting, members recommended the assignment of 10 regional priority points to the City of Waite Park's TA project.

**Due to the timing of the TAC meeting and the need to provide a minimum 10 days' notice** for the Policy Board meeting, a final TAC recommendation will be emailed to Policy Board members as soon as a recommendation has been made. This information will also be presented for consideration at the Policy Board meeting.

Suggested Action: Approve a final prioritization including the assignment of regional priority points for TA projects.



1

## Purpose & Need

- Modeling
  - Origin-Destination Data
    - Streetlight now does this
  - Trip production rates
  - Vehicle occupancy
  - Trip attraction rates
  - Trip purposes
  - Trip length frequency distributions
  - Total internal travel
- Telling the Story of the region
  - Completing the MTP in 2019, we recognized that we had big gaps in our knowledge
    - Students
    - Low-Income
    - Elderly
    - BIPOC
    - Immigrants/New Americans
  - Travel data averages can washout important details

2



2

## Overview

- Survey Period Oct. 6 – Nov. 24, 2021
- Smartphone participants completed 7-day travel diary
- Online and call center participants completed 1-day travel diary
- Survey was available in English, Spanish, and Somali



3



3

## Responses

### SURVEY RECORDS



**866**  
**HOUSEHOLDS**  
*Unweighted Records*



**1,638**  
**PERSONS**  
*Unweighted Records*



**1,315**  
**VEHICLES**  
*Unweighted Records*



**6,417**  
**TRAVEL DAYS**  
*Unweighted Records*



**24,175**  
**TRIPS**  
*Unweighted Records*



**409,807**  
**LOCATIONS**  
*Unweighted Records*

- Target Completes = 1,000 households
- Actual Completes = 866 households

- Overall, response rate was relatively low, which was compounded for hard-to-reach groups

**856**  
**HOUSEHOLDS**  
*Weighted Records*

**1,571**  
**PERSONS**  
*Weighted Records*

**6,384**  
**TRAVEL DAYS**  
*Weighted Records*

**12,877**  
**TRIPS**  
*Weighted Records*

4



4

## Sample Profile

Demographic Breakdown.		Unweighted Sample	Weighted Sample	ACS 5-Year Average (2015-2019)
Age	Under 18	17.5%	24.9%	24.6%
	18 – 24	4.6%	8.6%	11.9%
	25 – 44	21.7%	25.9%	25.6%
	45 – 64	26.9%	25.1%	24.7%
	65 and older	29.3%	15.4%	13.3%
Gender	Female	53.1%	50.4%	49.5%
	Male	46.1%	49.2%	50.5%
	Non-binary/third gender	0.5%	0.3%	-
	Transgender	0.3%	0.1%	-
	Other/prefer to self-describe	0.1%	0.0%	-
Race	American Indian or Alaska Native	0.3%	0.5%	0.3%
	Asian	1.7%	3.9%	1.7%
	Black or African American	1.6%	3.8%	4.8%
	Middle Eastern or North African	0.1%	0.0%	-
	Native Hawaiian or Other Pacific Islander	0.0%	0.0%	0.0%
	White	93.9%	87.4%	89.8%
	Two Races or More	1.9%	3.8%	2.1%
	Other	0.5%	0.6%	1.2%
Ethnicity	Not of Hispanic, Latino, or Spanish Origin	98.1%	95.6%	97.0%
	Hispanic, Latino, or Spanish Origin	1.9%	4.4%	3.0%
Income	Under \$25,000	21.8%	11.2%	14.8%
	\$25,000-\$49,999	28.4%	20.7%	20.7%
	\$50,000-\$100,000	33.4%	36.4%	33.7%
	\$100,000 or more	16.5%	31.7%	30.8%
Employment Status	Employed	51.8%	67.9%	72.2%
	Not employed	48.2%	32.1%	27.8%
Disability	No disability	82.0%	88.2%	89.7%
	Any disability	18.0%	11.8%	10.3%

5



5

## Sample Profile

Demographic Breakdown.		Unweighted Sample	Weighted Sample	ACS 5-Year Average (2015-2019)
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6



6



## Sample Profile

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Disability	No disability	82.0%	88.2%	89.7%
	Any disability	18.0%	11.8%	10.3%

^  
2020 Census data  
shows this number as  
12.1%



7

7

## Sample Profile

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	Asian	1.7%	3.9%	1.7%
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Disability	No disability	82.0%	88.2%	89.7%
	Any disability	18.0%	11.8%	10.3%



8

8

## Response by Jurisdiction

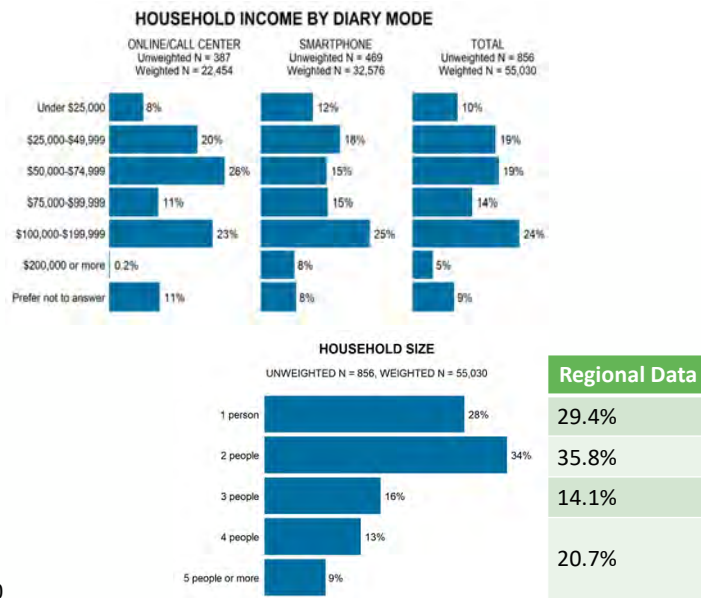
Jurisdiction	Unweighted Sample	Unweighted Share	Weighted Sample	Weighted Share	Population % (State Demographer Data)
City of Saint Cloud	441	51%	23,361	43%	49.0%
City of Sartell	122	14%	8,423	15%	13.7%
Certain Townships of Stearns County	64	7%	4,968	9%	10.8%
City of Sauk Rapids	85	10%	6,031	11%	10.2%
City of Waite Park	57	7%	3,735	7%	5.6%
City of Saint Joseph	38	4%	2,514	5%	5.2%
Certain Townships of Benton County	20	2%	2,942	5%	4.0%
Haven Township of Sherburne	14	2%	891	2%	1.5%
Outside of Study Region	25	3%	2,165	4%	
<b>Total</b>	<b>866</b>	<b>100%</b>	<b>55,030</b>	<b>100%</b>	<b>100%</b>

9



9

## Households by Income & Size

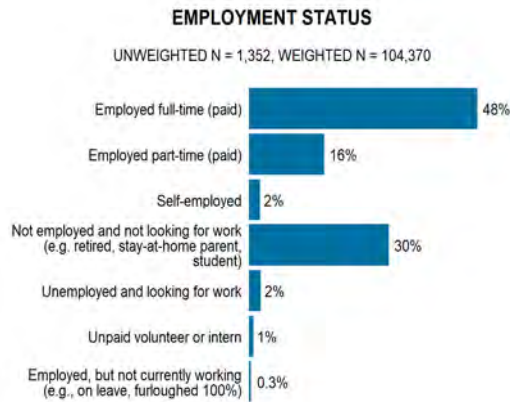


10



10

## Employment Status



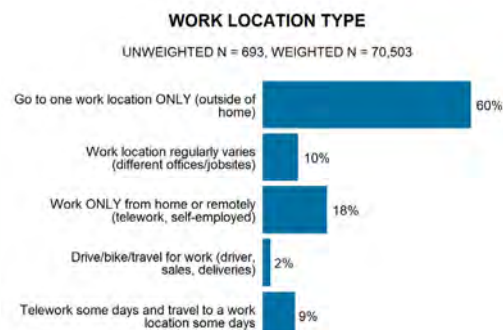
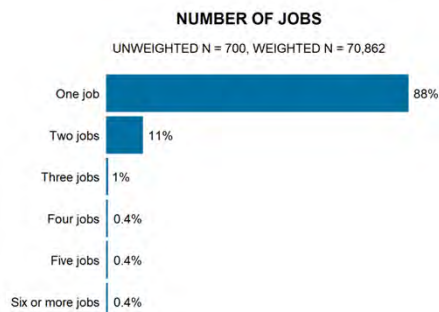
- Employment status collected for all people aged 15 and older
- 64% employed full- or part-time
- Only 2.3% unemployed and looking for work or furloughed

