

AGENDA

APO POLICY BOARD MEETING

THURSDAY, MARCH 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 – I*)
 - a. Approve Minutes of January 13, 2022 Policy Board Meeting (*Attachment A*)
 - b. Approve Bills Lists for January, February, and March (*Attachments B1 – B3*)
 - c. Approve Amendments and Administrative Modifications to the 2022-2025 Transportation Improvement Program (TIP) (*Attachments C1 – C3*)
 - d. Approve FY 2026 Transportation Alternatives Program Prioritization (*Attachments D1 & D2*)
 - e. Approve Contract for Mayhew Lake Road Corridor Study (*Attachment E*)
 - f. Approve Contract for Opportunity Drive Corridor Study (*Attachment F*)
 - g. Approve Publication of 2022-2026 Regional Infrastructure Investment Plan (*Attachment G*)
 - h. Receive Staff Report on Area Transportation Partnership Meeting (*Attachment H*)
 - i. Receive Staff Reports on Technical Advisory Committee Meetings (*Attachments I1 & I2*)
6. Consider FY 2026 Surface Transportation Block Grant Program Prioritization (*Attachments J1 – J6*) *Vicki Johnson, Senior Planner*
 - a. Suggested Action: Approve TAC Recommended Prioritization
7. Hear Presentation on Potential Impacts of Federal Transportation Authorization (*Attachment K*) *Brian Gibson, Executive Director*
 - a. Suggested Action: None, information only
8. Other Business & Announcements
9. Adjournment

English

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Somali

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

Spanish

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

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 – 1st Vice Chair; Ryan Fitzthum – 2nd Vice Chair; Paul Brandmire – 3rd 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
Adobe Creative Cloud				
01/08/2022	Bill Payment (Credit Card)		IT Support & Services	52.99
01/11/2022	Bill Payment (Credit Card)		IT Support & Services	52.99
AFLAC				
01/18/2022	Bill Payment (Check)		Employee Health Dental & Other	655.30
Alex Mckenzie				
01/03/2022	Bill Payment (Check)		December 2021 mileage Reimbursement	85.51
American Planning Association				
01/03/2022	Bill Payment (Credit Card)		APA Membership - Vicki Johnson	109.00
BCBS of MN				
01/20/2022	Bill Payment (Check)		Employee Health Insurance	4,053.50
City of St. Cloud - Water/Sewer				
01/14/2022	Bill Payment (Check)		Building Water and Sewer	40.92
Cloudnet				
01/14/2022	Bill Payment (Check)		Communications - telephone	10.00
David Turch & Associates				
01/05/2022	Bill Payment (Check)		Lobbying services	8,000.00
Dell Financial Services				
01/14/2022	Bill Payment (Check)		Laptop purchase	1,756.53
Delta Dental				
01/04/2022	Bill Payment (Check)		Employee Health Dental & Other	236.65
Greater St Cloud Dev Corp				
01/03/2022	Bill Payment (Check)		membership	500.00
Loffler Companies				
01/03/2022	Bill Payment (Check)		Copier useage fees	120.23
Mailchimp.com				
01/02/2022	Bill Payment (Credit Card)		Printing & Publications	14.99
Net V Pro				

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

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

Date	Transaction Type	Vendor	Accounting Description	Amount
LIBERTY BANK DEPOSITS				
		<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>	

ST. CLOUD AREA PLANNING ORGANIZATION

Transaction List by Vendor

February 2022

Date	Transaction Type	Vendor	Accounting Description	Amount
Adobe Creative Cloud				
02/09/2022	Bill Payment (Credit Card)		IT Support & Services	52.99
02/16/2022	Bill Payment (Credit Card)		IT Support & Services	52.99
AFLAC				
02/11/2022	Bill Payment (Check)		Employee Health Dental & Other	735.38
Alex Mckenzie				
02/02/2022	Bill Payment (Check)		Jan22mileage	113.08
02/28/2022	Bill Payment (Check)		Feb22mileage	173.22
BCBS of MN				
02/25/2022	Bill Payment (Check)		Employee Health Insurance-Mar22	3,613.78
Cloudnet				
02/14/2022	Bill Payment (Check)		Communications - telephone	10.00
Conway,Deuth & Schmiesing PLLP				
02/18/2022	Bill Payment (Check)		Year 2021 Partial Audit Fees	1,500.00
David Turch & Associates				
02/09/2022	Bill Payment (Check)		Lobbying Fees	4,000.00
Delta Dental				
02/05/2022	Bill Payment (Check)		Employee Health Dental & Other	236.65
ESRI, Inc.				
02/07/2022	Bill Payment (Credit Card)		ESRI, Inc-maintenance/online license	762.81
Loffler Companies				
02/11/2022	Bill Payment (Check)		Copier useage fees	55.03
Mailchimp.com				
02/02/2022	Bill Payment (Credit Card)		Printing & Publications	17.00
Net V Pro				
02/07/2022	Bill Payment (Check)		IT Support & Services	321.00
Postmaster				
02/01/2022	Bill Payment (Credit Card)		Postage	17.40
Premium Waters, Inc.				
02/18/2022	Bill Payment (Check)		Office Supplies	26.00
Principal Mutual Life Insurance				
02/09/2022	Bill Payment (Check)		Employee Health Dental & Other	260.88

ST. CLOUD AREA PLANNING ORGANIZATION

Transaction List by Vendor

February 2022

Date	Transaction Type	Vendor	Accounting Description	Amount
Quill.com				
02/22/2022	Bill Payment (Check)		Office Supplies	194.96
RSG				
02/10/2022	Bill Payment (Check)		Household Travel Survey	20,000.00
02/11/2022	Bill Payment (Check)		Household Travel Survey	19,000.00
02/14/2022	Bill Payment (Check)		Household Travel Survey	13,605.62
Schroden's Inc.				
02/09/2022	Bill Payment (Check)		snow removal	350.00
Spectrum Business (Charter)				
02/09/2022	Bill Payment (Check)		Communications - telephone	414.94
St. Cloud Area Chamber of Commerce				
02/09/2022	Bill Payment (Credit Card)		registrationMar0222-evening at capital	39.00
Stantec Consulting Services Inc				
02/02/2022	Bill Payment (Check)		Mississippi River Bridge Study	14,066.16
Stearns Electric Association				
02/25/2022	Bill Payment (Check)		Utilities - electric	153.21
West Central Sanitation, Inc				
02/02/2022	Bill Payment (Check)		Utilities - garbage	42.29
02/22/2022	Bill Payment (Check)		Utilities - garbage	48.63
Xcel Energy				
02/03/2022	Bill Payment (Check)		Utilities - heat - gas	301.47
Your CFO Inc				
02/01/2022	Bill Payment (Check)	EBGCMLM1	Accounting services - Feb 2022	1,549.00
				81713.49

LIBERTY BANK DEPOSITS

	Deposit Date	Amount
MN DOT - TH15 OP Study	02/07/22	200.00
MN DOT - 4th Qtr 2021 Grant	02/28/28	15,703.75
MN DOT - 4th Qtr 2021 CPG Billing	02/28/28	322,078.52
Bank interest earned - estimated	02/28/22	5.00
		337,987.27

PROPOSED March 2022 and April 2022 DISBURSEMENTS
prepared 3/1/2022

ATTACHMENT B3
AGENDA ITEM 5b

Method Of Payment	To Whom Paid	What Check is for	Account	Amount
Direct Dep.	Net Payroll (including insurance reimbursement)	3/4/2022 Payroll Paid	Payroll	\$ 8,561.37
Electronic	Expense Reimbursemt - Employee mileage	3/4/2022 Payroll Paid	Payroll	\$ -
Electronic	Social Security, Medicare & Federal Tax PAID	3/4/2022 Payroll Paid	Payroll	\$ 3,716.39
Electronic	MN Department of Revenue-Withholding PAID	3/4/2022 Payroll Paid	Payroll	\$ 630.00
Electronic	PERA	3/4/2022 Payroll Paid	Payroll	\$ 1,834.50
Electronic	Great West Annuity	3/4/2022 Payroll Paid	Payroll	\$ 10.00
Electronic	Minnesota State Retirement System	3/4/2022 Payroll Paid	Payroll	\$ 124.37
Electronic	Select Account (H.S.A.)	3/4/2022 Payroll Paid	Payroll	\$ 328.46
Direct Dep.	Net Payroll (including insurance reimbursement)	3/18/2022 Payroll Paid	Payroll	\$ 8,561.37
Electronic	Expense Reimbursemt - Employee mileage	3/18/2022 Payroll Paid	Payroll	\$ -
Electronic	Social Security, Medicare & Federal Tax PAID	3/18/2022 Payroll Paid	Payroll	\$ 3,716.39
Electronic	MN Department of Revenue-Withholding PAID	3/18/2022 Payroll Paid	Payroll	\$ 630.00
Electronic	PERA	3/18/2022 Payroll Paid	Payroll	\$ 1,834.50
Electronic	Great West Annuity	3/18/2022 Payroll Paid	Payroll	\$ 10.00
Electronic	Minnesota State Retirement System	3/18/2022 Payroll Paid	Payroll	\$ 124.37
Electronic	Select Account (H.S.A.)	3/18/2022 Payroll Paid	Payroll	\$ 328.46
Direct Dep.	Net Payroll (including insurance reimbursement)	4/5/2022 Payroll Paid	Payroll	\$ 8,561.37
Electronic	Expense Reimbursemt - Employee mileage	4/5/2022 Payroll Paid	Payroll	\$ -
Electronic	Social Security, Medicare & Federal Tax PAID	4/5/2022 Payroll Paid	Payroll	\$ 3,716.39
Electronic	MN Department of Revenue-Withholding PAID	4/5/2022 Payroll Paid	Payroll	\$ 630.00
Electronic	PERA	4/5/2022 Payroll Paid	Payroll	\$ 1,834.50
Electronic	Great West Annuity	4/5/2022 Payroll Paid	Payroll	\$ 10.00
Electronic	Minnesota State Retirement System	4/5/2022 Payroll Paid	Payroll	\$ 124.37
Electronic	Select Account (H.S.A.)	4/5/2022 Payroll Paid	Payroll	\$ 328.46
Direct Dep.	Net Payroll (including insurance reimbursement)	4/20/2022 Payroll Paid	Payroll	\$ 8,561.37
Electronic	Expense Reimbursemt - TRB conference	4/20/2022 Payroll Paid	Payroll	\$ -
Electronic	Social Security, Medicare & Federal Tax PAID	4/20/2022 Payroll Paid	Payroll	\$ 3,716.39
Electronic	MN Department of Revenue-Withholding PAID	4/20/2022 Payroll Paid	Payroll	\$ 630.00
Electronic	PERA	4/20/2022 Payroll Paid	Payroll	\$ 1,834.50
Electronic	Great West Annuity	4/20/2022 Payroll Paid	Payroll	\$ 10.00
Electronic	Minnesota State Retirement System	4/20/2022 Payroll Paid	Payroll	\$ 124.37
Electronic	Select Account (H.S.A.)	4/20/2022 Payroll Paid	Payroll	\$ 328.46
Credit Card	Adobe Creative Cloud - March 2022	Subscription service to PDF software	IT Support & Software	\$ 146.32
Credit Card	Adobe Creative Cloud - April 2022	Subscription service to PDF software	IT Support & Software	\$ 146.32
Check	AFLAC - March 2022	Employee Addtl Insurance	Payroll	\$ 735.38
Check	AFLAC - April 2022	Employee Addtl Insurance	Payroll	\$ 735.38
Check	Alex Mckenzie	February 2022 Mileage Reimbursement	Travel	\$ 173.22
Electronic	BCBS of MN - March 2022	Employee Health Insurance	Payroll	\$ 4,053.50
Electronic	BCBS of MN - April 2022	Employee Health Insurance	Payroll	\$ 3,613.78
Check	City of St Cloud - Water/Sewer - March 2022	Utilities - water / sewer	Utilities	\$ 40.00
Check	City of St Cloud - Water/Sewer - April 2022	Utilities - water / sewer	Utilities	\$ 40.00
Check	Cloudnet - March 2022	Internet Service	Utilities	\$ 10.00
Check	Cloudnet - April 2022	Internet Service	Utilities	\$ 10.00
Check	David Turch & Associates- March 2022	Lobbyist Services	Lobbying	\$ 4,000.00
Check	David Turch & Associates- April 2022	Lobbyist Services	Lobbying	\$ 4,000.00
Check	Delta Dental - March 2022	Employee dental insurance	Payroll	\$ 236.65
Check	Delta Dental - April 2022	Employee dental insurance	Payroll	\$ 236.65
Credit Card	Facebook - estimate	Advertising	Printing & Publishing	\$ 100.00
Credit Card	Google Inc - estimate - March 2022	G Suite Basic - Commitment	Utilities	\$ 48.00
Credit Card	Google Inc - estimate - April 2022	G Suite Basic - Commitment	Utilities	\$ 48.00
Check	Loffler Companies - estimate - March 2022	Copier Supplies	Copy Machine	\$ 166.47
Check	Loffler Companies - estimate - April 2022	Copier Supplies	Copy Machine	\$ 250.00
Credit Card	Mailchimp.com - estimate - March 2022	Monthly IT Support	IT Support & Software	\$ 14.99

PROPOSED March 2022 and April 2022 DISBURSEMENTS
prepared 3/1/2022

ATTACHMENT B3
AGENDA ITEM 5b

Method Of Payment	To Whom Paid	What Check is for	Account	Amount
Credit Card	Mailchimp.com - estimate - April 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 - March 2022	Monthly IT Support	IT Support & Software	\$ 925.00
Check	Net V Pro - April 2022	Monthly IT Support	IT Support & Software	\$ 321.00
Check	Premium Water Inc - estimate - March 2022	office drinking water	Utilities	\$ 30.00
Check	Premium Water Inc - estimate - April 2022	office drinking water	Utilities	\$ 30.00
Check	Principal Financial - March 2022	Employee disability insurance	Payroll	\$ 261.00
Check	Principal Financial - April 2022	Employee disability insurance	Payroll	\$ 261.00
Credit Card	Postmaster	Postage Purchase	Postage	\$ 9.25
Credit Card	Quill.com - February 2022	Office Supplies	office Supplies	\$ 194.96
Credit Card	Quill.com - estimate - March 2022	Office Supplies	office Supplies	\$ 100.00
Check	SC Times	Publications and Printing	Printing/Publishing	\$ 203.94
Check	Schroden's Inc - estimate - February 2022	Snow Removal	Maintenance	\$ 600.00
Check	Schroden's Inc - estimate - March 2022	Snow Removal	Maintenance	\$ 600.00
Check	Spectrum Business (Charter) - March 2022	Internet Service	Utilities	\$ 414.94
Check	Spectrum Business (Charter) - April 2022	Internet Service	Utilities	\$ 414.94
Credit Card	St Cloud Area Chamber of Commerce	registration - evening capital event	non fed subscription	\$ 39.00
Electronic	Stearns Electric Association - March 2022	Utilities - electric	Utilities	\$ 250.00
Electronic	Stearns Electric Association - April 2022	Utilities - electric	Utilities	\$ 250.00
Check	SC Times - estimate - estimate - March 2022	Public Postings	Printing/Publishing	\$ 200.00
Check	SC Times - estimate - estimate - April 2022	Public Postings	Printing/Publishing	\$ 200.00
Check	Weisman Cleaning Inc - estimate - March 2022	Office Cleaning Services	Maintenance	\$ 150.00
Check	Weisman Cleaning Inc - estimate - April 2022	Office Cleaning Services	Maintenance	\$ 150.00
Check	West Central Sanitation Inc - estimate - March 2022	Utility - garbage	Utilities	\$ 48.63
Check	West Central Sanitation Inc - estimate - April 2022	Utility - garbage	Utilities	\$ 48.63
Electronic	Xcel Energy - estimate - March 2022	Utilities - gas	Utilities	\$ 250.00
Electronic	Xcel Energy - estimate - April 2022	Utilities - gas	Utilities	\$ 250.00
Check	Your CFO Inc	2021 accounting services - March 2022	Accounting Services	\$ 1,549.00
Check	Your CFO Inc	2021 accounting services - April 2022	Accounting Services	\$ 1,549.00
TOTAL				\$ 89,199.55



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

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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)	"We don't need lights at every intersection. The light pollution is enough."	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: March 10, 2022

The Saint Cloud Area Planning Organization (APO) Policy Board took action at its March 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: 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.

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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 (see attached application).

Suggested Action: Approve assignment of regional priority points for **Waite Park's** TA project.

Greater Minnesota Transportation Alternatives Solicitation

2021/22 Full Application

Funding in year 2026

15th Avenue North Trail

Waite Park, Minnesota

Transportation Alternatives Full Application

General Information

Notes:

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

Project Information

Name of project: 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 dollars¹.

Table A – Eligible Items

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

Table B – Ineligible Items²

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 million³ (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

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

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

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

ATP Project Evaluation

Eligibility

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

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

Project Information

1. Describe why this project is important to your community and how it will improve existing conditions: .
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

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:

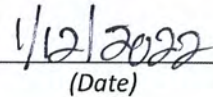
Jeff Lenz
MN Department of Transportation
District 3- Baxter
7694 Industrial Park Road
Baxter, MN 56425

Email: Jeff.Lenz@state.mn.us

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.

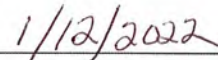

(Applicant Signature)


(Date)

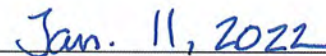
(Sponsoring Agency Engineer Signature)

(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 1st deadline, and

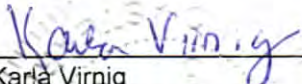
WHEREAS: The City of Waite Park has identified a trail corridor along 15th Avenue North from River's Edge Park to the South as being a priority, and

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 6th day of December 2021.