11



11

## Employment Info

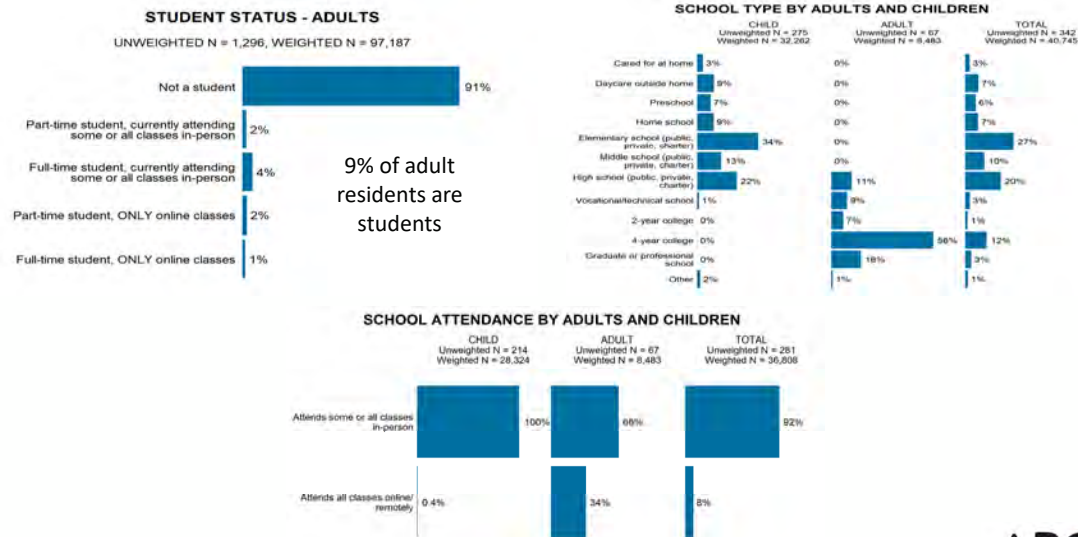


12



12

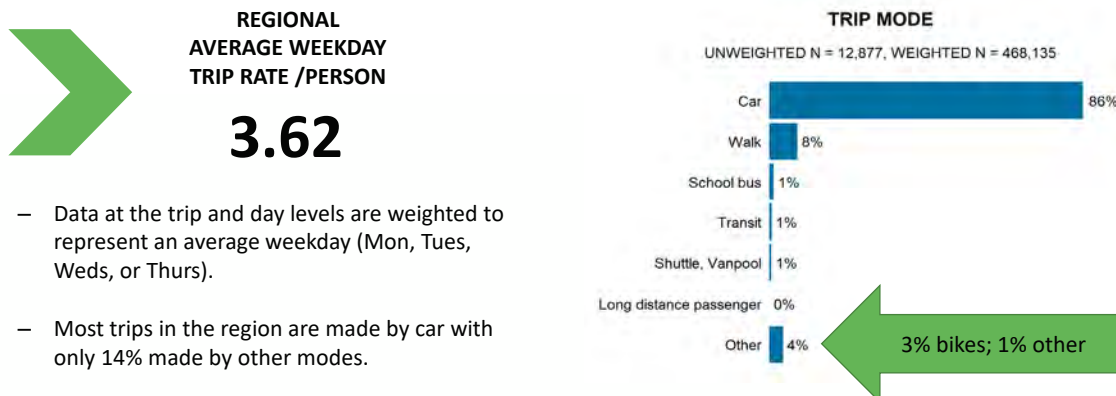
## Student Status



13

13

## Daily Trip Rate & Mode Share

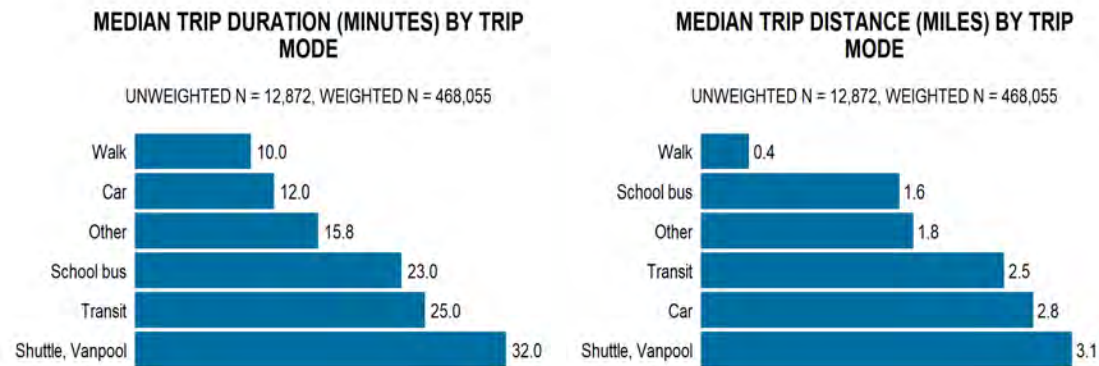


14

14



## Mode Share by Trip Distance & Duration

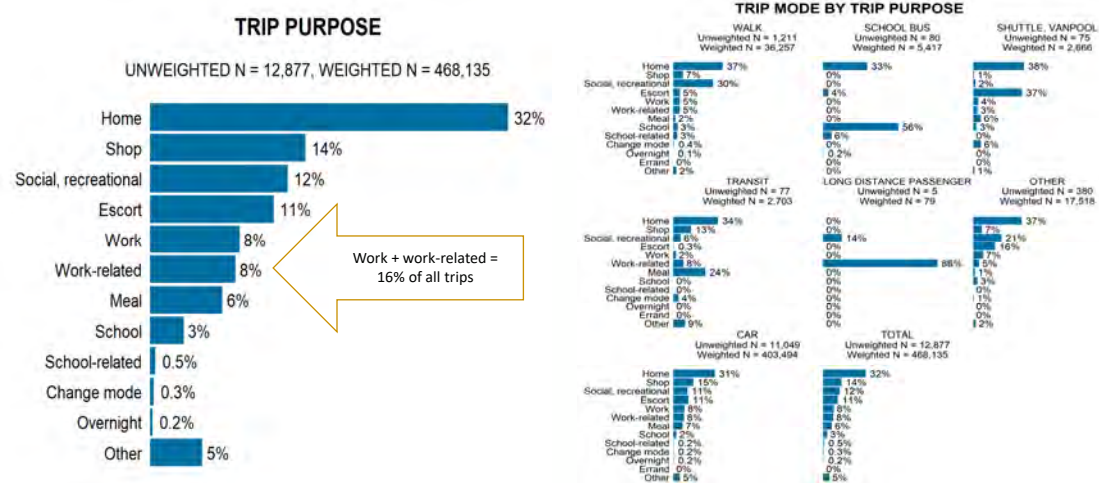


15



15

## Trip Purpose

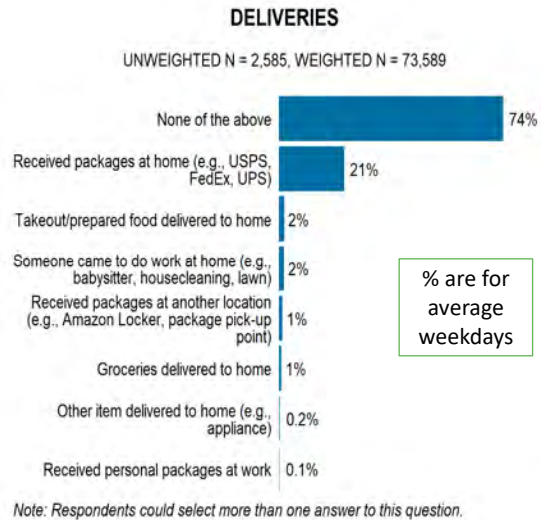
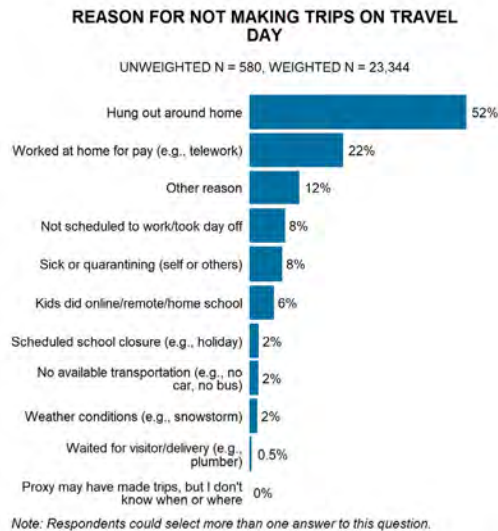


16



16

## No Travel Days & Deliveries

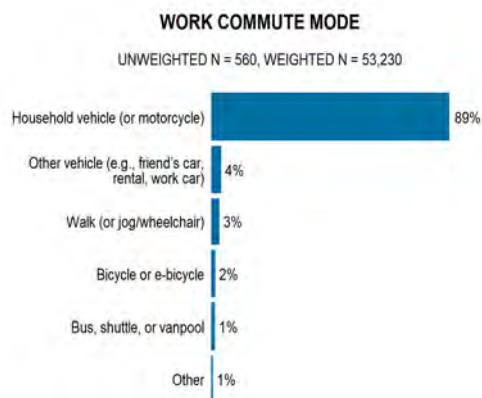
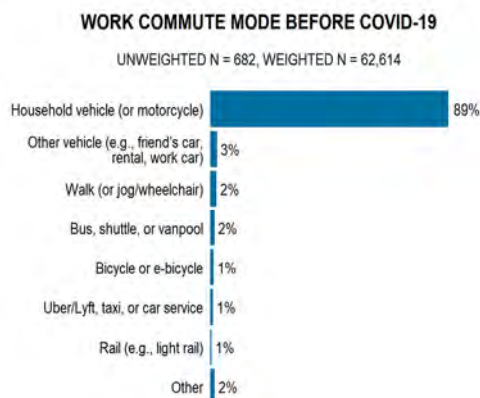


17



17

## Work Commute Mode



18

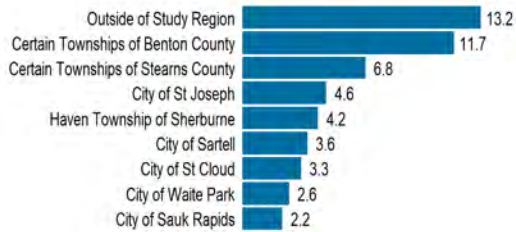


18

## Work Commute Mode & Duration

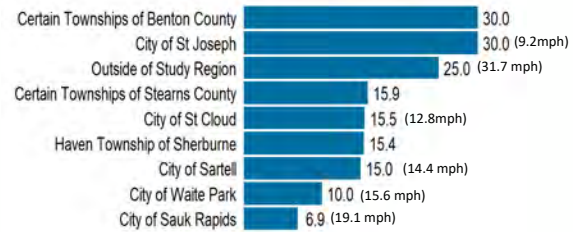
### MEDIAN WORK COMMUTE DISTANCE (MILES) BY DESTINATION JURISDICTION

UNWEIGHTED N = 871, WEIGHTED N = 37,431



### MEDIAN WORK COMMUTE DURATION (MINUTES) BY DESTINATION JURISDICTION

UNWEIGHTED N = 871, WEIGHTED N = 37,431



19

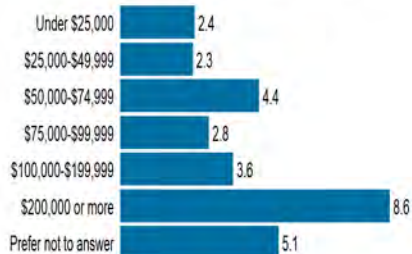


19

## Work Commute by Income

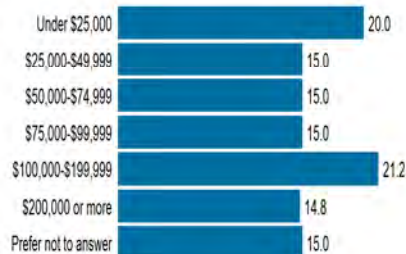
### MEDIAN WORK COMMUTE DISTANCE (MILES) BY INCOME

UNWEIGHTED N = 871, WEIGHTED N = 37,431



### MEDIAN WORK COMMUTE DURATION (MINUTES) BY INCOME

UNWEIGHTED N = 871, WEIGHTED N = 37,431



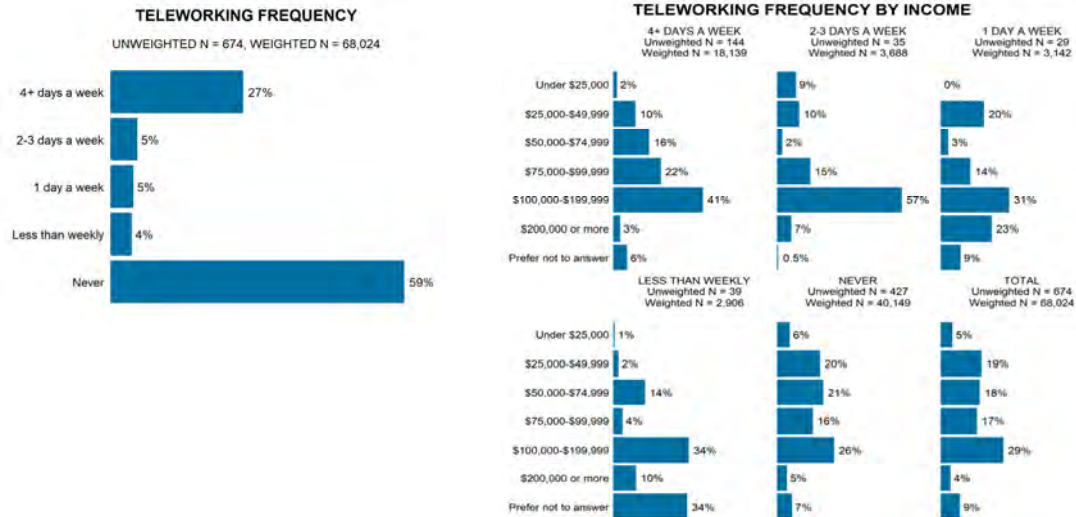
Miles per Hour
7.2
9
17.6
11.2
10.2
34.9
20.4