Karla Virnig
City Clerk/Accountant

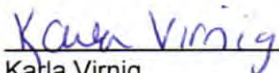


Richard E. Miller
Mayor

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 (15th Avenue/3rd 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, 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
STREET					
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
TOTAL CONSTRUCTION					\$394,952.00
CONTINGENCY					\$39,495.20
ENGINEERING					\$98,738.00
LEGAL & ADMIN					\$3,949.52
TOTAL					\$537,134.72
Grant Request (80% of Const Cost)					\$315,961.60
Local Cost (20% Const plus soft Costs)					\$221,173.12

X:\UZW\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

- PHASE 1 CONSTRUCTION
- PHASE 2 CONSTRUCTION
- EXISTING TRAIL
- FUTURE TRAIL PROJECT

RIVERS EDGE PARK
-DESTINATION

3RD ST N

10TH AVENUE

15TH AVENUE

FRONTAGE RD N

CO RD 75

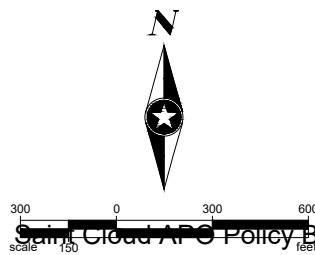
1ST ST S

CO RD 138

28TH AVENUE S

TO CONNECT TO LAKE
WOBEGON TRAIL SYSTEM

TH 23



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**

March 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



FILE NO.
WAITE G63

DATE:
10/29/21

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

**EXHIBIT
NO. 2**



200 0 200 400
scale 100 feet
March 10, 2022

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

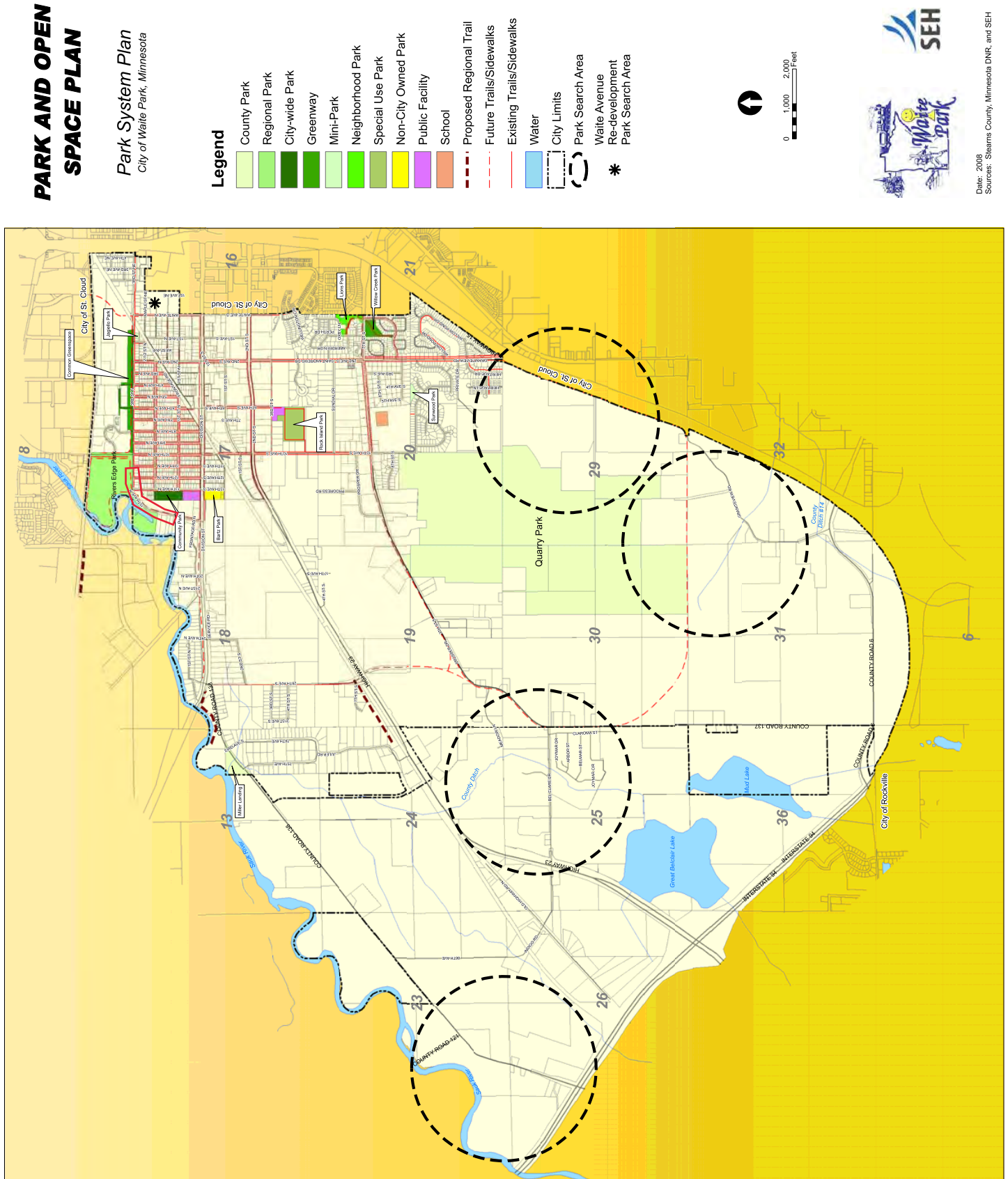
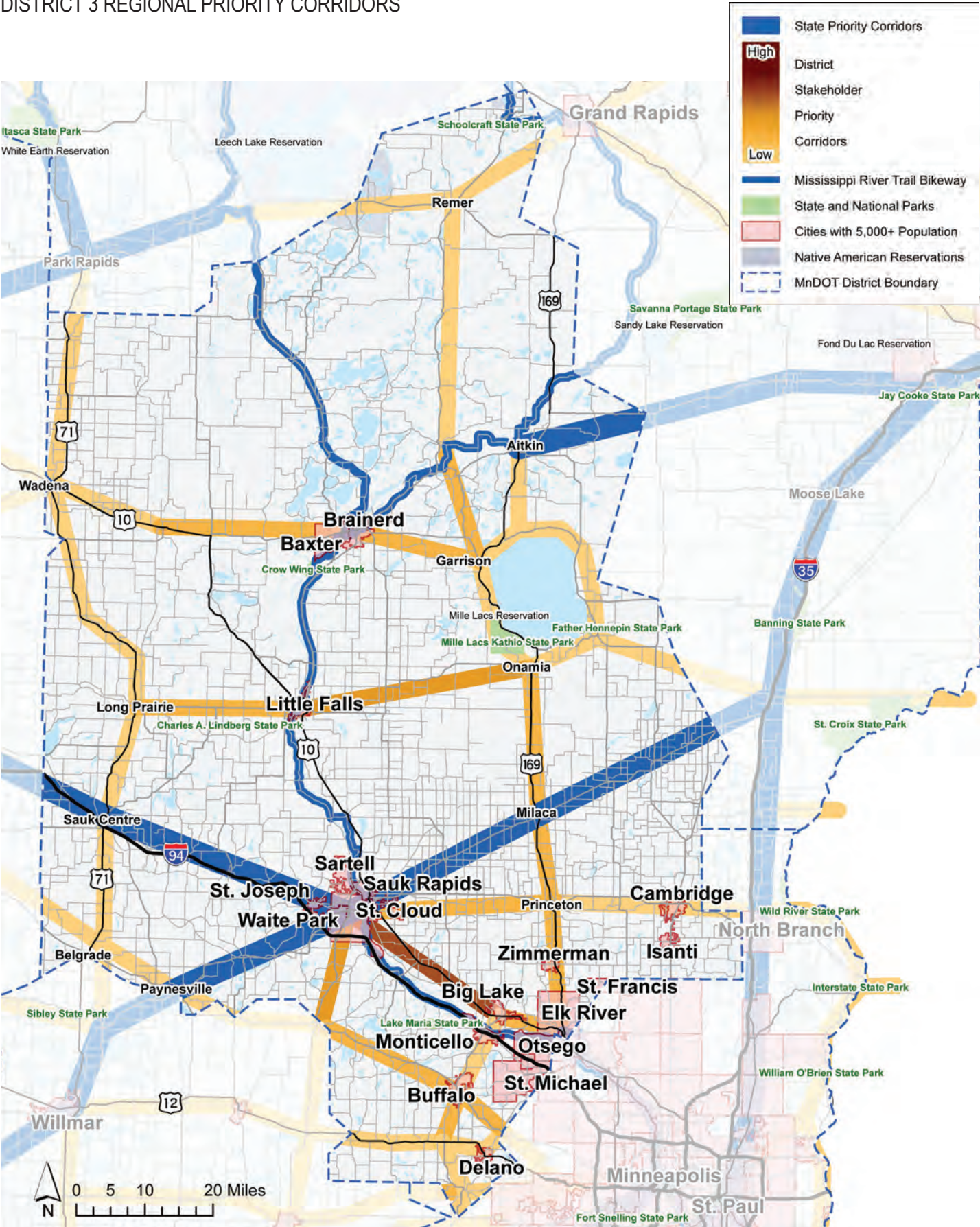


FIGURE 4:
DISTRICT 3 REGIONAL PRIORITY CORRIDORS





Stearns County 2040 Comprehensive Plan

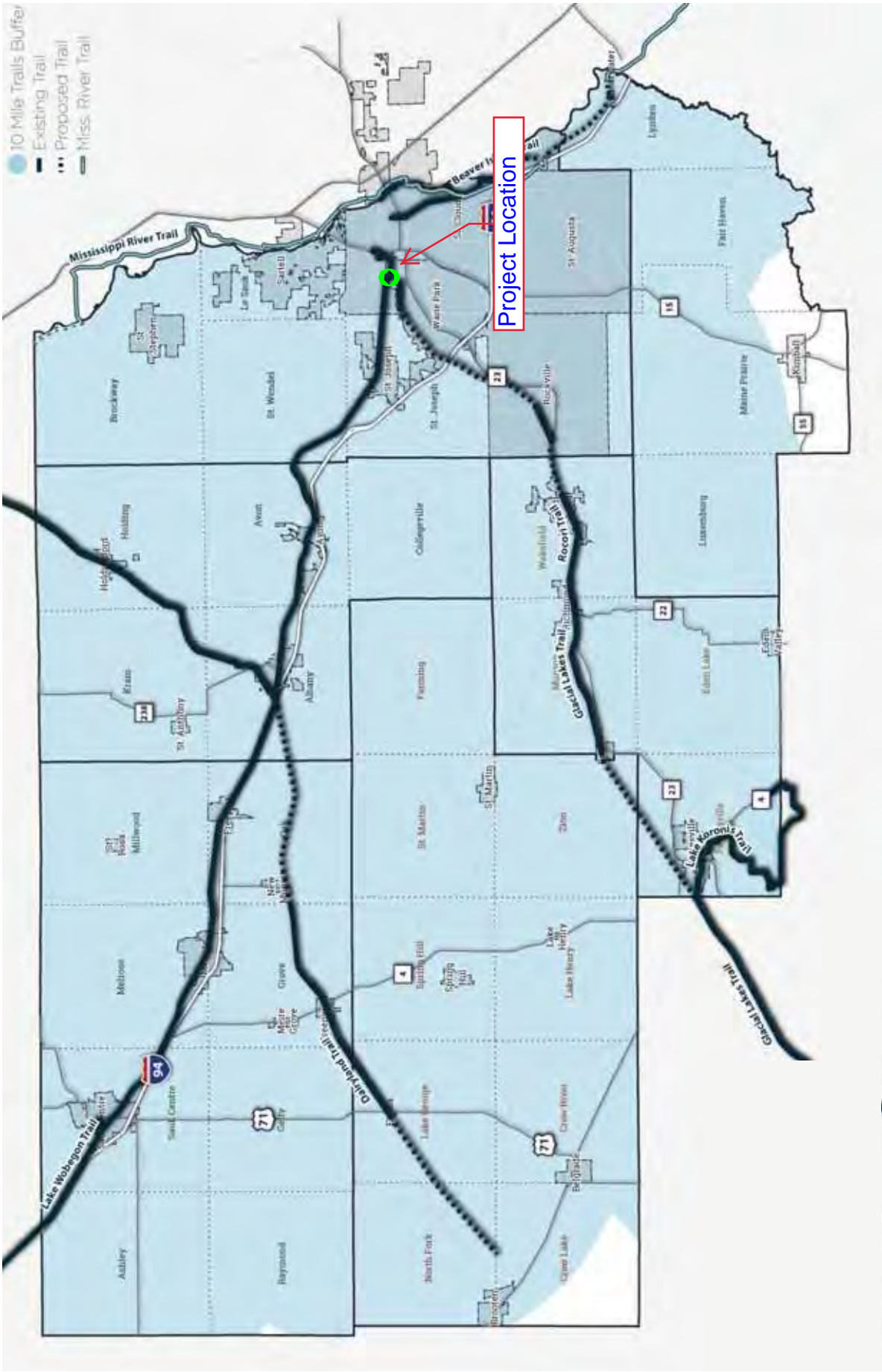


Figure 5.4 Access to County Trails



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud APO Policy Board
FROM: Brian Gibson, PTP, Executive Director
RE: Contract for Mayhew Lake Road Corridor Study
DATE: February 25, 2022

When the Policy Board approved the 2022 Unified Planning Work Program, it approved a budget of \$100,000 to conduct a study of Mayhew Lake Road (Benton CSAH 1) from 35th St NE to MN-23.

The corridor has seen some serious crashes recently and even more near-misses. The corridor also lies in the middle of Sauk Rapids fastest growing area.

This study is necessary to ensure the corridor continues to operate safely both now and in the future.

In response to our Request for Proposals, we received five proposals from prospective consultants. An evaluation team comprised of staff from the APO, Benton County, and the City of Sauk Rapids read and ranked all proposals and then met to select the top-ranked proposal, which was submitted by WSB & Associates.

With your approval of the contract, the study will begin and will be concluded no later than December 31st. As always, I will bring you the results of the study early next year.

Requested Action: Approve the contract with WSB & Associates for the Mayhew Lake Road Study for a cost not to exceed \$100,000.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud APO Policy Board
FROM: Brian Gibson, PTP, Executive Director
RE: Contract for Opportunity Drive Corridor Study
DATE: February 25, 2022

When the Policy Board approved the 2022 Unified Planning Work Program, it approved a budget of \$80,000 to conduct a study of Opportunity Drive (Stearns CSAH 75) within the area of the Opportunity Drive Business Park.

As many of you know, there have been several recently announced developments that will occur in the business park. It is expected that those developments will contribute significantly to the traffic flowing to and from the business park. In addition, the City will be extending Heatherwood Drive to connect into the business park. With all of these changes, it is a good time to review operations along Opportunity Drive and address any current issues as well as problems likely to occur in the future.

With your approval of the contract, the study will begin and will be concluded no later than December 31st. As always, I will bring you the results of the study early next year.

Requested Action: Approve the contract with Transportation Collaborative & Consultants for the Opportunity Drive study at a cost not to exceed \$80,000.



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: 2022-2026 Regional Infrastructure Investment Plan (RIIP)
DATE: Feb. 24, 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.

The APO TIP document includes projects from MnDOT District 3 and members jurisdictions **that fall within the APO's planning area along with projects found within Saint Cloud Metro Bus's CIP**. The projects programmed in the TIP are either partially or fully funded using Federal or state dollars. Projects programmed into the TIP must comply with regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

In addition, Federal regulations dictate the APO must include in their annual TIP "all regionally significant projects requiring an action by the FHWA or FTA whether or not the projects are to be funded under title 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53 (e.g., addition of an interchange to the Interstate System with State, local, and/or private funds and congressionally designated projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53)."¹

Federal regulations go on to state:

"For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds."

Federal regulations have left the determination of "regionally significant" transportation projects up to individual metropolitan planning organizations (MPOs) like the APO.

In order to 1) meet the transparency intent of Federal regulations surrounding regionally significant transportation projects and 2) to facilitate better interjurisdictional coordination of project development and construction, APO staff have developed the Regional Infrastructure Investment Plan (RIIP).

By programming transportation projects into the TIP, they are subject to the regulations **issued by FHWA and FTA including the amendment processes outlined in the APO's Stakeholder Engagement Plan (SEP) and APO Policy Board approval**. Subjecting projects that are 100% locally funded and supported by their respective governing body to these regulations appears to be unduly arduous and time consuming given the fluidity of many of

¹ *Metropolitan Transportation Planning and Programming*, 23 C.F.R. §450.326 (2016).

the jurisdictional CIPs.

The RIIP, in contrast to the TIP, identifies proposed non-transit transportation improvement projects throughout the Saint Cloud Metropolitan Planning Area (MPA) *regardless of funding* source and includes projects that have been programmed in the TIP. This document, not subject to FHWA/FTA regulations, is designed to provide jurisdictions and residents with a more complete picture of transportation improvement projects occurring in the planning area over a five-year time frame.

In addition, the RIIP will also serve as a means to track construction projects that have been completed within the past 12 months.

The attached document contains projects programmed into CIPs that have been approved by their respective jurisdictions. Any changes to these documents after the initial approval by the governing body have not been included in the RIIP.

Members of the APO's Technical Advisory Committee (TAC) met on Feb. 24 to review the draft RIIP. Several representatives expressed a desire to further review and make additional updates prior to the Policy Board taking action. APO staff have provided those TAC representatives interested in doing so to provide updates by no later than 5 p.m. Friday, March 4.

Once those changes have been incorporated, a final draft of the RIIP will be emailed to members of the Policy Board prior to the March 10 meeting.

Suggested Action: Approve publication of the RIIP.



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 19th 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**

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

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

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

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.