20



20

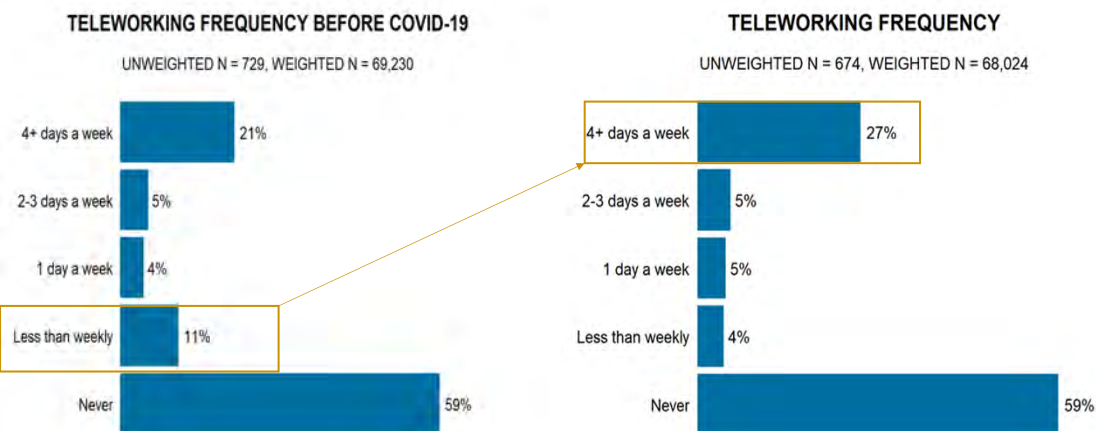
## Telework Behavior



21

21

## Telework Changes



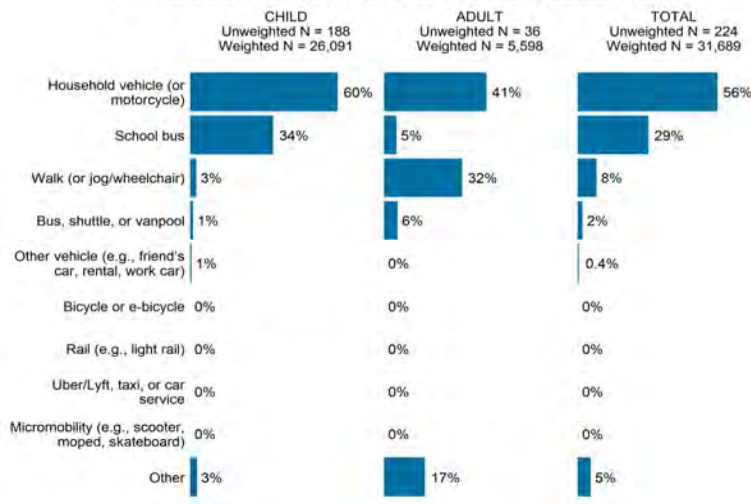
22

22



## School Commute Mode

### SCHOOL COMMUTE MODE - ADULTS AND CHILDREN



23

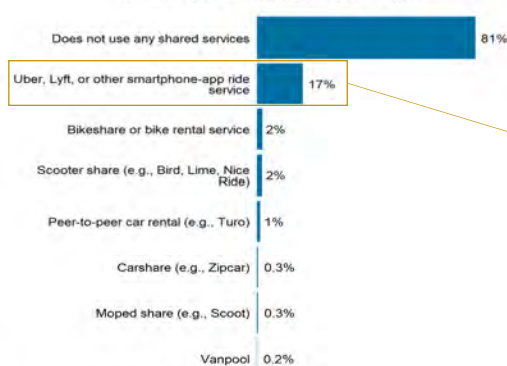


23

## New Mobility Options

### SHARED SERVICES USAGE

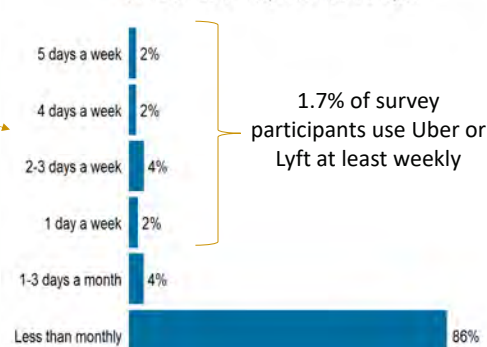
UNWEIGHTED N = 1,293, WEIGHTED N = 96,996



Note: Respondents could select more than one answer to this question.

### TNC USAGE FREQUENCY

UNWEIGHTED N = 189, WEIGHTED N = 16,489



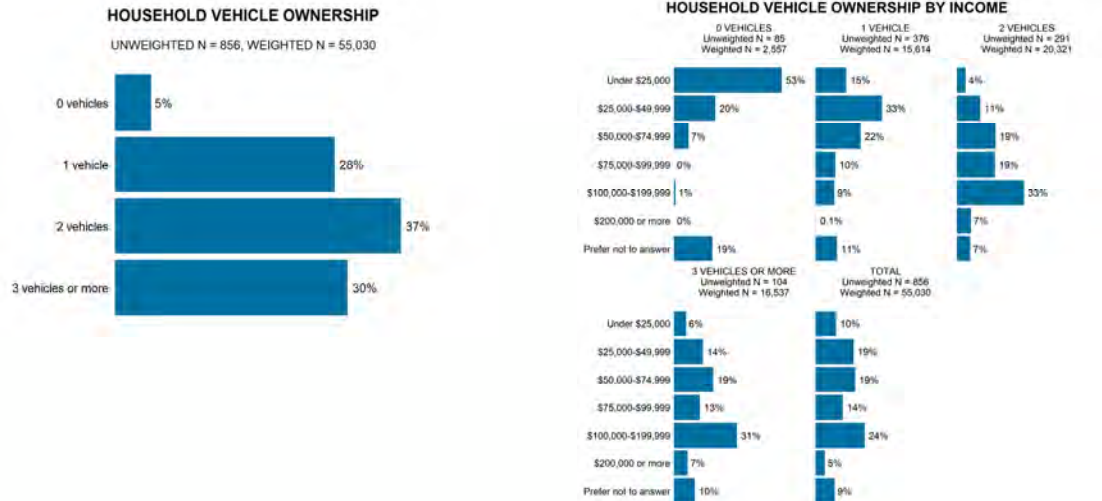
1.7% of survey participants use Uber or Lyft at least weekly

24



24

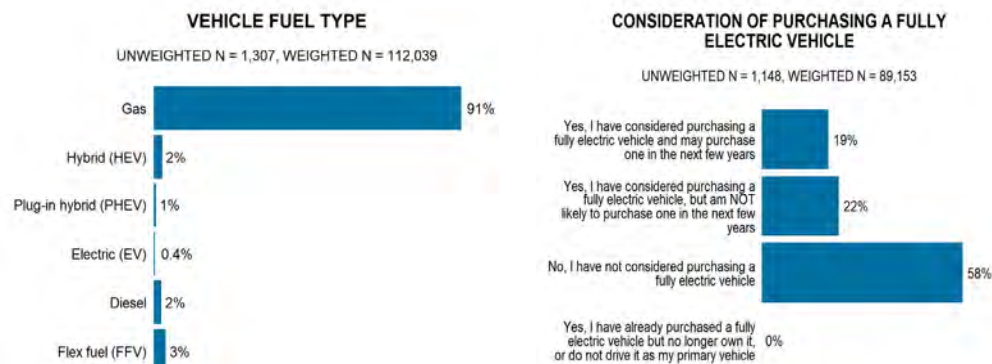
## Vehicle Ownership



25

25

## Vehicle Type



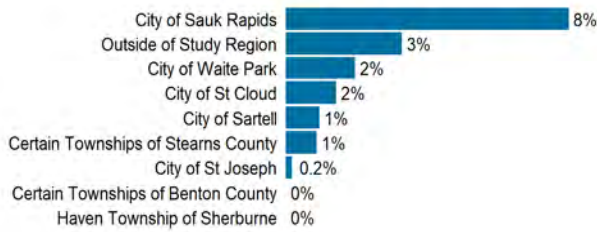
26

26

## Transit Trips by Jurisdiction

### TRANSIT MODE SHARE BY DESTINATION JURISDICTION

UNWEIGHTED N = 12,877, WEIGHTED N = 468,135



8% of trips that ended in Sauk Rapids were made on MetroBus

27

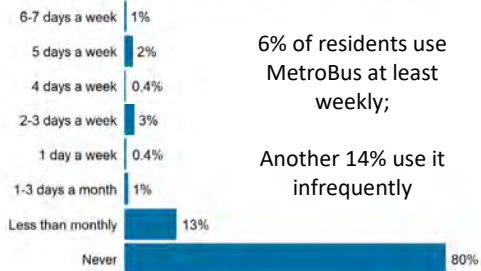


27

## Transit Usage

### TRANSIT USAGE FREQUENCY

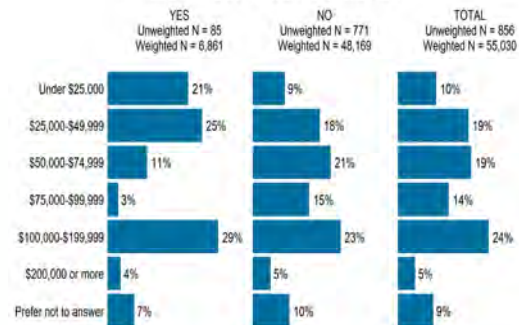
UNWEIGHTED N = 1,293, WEIGHTED N = 96,996



6% of residents use MetroBus at least weekly;