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 Feb. 3, 2022, Technical Advisory Committee meeting
DATE: Feb. 4, 2022

The Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) held a special meeting on Thursday, Feb. 3, 2022. At that meeting, the following topics were discussed:

- FY 2022-2025 Transportation Improvement Program Amendments and Administrative Modifications
 - Senior Transportation Planner Vicki Johnson detailed the list of proposed changes to the FY 2022-2025 TIP as requested by Benton County, Sherburne County, Stearns County, and the Minnesota Department of Transportation (MnDOT). Ms. Johnson provided a recap of the public engagement tactics APO staff used for outreach and summarized the public responses. TAC representatives voted to recommend Policy Board approval of the proposed changes.
- FY 2026 ATP-Managed Surface Transportation Block Grant Program prioritization
 - Ms. Johnson stated the proposed targeted allocation of Federal funding assistance for FY 2026 is \$2,135,120. Ms. Johnson provided an overview of the three applications received by the APO – **City of Sartell's 15th Street N extension, Stearns County's CSAH 75 bridge replacement, and Benton County's CSAH 3 reclamation. Each applicant was given the opportunity to discuss their project and answer questions. TAC representatives recommended the Policy Board fund the Stearns County CSAH 75 bridge with the full \$2,135,120 of available Federal funding and if additional Federal funding was made available, to fund the City of Sartell's project second and Benton County's project third.**
- FY 2026 Transportation Alternatives program prioritization
 - Ms. Johnson provided an overview of the one application received by the APO – **City of Waite Park's 15th Avenue N trail.** City staff was given the opportunity to discuss this project and answer questions. TAC representatives recommended the Policy Board award the 10 regional priority points to the City of **Waite Park's TA project.**

Suggested Action: None, informational only.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Vicki Johnson, Senior Transportation Planner
RE: Staff Report on Feb. 24, 2022, Technical Advisory Committee meeting
DATE: Feb. 24, 2022

The Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) held a regular meeting on Thursday, Feb. 24, 2022. At that meeting, the following topics were discussed:

1. Consider 2022-2026 Regional Infrastructure Investment Plan
 - a. Senior Transportation Planner Vicki Johnson presented on the 2022-2026 Regional Infrastructure Investment Plan (RIIP). This document is a compilation of approved capital improvement plans from jurisdictions across the Saint Cloud MPA. Stearns County, Sartell, and MnDOT representatives provided a few minor suggestions to the document that should be included prior to having the Policy Board approve to publish the document. Ms. Johnson said she would have TAC representatives review the RIIP and provide their feedback by Friday, March 4 to be incorporated into the final **draft to be presented at the APO's Policy Board meeting on March 10.**
2. Consider the draft Regional Active Transportation Plan projects
 - a. Associate Transportation Planner Alex McKenzie provided an overview of the Regional Active Transportation Plan focusing on the city profiles included as appendices to the document. Mr. McKenzie walked TAC representatives **through each jurisdiction's recommended projects as well as the overall** regional bicycle network. Mr. McKenzie requested TAC representatives review these projects and provide him with any suggestions for changes in the coming week.
3. Hear presentation on 2021 Household Travel Survey results
 - a. Executive Director Brian Gibson presented on the some of the results of the **APO's 2021 consultant**-lead regional household travel survey. Mr. Gibson discussed the number of participants, the demographics of those participants, and provided some information on travel patterns. Mr. Gibson said APO staff is continuing to sort through the data but the data will be used to inform the Travel Demand Model as well as shape the narrative of the next Metropolitan Transportation Plan.

Suggested Action: None, informational only.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization 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 W. 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

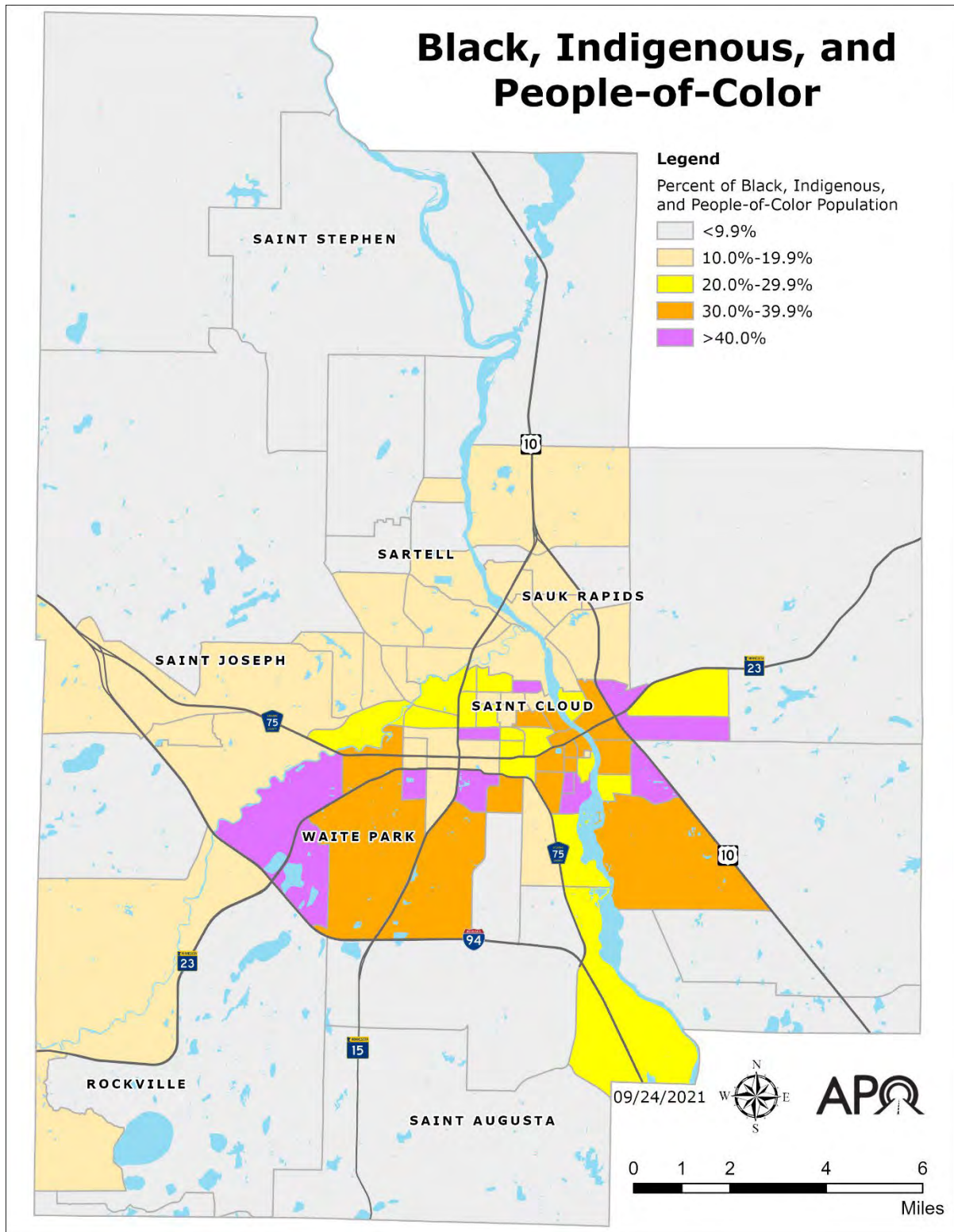
All agencies and jurisdictions within the APO's planning area applying for STBGP funding must comply with the requirements dictated by the ATP. In addition, the APO is requiring a resolution of support from the applicant's governing body **PRIOR** to the submittal of the application to the APO. This 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.

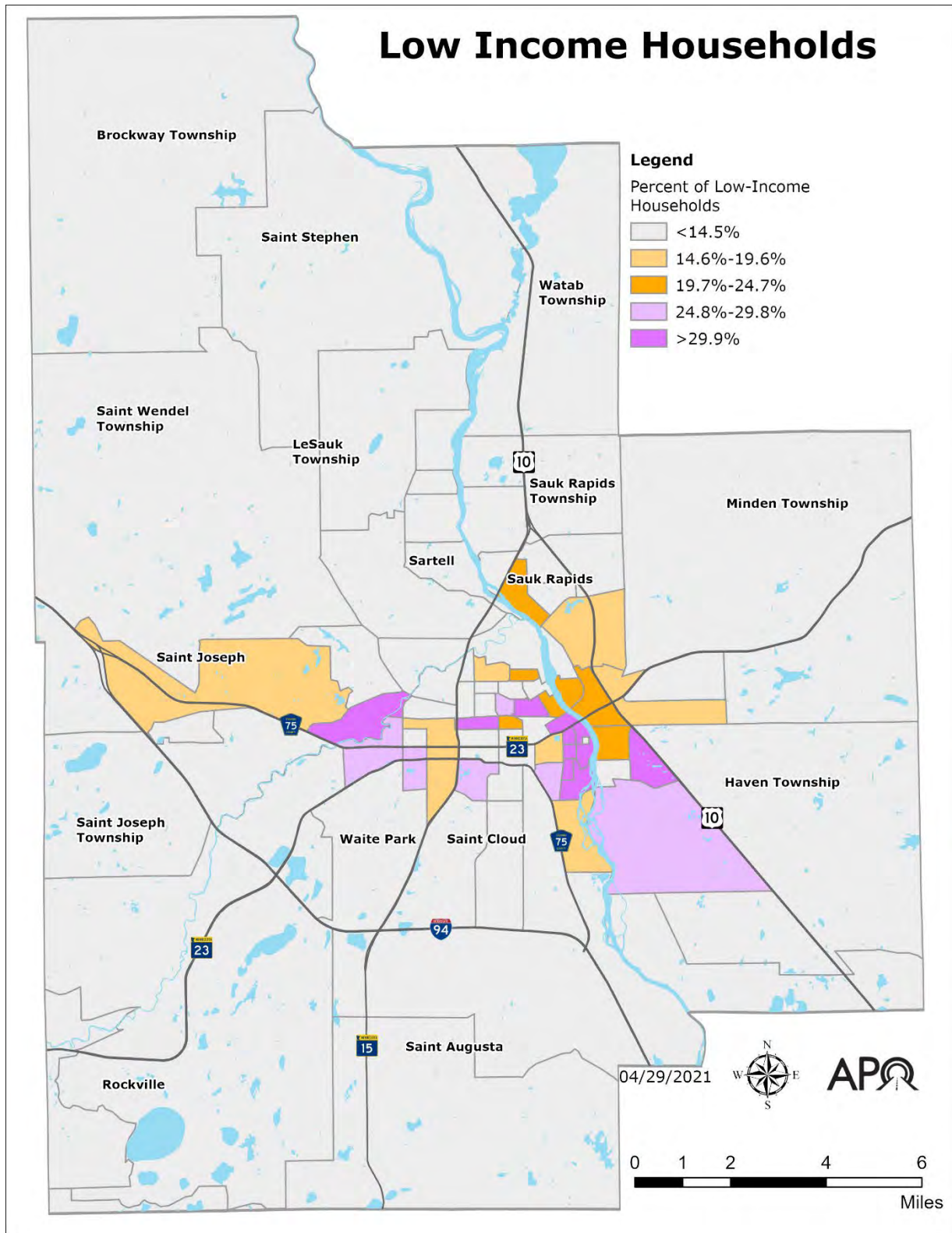
Project Qualifications

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).





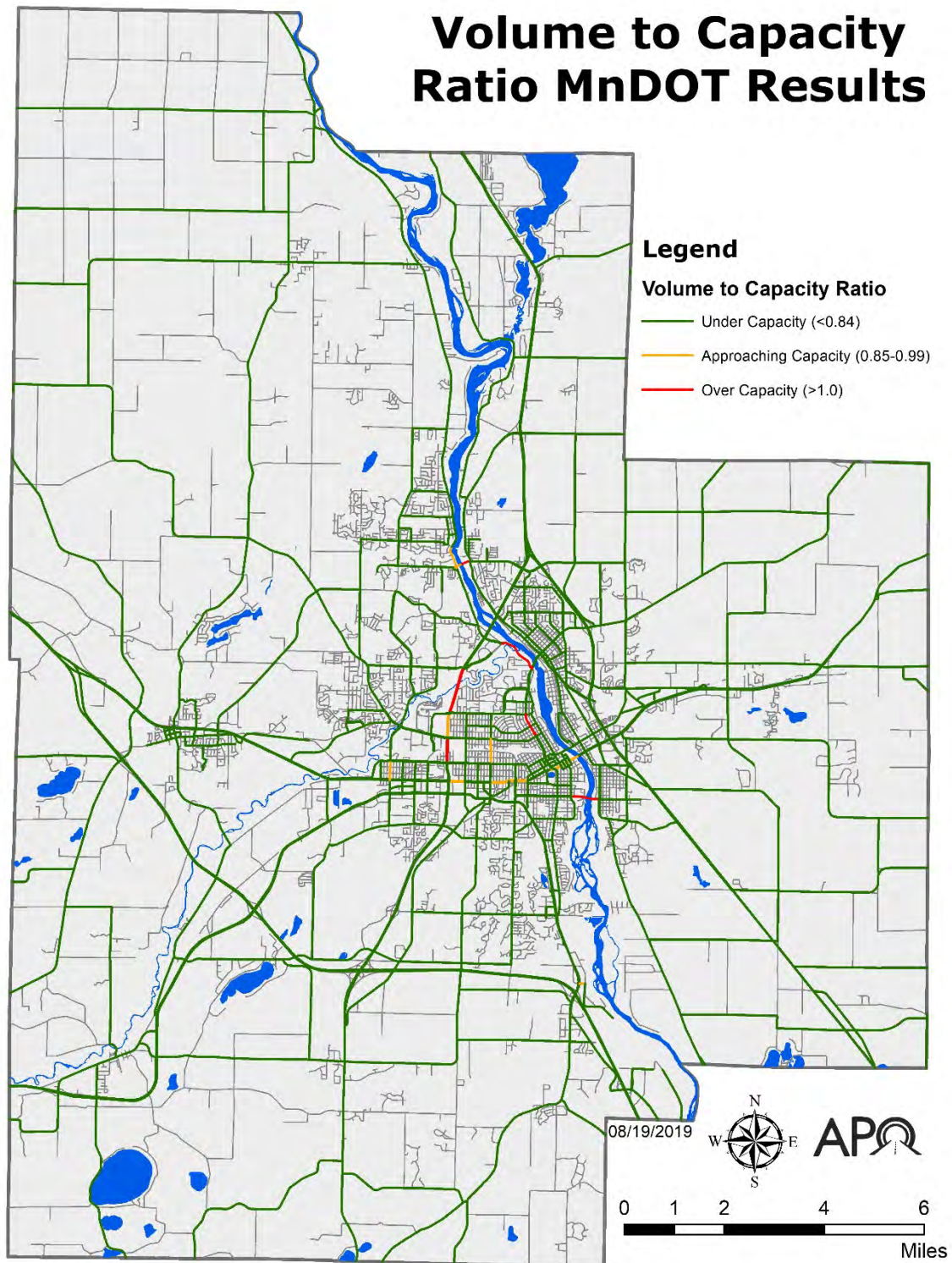
Data source: U.S. Census Bureau, 2015-2019 American Community Survey Five Year Estimates.



- 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.

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM RUBRIC – FY 2026 SOLICITATION



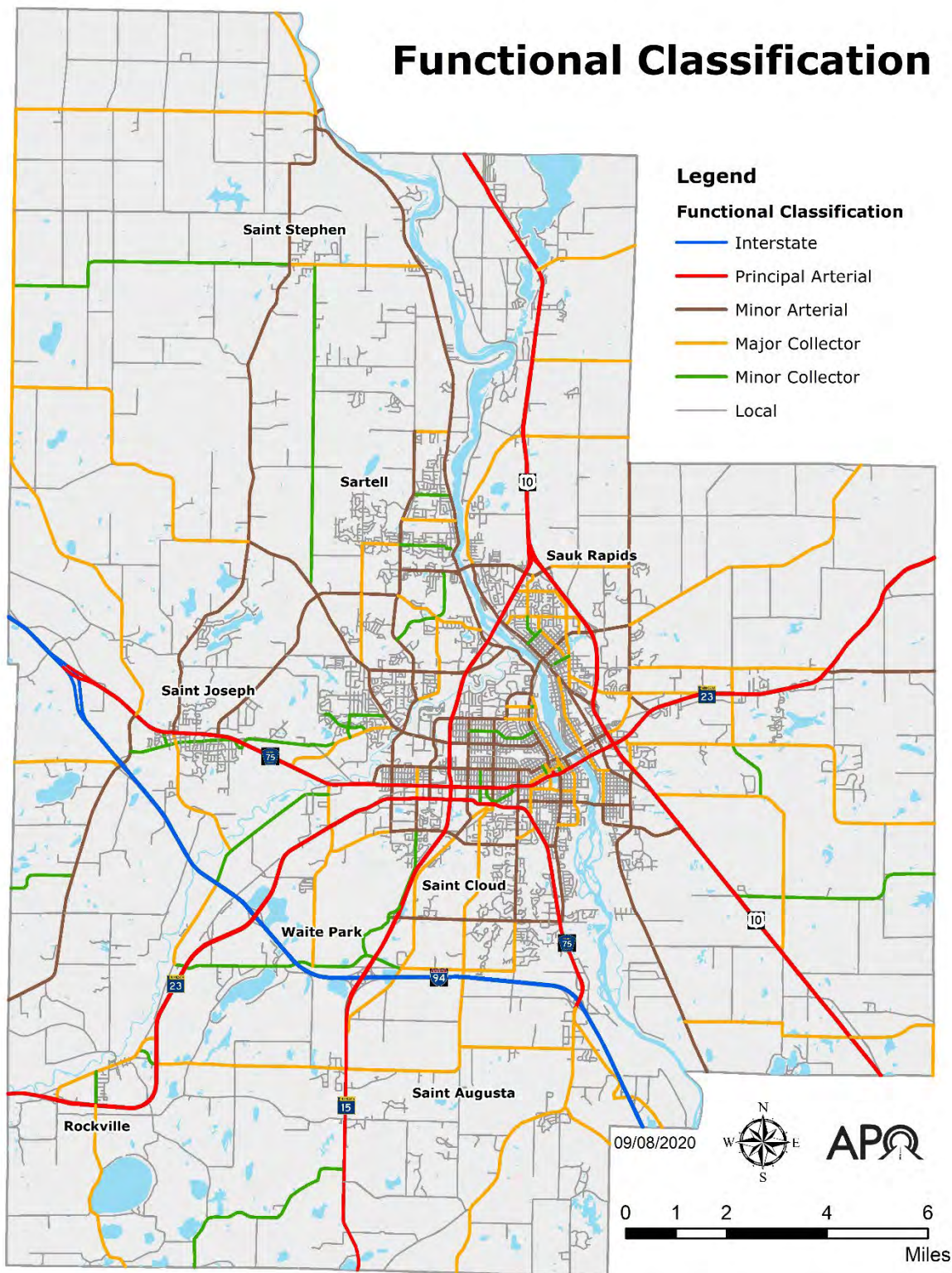
B. System Connectivity

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



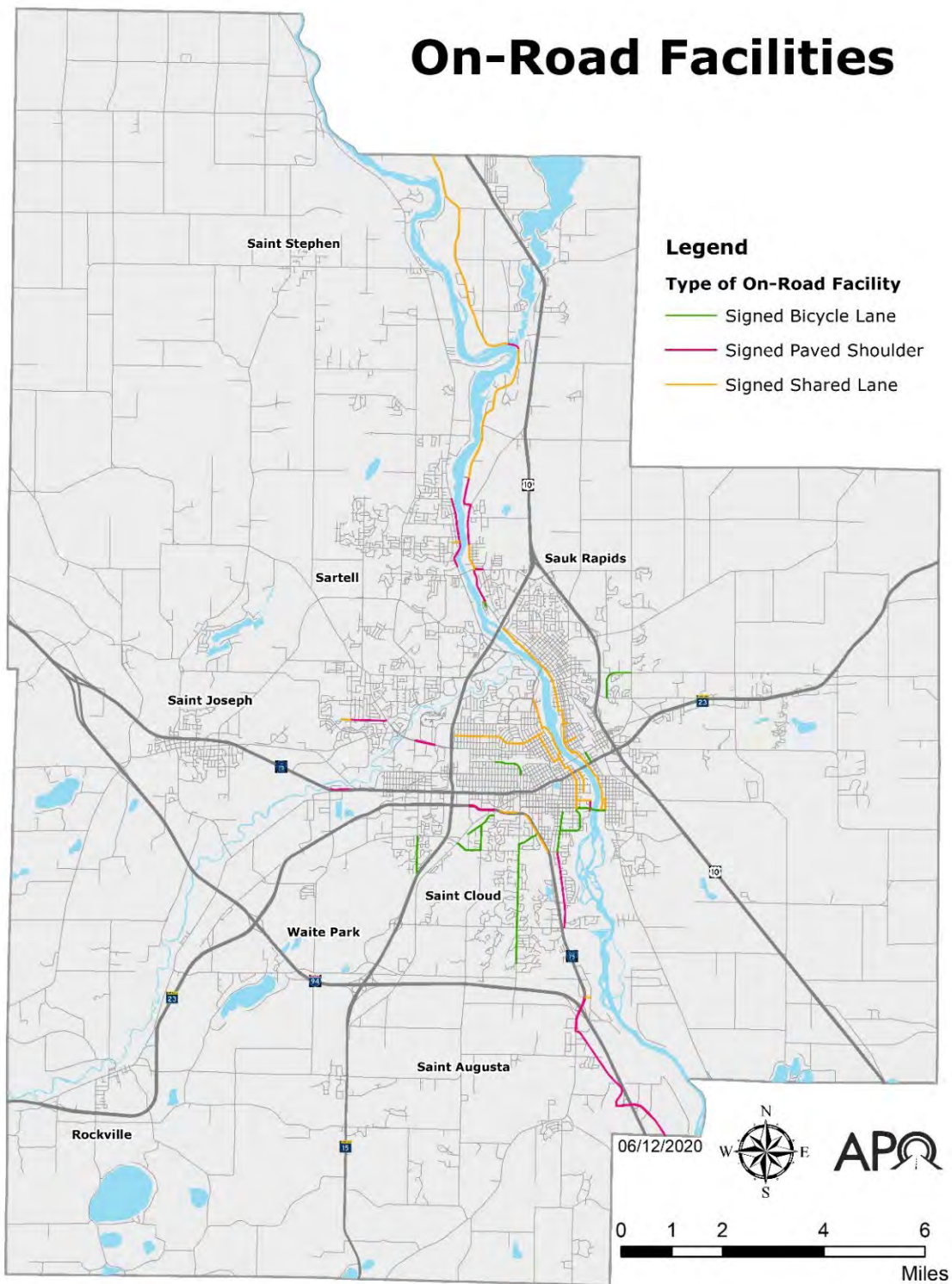
C. Multimodal

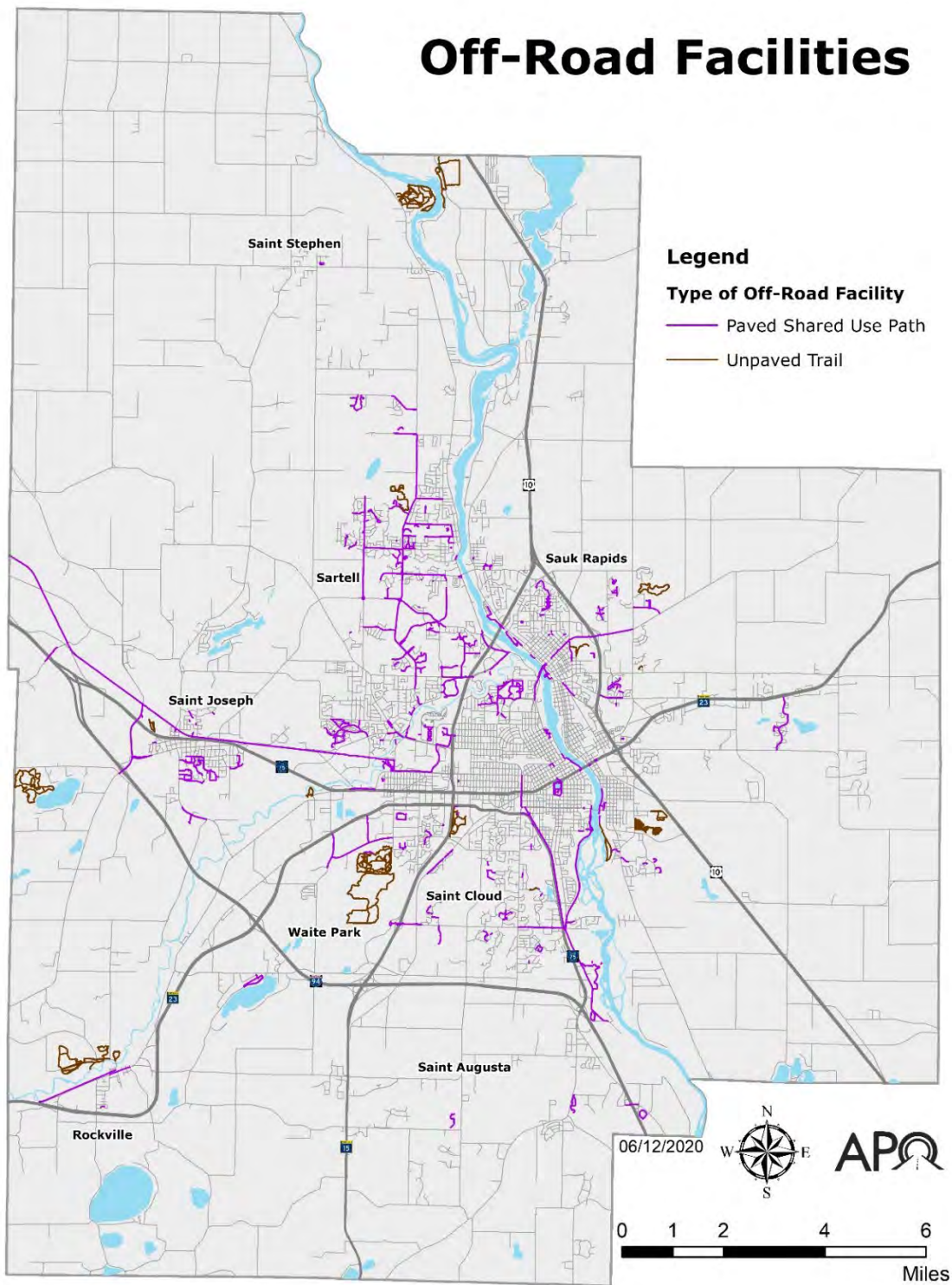
Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system. (20 points total)

- 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.)