Another 14% use it infrequently

### MADE TRANSIT TRIPS BY INCOME

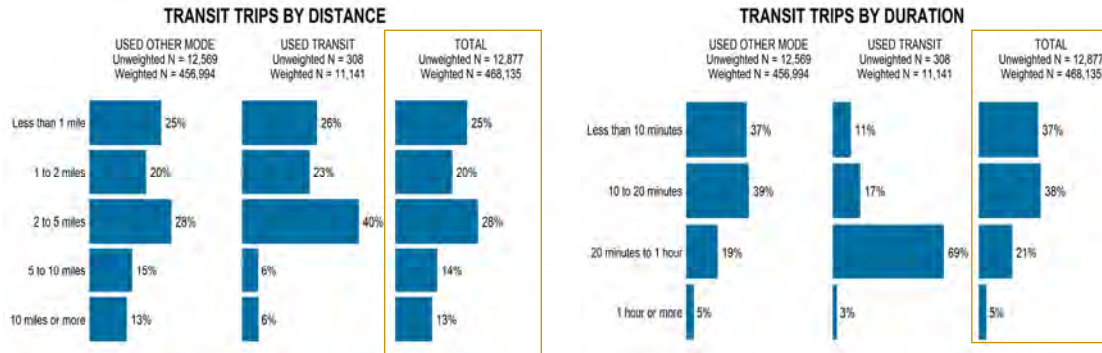


28



28

## Transit Trip Characteristics

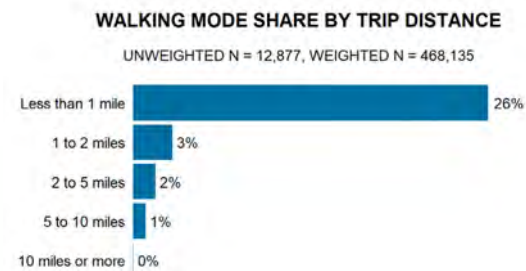


29



29

## Pedestrian Behavior



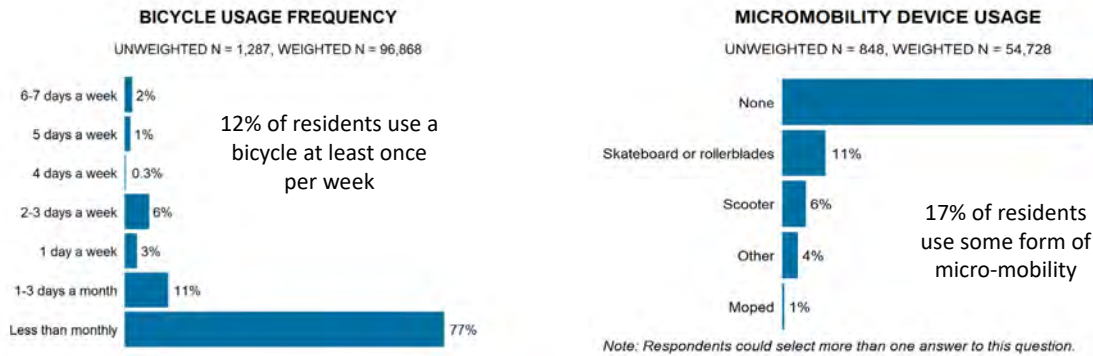
30



30



## Bicycle & Micro-Mobility



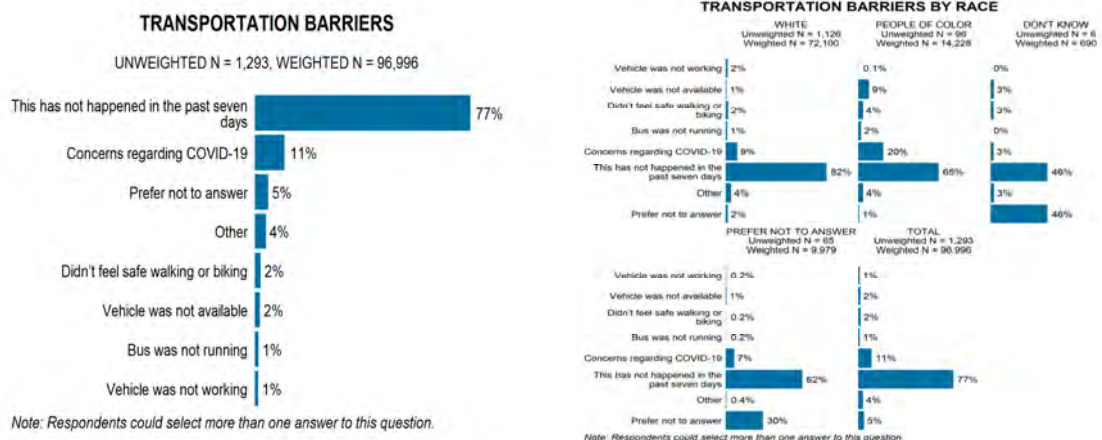
REM: 18-24 year olds are under-represented in our sample

31



31

## Transportation Barriers

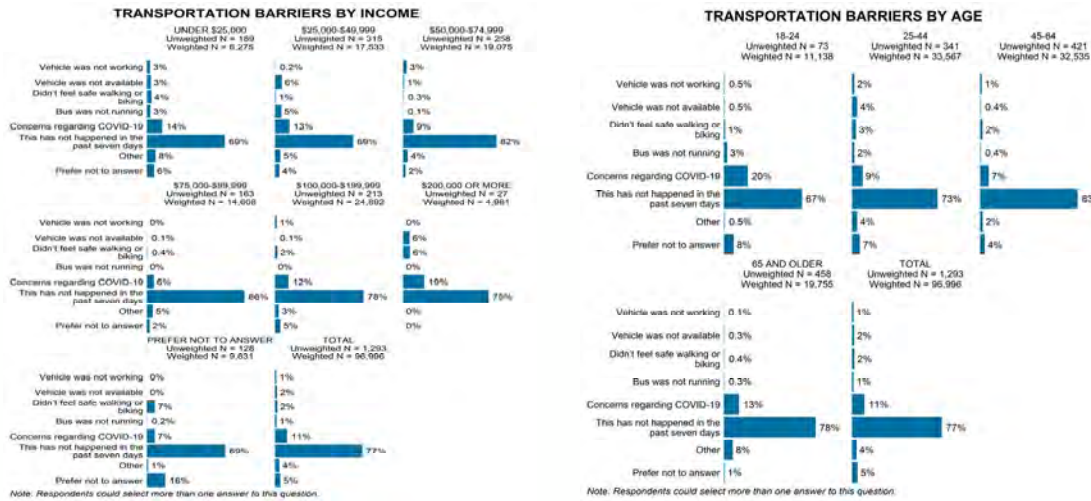


32



32

## Transportation Barriers Part 2

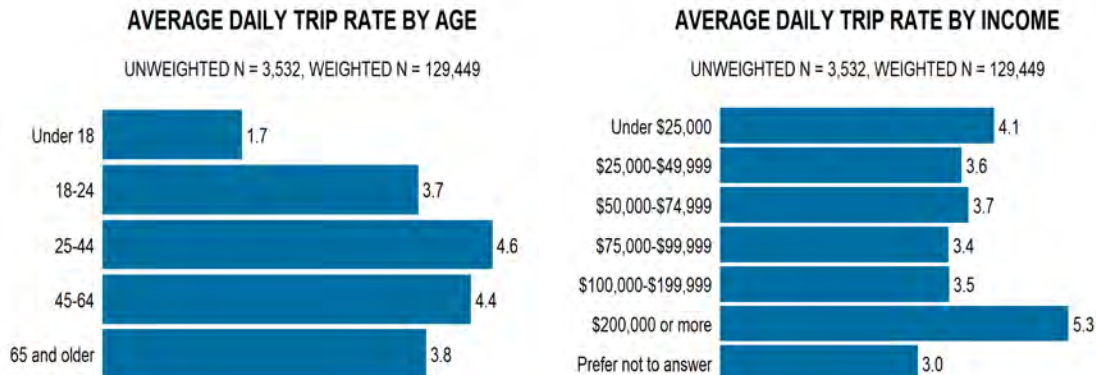


33



33

## Trip Rates by Age & Income

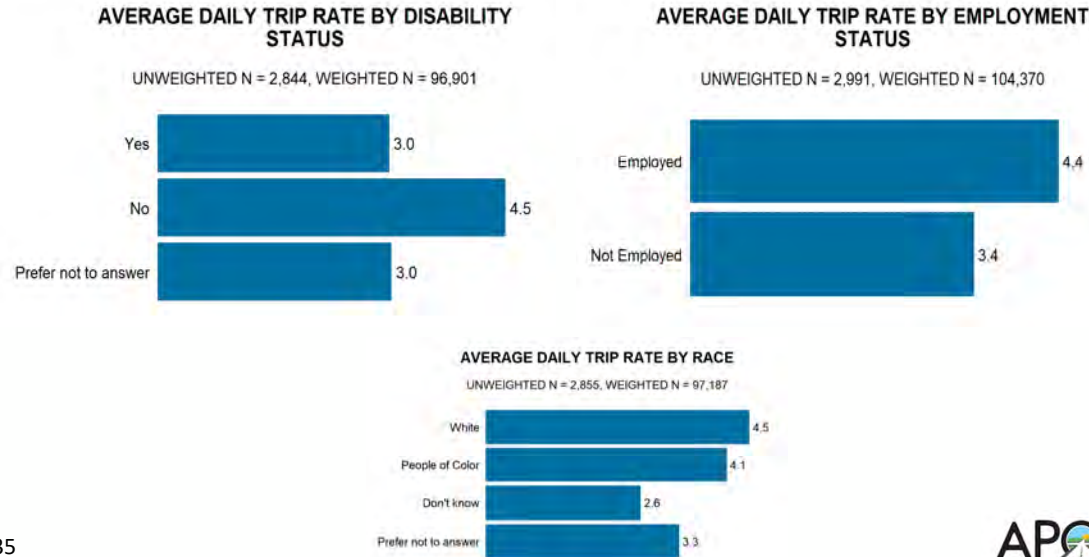


34



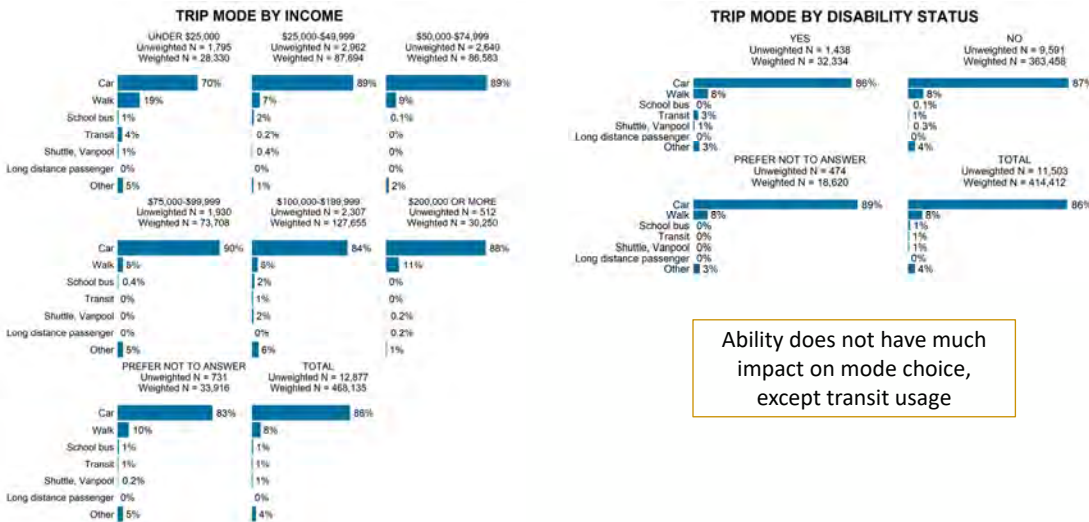
34

## Trip Rates by Ability and Employment



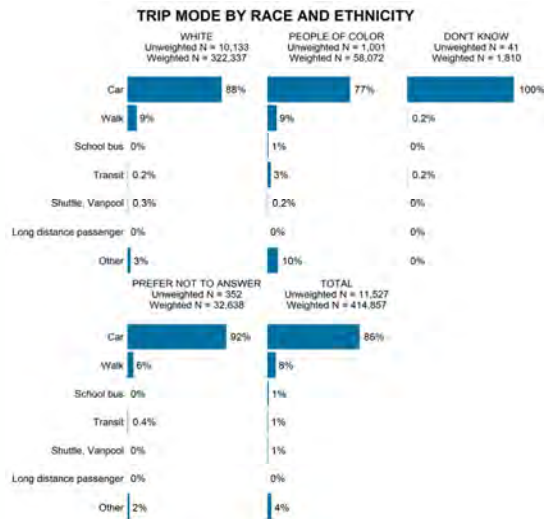
35

## Trip Mode by Income & Ability



36

## Mode Choice by Ethnicity



POC choose transit, bicycling and micro-mobility much more often

37



37

## Summary

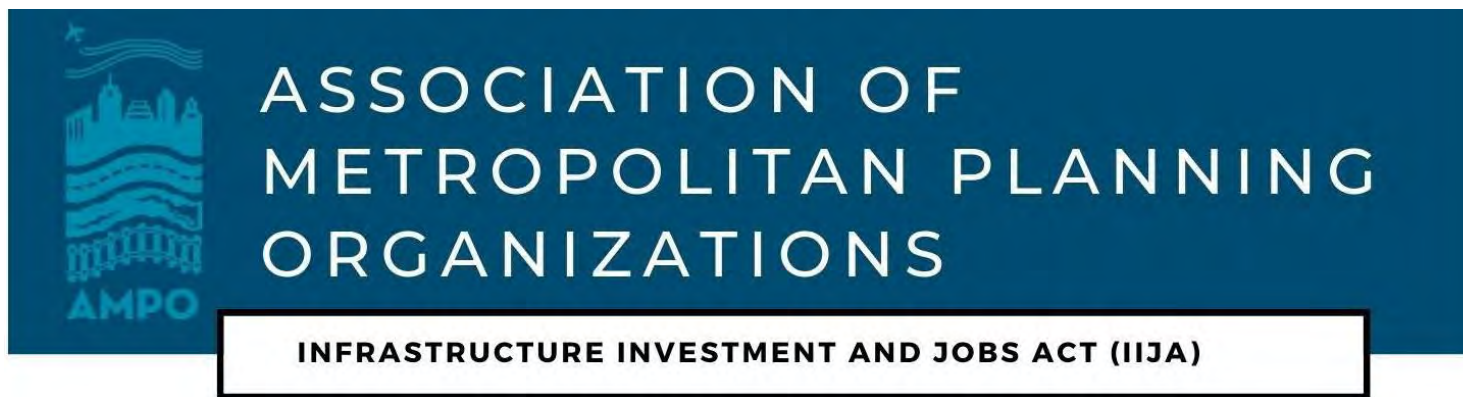
- Survey captured a fairly good representative cross-section of residents
  - BUT, POC and 18-24 year-olds under-represented
- Cars remain dominant mode for all trips
  - BUT, walking and biking are used for 11% of trips
- 6% of residents use transit at least weekly
  - Another 14% use it infrequently
- Transit trips tend to be for food or shopping
  - And 10% for work
- Lowest income residents have the slowest (mph) work commute trips.
- Highest incomes are more likely to telecommute
  - Telecommuting 1 day/week or more +7% compared to pre-COVID
- New mobility options ~2% of all trips
- COVID is our biggest transportation barrier
- People w/disabilities travel less often
  - And use largely the same modes EXCEPT use transit more often

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38





On August 10, 2021, the U.S. Senate overwhelmingly passed the Infrastructure Investment and Jobs Act (IIJA), a \$1.2 trillion infrastructure bill negotiated by the Biden Administration and a bipartisan group of senators. Nineteen Republican Senators joined 50 Democrats to pass the bill and send it to the House of Representatives.

On November 5, the House passed the IIJA without amendment and sent the bill to President Biden to be signed into law. Thirteen House Republicans joined 215 Democrats to pass the bill. On November 15, 2021, President Biden signed the IIJA into law – PL 117-58.

The IIJA includes a 5-year surface transportation bill. The highway provisions are based on the 5-year highway bill approved by the Senate Environment and Public Works Committee earlier in 2021. The rail and safety provision are based on the 5-year bill approved by the Senate Commerce Committee earlier in 2021.

Bill text can be found <a href="#">here</a> .	Estimated Highway Formula Apportionments, click <a href="#">here</a> .
Estimated Transit Formula Funding, click <a href="#">here</a> .	Total 5-year Estimated Highway Formula Apportionments (does not include Bridge, EV, Ferry, or Appalachian programs), click <a href="#">here</a> .
US DOT State-by-State Fact Sheet, click <a href="#">here</a> .	FHWA Bipartisan Infrastructure Law Implementation Website, click <a href="#">here</a> .
FTA BIL Page, click <a href="#">here</a> .	

The IIJA provides \$550 billion in new infrastructure spending above current baseline levels. Of that amount, \$274 billion is allocated to transportation programs. When added to baseline spending, the bill provides \$567 billion in guaranteed transportation funding over five years. Additional funding also may be provided to several programs through the annual appropriations process.

\$274 billion of the \$550 was included for USDOT in the bill:

- \$89.8 billion was used to allow increased Highway Trust Fund contract authority over the 5-year period 2022-2026
- \$184.1 billion is provided in direct appropriations (not just for highways and transit and safety, but for railroads and airports and multimodal grants and ports), to be released in five equal installments on October 1 of each year for the next five years

IIJA Guaranteed Transportation Funding (HTF + Advanced Appropriations) Over 5 Years		Amount
HTF Baseline Funding [Last year of the FAST Act \$58.7B x 5 years]		\$293.5B
New IIJA spending		\$274.0B
<b>Total</b>		<b>\$567.5B</b>
Saint Cloud APO Policy Board Meeting		February 10, 2022



# MPO Funding and Related Programs

## MPO Highway PL Funding

2021 (FAST Act)	2022	2023	2024	2025	2026
\$358M	\$438M	\$447M	\$456M	\$465M	\$474M

## MPO Transit PL Funding

2021 (FAST Act)	2022	2023	2024	2025	2026
\$107M	\$184.6M	\$188.5M	\$193.4M	\$197.4M	\$202.4M

## Surface Transportation Block Grant Program

2021 (FAST Act)	2022	2023	2024	2025	2026
\$11.228 B	\$12.452B	\$12.701B	\$12.955B	\$13.214B	\$13.478B

A previous version referenced the USDOT funding table that included the TAP set aside. The amounts have been updated accordingly (11/29/21)

## Transportation Alternatives Program (set-aside from STBGP)

2021 (FAST Act)	2022	2023	2024	2025	2026
\$850M	\$1.384B	\$1.411B	\$1.439B	\$1.468B	\$1.498B

Total Guaranteed Funding by Agency/Mode (totals rounded)							
	2021 (FAST Act)	2022	2023	2024	2025	2026	Total IJJA
FHWA/Highways	\$49B	\$68B	\$69B	\$70B	\$72B	\$73B	\$351.3B
NHTSA/Safety	\$1B	\$1B	\$1B	\$1B	\$1B	\$1B	\$6.7B
FMCSA/Safety	\$676M	\$1B	\$1B	\$1B	\$1B	\$1B	\$5.1B
FTA/Transit	\$13B	\$18B	\$18B	\$18.8B	\$19B	\$19B	\$91.1B
Office of the Secretary (Grant Programs)		\$4B	\$4B	\$4B	\$4B	\$4B	\$19.2B
FRA/Rail	\$3B	\$13B	\$13B	\$13B	\$13B	\$13B	\$66B

FAA/Airports	NA	\$5B	\$5B	\$5B	\$5B	\$5B	\$25B
MARAD/Ports	NA	\$675M	\$650M	\$650M	\$650M	\$650M	\$3B
PHMSA/Pipeline Safety							
<b>Total</b>	\$67B	\$110B	\$112B	\$115B	\$115B	\$117B	\$567.5B

NEW Highway Formula Programs (amounts are rounded)						
	2022	2023	2024	2025	2026	Total IJJA
Carbon Reduction Program	\$1.2B	\$1.3B	\$1.3B	\$1.3B	\$1.3B	\$6.4B
PROTECT/Resiliency	\$1.4B	\$1.4B	\$1.5B	\$1.5B	\$1.5B	\$6.4B
Bridge Program	\$5.5 B	\$5.5B	\$5.5B	\$5.5B	\$5.5B	\$27.5B
EV Charging	\$1B	\$1B	\$1B	\$1B	\$1B	\$5B

Highway Grant Programs (HTF + Advanced Appropriations) – Guaranteed Funding Reference page 11 details							
	2021	2022	2023	2024	2025	2026	Total IJJA 2022-2026
NEW Bridge Investment Program	\$0.0	\$2.447B	\$2.487B	\$2.497B	\$2.522B	\$2.547B	\$12.5B
NEW Congestion Relief	\$0.0	\$50M	\$50M	\$50M	\$50M	\$50M	\$250M
NEW Charging & Refueling	\$0.0	\$300M	\$400M	\$500M	\$600M	\$700M	\$2.5B
NEW Rural Surface Transportation Program	\$0.0	\$300M	\$350M	\$400M	\$450M	\$500M	\$2B
NEW PROTECT/Resiliency	\$0.0	\$250M	\$250M	\$300M	\$300M	\$300M	\$1.4B
NEW Reduce Truck Emissions at Ports	\$0.0	\$80M	\$80M	\$80M	\$80M	\$80M	\$400M
Nationally Significant Federal Lands & Tribal Projects	\$0.0	\$55M	\$55M	\$55M	\$55M	\$55M	\$275M

INFRA Grants	\$1B	\$1.640B	\$1.640B	\$1.640B	\$1.540B	\$1.540B	\$8B
<b>NEW</b> National Infrastructure Project Assistance	\$0.0	\$1B	\$1B	\$1B	\$1B	\$1B	\$5B
Local and Regional Project Assistance (RAISE, BUILD, TIGER)	\$1B	\$1.5B	\$1.5B	\$1.5B	\$1.5B	\$1.5B	\$7.5B
<b>NEW</b> Safe Streets Program	\$0.0	\$1B	\$1B	\$1B	\$1B	\$1B	\$5B
<b>NEW</b> Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program	\$0.0	\$100M	\$100M	\$100M	\$100M	\$100M	\$500M
<b>NEW</b> Wildlife Crossings Pilot Program	\$0.0	\$10M	\$10M	\$10M	\$10M	\$10M	\$50M
<b>NEW</b> Reconnecting Communities Pilot Program	\$0.0	\$195M	\$198M	\$200M	\$202M	\$205M	\$1B
Appalachian Development Highway System	\$0.0	\$250M	\$250M	\$250M	\$250M	\$250M	\$1.250B
<b>NEW</b> Prioritization Pilot Program	\$0.0	\$10M	\$10M	\$10M	\$10M	\$10M	\$50M





# Program Policy Changes

ATTACHMENT I  
AGENDA ITEM 10

## Subtitle B – Planning and Performance Management

### **Metro planning (Sec. 11201)**

- When designating officials or representatives, for the first time, the MPO shall consider the equitable and proportional representation of the population in the metro planning area
- “Existing metropolitan planning area” is replaced with “existing” or “the area”
- MPOs designated in the same urbanized area shall ensure, to the maximum extent practicable, the consistency of any data used in the planning process, including information used in forecasting travel demand. Nothing in the section requires MPOs to jointly develop planning documents, including a unified long-range transportation plan or unified TIP
- In developing the plan, MPOs may use social media and other web-based tools to drive public participation
- Housing – the bill includes several policy changes to better coordinate transportation planning with housing, including as a planning factor in the scope of planning, as part of optional scenario planning. For TMAs, the transportation planning process may address the integration of housing, transportation, and economic development strategies and may develop a housing coordination plan that includes projects and strategies that may be considered in the metropolitan transportation plan of the metropolitan planning organization