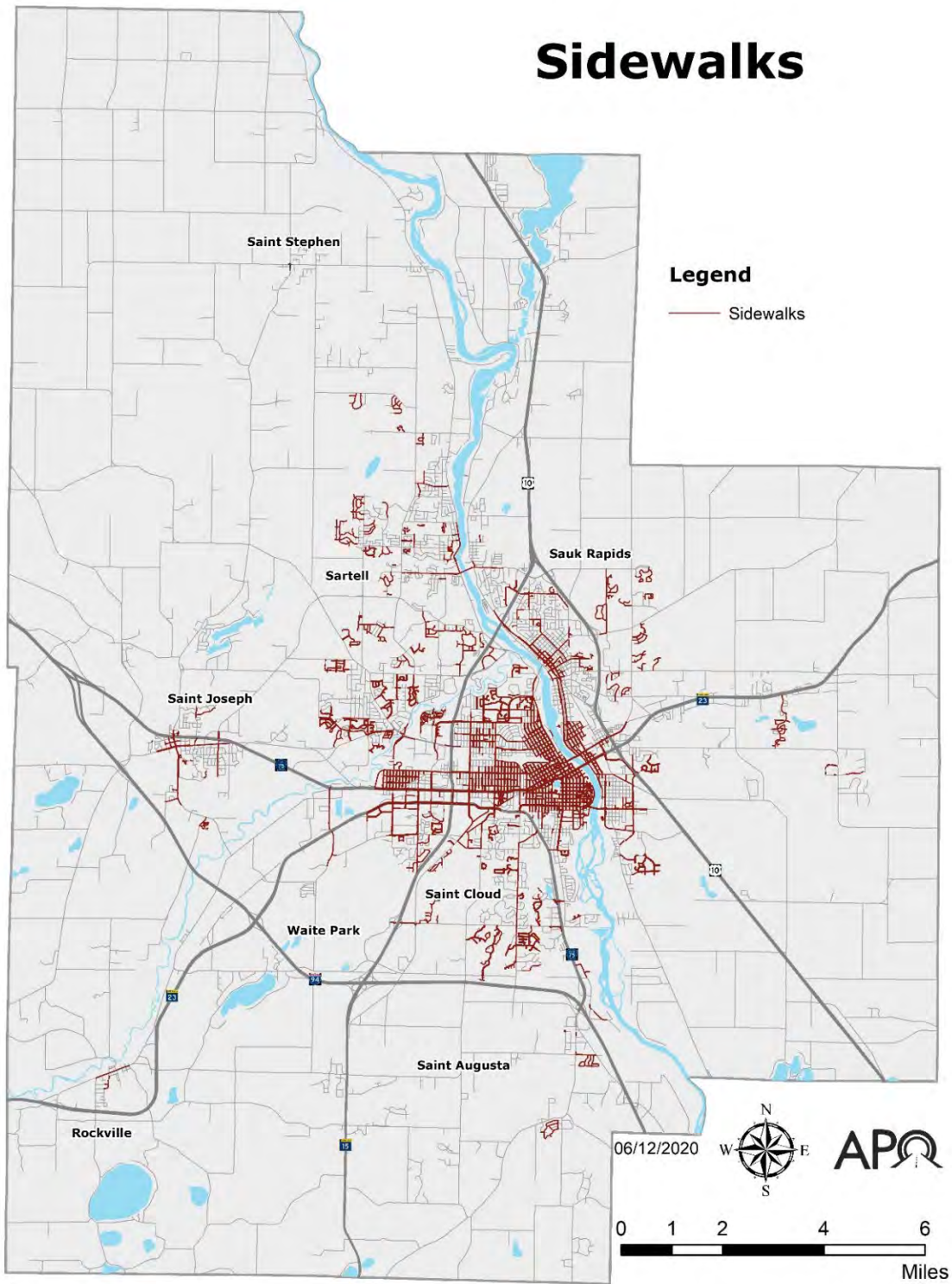
On-Road Facilities







Sidewalks

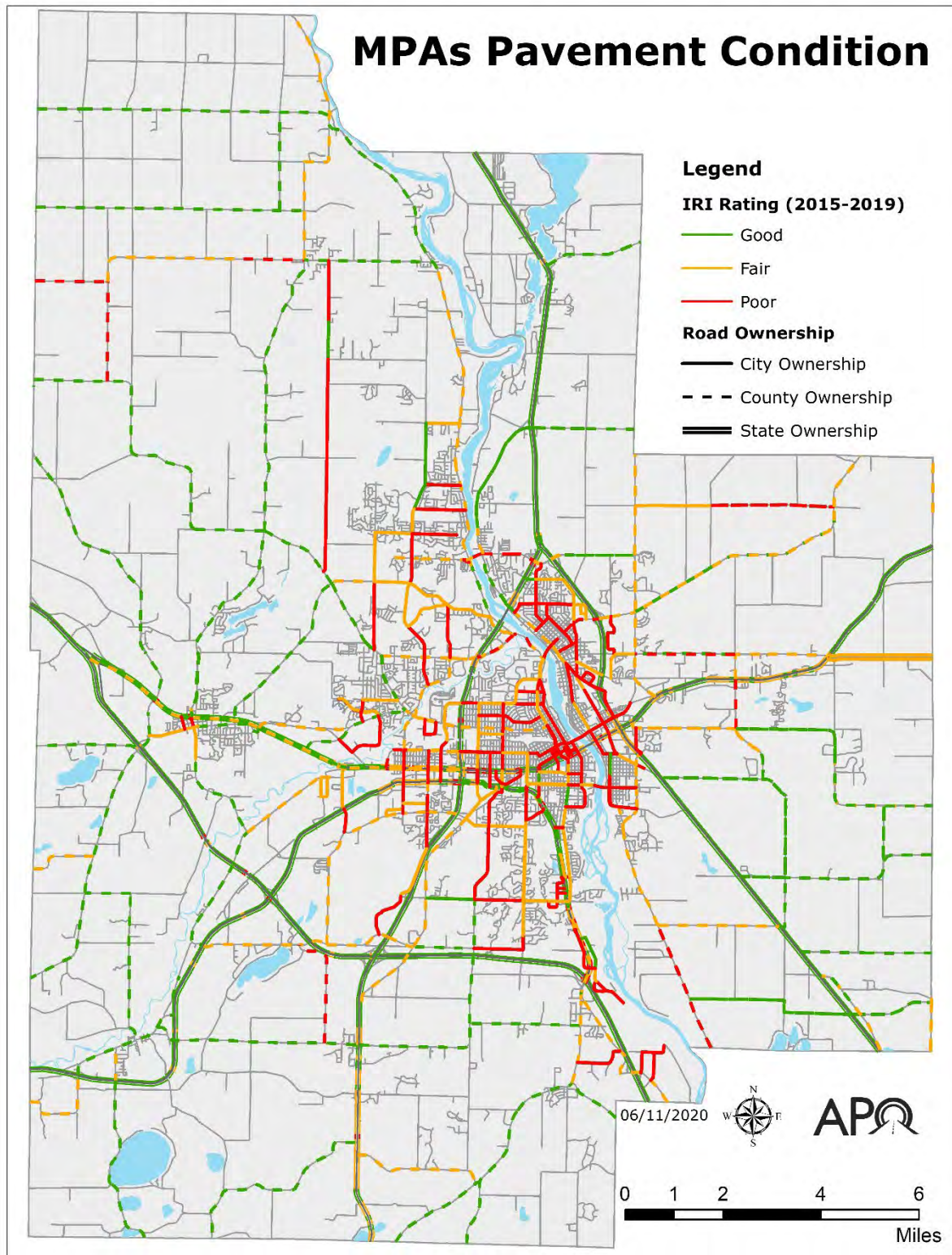


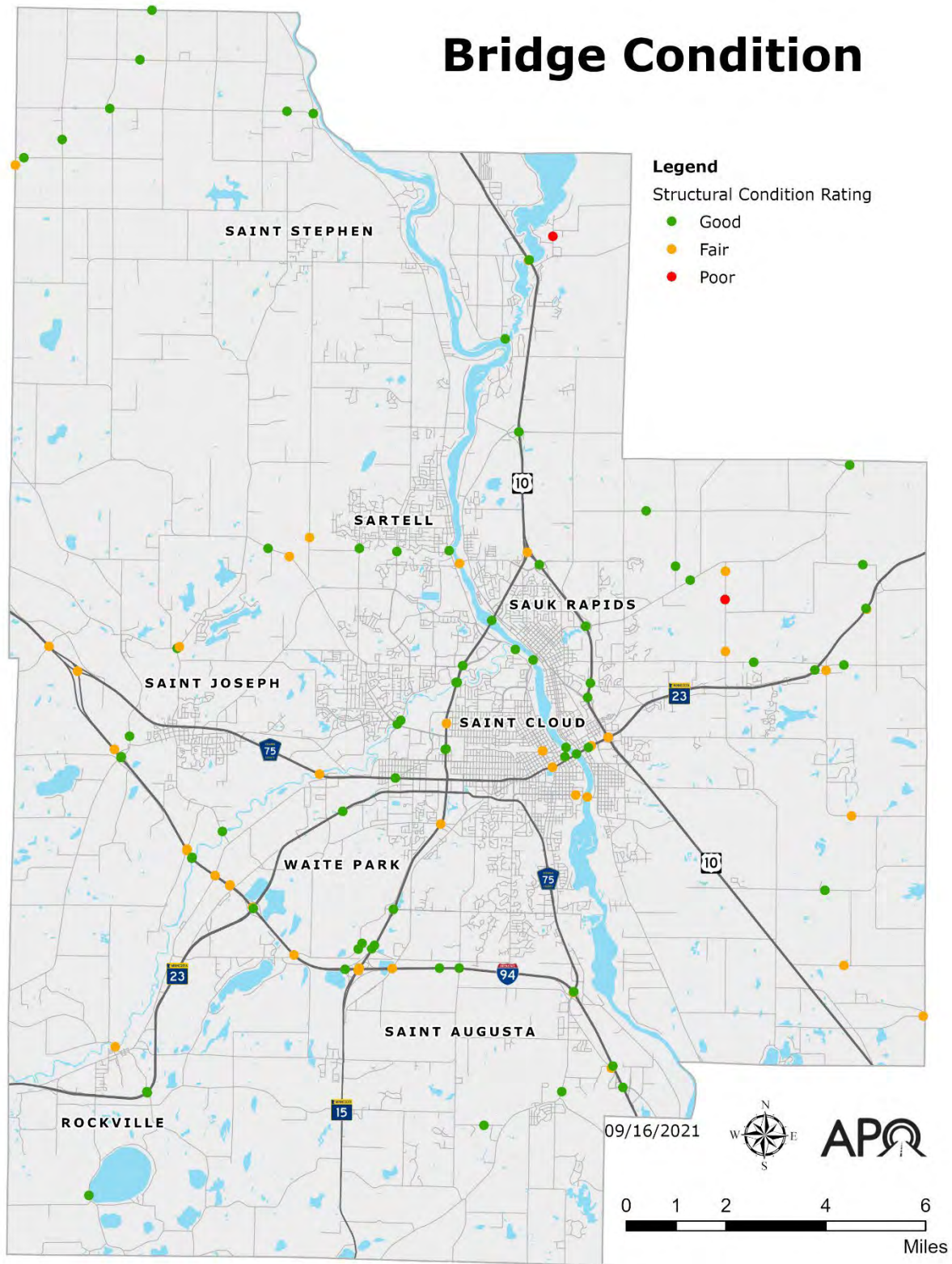


D. System Condition

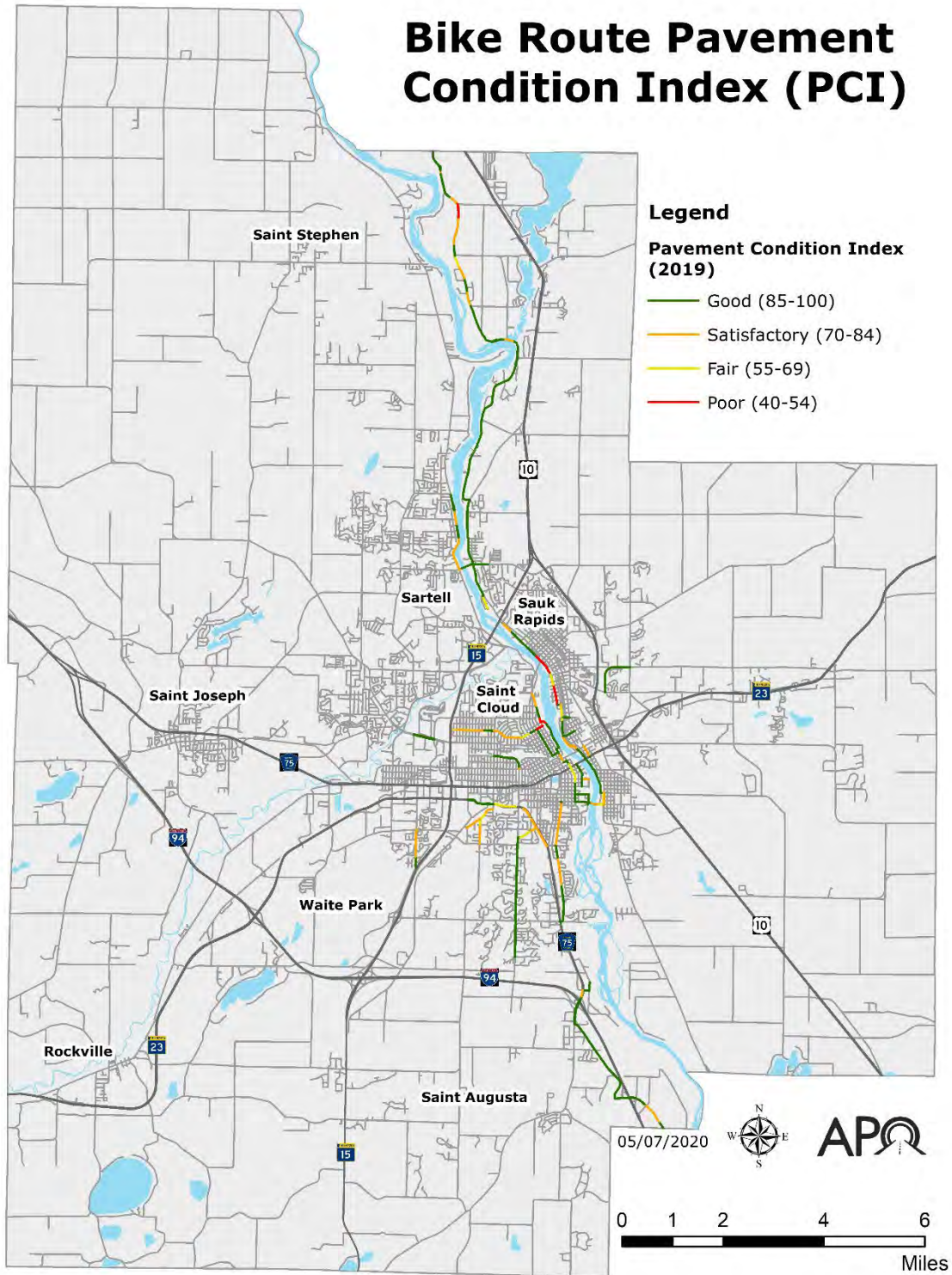
Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations. (50 points total)

- 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.



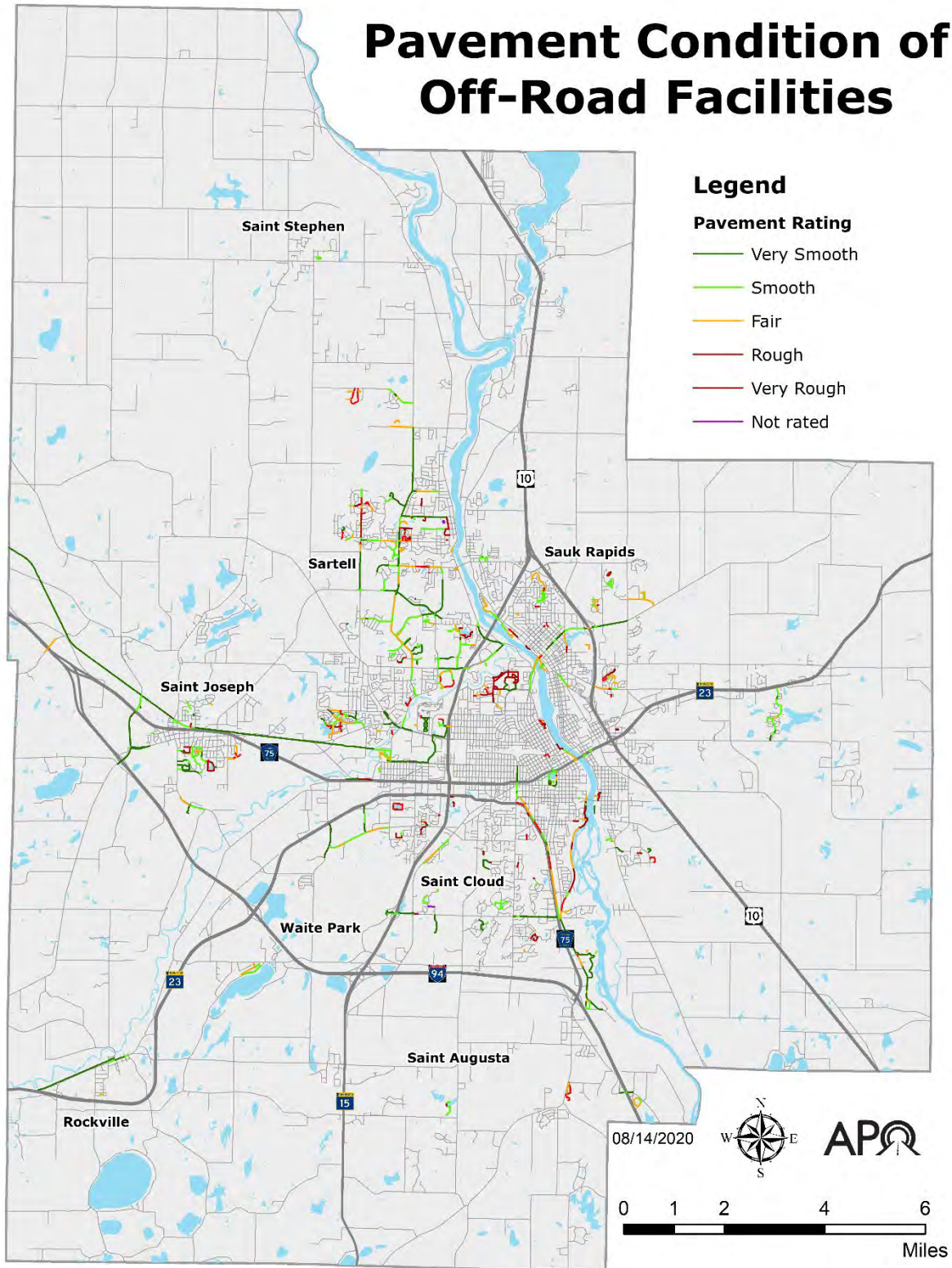


Data source: MnDOT, 2020.





Pavement Condition of Off-Road Facilities

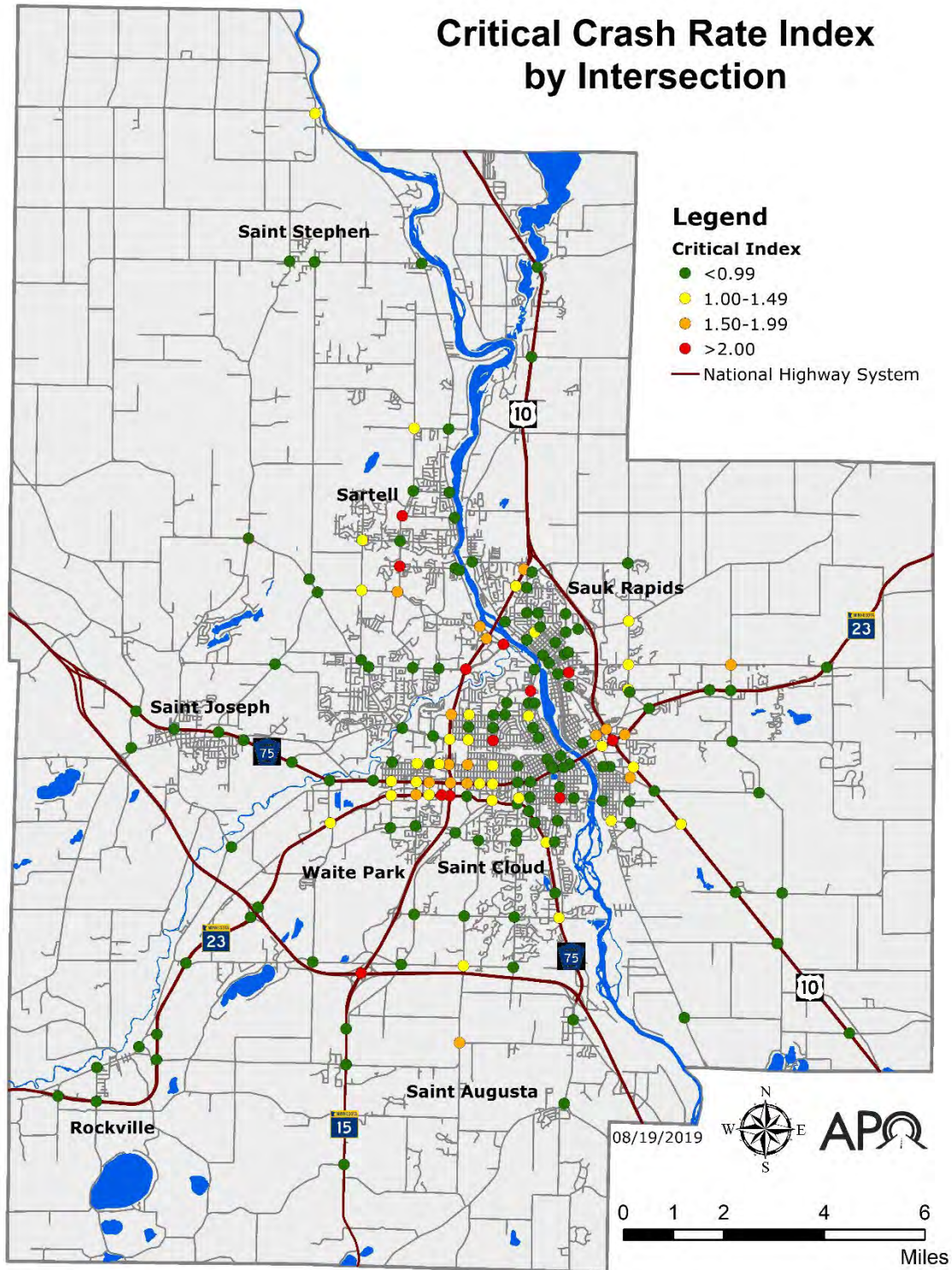




E. Safety

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.



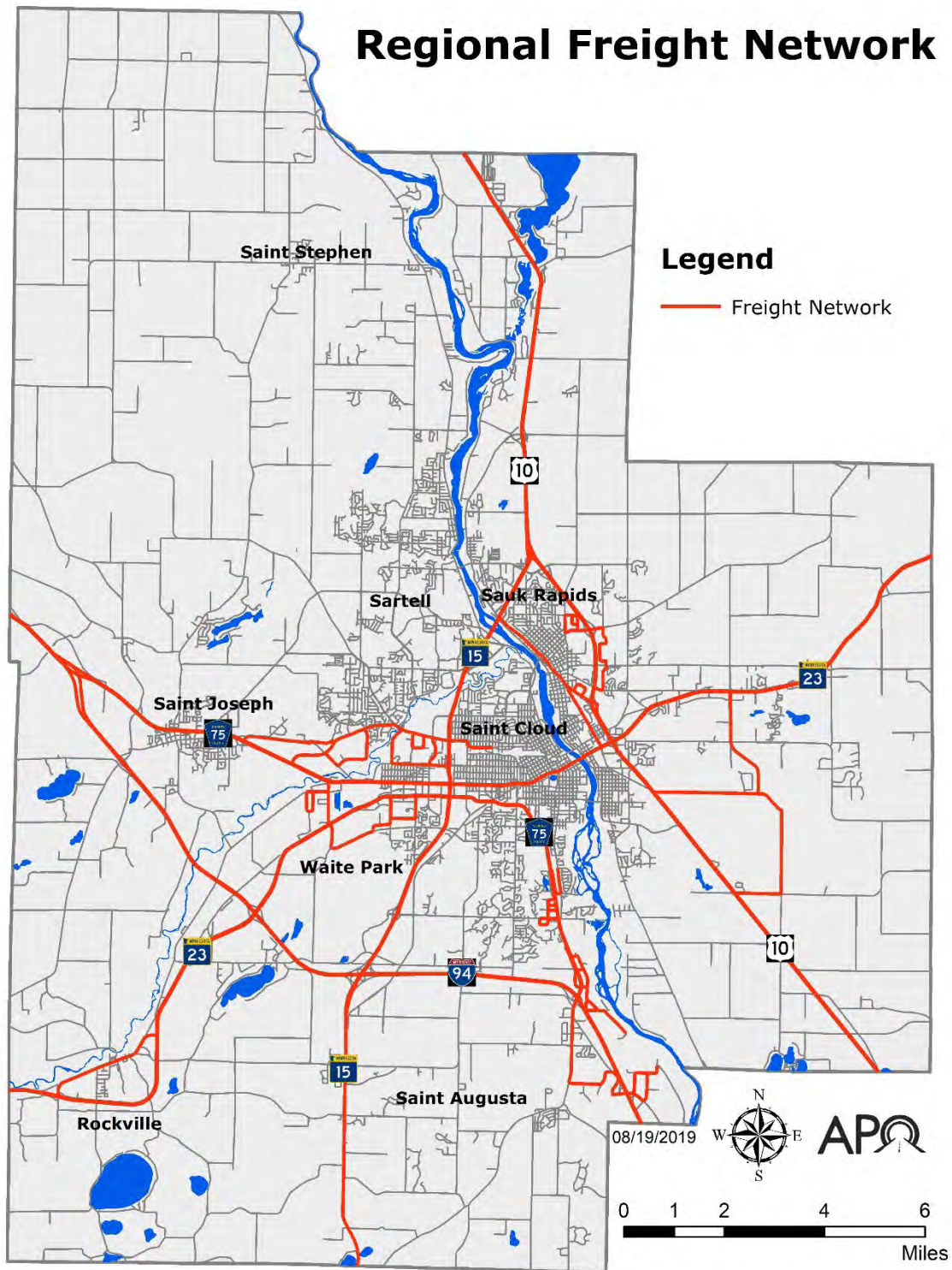
Data source: 2011-2015 MnDOT Intersection Green Sheets Minnesota Crash Mapping Analysis Tool (MnCMAT)



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
 Project Contact (If different from Proj. Mgr.): April Ryan Title: City Engineer
 Phone: 320-229-4329 Fax: N/A Email: aryan@sehinc.com

2. PROJECT IDENTIFICATION

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

3. TECHNICAL INFORMATION

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

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

4. PROJECT TYPE (Check all that apply)

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

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

15th Street North Corridor 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 15th Street North between Pinecone Road North and 30th Avenue North (otherwise known as Townline Road/7th Avenue), to be completed in two phases. This extension will provide a 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 15th Street North corridor extension from Pinecone Road North to 30th Avenue North. This extension would be completed in phases – with the first phase being from Pinecone Road North to 19th Avenue North and the second phase being from 19th Avenue North to 30th Avenue North. This funding request is specifically for phase 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 15th Street North includes multiple single-family homes and neighborhoods, Pine Ridge Softball Complex, Pine Ridge Golf Course, Blackberry Ridge Golf Club, Oak Ridge Elementary School, Sartell High School, and Bakers Lake. Combined, these land uses have contributed to the development pressures and need for the 15th Street North extension in this primary growth area. Not only has the City identified 15th Street North as an access and mobility need in its Comprehensive Plan, but the Sartell St. Stephen School District 748 identified the need as well in a 2005 North Transportation Study to provide great access and mobility between locations of student's homes and school buildings/facilities.