### **Fiscal Constraint on Long-Range Plans – (Sec. 11202)**

- The Secretary shall update the regulation to ensure that the outer years of the plan are defined as “beyond the first 4 years.” This would retain fiscal constraint on the first four years but provide more fiscal flexibility beyond those years

### **Prioritization Process Pilot Program (Sec. 11204)**

- The Secretary shall establish and solicit applications for a prioritization process pilot program. The purpose of the pilot program is to support data-driven approaches to planning that, on completion, can be evaluated for public benefit.
- MPOs and states are eligible to participate in the pilot
- The program would assess and score projects and use those scores to guide project selection in the plan and TIP
- The program would ensure the public had opportunities to participate and offer comment

### **Travel Demand Data and Modeling (Sec. 11205)**

- The Secretary shall carry out a study that gathers travel data and travel demand forecasts from states and MPOs to develop best practices or guidance to use in forecasting travel demand for future investments, to evaluate investments, and other purposes
- The Secretary shall develop a publicly available, multimodal, web-based tool for the purpose of enabling states and MPOs to evaluate the effect of investments in highway and public transportation projects on the use and conditions of all transportation assets within the state or area served by the metropolitan planning organization

**Increasing Safe and Accessible Transportation Options (Sec. 11206)**

- MPOs are required to use 2.5% of their PL funds to carry out activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities, including adoption of Complete Street Standards or policies, development of a Complete Streets prioritization plan, and other planning documents that achieve these goals
- The Secretary may increase the Federal share above 80%
- States and MPOs may opt out of the requirement if they can demonstrate, not later than 30 days after the Secretary apportions funds, that a State or MPO has Complete Streets standards and policies in place and has developed an up-to-date Complete Streets prioritization plan

**Subtitle A – Surface Transportation**

**Apportionments of Highway Funding (Sec. 11101)**

- Provides \$351 billion for highways over five years from the Highway Trust Fund, with \$307 billion provided as formula apportionments to states
- States continue to receive a 95% return on their contributions to the Highway Account of the HTF as of July 1, 2019
- States are guaranteed a 2% increase in their apportionment over FY 2021 levels, with a 1% increase in each of the subsequent years
- Formulas do not use the most recent census data

**Obligation Ceiling (Sec. 11102)**

- Sets each fiscal year's Federal highway and safety construction limitation on spending from the HTF

**Apportionments (Sec. 11104)**

- Establishes annual apportionments of contract authority

**National Highway Performance Program (Sec. 11105)**

- Adds new eligibilities for resiliency projects and allows up to 15% for protective features designed to mitigate the risk of recurring damage or the cost of future repairs from extreme weather events such as flooding, or other natural disasters

**Railway-Highway Crossings (Sec. 11108)**

- Continues the \$245 million set-aside from the safety program each year and broadens the use of funds for projects to reduce pedestrian fatalities and injuries from trespassing at grade crossings. The Federal share increases from 90% to 100%

**Surface Transportation Block Grant Program (Sec. 11109)**

- 55% of the STBGP will be suballocated each year (same as in current law)
- States shall establish a consultation process for non-TMA MPOs to describe how STBGP funds will be allocated equitably among the MPOs over the next five years
- Expands eligibility to include electric charging, vehicle to grid infrastructure, and cybersecurity measures

- Increases the off-system bridge set-aside from 15% to 20%
- The Transportation Alternatives Program is now a 10% set-aside of the STBGP, versus a fixed cap in the past, which will provide roughly \$1.4 billion per year. Priority shall be given to project location and impacts in high-need areas such as low-income, transit-dependent, or rural areas

**Transportation Alternatives Program (Sec. 11109)**

- 10% of a State's STBGP is set aside for TAP
- 59% of the set-aside is suballocated by population. 100% may be suballocated to locals (counties, MPOs, RTPOs) with approval of the Secretary if certain conditions are met
- Expands the list of eligible projects like safe routes to school and vulnerable road user safety
- Makes clear MPOs under 200,000 are eligible entities for TAP grants
- MPOs over 200,000 that run the competition shall select projects to award funding for, in consultation with the state. Priority shall be given to projects located in high-need areas such as low-income, transit-dependent, rural, or other similar locations
- Federal share under TAP may be higher on some projects as long as the annual non-federal share of the total cost of all projects, in a fiscal year, is not less than the average non-federal share that would otherwise apply
- Safety funding under Highway Safety Improvement Program (HSIP) may be used as the non-federal for safety projects eligible under HSIP. Total federal share may be up to 100%
- Limits a state ability to transfer any TAP funds unless the state certifies it held a competition, offered each eligible entity technical assistance in applying, and demonstrates there were not enough applications

**Nationally Significant Freight and Highway Projects (Sec. 11110)**

- See competitive grant programs below

**Highway Safety Improvement Program (Sec. 11111)**

- Adds flexibility to fund certain non-infrastructure activities and behavioral safety projects and allows a state to spend up to 10% of its Highway Safety Improvement Program (HSIP) funding on such projects
- Creates a Vulnerable Road User Assessment plan, that is an assessment of the safety performance of the State with respect to vulnerable road users and the plan of the State to improve the safety of vulnerable road users. Must be integrated into the existing State Strategic Highway Safety Plan. MPOs shall be consulted
- Requires states to expend additional HSIP funds when fatalities of vulnerable road users exceed prescribe thresholds – specifically when total annual fatalities of vulnerable road users in a state represents not less than 15% of the total annual crash fatalities in the state

**National Highway Freight Program (Sec. 11114)**

- Increases the maximum number of highway miles a state may designate as critical rural freight corridors and as critical urban freight corridors (urban designation increase from 75 miles to 150 miles)
- Increases the percent of program funds that may be used for eligible multimodal projects from a 10% cap to a 30% cap, and adds lock, dam, and marine highway projects as eligible if the projects that are functionally connected to the National Highway Freight Network and are likely to reduce on-road mobile source emissions

**CMAQ (Sec. 11115)**

- Expands eligibility to shared micro mobility, to purchase the replacement of diesel engines, the purchase of medium or heavy duty zero emission vehicles and related charging equipment, modernization or rehabilitation of a lock and dam, and a project on a marine highway corridor, connector, or crossing
- Priority funding is given to projects in non-attainment or maintenance areas for fine particulate matter in minority populations or low-income populations living in, or immediately adjacent to, such area

**Bridge Investment Program (Sec. 11118)**

- MPOs over 200,000 are eligible for grants
- See competitive grant programs below

**Safe Routes to Schools (Sec. 11119)**

- Codifies the Safe Routes to School program in law
- The Secretary shall establish and carry out the program - to enable and encourage children to walk and bike to school

**Wildlife Crossing Safety Pilot Program (Sec. 11123)**

- \$350 million over five years
- These are grants for projects that seek to achieve a reduction in the number of wildlife-vehicle collisions and improving habitat. The Secretary shall establish a wildlife crossing pilot program to provide grants for projects designed to reduce wildlife-vehicle collisions and improve habitat connectivity for terrestrial and aquatic species

**Rural Surface Transportation Grant Program (Section 11132)**

- See competitive grant programs below

**Updates To Manual on Uniform Traffic Control Devices (Sec. 11135)**

- Allows counties to determine local roadway design. The MUTCD will be updated to remove the requirement that local roads must be built to state standards, allowing for counties and other local governments to use the FHWA-approved roadway design of their choice
- The IIJA also creates new standards to facilitate the rollout of EV charging stations
- Requires USDOT to update the MUTCD. The required update will provide for the protection of vulnerable road users, testing and integrating automated vehicle technology, the installation of electronic traffic. It also incorporates recommendations issued by the National Committee on Uniform Traffic Control Devices that have not yet been incorporated



### Subtitle C – Project Delivery

**Codification of One Federal Decision** – The bill provides new environmental review procedures and requirements for major projects. USDOT is required to develop a schedule consistent with an agency average of two years to complete an environmental impact statement and requires accountability to the public when milestones are missed. Environmental documents are limited to 200 pages unless a review is of unusual scope and complexity. It expands the use of categorical exclusions to facilitate project delivery.

**National Environmental Policy Act Of 1969 Reporting Program** - Directs the Secretary to carry out a process to track, and annually submit to the Congress a report containing time to complete the NEPA process for an environmental impact statement and an environmental assessment.

**Early Utility Relocation Prior to Transportation Project Environmental Review** - Amends the law to allow reimbursement with highway funds for an “early utility relocation project” (defined as those relocation activities identified by the state for performance prior to completion of environmental review for the transportation project). For such reimbursement to occur, the early utility relocation project must subsequently be incorporated into a larger, authorized transportation project. In addition to the requirements for reimbursement, it also outlines requirements for utility relocation prior to completion of environmental review, including that the early utility relocation project did not influence the environmental review process.

### Subtitle D – Climate Change

#### Grants for Charging and Fueling Infrastructure (Sec. 11401)

- See competitive grant programs below

#### Carbon Reduction Program (Sec. 11403)

- Formula funding to states for projects that reduce GHG emissions from transportation
- Projects include CMAQ, public transportation, technology improvements, streetlights/traffic control, development of carbon reduction strategies, EV charging, and many other projects aimed at reducing carbon
- Not later than 2 years after the date of enactment a State, in consultation with any MPO designated within the State, shall develop a carbon reduction strategy - updated every 4 years
- 65% percent of the funds are suballocated by population similar to the STBGP. Funds may be obligated in the metro area that encompasses the urbanized area
  - States are required to obligate areas over 50,000 based on the relative population of the areas unless the state and MPOs are granted permission by the Sec use other factors
  - The State is required to coordinate with non-TMA MPOs prior to determining which activities should be carried out under the project
  - States are required to make obligation authority available in urbanized areas over 50,000. Each State, each affected metropolitan planning organization, and the Secretary shall jointly ensure compliance

**Congestion Relief Program (Sec. 11404)**

- See competitive grants program below

**Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program (Sec. 11405)**

- The program would provide funding for resilience improvements through formula funding distributed to States and competitive planning grants
  - Planning grants/100% federal share - to enable communities (MPOs eligible for grants for developing a resilience improvement plan) to assess vulnerabilities to current and future weather events and natural disasters and changing conditions, including sea level rise, and plan transportation improvements and emergency response strategies to address those vulnerabilities
    - The non-federal share of projects can be decreased 7% if the State or MPO develop a resiliency improvement plan and prioritize the projects on the plan
    - The non-federal share of projects can be decreased by an additional 3% if the State or MPO incorporate the resiliency improvement plan into the MPO plan or statewide long-range plan.
  - Resiliency improvement grants – construction grants to improve resiliency
  - Community Resilience and Evacuation grants – for projects that strengthen and protect evacuation routes that are essential for providing and supporting evacuations caused by emergency events
  - At-Risk Coastal Infrastructure grants – resiliency grants for coastal infrastructure
    - There is no requirement for an MPO or a State to develop a resiliency improvement plan

**Healthy Streets Program (Sec. 11406)**

- See competitive grants program below.

## **Subtitle E - Miscellaneous**

### **Reconnecting Communities (Sec. 11509)**

- See competitive grants program below

### **Report on Air Quality Improvements (Sec. 11516)**

- Not later than 3 years GAO shall submit a report to Congress that evaluates the congestion mitigation and air quality improvement program

### **Active Transportation Infrastructure Investment Program (Sec. 11529)**

- \$1 billion general fund authorization subject to future appropriations
- The Secretary shall make grants to eligible organizations to construct eligible projects to provide safe and connected active transportation facilities in an active transportation network or active transportation spine
- Eligible grantees include a local or regional governmental organization, including a metropolitan planning organization or regional planning organization or council; a multicounty special district; a State; a multistate group of governments; or an Indian tribe
- The Federal share is 80% but can be up to 100% in disadvantaged communities
- Not less than \$3 million each year shall be set-aside for planning grants

## **TITLE II—Transportation Infrastructure Finance and Innovation**

### **Transportation Infrastructure Finance and Innovation (TIFIA) (Sec. 12001)**

- Extends the period during which contingent commitments under a master credit agreement must result in a financial close from 3 years to 5 years
- Expands the definition of a project to economic development, including commercial and residential development under certain conditions and subject to a letter of interest prior to September 30, 2026. Up to 15% of TIFIA may be used for Transit Oriented Development projects
- Adds airport-related projects, subject to a letter of interest prior to September 30, 2025. Up to 15% of TIFIA may be used for such airport projects
- Adds the acquisition of plant and wildlife habitat, pursuant to a conservation plan, as an eligible project under TIFIA.
- Applicants must have an “investment-grade rating” to satisfy the creditworthiness test. Current law simply requires a “rating” from two rating agencies
- Raises the dollar threshold for securing multiple credit rating agency opinions from \$75 million to \$150 million
- Requires the Secretary to provide applicants with an estimate of the timeline of application approval or disapproval and, to the maximum extent practical, such estimate shall be less than 150 days from the submission of a letter of interest
- Provides for a separate loan maturity date for capital assets with an estimated life of more than 50 years
- Extends the authorization of the State Infrastructure Bank program through fiscal year 2026

## Highway Competitive Grant Programs

### Nationally Significant Freight and Highway Projects (INFRA Grants)

#### ***\$8 billion over five years***

- Expands the eligibility to projects for wildlife crossings, projects connected to border crossings that increase throughput at the border, marine highway projects, projects to replace or rehabilitate a culvert, or to reduce stormwater runoff for the purpose of improving habitat for aquatic species
- 30% of the awards may be used for freight intermodal or freight rail projects, or within the boundaries of a public or private freight rail, water (including ports), or intermodal facility necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility
- Non-federal funds may be obligated early and be credited towards the non-federal share
- Sets aside \$150 million per year for a state incentives pilot program. A priority shall be given to applications offering a greater non-federal share of the cost relative to other applications in the program. Applications under the pilot cannot exceed 50% federal share. Applicants may not use other federal resources as non-federal share except that TIFIA loans may be used as non-federal share if the loan is paid with non-federal sources. 10% is reserved for small projects. 25% is reserved for rural projects

### NEW National Infrastructure Project Assistance

#### ***\$5 billion over five years***

- The program provides competitive grants agreements for large surface transportation projects in several modes, including passenger rail, via single-year or multi-year grant agreements

### Local and Regional Project Assistance (RAISE, BUILD, TIGER)

#### ***\$7.5 billion over five years***

- The bill retains the limits on grant sizes but increases the maximum share of funding that can go to a single state in a year from 10% of the total funding to 15%. The federal cost share would be kept at a maximum of 80%, except that it could increase to 100% for a rural project or a project in a disadvantaged or persistently poor area

### NEW Bridge Investment Grants

#### ***\$12.5 billion over five years***

- The program would provide grants to replace, rehabilitate, preserve, or protect one or more bridges on the National Bridge Inventory. Bundled projects are permitted, as well as replacing or rehabilitating culverts to improve flood control and improving habitat connectivity for aquatic species

### NEW Grants for Charging and Fueling Infrastructure

#### ***\$2.5 billion over five years***

- The program would provide grants to strategically deploy publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure along designated alternative fuel corridors



**NEW Rural Surface Transportation**

***\$2 billion over five years***

- This program provides grants, on a competitive basis, to improve and expand the surface transportation infrastructure in rural areas. A grant under the program shall be at least \$25 million and the Federal share shall be at least 80% and up to 100% for projects on the Appalachian Development Highway System

**NEW Congestion Relief**

***\$250 million over five years***

- The programs would provide competitive grants to states, local governments, and metropolitan planning organizations for projects in large, urbanized areas to advance innovative, integrated, and multimodal solutions to congestion relief in the most congested metropolitan areas of the United States. The Secretary may allow the use of tolls on interstate highways in not more than 10 urbanized areas

**NEW Healthy Streets**

***\$500 million (subject to future appropriations)***

- The Secretary shall establish a discretionary grant program to mitigate urban heat islands, improve air quality, and reduce the extent of impervious surfaces, storm water runoff and flood risks, and heat impacts to infrastructure and road users

**NEW Safe Streets for all Users**

***\$5 billion over five years***

- Grants support local initiatives to prevent death and serious injury on roads and streets, commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives

**NEW Strengthening Mobility and Revolutionizing Transportation (SMART)**

***\$500 million over five years***

- This grant program funds demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety

**NEW Truck Emissions at Ports**

***\$400 million over five years***

- This grant program funds projects that reduce emissions at ports, including through the advancement of port electrification

**NEW National Culvert Removal, Replacement, and Restoration**

***\$1 billion over five years***

- This program provides grants for projects to replace, remove, and repair culverts or weirs that would meaningfully improve or restore fish passage for anadromous fish; and with respect to weirs, may include infrastructure to facilitate fish passage around or over the weir; and weir improvements

**NEW Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)**

***\$7.3 billion over five years (formula); \$1.4 billion (grants)***

- Establishes a formula and competitive grant program to help states improve the resiliency of transportation infrastructure. Each state must use 2% of its formula funds for planning
- States may not use more than 40% for construction of new capacity and may not use more than 10% for development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.
- Highway, transit, and ports projects are eligible
- Grants may be used for planning, resiliency improvements, community resilience and evacuation routes, and at-risk coastal infrastructure projects

**NEW Reconnecting Communities Pilot**

***\$1 billion over five years***

- Provides funding for projects to restore community connectivity. The Secretary may award construction grants to the owner of a facility to carry out a project to remove, retrofit or mitigate an eligible facility and, if appropriate, to replace it with a new facility.
- MPOs are eligible for both planning and construction grants.

## Public Transportation

The IIJA provides \$106 billion in new transit infrastructure spending over a five-year period. \$69.9 billion would be provided over five years from the Mass Transit Account of the Highway Trust Fund (HTF). Included in the NEW funding, the IIJA provides an additional \$21.25 billion of funding to the transit program over the five years. The tables below depict comparisons between FAST Act and IIJA funding levels and notable capital program changes.

	2021	2022	2023	2024	2025	2026	2027
<b>Formula</b>	<b>\$10.8B</b>	<b>\$15.4B</b>	<b>\$15.7B</b>	<b>\$16B</b>	<b>\$16.3B</b>	<b>\$16.7B</b>	<b>\$80B</b>
Urbanized Area Formula	[\$5B]	[\$6.4B]	[\$6.5B]	[\$6.7B]	[\$6.9B]	[\$7B]	[\$33.5B]
State of Good Repair	[\$2.7B]	[\$4.5B]	[\$4.5B]	[\$4.6B]	[\$4.7B]	[\$4.8B]	[\$23.1B]
Competitive Bus	[\$414M]	[\$376M]	[\$383M]	[\$394M]	[\$402M]	[\$412M]	[\$2B]
Low-No Emission Buses	[\$180M]	[\$1.121B]	[\$1.123B]	[\$1.125B]	[\$1.127B]	[\$1.129B]	[\$5.625B]
<b>Capital Investment Grants Account</b>	<b>\$2B</b>	<b>\$1.6B</b>	<b>\$1.6B</b>	<b>\$1.6B</b>	<b>\$1.6B</b>	<b>\$1.6B</b>	<b>\$8B</b>
New Starts	[\$1.2B]	[\$880M]	[\$880M]	[\$880M]	[\$880M]	[\$880M]	[\$4.4B]
Core Capacity	[\$525M]	[\$320M]	[\$320M]	[\$320M]	[\$320M]	[\$320M]	[\$1.6B]
Small Starts	[\$200M]	[\$240M]	[\$240M]	[\$240M]	[\$240M]	[\$240M]	[\$1.2B]
Expedite Project Delivery	[\$100M]	[\$160M]	[\$160M]	[\$160M]	[\$160M]	[\$160M]	[\$800M]
<b>All Stations Accessibility Program</b> (Upgrades to Legacy Fixed Guideway Assets)	<b>\$0.0</b>	<b>\$350M</b>	<b>\$350M</b>	<b>\$350M</b>	<b>\$350M</b>	<b>\$350M</b>	<b>\$1.750B</b>
<b>FTA Electric or Low-Emission Ferry Program</b>	<b>\$0.0</b>	<b>\$50M</b>	<b>\$50M</b>	<b>\$50M</b>	<b>\$50M</b>	<b>\$50M</b>	<b>\$250M</b>
<b>Ferry Service for Rural Communities</b>	<b>\$0.0</b>	<b>\$200M</b>	<b>\$200M</b>	<b>\$200M</b>	<b>\$200M</b>	<b>\$200M</b>	<b>\$1B</b>

**Metropolitan Transportation Planning (Sec. 30002)**

- Makes same changes to MPO planning that was done in the highway section

**Planning Programs (Sec. 30004)**

- Allows for increased federal share for planning funds under FTA if the Secretary determines it is in the interests of the Government or activities carried out in an urbanized or rural area with lower population density or low average income levels

**Fixed Guideway Capital Investment Grants (Sec. 30005)**

- \$8 billion guaranteed over five years, \$15 billion is authorized subject to future appropriations
- The bill raised Small Start thresholds to no more than \$150 million in CIG funds from \$100 million and total net capital cost of less than \$400 million from \$300 million
- The bill expands the use of warrants for project justification to include projects with more than \$100 million in CIG funding
- Requires FTA to determine that the CIG applicant has made progress toward meeting the applicant's Transit Asset Management performance targets
- The bill removes the Program of Interrelated Projects subsection and adds a new subsection on Bundling (future and immediate) of projects
- The bill makes NEPA costs eligible to be included in net capital costs of the project

**Formula Grants for Rural Areas (Sec. 30006)**

- Rural formula funding has grown by \$1.4 billion from \$3.2 billion in FAST to \$4.6 billion in the IIJA. The rural set-aside requirement in the competitive Bus program has increased from 10% to 15%

**State of Good Repair Grants (Sec 30016)**

- \$23 billion over five years - \$21 billion Formula; \$1.5 billion Competitive
- The bill provides significant increase to the State of Good Repair Program which is a priority of the Administration and industry
- The bill adds new competitive grant program for Rail Vehicle Replacement

**Grants for Buses and Bus Facilities (Sec. 30018)**

- \$5.16 billion over five years - \$3.16 billion Formula; \$2 billion Competitive
- The bill requires competitive grant applicants for zero emission vehicles to submit a fleet zero emission transition plan
- The bill requires that five percent of competitive grant funds related to zero emission vehicles or infrastructure be used to address workforce development training or certification that a smaller percentage is needed
- **FTA Low or No Emission (LONO) Competitive Grants \$5.6 billion over five years**
- Funds the purchase or lease of low or no emission vehicles as well as related equipment or facilities



## **New Funding - Appropriations**

The IIJA includes a new All Stations Accessibility Program that is funded at \$1.75 billion over five years to assist legacy rail fixed guideway public transportation systems with increasing the number of existing rail stations that meet or exceed the construction standards of the Americans with Disabilities Act of 1990.