Traffic volumes on Pinecone Road North exceed 13,400 and traffic volumes on 19th Avenue South exceed 4,400, while 30th Avenue exceeds 4000. Other major east to west connections, such as 2 ½ St N and 2nd 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 19th Avenue North is one of the most needed connections for access and mobility. To date there is only one east to west connection to the west side of Sartell via 2 ½ St N. It is estimated that 22% of Sartell's total population live in the neighborhoods located in western Sartell only accessible by 2 ½ Street North and 19th Avenue North.

This connectivity is crucial to providing an additional [east to west] route from as far as CSAH 1 to 30th Avenue North. 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 19th Avenue North. All of this creates nearly double the driving time vs. having a direct east to west connection.

C. Multimodal

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

The 15th Street North Corridor Expansion would include an urban three-lane road with curb and gutter and separate pedestrian and bicycle trail in 100 feet of right of way. This would allow for system connectivity beyond vehicles and complete a pedestrian and bike trail gap east to west as well. There is currently already a bike and pedestrian trail along Pinecone Road North that will be able to 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 15th Street North. This will increase multimodal use from all of Sartell to the popular Pinecone Central Park.

The extension of 15th Street North will also create a significantly safer multimodal route from west Sartell to the school buildings located north of 15th Street, near 27th 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 15th 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 15th Street North. The intent would be a three-lane road urban connector. This would include separate off-street trails, while maintaining the rural character. It would include wider shoulders with curb/gutter as well as landscaping and trees along the corridor. Completing this extension will greatly improve the traffic volumes on adjacent corridors, primarily 2 ½ Street, 19th Avenue North, and Pinecone Road North. Since 2 ½ Street and 19th Avenue North are currently the only two access points to the whole west side of Sartell (4700 population), all traffic uses these routes for access. Allowing an additional connection point and route on 15th Street North will spread traffic out more evenly on 15th Street North and Pinecone and alleviate traffic on 2 ½ Street and 19th Avenue North. This will extend the life of these corridors and preserve pavement 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, 19th Avenue North, and 13th 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 15th Street North extension will provide additional benefits to the existing community facilities within the area to have not only east-west connections and mobility, but a separated pedestrian/bike trail. This amenity will support active modes of transportation while opening stronger connections between neighborhoods and community facilities. The trail will be an opportunity to facilitate safer routes to school.

Community Facilities within a half mile of this extension 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 15th Street North has quickly become an apparent and singular solution to the ever-growing safety issues which it possesses.

The proposed 15th 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 19th 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 15th 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 15th Street corridor extension. We expect this area of Sartell to experience the greatest level of growth in years to come and the 15th Street North extension will promote, encourage, and support community and economic development.

The critical east-west corridor provided with the construction of 15th 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%
Total Eligible Costs	\$6,963,000	100%

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

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

10. PROJECT TIMELINE

Phase	Estimated Month / Year Completed
Environmental Document Completed	March / 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 15th 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 15th 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 15th Street North from Pinecone Road North to 30th Avenue North in Sartell by including this project in its Capital Improvement Program, Financial Management Plan, Comprehensive Plan, and the St. Cloud Area Planning Organization's (APO) Long Range Transportation Plan, and intends to submit this project to the APO as a candidate for FY 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 15th Street North from Pinecone Road North to 30th Avenue North in Sartell;

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

Approved and adopted this 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 15th 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 15th 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 fluid and cursive, with the first name "Daniel" being more prominent.

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 (13th Ave, 19th 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 15th 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

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 15th 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 15th 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 15th Street North Corridor

Dear Ms. Gruber:

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

The study demonstrated the value of the 15th 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 15th Street North from Pinecone Road to 19th 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 15th 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 horizontal line.

Brian Gibson
St. Cloud APO Executive Director

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

December 15th, 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 15th 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 15th 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 15th 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 13th 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 15th 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 15th Street North project. Our own, children and neighborhood safety depend on it. Thank you!