### **Rail**

#### **Amtrak Northeast Corridor**

***\$6 billion over five years***

**(Also includes an additional \$6.57 billion General Fund authorization subject to future appropriations.)**

- The bill language specifies that the funding is only available “for capital projects for the purpose of eliminating the backlog of obsolete assets and Amtrak’s deferred maintenance backlog of rolling stock, facilities, stations, and infrastructure”
- Amounts under the program may be used by Amtrak to fund, in whole or in part, the capital costs of Northeast Corridor capital renewal backlog projects, including the costs of joint public transportation and intercity passenger rail capital projects. The money may be treated as the non-federal share of NEC projects selected for award under the Federal-State Partnership for Intercity Passenger Rail grants program (see below)
- Funds are available until expended

#### **Amtrak National Network**

***\$16 billion over five years***

**(Also includes an additional \$12.65 billion General Fund authorization subject to future appropriations.)**

- The general purpose for this appropriation is the same as for the NEC section
- Set-asides from the money include \$3 million per year for the State-Supported Route Committee, \$3 million per year for interstate rail compact grants, and \$50 million per year for the FRA’s rail restoration and enhancement grant There is also a requirement that some of the money be used to carry out the daily long-distance service study included in the bill
- Funds are available until expended

#### **Federal-State Partnership for Intercity Passenger Rail**

***\$36 billion over five years***

**(Also includes an additional \$7.5 billion General Fund authorization subject to future appropriations.)**

- Not more than \$24 billion of the amounts made available over the five years shall be for projects for the Northeast Corridor
- The bill transforms the current Federal-State Partnership for State of Good Repair (SOGR) grant program into this new program that is more open to new capacity, not just SOGR
- The program establishes a “phased funding agreement” process, similar to letters of intent or the current FTA full funding grant agreement, that makes not-legally-binding promises for funding that has not yet been made
- These funds are available until expended
- The types of projects that can be funded by the \$36 billion have been drastically expanded to now include:
  - Projects to replace, rehabilitate, or repair infrastructure, equipment, or a facility used for providing intercity passenger rail service to bring such assets into a state of good repair

- Projects to improve intercity passenger rail service performance, including reduced trip times, increased train frequencies, higher operating speeds, improved reliability, expanded capacity, reduced congestion, electrification, and other improvements, as determined by the Secretary
- Projects to expand or establish new intercity passenger rail service
- Groups of related projects described in the above three bullets
- Planning, environmental studies, and final designs for a project or group of projects described in the above four bullets

### **NEW Railroad Crossing Elimination**

#### ***\$3 billion over five years***

This program makes grants for highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods. Of each fiscal year's funding, at least 20% must go to projects in rural or tribal areas

### **CRISI (Rail Grants)**

#### ***\$5 billion over five years***

The bill expands eligible entities to include an association representing one or more railroads and Tribes. It expands the list of eligible projects – measures to prevent trespassing, research, and development to advance rail projects (including MAGLEV), emergency plans for communities where hazardous materials are transported by rail, and others

## **Airports**

### **Facilities and Equipment**

#### ***\$5 billion over five years***

This program is for the FAA for the following projects: Replacing terminal and enroute air traffic control facilities; Improving air route traffic control center and combined control facility buildings; Improving air traffic control enroute radar facilities; Improving air traffic control tower and terminal radar approach control facilities; National airspace system facilities OSHA and environmental standards compliance; Landing and navigational aids; Fuel storage tank replacement and management; Unstaffed infrastructure sustainment; Real property disposition; Electrical power system sustain and support; Energy maintenance and compliance; Hazardous materials management and environmental cleanup; Facility security risk management; Mobile asset management program, and Administrative expenses, including salaries and expenses, administration, and oversight

### **Airport Infrastructure Program (AIP)**

#### ***\$15 billion over five years***

- Funds are for airport related activities under current law
- Of the \$3 billion per year, \$2.48 billion will be for primary airports and certain cargo airports
- Reduced apportionments under law shall not apply
- Apportionment to airports follow current law, but there is no maximum apportionment
- Any remaining funds will be distributed to all primary airports based on passenger enplanements
- \$500 million of the annual \$3 billion shall be for general aviation airports and commercial service airports that are not primary airports
- \$20 million of the \$3 billion shall be for competitive grants to sponsors of airports in the contract tower program and contract tower cost share program

- None of the funding made available may be used to pay for airport debt service
- Obligation of funds shall not be subject to any limitations on obligations under and previous appropriations bills
- The bill applies the current federal share

**NEW Airport Terminal**

***\$5 billion over five years***

- Funding for competitive grants shall be divided as follows:
  - 55% for large hubs
  - 15% for medium hubs
  - 20% for small hubs
  - 10% for non-hub and non-primary airports
- In awarding grants for terminal development projects, the Secretary may consider projects that qualify as “terminal development” (including multimodal terminal development), projects for on-airport rail access projects, and projects for relocating, reconstructing, repairing, or improving an airport-owned air traffic control tower
- The Secretary shall give consideration to projects that increase capacity and passenger access; projects that replace aging infrastructure; projects that achieve compliance with the Americans with Disabilities Act and expand accessibility for persons with disabilities; projects that improve airport access for historically disadvantaged populations; projects that improve energy efficiency, including upgrading environmental systems, upgrading plant facilities, and achieving Leadership in Energy and Environmental Design (LEED) accreditation standards; projects that improve airfield safety through terminal relocation; and projects that encourage actual and potential competition
- 80% federal share for large and medium hubs. 95% federal share for small and non-hub, and non-primary airports
- The Secretary shall provide a preference to projects that achieve a complete development objective, even if awards for the project must be phased, and the Secretary shall prioritize projects that have received partial awards

**Broadband**

The bipartisan infrastructure plan invests \$65 billion to address broadband infrastructure.

**Grants to states for deployment: \$42.45 billion**

- This funding supports a formula-based grant program to states, territories and the District of Columbia for the purposes of broadband deployment
- The program does not favor particular technologies or providers
- Projects would have to meet a minimum download/upload build standard of 100/20 megabits per second
- The funding includes 10% set-aside for high-cost areas and each state and territory receives an initial minimum allocation, a portion of which could be used for technical assistance and supporting or establishing a state broadband office
- To increase affordability, all funding recipients must offer a low-cost plan
- States would be required to have plans to address all of their unserved areas before they are able to fund deployment projects in underserved areas. After both unserved and underserved areas are addressed, states may use funds for anchor institution projects

**Private Activity Bonds (PABs): \$600 million**

- Based off the Rural Broadband Financing Flexibility Act (S.1676) this provision allows states to issue PABs to finance broadband deployment, specifically for projects in rural areas where a majority of households do not have access to broadband
- Additional Support for Rural Areas: \$2 billion
- The provision includes supports for programs administered by the U.S. Department of Agriculture, including the ReConnect Program, that provide loans and grants (or a combination of loans and grants) to fund the construction, acquisition or improvement of facilities and equipment that provide broadband service in rural areas

**“Middle Mile”: \$1 billion**

- This provision would create a grant program for the construction, improvement, or acquisition of middle-mile infrastructure. Eligible entities include telecommunications companies, technology companies, electric utilities, utility cooperative, etc. The “middle mile” refers to the installation of a dedicated line that transmits a signal to and from an internet Point of Presence. Competition of middle-mile routes is necessary to serve areas, reducing capital expenditures, and lowering operating costs

**Tribal Grants: \$2 billion**

- This provision will provide additional funding to the Tribal Broadband Connectivity Program, which was established by the December COVID-19 relief package and is administered by NTIA. Grants from this program will be made available to eligible Native American, Alaska Native and Native Hawaiian entities for broadband deployment as well as for digital inclusion, workforce development, telehealth, and distance learning

**Inclusion: \$2.75 billion**

- Includes the Digital Equity Act. This legislation establishes two NTIA-administered grant programs (formula-based and competitive) to promote digital inclusion and equity for communities that lack the skills, technologies and support needed to take advantage of broadband connections. It also tasks NTIA with evaluating digital inclusion projects and providing policymakers at the local, state, and federal levels with detailed information about which projects are most effective



**Affordability: \$14.2 billion**

- This provision creates a sustainable Affordable Connectivity Benefit to ensure low-income families can access the internet.
- The program provides a \$30 per month voucher for low-income families to use toward any internet service plan of their choosing.
- It builds on the Emergency Broadband Benefit, making the benefit permanent and expanding eligibility to help more low-income households, while also making it more sustainable for taxpayers

**Water Infrastructure**

**Drinking Water and Wastewater Infrastructure Act (DWWIA).** Includes the bipartisan, Senate passed Drinking Water and Wastewater Infrastructure Act of 2021, which authorized over \$35 billion in water infrastructure investments over 5 years. The bipartisan infrastructure bill also authorizes an additional \$13.825 billion over 5 years for the Drinking Water and Clean Water State Revolving Funds (SRFs).

- \$23.426B split evenly between the Drinking Water and Clean Water SRFs. Federal capitalization grants for state drinking and wastewater infrastructure investments
- \$15B to address lead service lines. Funds will be allocated to the Drinking Water State Revolving Fund (DWSRF) to replace lead service lines, with 49% of the funding distributed by the states as forgivable loans or grants
- \$10B to address per- and polyfluoroalkyl substances (PFAS). Funding is directed through a grant program for small and disadvantaged communities, as modified by DWWIA, with additional flexibility (\$5B); the emerging contaminants program with a focus on PFAS in the Drinking Water SRF (\$4B); and the Clean Water SRF to address emerging contaminants (\$1B)
- \$2.5B to fully fund all currently authorized Indian Water Rights Settlements. Provides \$2.5 billion for the Department of Interior to complete all currently authorized Indian water rights settlements. The legislation also allows these funds to meet funding requirements for settlements for grant programs administered by the Bureau of Reclamation or Bureau of Indian Affairs
- \$1.8B to Indian Health Service Sanitation Facilities Construction. \$1.8 billion from the Water Working Group will be added to \$1.7 billion from the Resiliency Working Group, for a combined total of \$3.5 billion in IHS sanitation facilities. This will help connect communities and residences to drinking and sewer water systems
- \$1.274B on Tax Treatment for Water/Sewer Utilities. Prior tax law treated donations of funds or other resources from governments, civic groups, or developers to facilitate construction or remediation of water or sewer infrastructure as non-taxable to water and sewer utility companies. Current law requires these “contributions to capital” be counted as taxable revenue. This proposal restores the deduction