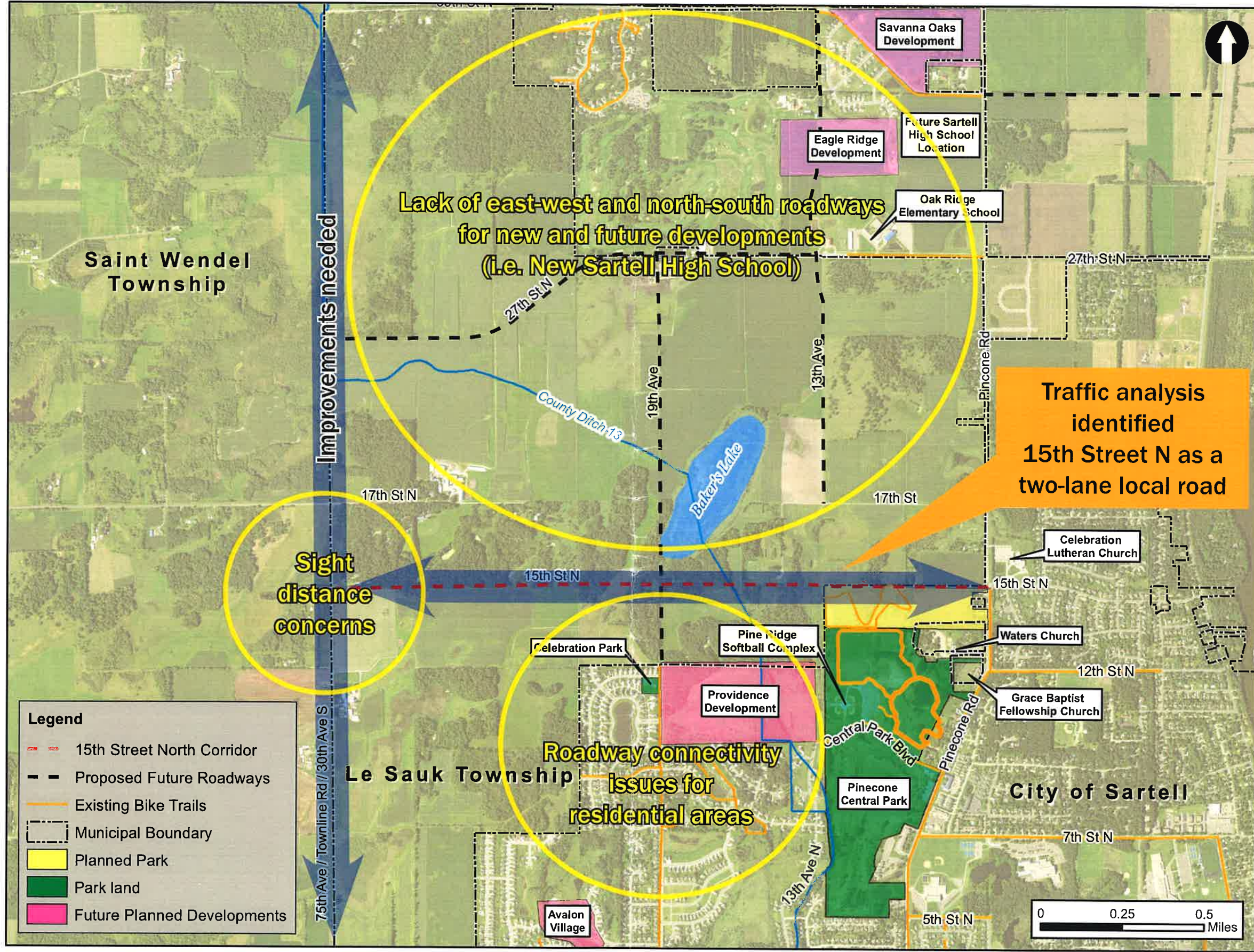
Best Regards,

Colin Anderson
1705 Grizzly Lane

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

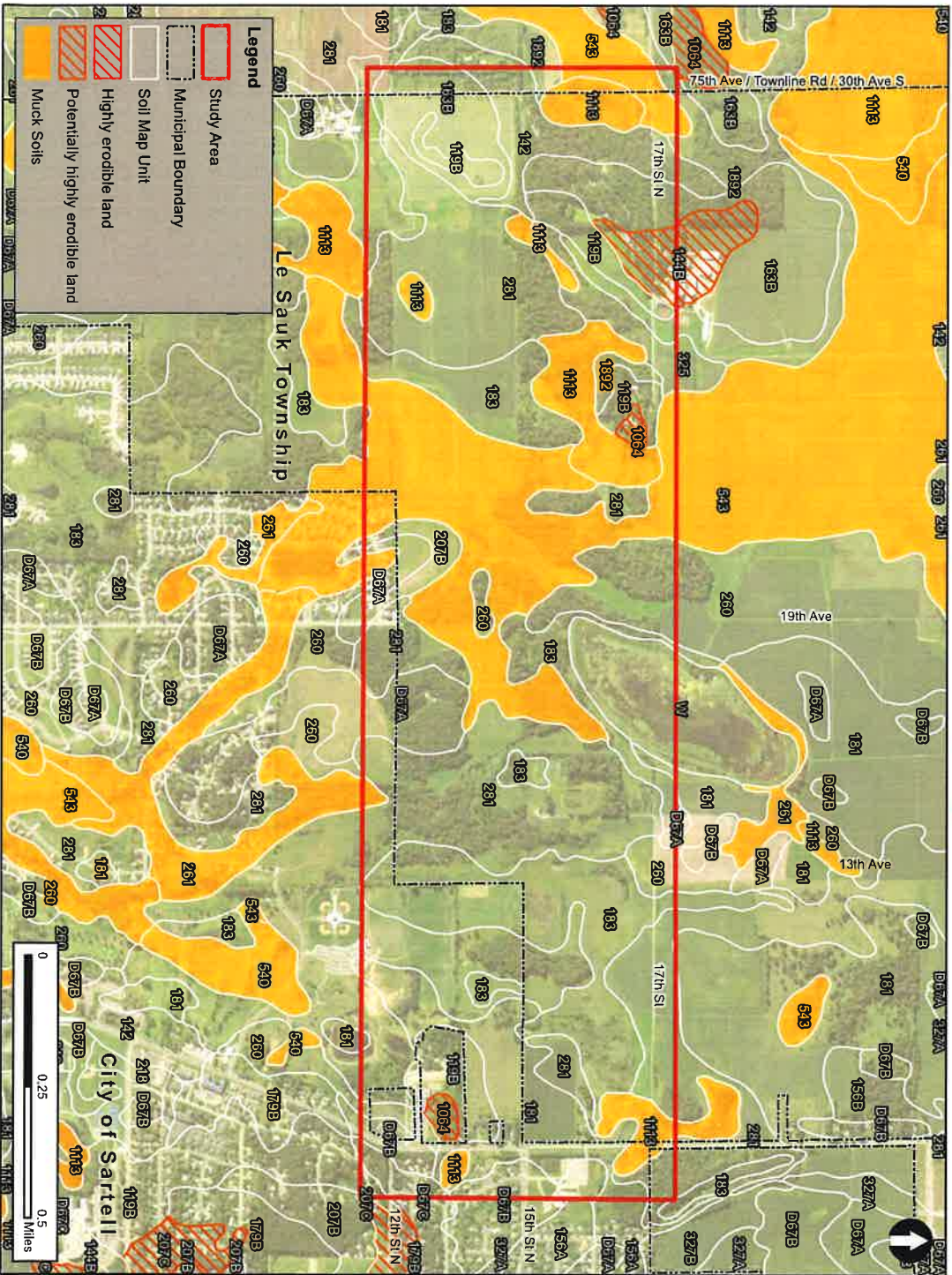
APPENDIX: MAP EXHIBITS

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

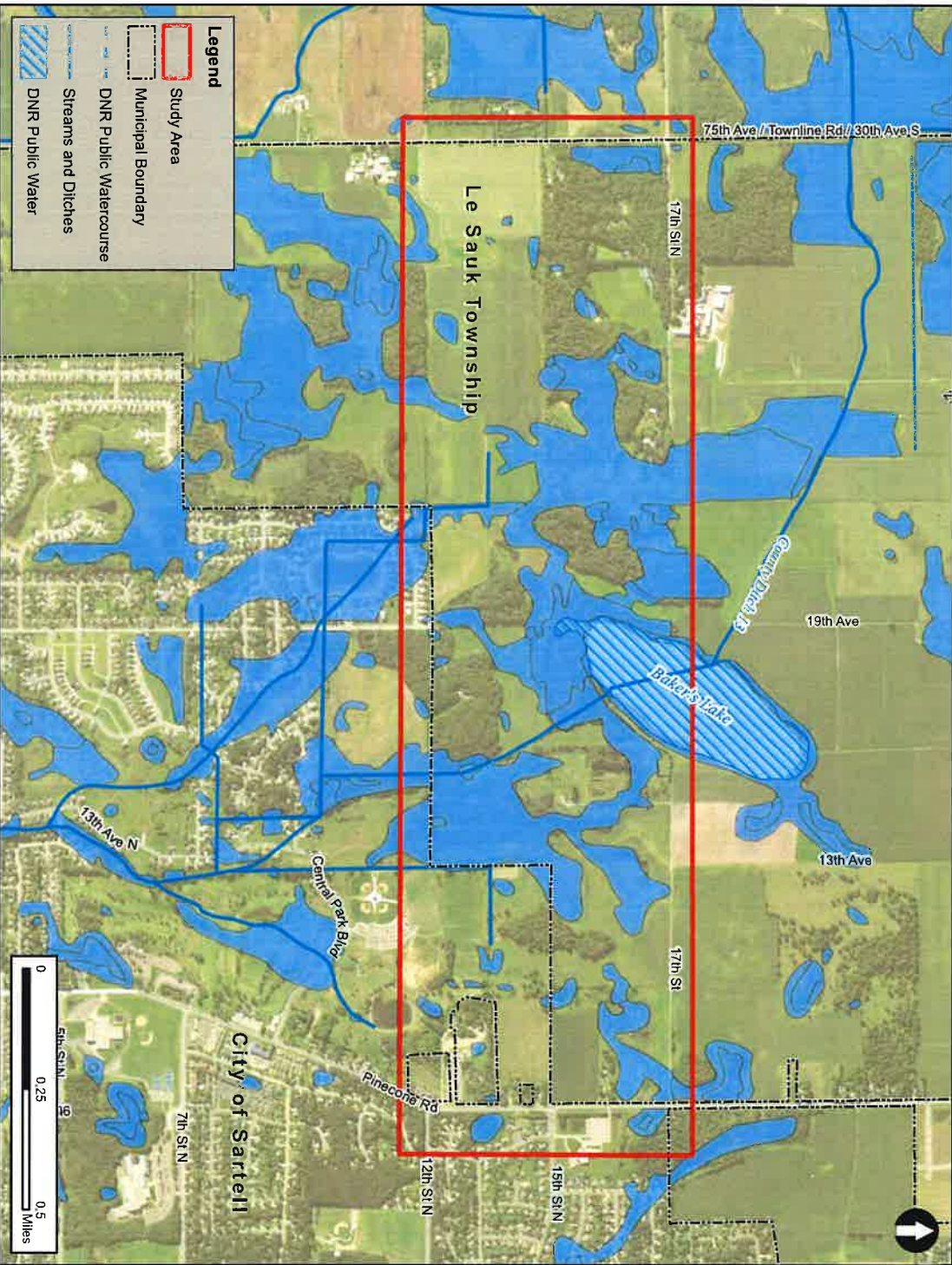


15th Street North Corridor Study | Existing Conditions and Issues

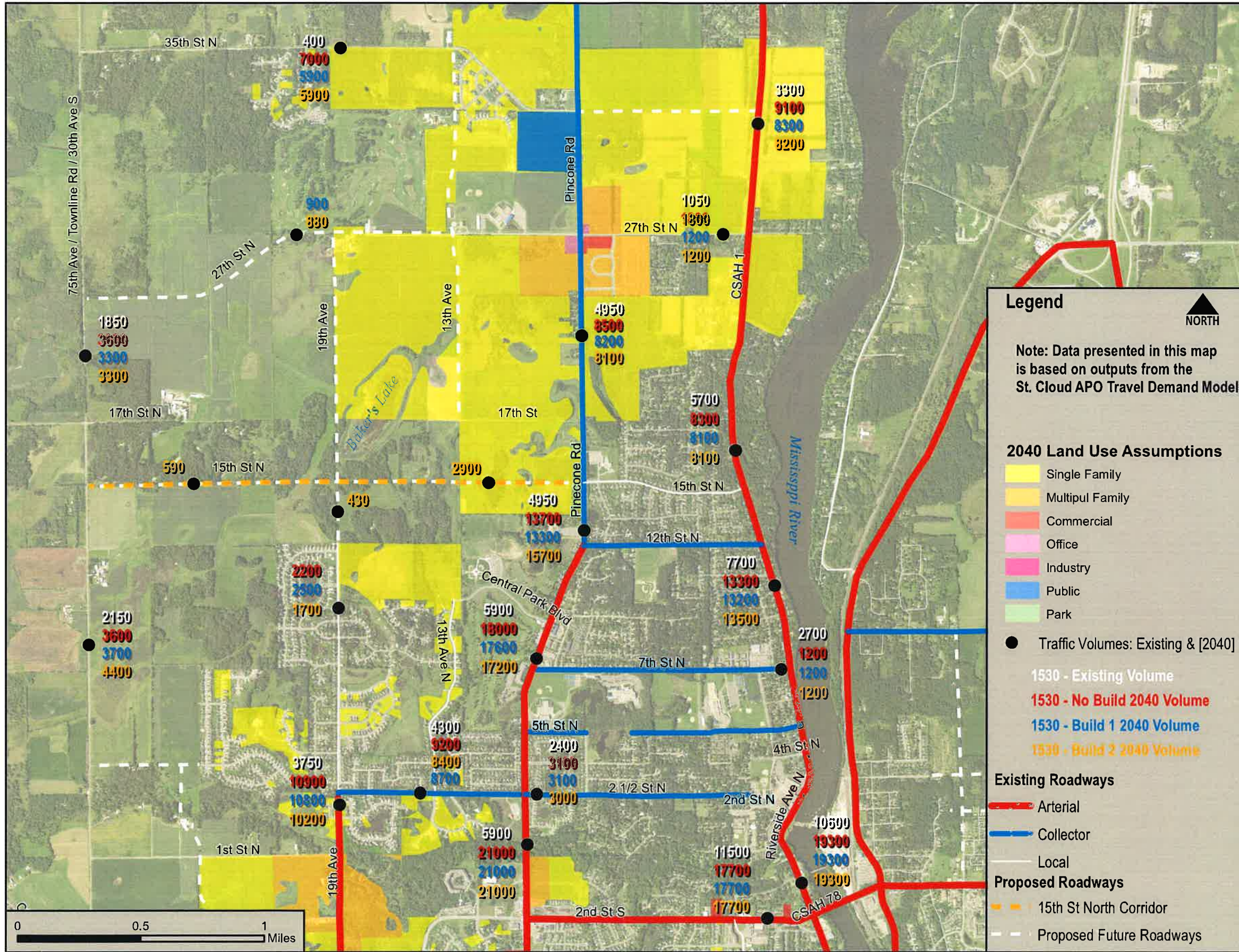
Soil Classification



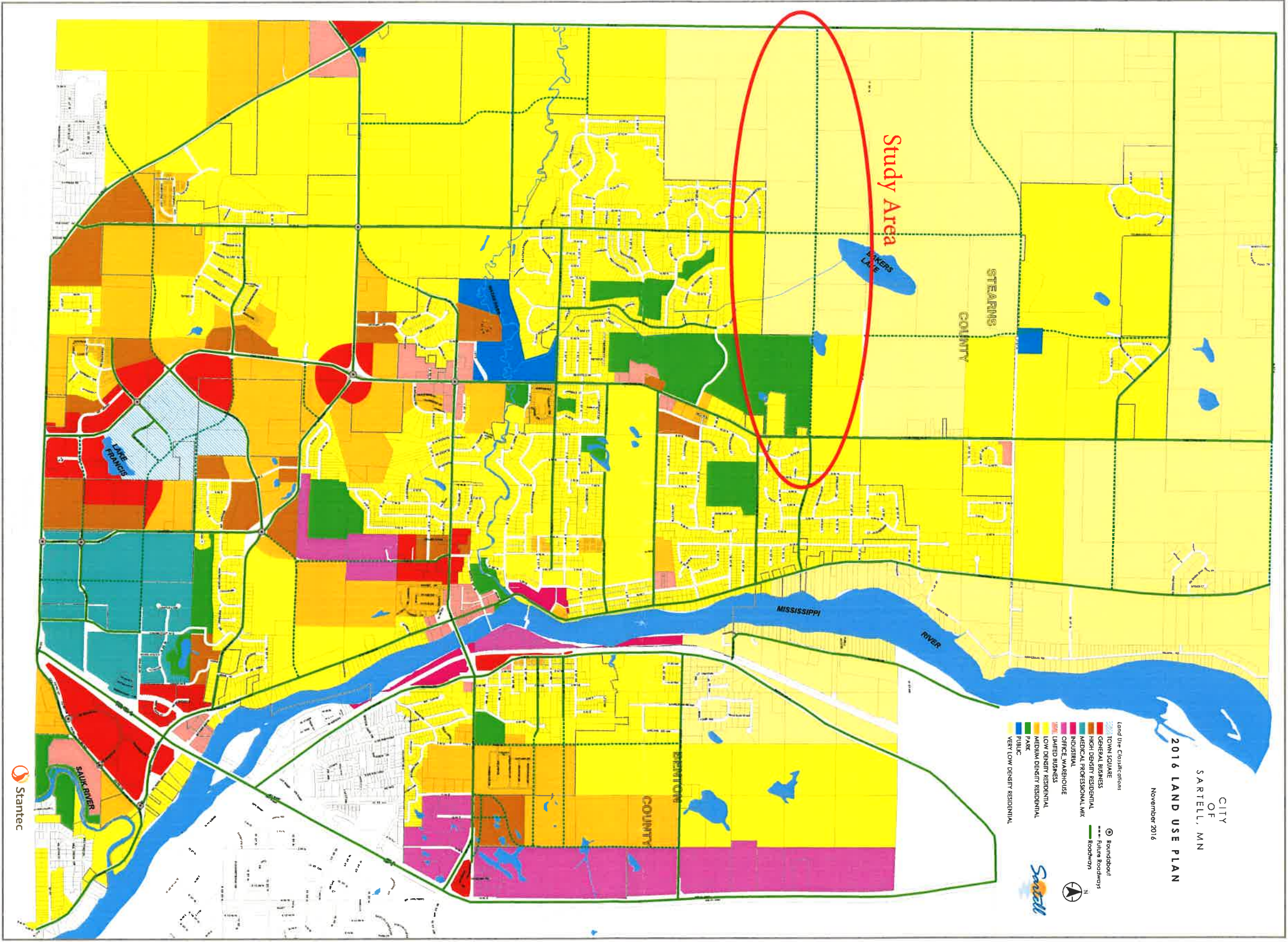
Wetland Resources



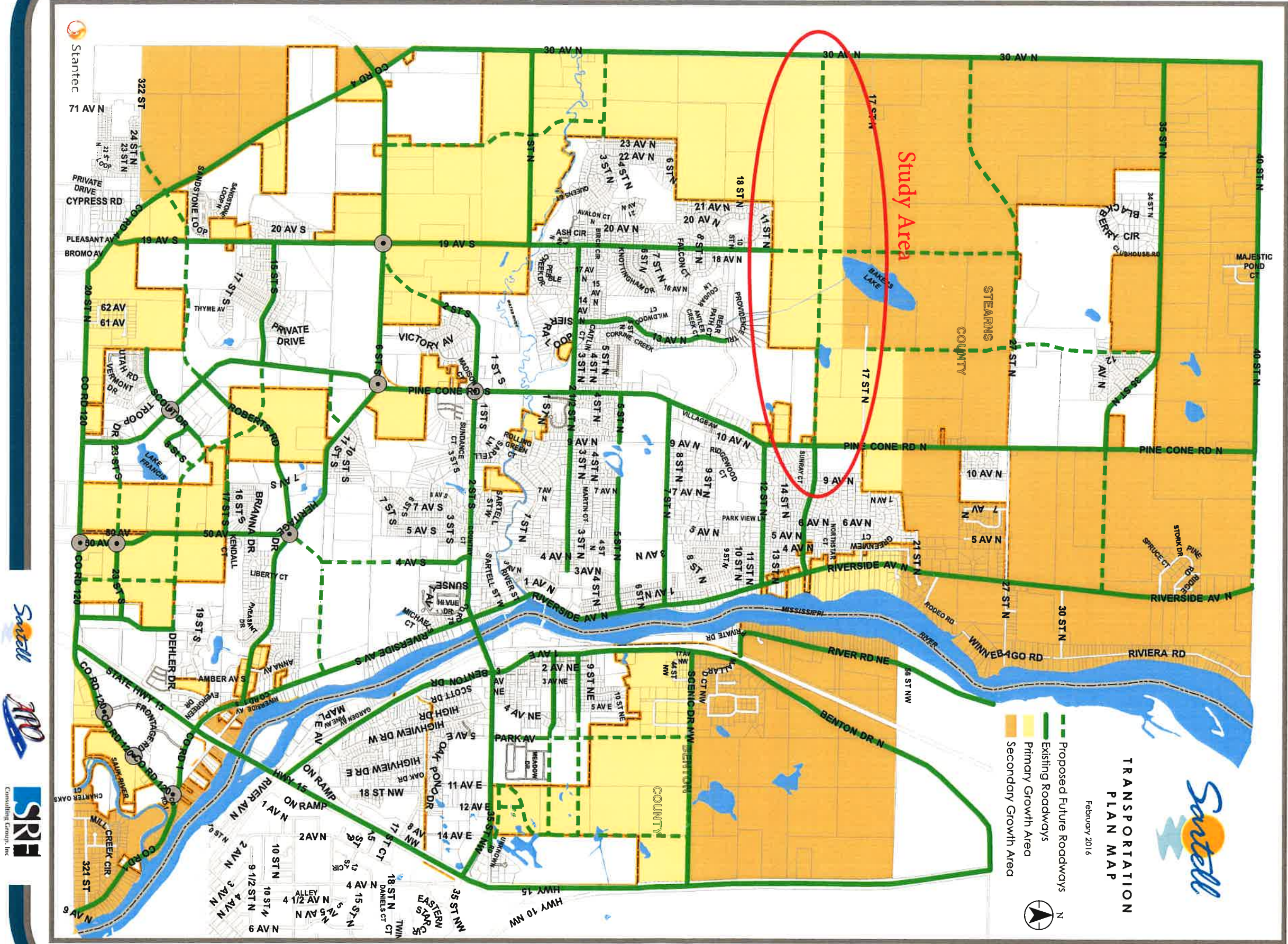
15th Street North Corridor Study | Figure 5 - Traffic Volumes

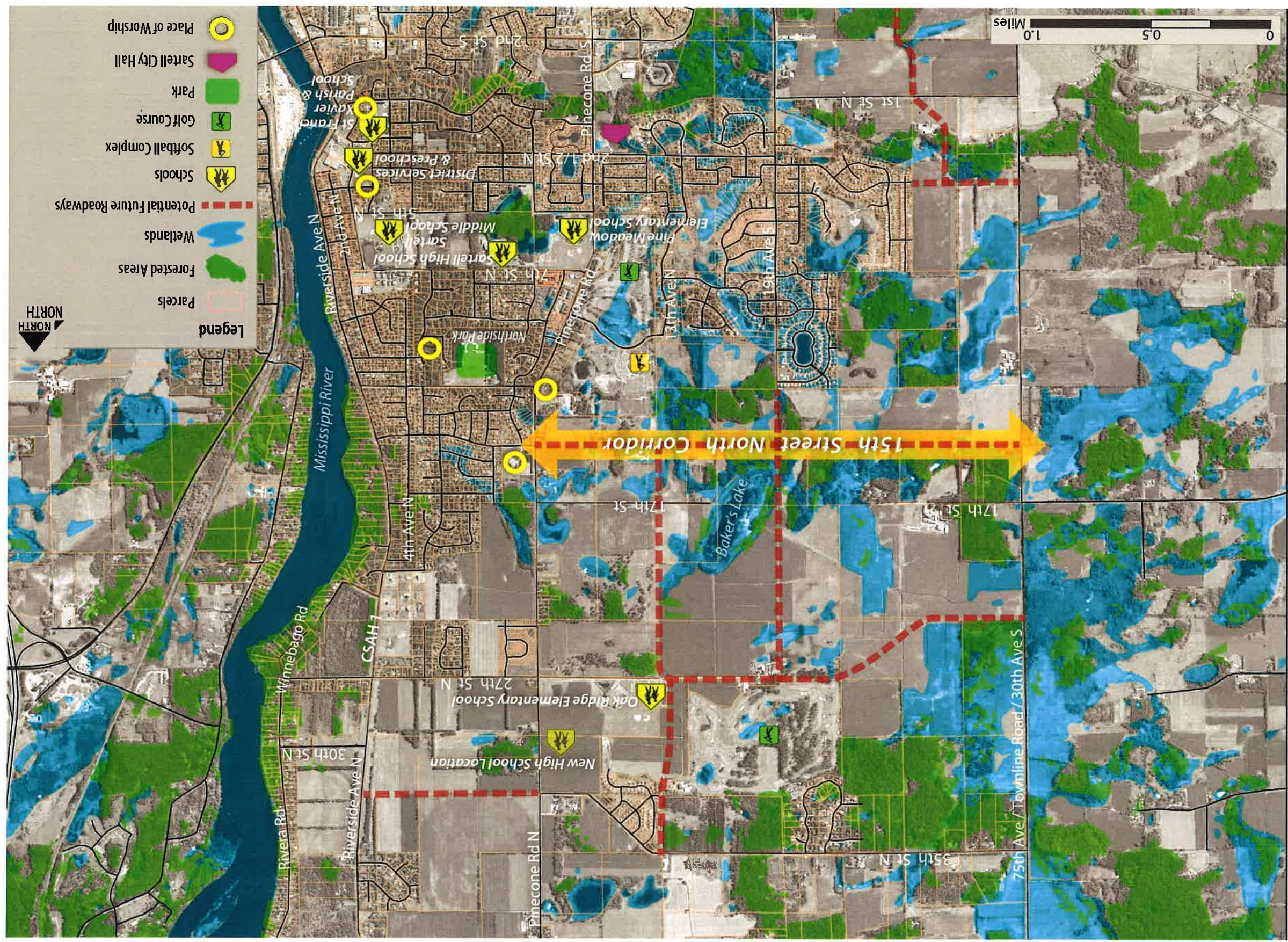


15th Street North Corridor Study | Figure 3 - Future Land Use



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





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 28th 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	
Urban <input type="checkbox"/> Urban Principal Arterial <input type="checkbox"/> Urban Minor Arterial <input type="checkbox"/> Urban Collector	Rural <input checked="" type="checkbox"/> Rural Principal Arterial <input type="checkbox"/> Rural Minor Arterial <input type="checkbox"/> Rural Major Collector	Age of Surface: _____	Rating: _____
C. Traffic Volume		D. Bridge Condition	
Current AADT: <u>22700</u>	20-Year AADT: <u>29510</u>	SR: _____	LPI = <u>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>)	\$1,520,000	40%
Local Matching Funds (<i>Minimum 20%</i>)	\$2,280,000	60%
Total Eligible Costs	\$3,800,000	100%

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

Property to be purchased? ☐ Yes ☒ No

Easement(s) needed? ☐ Yes ☒ No

Donated property? ☐ Yes ☒ No

Relocations anticipated? ☐ Yes ☒ No

10. PROJECT TIMELINE

Phase	Estimated Month / Year Completed
Environmental Document Completed	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)

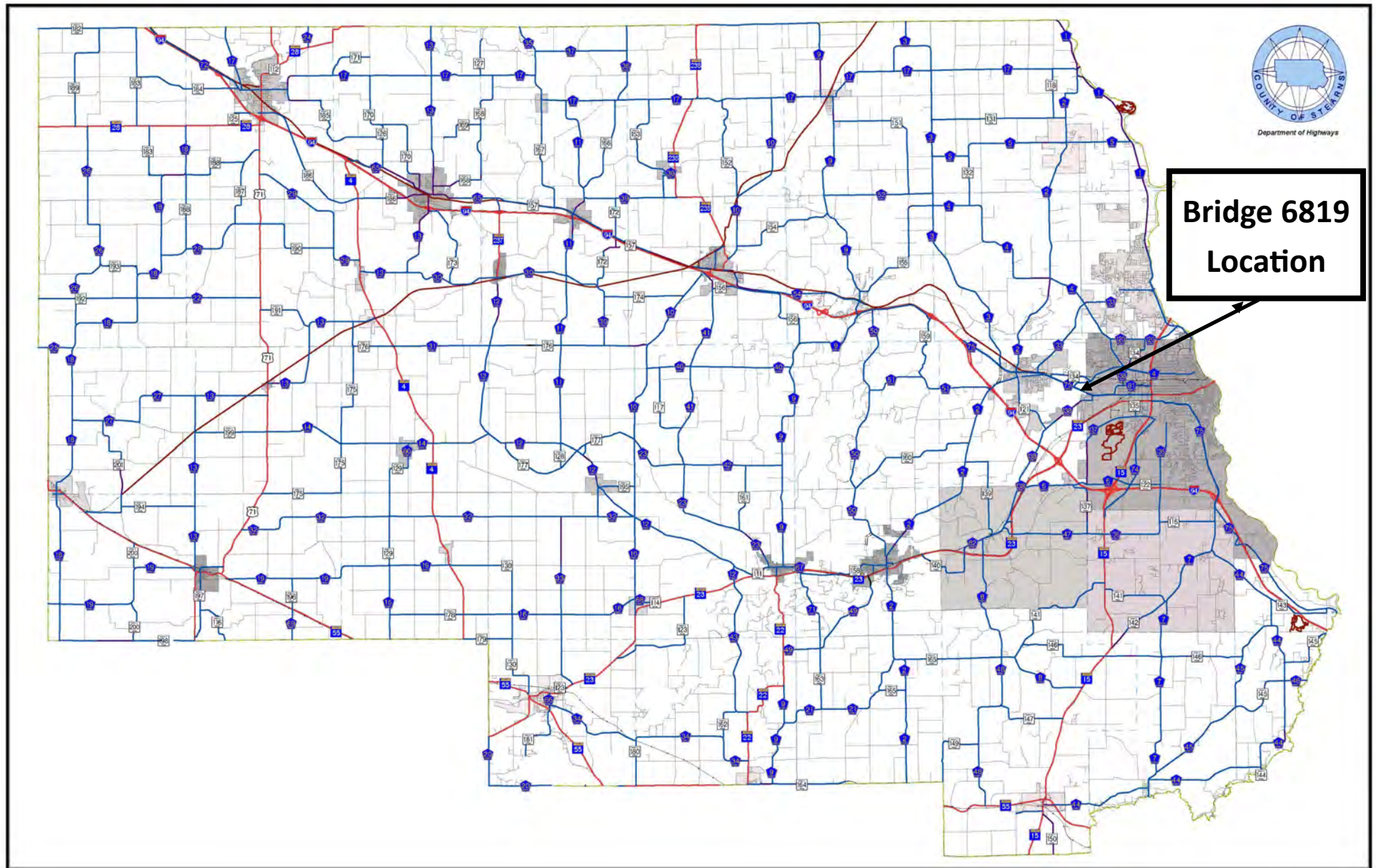
Energy and environmental Conservation: The proposed project will be a Categorical Exclusion. The design consultant has been coordinating with the Sauk River Watershed District, the Minnesota DNR and the Army Corps of Engineers during the early stages of design so that any concerns of the agencies can 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 14th day of December, 2021.

ATTEST:

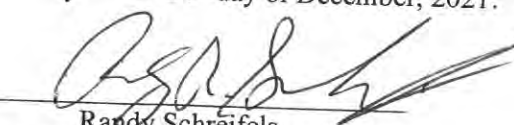

Randy Schreifels,
County Auditor – Treasurer


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 14th 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

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

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	ISUPER	ISUB	ICULV	ICHAN	IWADQ	IDGEO	IALIGN	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	48TH 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	March 10, 2022	9

Saint Cloud APO Policy Board Meeting

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 (55th Se NE)

3. TECHNICAL INFORMATION

A. Functional Classification of Roadway/Highway <i>(Check all that apply)</i>				B. Pavement Condition	
Urban		Rural		Age of Surface:	Rating: 2.6=RQI 2.4=PQI (2021)
<input type="checkbox"/> Urban Principal Arterial	<input type="checkbox"/> Rural Principal Arterial	14 (18yrs in const year)			
<input type="checkbox"/> Urban Minor Arterial	<input type="checkbox"/> Rural Minor Arterial				
<input type="checkbox"/> Urban Collector	<input checked="" type="checkbox"/> Rural Major Collector				
C. Traffic Volume				D. Bridge Condition	
Current AADT:	2050	20-Year AADT:	2550	SR:	

4. PROJECT TYPE *(Check all that apply)*

☐ New Alignment
 ☒ Roadway Reclamation, Reconditioning & Resurfacing
☐ Roadway Expansion
 ☐ Bridge
☐ Roadway Reconstruction
 ☐ 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>)	\$1,750,000	64%
Local Matching Funds (<i>Minimum 20%</i>)	\$971,757	36%
Total Eligible Costs	\$2,721,757	100%

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

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

10. PROJECT TIMELINE

Phase	Estimated Month / Year Completed
Environmental Document Completed	December / 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

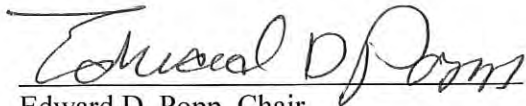
WHEREAS; it is recognized that in order to leverage more federal transportation projects, and fully utilize Region 7W's annual allocation of federal funding, a local match in excess of this twenty (20) percent minimum may be required.

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.

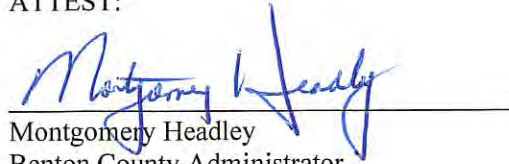
(Signatures on Following Page)

Approved and adopted this 28TH day of December, 2021.

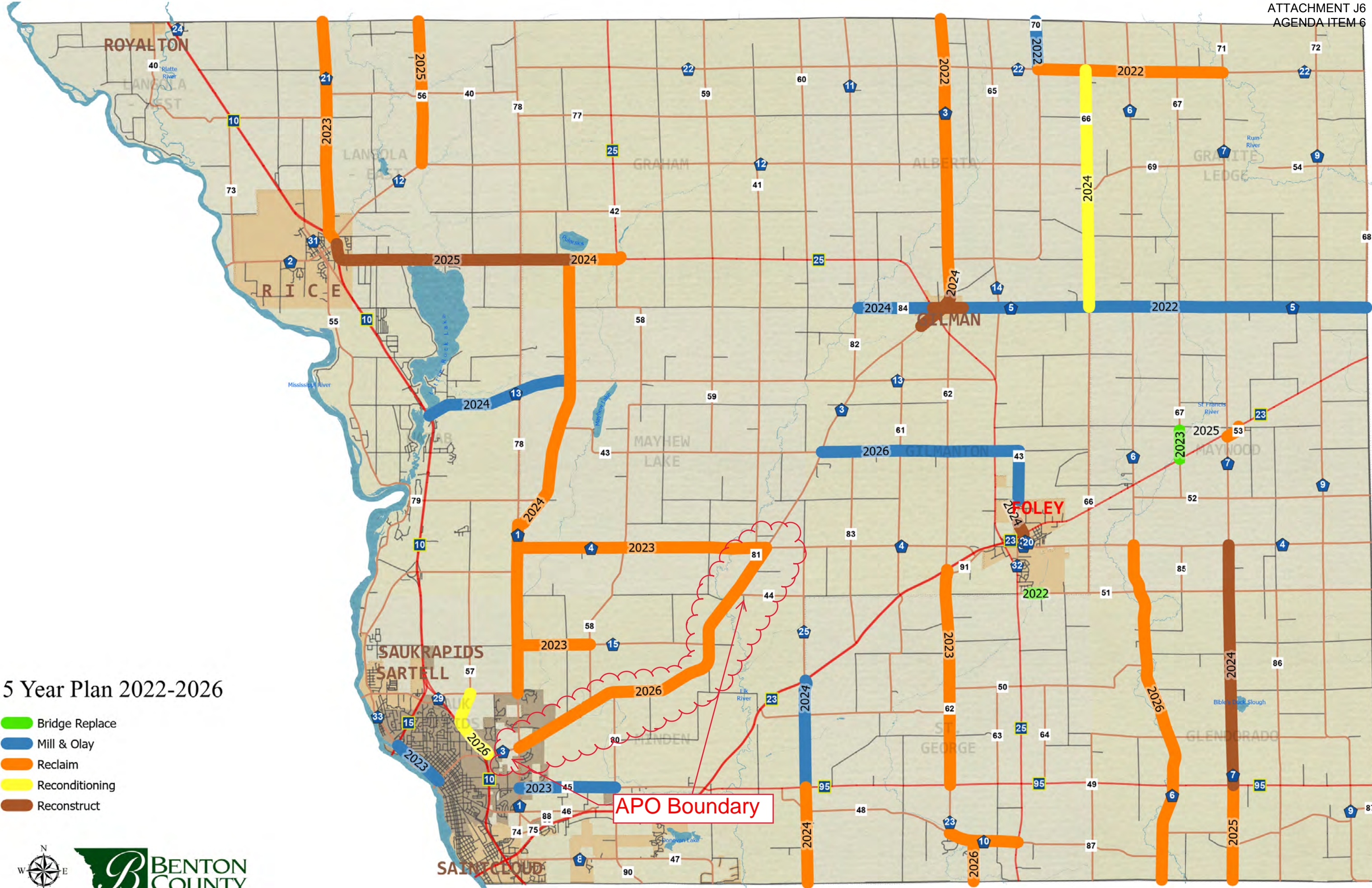


Edward D. Popp, Chair
Benton County Board of Commissioners

ATTEST:



Montgomery Headley
Benton County Administrator



5 Year Plan 2022-2026

- Bridge Replace
- Mill & Overlay
- Reclaim
- Reconditioning
- Reconstruct

10. Bipartisan Infrastructure Bill

APO Policy Board Meeting
February 10, 2022

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Basics

- The Infrastructure Investment & Job Act (IIJA) (also sometimes called the Bipartisan Infrastructure Law or BIL) was signed into law On Nov. 15, 2021.
 - Funding increases
 - Also, new programs and requirements



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Funding for Existing Programs

STBGP

2021 (FAST Act)	2022	2023	2024	2025	2026
\$11.228 B	\$12.452 B	\$12.701 B	\$12.955 B	\$13.214 B	\$13.478 B
	+10.9%	+2%	+2%	+2%	+2%

Transportation Alternatives

2021 (FAST Act)	2022	2023	2024	2025	2026
\$850 M	\$1.384 B	\$1.411 B	\$1.439 B	\$1.468 B	\$1.498 B
	+62.8%	+1.95%	+1.98%	+2%	+2%

FTA/Transit

2021 (FAST Act)	2022	2023	2024	2025	2026
\$13 B	\$ 18 B	\$18 B	\$18.8 B	\$19 B	\$19 B
	+38.5%	0%	+4.4%	+1.1%	0%

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Funding for Existing Programs

PL (Highway + Transit)

2021 (FAST Act)	2022	2023	2024	2025	2026
\$465 M	\$622.6 M	\$635.5 M	\$649.4 M	\$659.4 M	\$676.4 M
	+33.9%	+2.1%	+2.2%	+1.5%	+2.5%

Jurisdiction	2022 Assessment	Potential 2023 Assessment	Change
St. Cloud	\$51,393	\$69,354	+\$17,961
Sartell	\$14,330	\$19,348	+\$5,018
Sauk Rapids	\$10,683	\$14,437	+\$3,754
Waite Park	\$5,851	\$7,915	+\$2,064
St. Joseph	\$5,507	\$7,431	+\$1,924
LeSauk Twn	\$1,385	\$1,840	+\$455
Benton Co	\$4,184	\$5,647	+\$1,463
Sherburne Co	\$1,550	\$2,095	+\$545
Stearns Co	\$9,936	\$13,418	+\$3,482
Metro Bus	\$3,500	\$3,500	\$0
Total	\$108,319	\$144,985	\$36,666

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Funding for Existing Programs

FRA/Rail

2021 (FAST Act)	2022	2023	2024	2025	2026
\$3 B	\$13 B	\$13 B	\$13 B	\$13 B	\$13 B
	+333.3%	+0%	+0%	+0%	+0%

- Amtrak-related infrastructure = \$22 B over 5 years
- Intercity Passenger Rail = \$36 B over 5 years

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Funding for New Formula Programs

Carbon Reduction Program

2022	2023	2024	2025	2026
\$1.2 B	\$1.3 B	\$1.3 B	\$1.3 B	\$1.3 B
	+8.3%	0%	0%	0%

- Formula funding to states to reduce GHG emissions from transportation
 - CMAQ, public transportation, technology improvements, traffic control, carbon reduction strategies, EV charging, and others
 - States shall develop a carbon reduction strategy and update every four years
 - Must consult with MPOs
 - 65% of funds suballocated by population like STBGP

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Funding for New Formula Programs

PROTECT/Resiliency

2022	2023	2024	2025	2026
\$1.4 B	\$1.4 B	\$1.5 B	\$1.5 B	\$1.5 B
	+0%	+7.1%	0%	0%

- Goals
 - Mitigate urban heat islands;
 - Improve air quality;
 - Reduce impervious surfaces, stormwater runoff and flood risks, and heat impacts to infrastructures and road users.
- Eligible use of funds:
 - Conducting assessment of urban heat islands to identify hot spots;
 - Conducting comprehensive tree canopy assessment;
 - Conducting equity assessment of impacts on disadvantaged neighborhoods
 - Planning activities, including an investment plan (MPOs are eligible recipients);
 - Purchasing and deploying cool pavements;
 - Purchasing trees, site prep, planting trees, and repairing storm damaged trees;
 - Assessing underground infrastructure;
 - Hiring staff to conduct any of above activities

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Funding for New Formula Programs

Bridge Program

2022	2023	2024	2025	2026
\$5.5 B	\$5.5 B	\$5.5 B	\$5.5 B	\$5.5 B
	+0%	+0%	0%	0%

- Bridges and Roadways were all being funded from STBGP (sometimes HSIP)

STBGP

2021 (FAST Act)	2022	2023	2024	2025	2026
\$11.228 B	\$12.452 B	\$12.701 B	\$12.955 B	\$13.214 B	\$13.478 B
Bridge →	\$5.5 B	\$5.5 B	\$5.5 B	\$5.5 B	\$5.5 B
	\$17.952 B	\$18.201	\$18.455	\$18.714	\$18.978 B
	+59.9%	+1.4%	+1.4%	+1.4%	+1.4%

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Funding for New Formula Programs

EV Charging

2022	2023	2024	2025	2026
\$1 B	\$1 B	\$1 B	\$1 B	\$1 B
	+0%	+0%	0%	0%

- Can be used by states for the acquisition and installation of EV infrastructure as well as operations and maintenance.
- Compliments \$2.5 billion Charging and Refueling Infrastructure Grant Program, aimed at state and local governments, MPOs, and other public-sector entities.
 - Focuses on investments along Alternative Fuel Corridors that states have already been working on. Includes a set-aside for Community Grants under the surface transportation reauthorization.
 - I-94 is an alternative fuels corridor.

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Public Transportation

Public Transportation Funding

	2021	2022	2023	2024	2025	2026
Urban Area Formula	\$5 B	\$6.4 B	\$6.5 B	\$6.7 B	\$6.9 B	\$7 B
State of Good Repair	\$2.7 B	\$4.5 B	\$4.5 B	\$4.6 B	\$4.7 B	\$4.8 B
Competitive Bus Grants	\$414 M	\$376 M	\$383 M	\$394 M	\$402 M	\$412 M
Low-No Emission Buses	\$180 M	\$1.121 B	\$1.123 B	\$1.125B	\$1.127 B	\$1.129 B

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Continuing Competitive Grant Programs

INFRA

2021 (Fast Act)	2022	2023	2024	2025	2026
\$1 B	\$1.64 B	\$1.64 B	\$1.64 B	\$1.54 B	\$1.54 B
	+64%	0%	0%	-6.1%	0%

- Expanded eligibility for wildlife crossings, border crossings to increase throughput, replacing or rehabbing culverts, or reducing stormwater runoff
- 30% may be used for freight intermodal or freight rail projects
- Priority for projects offering greater non-federal share of costs

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Continuing Competitive Grant Programs

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

2021 (Fast Act)	2022	2023	2024	2025	2026
\$1 B	\$1.5 B	\$1.5 B	\$1.5 B	\$1.5 B	\$1.5 B
	+50%	0%	0%	0%	0%

- Project Limits
 - Urban areas - not less than \$5M and not more than \$25M
 - Rural areas – not less than \$1M and not more than \$25M
- Projects in rural areas or disadvantaged or persistently poor areas could be 100% federally funded.

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New Competitive Grant Programs

Bridge Investment Program

2022	2023	2024	2025	2026
\$2.447 B	\$2.487 B	\$2.497 B	\$2.522 B	\$2.547 B
	+1.6%	+0.4%	+1.4%	+1%

- Provides grants to replace, rehabilitate, preserve, or protect bridges in National Bridge Inventory
 - i.e., any public road (not just Federal Aid system)
- Bundling projects is permitted
- Replacing or rehabbing culverts to improve flood control and improve habitat connectivity for aquatic species is also permitted

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New Competitive Grant Programs

Rural Surface Transportation Program

2022	2023	2024	2025	2026
\$300 M	\$350 M	\$400 M	\$450 M	\$500 M
	+16.6%	+14.3%	+12.5%	+11.1%

- To improve and expand the surface transportation infrastructure in rural areas.
- **GOALS.—**The goals of the program shall be—
 - (A) to increase connectivity;
 - (B) to improve the safety and reliability of the movement of people and freight; and
 - (C) to generate regional economic growth and improve quality of life.
- Minimum \$25 million; Federal share at least 80%

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New Competitive Grant Programs

PROTECT/Resiliency

2022	2023	2024	2025	2026
\$250 M	\$250 M	\$300 M	\$300 M	\$300 M
	0%	+20%	0%	0%

- Construction grants also included
 - To improve resiliency and to strengthen/protect evacuation routes
- Planning grants – 100% federal share to enable communities to assess vulnerabilities to current and future weather events and natural disasters and changing conditions
 - MPOs are eligible recipients

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New Competitive Grant Programs

National Infrastructure Project Assistance

2022	2023	2024	2025	2026
\$1 B	\$1 B	\$1 B	\$1 B	\$1 B
	0%	0%	0%	0%

- For LARGE (\$100M+) surface transportation projects in several modes, including passenger rail, projects on National Freight Network, freight intermodal projects, or public transportation projects eligible under Title 53
 - Can be single-year or multi-year grant agreement

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New Competitive Grant Programs

Safe Streets for All Users Program

2022	2023	2024	2025	2026
\$1 B	\$1 B	\$1 B	\$1 B	\$1 B
	0%	0%	0%	0%

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

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New Competitive Grant Programs

SMART Grants

2022	2023	2024	2025	2026
\$100 M	\$100 M	\$100 M	\$100 M	\$100 M
	0%	0%	0%	0%

- Grants to fund demonstration projects focused on advanced smart city or community technologies and systems to improve transportation efficiency and safety.

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New Competitive Grant Programs

Reconnecting Communities Pilot Program

2022	2023	2024	2025	2026
\$195 M	\$198 M	\$200 M	\$202 M	\$205 M
	+1.5%	+1.0%	+1.0%	+1.5%

- For planning and construction
- To restore community connectivity
 - To remove, retrofit, or mitigate an eligible facility or (if appropriate) replace it with a new facility
- Eligible facilities:
 - A limited access highway;
 - A viaduct; and
 - Any other principal arterial facility.
- MPOs are eligible for both planning and construction grants

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New Planning Requirements

- In developing plans, MPOs may use social media or other web-based tools to drive public participation
- Housing is now a planning factor
 - In large MPOs, housing may be integrated into transportation plans
- Secretary shall update regulation to ensure that the first four-years of the MTP are fiscally constrained, but provide more flexibility beyond that
- Secretary shall solicit apps for prioritization pilot program:
 - To support data-driven approaches to planning that can be evaluated for public benefit
 - Program would assess and score projects and use those scores to guide project selection in the MTP and TIP

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New Planning Requirements

- Secretary shall carry out a study to develop best practices guidance on travel demand modeling
- Secretary shall develop a web-based tool to enable MPOs and states to evaluate the effect of investments in highway and public transportation projects on the use and condition of all transportation assets
- MPOs are required to use 2.5% of their PL funds for activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities, including adoption of Complete Streets standards or policies
 - May opt out of req if we can demonstrate that we have Complete Streets standards and policies in place and have developed an up-to-date CS prioritization plan

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